

12



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ANTI • ATALANTA • AUSTRALIA • AUSTRALIA II • AUSTRALIA III • AUSTRALIA IV • AZZU  
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O • CHALLENGE 12 • CHALLENGE FRANCE • CHANGEGER • CHARLOTTE II • CINTRA •  
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Y • LITHUANICA • LITTLE ASTRA • LOBITO • LUCELLA • LUCILLA • LUCIE VIII • MAGDA V  
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ESTY • MOHITA II • MORWENNA • MOUCHETTE • MOUETTE • MOYANA • MOYANA  
ZEALAND • NEWS BOY • NIGHT WIND • NINA • NIPPON CHALLENGE • NORDST • NOORDST  
IND • PHOENIX • PRINCESS SVANIVET • PTARMIGAN • RAAK • RAFAGA • RAGNA III • R  
TRE • SCHAWANHILD • SCIROCCO • SEESCHWALBE • SEVEN SEAS • SEVEN SEAS OF PORT  
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E CRUSADER II • WHITE HEATHER • WHITE STREAK • WINDANCER • WINDROSE • WINGS •

# THE TWELVE METRE REGISTER

## **The Twelve Metre Register**

Yacht built according to the International First Rule	259
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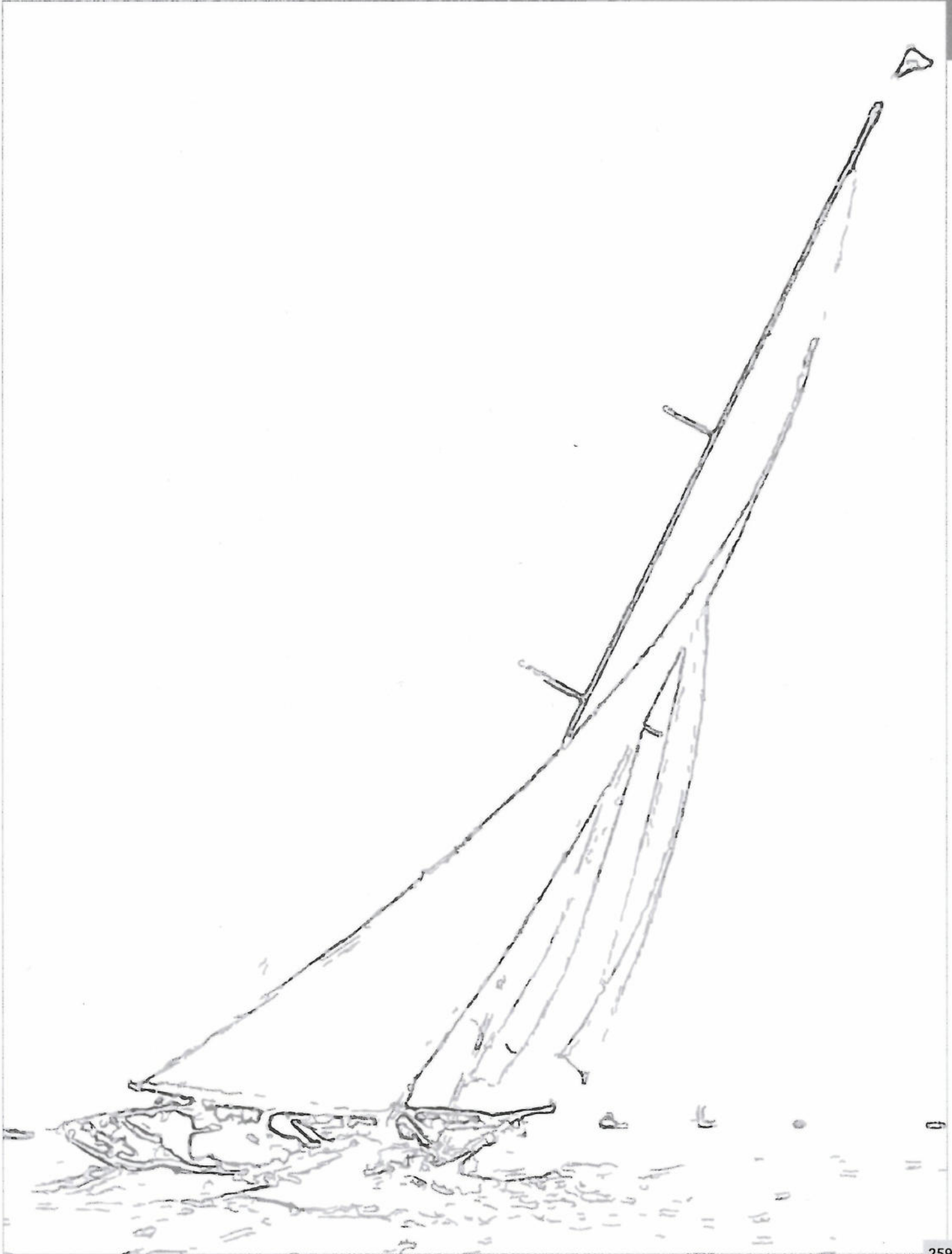
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## Introduction to the Twelve Metre Register

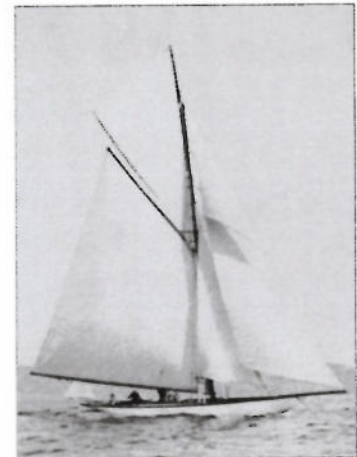
- Yachts are listed according to their current name, if still in existence; if a yacht has disappeared, it is listed according to its name when launched.
- For homogeneity, measurements and data are taken from *Lloyd's Register*; consequently, measurements may not correspond with the Rating Certificates.
- Historical items are gathered from various sources and set down in brief to avoid any fictional tendencies. Although the bibliographic and historical material is quite ample, despite my best efforts it is incomplete for various reasons: several designer and yard archives have been lost; period publications may no longer be available; language problems exist especially regarding Scandinavian countries; and not all race results are still available.

# FIRST RULE



## ALACHIE

Design	William Fife III	
Builder	W. Fife & Son - constr. n° 556	
Year	1908 late April	
LOA	(m.)	15.70 (not homogeneous measurement)
LWL	(m.)	11.91
Beam	(m.)	3.37
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	250
Construction	Wood on steel frames	
Engine		
First owner	George Coats	
First name	<i>Alachie</i>	
First country	Great Britain	
Home port	Glasgow (Great Britain)	
First sail number		
Other names		
Current location		
Condition	Broken up	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

**1908 - 1912** George Coats - name *Alachie* - home port: Glasgow (Great Britain).  
 Launched in **1908** at the end of April, *Alachie* was the first yacht of the new class built on the Clyde and was considered as the most advanced boat built at Fairlie. She was considered as the most complete specimen of steel framing ever built into a vessel of her size. Like all the more extreme racers all the sheets were to be wrought from below so as to obviate the necessity of anyone but the helmsman to be on deck during a race; she had not a vestige of bulwarks and the men were prevented from slipping overboard by an elm toerail fixed along the deck along the inner edge of the covering board; spars, boom and bowsprit were hollow. Just after the launch, she was beached for a complete alteration to remove and add to the keel, which was recast, eight hundred weight of lead which had been added as ballast after launching. *Alachie* has been one of the leading Twelves in the **1908, 1909, 1910** and **1911** seasons and out of 137 entries she had 43 firsts and 54 placings; she competed without success at the english trials for the **1908** Olympic games. In **1912** *Alachie* was not fitted out, her owner George Coats being busy with the new 15 Metre, *The Lady Anne*.

**Racing results:** **1909** season: she was third with a total of 29 entries, 7 firsts, 9 seconds and 3 thirds.  
**1910** season: she was third with 37 entries, 12 firsts, 13 seconds and 4 thirds.  
**1911** season: she was first with a total entries of 41, 13 firsts, 14 seconds and 4 thirds.  
 In **1911** she took part in the first Europe Week at Cowes together with *Cintra*, *Javotte*, *Ierne* and *Rollo*; she was third in the first race and fifth in the second as she went ashore.

**1914 - 1915** José Antonio Aguirre - home port: Buenos Aires (Argentina).  
 Together with *Mouchette* and *Rafaga*, she is one of the three Twelves transferred in Argentina.

**1916 - 1918** ?

**1919 - 1931** Antonio Leon Lanussé.

**From 1925** Registered in the Lloyd's Register as "formerly Int. Rating Class 12 Metres". In a photo dated **1927** *Alachie* is racing with *Rafaga* still with a gaff rig.

**From 1932** Disappeared from the Lloyd's Register. Broken up in the Tigre around the Eighties.

# ATALANTA

FIRST RULE

1

Design	Johan Anker - project n° 181	
Builder	Anker & Jensen	
Year	1917	
LOA	(m.)	
LWL	(m.)	13.03
Beam	(m.)	3.35
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Wood on steel frames	
Engine		
First owner	Henrik Ostervold (since 1920)	
First name	<i>Atalanta</i>	
First country	Norway	
Home port	Bergen (Norway)	
First sail number	K 5	
Other names		
Current location		
Condition	Broken up ?	
Current sail number		

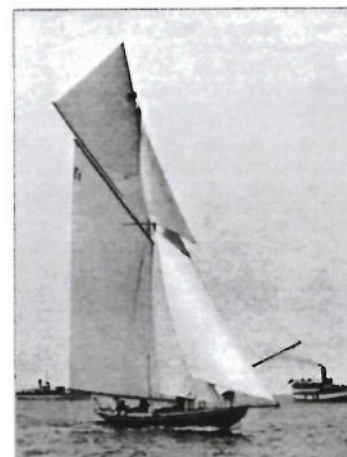


**Owners/history:** Built according to the **International First Rule**.

- 1917 - 1922** Henrik Ostervold - name *Atalanta* - home port: Bergen (Norway) - rigging: bermudan cutter.  
Winner of the **1920** Olympic games First Int. Rule category. In the **1920** Olympics two gold metals were awarded: one for the Twelves designed according to the first version of the Rule and the other for those designed after the new **1919** Rule revision. Only two Twelves raced, however, one in each category, and both were Norwegian, the second Twelve being *Heira*, built by Johan Anker.
- 1923 - 1924** Alfred C. Adams and J.R. Piper - home port: Colchester (Great Britain).  
In **1923** she entered in the Burnham Week performing well although outclassed by *Noreen* and *Vanity*.
- 1925** J.R. Piper (sole owner) - home port: London (Great Britain).
- 1926 - 1929** W.F. McAusland.
- 1930 - 1931** C.H. Chapman.  
Since **1930** registered in the Lloyd's Register as "formerly Int. Rating Class 12 Metre". Engine installed in **1931**.
- 1932** Disappeared from the Lloyd's Register.

## BRAND IV

Design	Johan Anker - project n° 82	
Builder	Anker & Jensen	
Year	1909	
LOA	(m.)	18.67
LWL	(m.)	11.99
Beam	(m.)	3.49
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	243 - reduced to 187 (1926)
Construction	Wood	
Engine		
First owner	Dr. R. Van Rees	
First name	<b>Brand IV</b>	
First country	Netherlands	
Home port	Amsterdam (Netherlands)	
First sail number		
Other names	(1912)	<i>Isla II</i>
	(1917)	<i>Dora III</i>
	(1921)	<b>Brand IV</b>
	(1932)	<i>Ragna III</i>
	(1936)	<i>Elmari</i>
	(1953)	<i>Solveig I</i>
Current location		
Condition	Broken up	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1909 - 1911** Dr. R. Van Rees - name: **Brand IV** - home port: Amsterdam (Netherlands).  
She was the first Norwegian Twelve designed and built by Johan Anker and the one which brought him celebrity. The project was designed for Anker himself and later sold to Van Rees. The mast was not built by the yard but in England. It was shipped from Liverpool with the steamer "Edith". On her way she collided with an other steamer and shipwrecked. Several sailors followed her to the bottom. The mast emerged to the surface again and was rescued later by fishermen. At Anker & Jensen the mast was repaired (the top mast had broken) and rigged on the new **Brand IV**. In 1909 **Brand IV** won every where in Copenhagen, Oresund and Kiel; the Kaiser congratulated Anker on Brand's results and the famous Norwegian dramatist Bjornson sent to him a telegram: "my Norwegian heart is bursting with joy, it is still healthy". Thanks to her winning career, **Brand IV** was called "the flying Norwegian".
- 1912 - 1916** G.W. Lans Junior - new name: *Isla II* - home port: Rotterdam (Netherlands).
- 1917 - 1919** Burger Lie - new name *Dora III* - home port: Christiania, Oslo (Norway).
- 1920 - 1925** Louis Hannevig - new name: **Brand IV** home port: Christiania, Oslo (Norway).  
In 1925 altered in bermudan cutter with a sail area reduced to 187 sq.m.
- 1926 - 1929** Ivor Jenkins - home port: Oslo (Norway).
- 1930 - 1931** ?
- 1932 - 1935** Ole Sûndo - new name: *Ragna III* - home port: Copenhagen (Denmark). Engine installed in 1934.
- 1936 - 1937** Marius Nielsen - new name: *Elmari II* - home port: Copenhagen (Denmark).
- 1938 - 1946** ?
- 1947** H. Kierulff.
- 1948 - 1952** Børge Jørgensen.
- 1953 - 1956** J.C. Petersen - new name: *Solveig I* - home port: Aarhus (Denmark).
- 1957** Disappeared from the Lloyd's Register - probably broken up.



Design	William Fife III	
Builder	W. Fife & Son - constr. n° 563	
Year	1909 May	
LOA	(m.)	18.82
LWL	(m.)	11.97
Beam	(m.)	3.38
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Wood on steel frames	
Engine		
First owner	Andrew Coats	
First name	<i>Cintra</i>	
First country	Great Britain	
Home port	Glasgow (Great Britain)	
First sail number		
Other names	(1947)	<i>Cintro</i>
Current location	Cala Galera (Italy)	
Condition	Perfect	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1909 - 1912** Andrew Coats - name: *Cintra* - home port: Glasgow (Great Britain). Andrew Coats started the 12 Metre Class on the Clyde with *Heatherbell*. *Cintra* was a fast boat in light winds quite successful in many races against *Alachie* owned by Andrew's brother, George. In **1909** she led the racing season with 33 starts, 13 firsts, 7 seconds and 4 thirds. In **1910** again she is the best with 43 starts, 14 firsts, 12 seconds and 2 thirds. In **1911** she was fourth with 27 starts, 4 firsts, 7 seconds and 5 thirds while in **1912** she entered 21 starts with 5 firsts and 4 seconds. In **1911** she took part at the first Europe Week in Cowes together with *Alachie*, *Javotte*, *Ierne* and *Rollo*; she had a fifth and second placings in the two races.
- 1913 - 1918** F. Smith.
- 1919 - 1930** Axel Wilhelmsen - home port: Christiania, Oslo (Norway). From **1919** in Lloyd's as "formerly Int. Rating Class 12 Metres".
- 1931 - 1934** ?
- 1935 - 1937** E. Guyler van Bergh - home port: Copenhagen (Denmark) and Oslo (Norway). Altered to a bermudan cutter. Remeasured as 12 Metre I. R.
- 1938 - 1939** Ernst Schalburg - home port: Sussex (Great Britain) and Copenhagen (Denmark).
- 1946 - 1950** Cecil E. Donne - new name: *Cintro* - home port: London (Great Britain). RORC rating **1947**: 50 53 - **1948**: 47 18.
- 1951 - 1952** Lt. Col. A.E.P. Bridge. New engine installed in **1951**.
- 1953** Comdr. H.G. Dobbs.
- 1954 - 1956** A.J. Walter. In **1956** she entered at her last race: the Round the Island Race.
- 1956** W.E. Smith - home port: Southampton (Great Britain).
- 1957 - 1958** L.C. Hardy - home port: London (Great Britain).
- 1959 - 1963** Alwyn Foulkes - home port: London and Bursledon (Great Britain).
- 1964 - 1966** R.D. Attwood - home port: London (Great Britain).
- 1967 - 1972** C. Attwood & R. Attwood. Re-powered < **1967**. During **1970** *Cintra* was sheltered in a shed of an old Thames barge.
- 1973 - 1989 ?** In **1984** the yacht was transferred in an East Coast yard to be transformed: a big two levels cockpit was installed, the stern was shortened and a big engine was installed.
- 1990 - 1999** Alberto Rusconi - name *Cintra* - home port: La Spezia (Italy). The yacht was found by Franco Giorgetti and William Collier; she was transported to Italy and refitted as the original at the La Bussola yard in Fiumicino (Italy). She entered numerous races in the Mediterranean regattas for vintage yachts.
- Since 1999** Gabriele De Bono - home port: Fiumicino (Italy). She is for sale at the requested price (**2009**) of € 1,2 million.

# CYGNE

Design	G. Duperron	
Builder	Ch. G.De Coninck & Co. (Maison Lafitte)	
Year	1907 September	
LOA	(m.)	12.88 (not homogeneous measurement)
LWL	(m.)	10.85
Beam	(m.)	4.08
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	93.6
Construction	Wood	
Engine	Petrol, 2 cylinders Mietz G. Weiss, HP 10	
First owner	G. Lacroix	
First name	<i>Cygne</i>	
First country	France	
Home port	Meulan (France)	
First sail number		
Other names	(1922)	<i>Ella</i>
	(1923)	<i>Maria</i>
Current location		
Condition	Broken up	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

**1907 - 1910** G. Lacroix - name: *Cygne* - home port: Meulan and Le Havre (France). Rigging: auxiliary yawl. Engine installed: petrol, 2 cylinders Mietz & Weiss, HP10.

She was launched in September **1907**, her construction was started in March of the same year, the boat was identified as "...auxiliary yacht of 15 meters length, owned by Mr Lacroix. Although designed with the special purpose of cruising, she falls within the 12 Metre class of the new Rule and she has been built according to the scantling rules of the new rule". (*Le yacht*) - Planking was in teak and pitchpine. "The interiors were comfortable compared to the size of the yacht; they were built in teak and pitchpine and included the crew quarter, the engine room (on the left), the kitchen (on the right), the saloon with berths, the passage to the stern with the toilet and a wardrobe and the owner's cabin." In July **1909**, the following rating certificate was delivered by the French Sail authorities out of 38 rating certificates delivered to metric boats with validity up to 8th June 1910:

N° 17 - *Cygne* (date d'expiration du certificat 8 juin 1910)  
 Port d'attache: Nom propriétaire: G. Lacroix  
 Demeure: Paris  
 Nom de l'architecte: Duperron  
 Nom du constructeur: de Coninck  
 Date de la construction: 1907  
 Gréement: yawl  
 Longueur corrigée L: 12,236 - Bau, B: 4,180 - Demi chaîne, G/2: 2,800 - 3 d: 1,500 - Un tiers de VS: 4,043  
 Somme?: L+B+G/2+3d+VS/3: 24,759 - Quart de la somme des francs-bords? F: 0,948 - Numérateur de la formule: 23,811  
 JAUGE: 11,905"

**1911 - 1921** A. Chabrier - name *Cygne* - home port: Le Havre (France). Registered as "auxiliary yawl". In 1921 was registered as "formerly Int. Rating Class 12 Metres".

**1922** A. Menchacha - new name: *Ella* - home port: Bilbao (Spain).

**1923 - 1925** F. Sanchez & Incha'ustegui - new name: *Maria* - home port: Bilbao (Spain).

**1926 - 1932** Vicente Galiana Puchol - home port: Barcelona (Spain).

**1935 - 1937** ?

**1937** Disappeared from the Lloyd's Register.

Design	Alfred Mylne - project n° 164	
Builder	Alexander Robertson & Sons (Sandbank)	
Year	1909 May	
LOA	(m.)	18.47
LWL	(m.)	12.27
Beam	(m.)	3.40
Draught	(m.)	2.48
Displacement	(t.)	
Sail area	(sq. m.)	195 (1909) - 200 (1915) - 243 (1924)
Construction	Wood on steel frames	
Engine		
First owner	A.F. Sharman-Crawford	
First name	Cyra	
First country	Great Britain	
Home port	Greenock (Great Britain)	
First sail number		
Other names	(1926)	Lucella
	(1927)	Cyra
	(1937)	Elfe II
	(1947)	Elsa
Current location	Unknown	
Condition	Broken up ?	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1909 - 1910** A.F. Sharman-Crawford - name: *Cyra* - home port: Greenock (Great Britain).  
Construction: wood on steel frames; topside in planked Honduras mahogany; bottom in pitch piner; mast in Washington spruce. She was supplied ex sails for £ 1,520. In the **1909** racing season she had out of 32 entries: 6 firsts, 5 seconds and 1 third; **1910** season: 24 entries and just 1 third.
- 1911 - 1922** J.S. Highfield.  
From **1915** to **1921** registered in Lloyd's Register as "formerly Int. Rating Class 12 Metres". From **1922** registered as remeasured as 12 Metre I.R.
- 1923** J.R. Piper - according to Burnham Yacht Club she "was racing for the last time in 1923".
- 1923 - 1924** T.A. Roberts.
- 1925 - 1926** C.E. Nicholson - new name from **1926**: *Lucella* - home port from **1926**: Greenock (Great Britain).  
From **1926** registered as "formerly Int. Rating Class 12 Metres"; altered to bermudian yawl, sail area: 177.09 sq.m.; a 4 cylinder petrol engine installed the same year.
- 1927 - 1932** Col. E.J. Hollway - new name: *Cyra*. Re-powered in **1927** - altered from cutter to yawl in **1930**.
- 1933 - 1934** Frits Johannsen - home port: Copenhagen (Denmark) and Antibes (France).
- 1935 - 1936** Mrs. R.E. Pascal - home port: Cannes (France).
- 1937 - 1938** Maurice Harlachol - new name *Elfe II* - home port: Cannes (France). Remeasured as 12 Metre I.R.
- 1938 - 1946** ?
- 1947 - 1955** Joseph Regis - new name: *Elsa* - home port: Marseille (France).
- 1956** Disappeared from the Lloyd's Register.

## DANSEUSE

Design	Johan Anker - project n° 102	
Builder	Anker & Jensen	
Year	1911	
LOA	(m.)	18.47
LWL	(m.)	11.99
Beam	(m.)	3.38
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	246 - 262 (1915) - 271 (1920)
Construction	Wood	
Engine		
First owner	S. Eyde	
First name	<i>Beduin</i>	
First country	Norway	
Home port	Christiania, Oslo (Norway)	
First sail number	E 7	
Other names	(1911)	<i>Beduin</i>
	(1914)	<i>Maud III</i>
	(1919)	<i>Gadie</i>
	(1929)	<i>Danseuse III</i>
	(present)	<i>Danseuse</i>
Current location	Oslo (Norway)	
Condition	Good, under major restoration late 2009	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

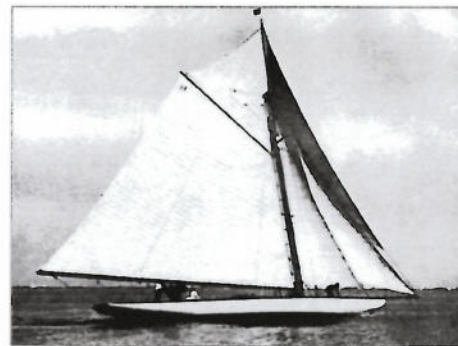
- 1911 - 1913** Sam Eyde (vice commodore and then commodore of KNS) - name: *Beduin* - home port: Christiania, Oslo (Norway).
- 1914 - 1915** Finn Bugge - new name *Maud III* - home port: Tønsberg (Norway).  
As *Maud III* entered in the **1914** Europe Week in Oslo. From **1915** sail surface increased to sq.m. 262.
- 1916 - 1918** ?
- 1919 - 1928** H.H. Brock Junior - new name: *Gadie* - home port: Christiania, Oslo (Norway).  
Since **1926** registered in the Lloyd's Register as "formerly Int. Rating Class 12 Metres".
- 1929 - 1932** Dagfinn Paust - new name: *Danseuse III* - home port: Oslo (Norway).
- 1933 - 1957** Olaf Ellingsen - home port: Bergen (Norway).  
She entered in the KNS Jubileums regatta in **1933** but was not placed.
- 1958** Disappeared from the Lloyd's Register.
- 1961 - 1962** Carl Platou Ellingsen - home port: Bergen (Norway).
- 1962 - 1969** Mabel Ingalls.
- 1969 - 1976** Carl Platou Ellingsen.
- 1976 - 1980** Lars Christian and Tor Jorgen Dahl.
- 1980 - 1997** Jan K. Stang - home port: Oslo (Norway).
- Since 1998** Mrs. Ingvild Thorensen - new name: *Danseuse* - home port: Oslo (Norway).  
Rated as a 12m I.R., she currently takes part in vintage yachts events and sails in the Baltic and North Sea.  
At the end of **2009** she will enter a major restoration at Isegran Yard in Fredrikstad (Norway). She will be brought back to gaff rigging.

# DAVO II

FIRST RULE

1

Design		Max Oertz
Builder		Max Oertz Yachtwerf
Year		1907
LOA	(m.)	
LWL	(m.)	11.28
Beam	(m.)	3.85
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	196 (main 98 - fore tr. 71,25-top. 27)
Construction		Wood
Engine		
First owner		C. Vermeer
First name		<i>Davo II</i>
First country		Netherlands
Home port		Amsterdam (Netherlands)
First sail number		
Other names		
Current location		
Condition		Broken up
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1907 - 1922** C. Vermeer - name: *Davo II* - home port: Amsterdam (Netherlands).  
She was the first 12 Metre I.R. ever built. In fact, she was listed in the main section of **1907** Lloyd's Register while the other one (*Heatherbell*) was listed in the "Supplement" for **1907**. (The "Supplement" is published a few months later with late arrivals and updated/corrected listings. All that this means is that the information arrived too late for inclusion in the main section. It does not mean they were built or launched later). *Davo II* is the only Twelve ever built with a centreboard. She was said to be a very fast boat; she won the Zuiderzee Cup twice and also won against *Skeaf II* and *Brand IV*.
- 1923 - 1937** H. Hellebrekers - name *Davo III* - home port: Rotterdam (Netherlands).
- 1937** Disappeared from the Lloyd's Register.

## DÉSIRÉE

Design	Anker & Jensen - project n° 128	
Builder	Anker & Jensen	
Year	1913	
LOA	(m.)	19.54
LWL	(m.)	12.76
Beam	(m.)	3.35
Draught	(m.)	2.40
Displacement	(t.)	24
Sail area	(sq. m.)	Gaff 261 - present 173
Construction	Wood on steel frames	
Engine		
First owner	Carl D. Danielsson	
First name	<i>Sibyllan</i>	
First country	Sweden	
Home port	Stockolm (Sweden)	
First sail number		
Other names	(1913)	<i>Sibyllan</i>
	(1919)	<i>Sirocco</i>
	(1926)	<i>Scirocco</i>
	(1930)	<i>Dux</i>
	(1948)	<i>Marisetta</i>
	(1956)	<i>Valeria</i>
Current location	Fiumicino (Italy)	
Condition	Very good - altered to yawl	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

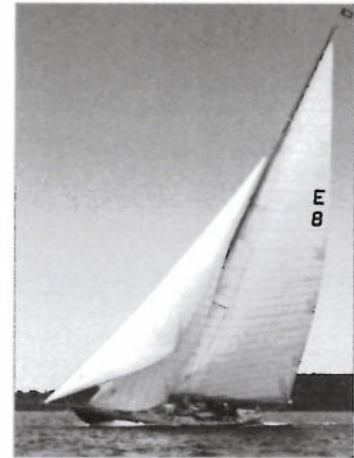
- 1913 - 1915** Carl D. Danielsson - name: *Sibyllan* - home port: Stockolm (Norway). She entered the **1914** Europe Week at Oslo together with *Symra* (winner), *Erna Signe* and *Ierne*.
- 1916 - 1918** ?
- 1919 - 1922** Chr. Christophersen - new name: *Sirocco* - home port: Christiania, Oslo (Norway).
- 1923** P. and G. Benson  
In Lloyd's Register as "Formerly Int. Metric Class 12 Metre".
- 1924** Camper & Nicholsons Ld. - home port: London (Great Britain). The yacht is for sale.
- 1924 - 1927** Andrea Ossoinack - new name: *Scirocco* - home port: Rijeka (Croatia).
- 1928 - 1946** Compagnia della Vela - new name: *Dux* - home port: Venezia (Italy).  
In July **1928**, she enters the Trieste Sailing Week organized by Yacht Club Adriaco and she wins three firsts and the Emo Tarabocchia, Foscatti and Benelli Cups. Cruises: in **1929** to Barcelona, in **1930** to Istanbul and in **1933** to Tripoli.
- 1947** Compagnia della Vela - new name: *Scirocco*. On November 21, she is sold to Compagnia della Vela member Francesco Bonanno.
- 1947 - 1955** Francesco Boratto - new name: *Marisetta*. Rig altered to Bermudan ketch in **1949**, new lead bulb, new interiors - engine installed in **1951**. She wins several regattas and in **1951** the "Nastro Verde Trophy" on the course Rimini - Venezia - Trieste.
- 1956** Disappeared from the Lloyd's Register.
- 1956 - 1969** Torquato Gennari - new name: *Valeria*. Important refit work with the deckhouse raised.
- 1970 - 1975** Antonio Malipiero, publisher in Bologna (the date of purchase is doubtful) - new name: *Désirée*.
- 1976 - 1984** Antonio, Maurizio and Raffaele Malipiero and then, at Antonio's death, Maurizio and Raffaele.
- 1984 - 1989 (?)** Leonardo Bagni - complete refit at F.lli Carlini yard; the yacht is for charter.
- 1990 - 1997** Dr. Romano Calì - home port: Fiumicino (Italy).
- Since 1998** Giuseppe Rinaldi - complete refit during **1997 - 1999** at the Delta yard in Fiumicino (Italy). The refit does not conform to the original Twelve Metre plans but maintains the many changes of the past alterations. The rig is bermudan ketch and the big doghouse is kept. She enters in various regattas of the Classic Yachts circuit. During the **2007** Argentario Sailing Week she dismasted. Since then, the yacht is sheltered in a shed in Fiumicino (Italy).

# ERNA SIGNE

FIRST RULE

1

Design	William Fife III - project n° 594	
Builder	Stockholms Batbyggeri Aktiebolag (Plym)	
Year	1911 June	
LOA	(m.)	18.90
LWL	(m.)	11.94
Beam	(m.)	3.43
Draught	(m.)	
Displacement	(t.)	28
Sail area	(sq. m.)	250 - 166 (1948)
Construction	Wood on steel frames	
Engine		
First owner	Nils Persson	
First name	<b>Erna Signe</b>	
First country	Sweden	
Home port	Stockholm (Sweden)	
First sail number	E 8	
Other names	(1919)	<i>Vogue</i>
	(1915 ?)	<i>Marjorie</i>
		<i>Sverre</i>
Current location	Sandefjord (Norway)	
Condition	Excellent condition, sailing and racing	
Current sail number	E 8	



**Owners/history:** Built according to the **International First Rule**.

- 1911 - 1915** Nils Persson - name: *Erna Signe* - home port: Stockholm (Sweden). She was built to represent Sweden in the **1912** Stockholm Olympic Games where she took the silver medal with *Magda IX* winning the gold one, *Erna Signe* crew formed by: Per Bergman, Dick Bergstrom, Kurt Bergstrom, Hugo Clason, Folke Johnson, Sigurd Kander, Nils Lamby, Erik Lindqvist, Nils Persson and Richard Sallstrom. After she got her revenge winning Kiel Woche that year against *Magda IX*. She entered in the **1914** Europe Week in Oslo with the other Twelves: *Symra* (winner) *Sybillan* and *Ierne*.
- 1916 - 1918** ? (name *Marjorie* ?).
- 1919** Dr. G. Jebsen - new name: *Vogue* - home port: Christiania, Oslo (Norway).
- 1920** Sam Bull - new name: *Erna Signe*.
- 1921 - 1953** Ole Schröder, of the famous Norwegian shipping family. She entered in the **1933** Hanko KSN Jubileumsregatta where she won the first race. Gustav Eslander designs are available with alteration of the original interior and deck layout.
- 1954 - 1990** Disappears from the Lloyd's Register.
- 1990 - 1994** Bjarne Christensen. He left her to deteriorate with the original interior ripped out.
- 1996 - 1998** Fritz Haaning.
- 1998 - 2003** Ole Chr. Schroder - home port: Oslo (Norway) - name: *Erna Signe*  
The son of the original Schroder owner was made aware that *Erna Signe* was for sale and bought her back to the family. She was in delapidated state. An extended refit was done and ended in **2000** by the Walstead yard; the quality was the best, the style has been respected but not kept to the original design: the rig was changed to bermudan, the deck was new and rested on the old, there was an extensive use of self tailing steel winches, the interior was completely reshaped.
- 2003 - 2008** Bernt Rognlien Schroder - home port: Oslo (Norway).
- Since 2009** Einar Sissener - name: *Erna Signe* - home port: Sandefjord (Norway).

**World Championships Results:**

**2001** in Cowes (America's Cup Jubilee): fifteenth in the Classic Division

## HEATHERBELL

Design	Thomas C. Glen Coats	
Builder	Alexander Robertson & Son - constr. n° 51	
Year	1907 July	
LOA	(m.)	18.60
LWL	(m.)	12.15
Beam	(m.)	3.45
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	231.56 (1920)
Construction	Wood on steel frames	
Engine		
First owner	Andrew Coats	
First name	Heatherbell	
First country	Great Britain	
Home port	Glasgow (Great Britain)	
First sail number		
Other names	(?)	Teresita
	(1920)	Margit IV
	(1926)	Yolande
	(1927)	Sylva
Current location		
Condition	Broken up ?	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1907 - 1908** Major Andrew Coats (uncle of the designer) - name: *Heatherbell* - home port: Glasgow (Great Britain). The interior was finished in cedar throughout, ladies cabin and saloon in white enamel with polished dado. Fore-castle fitted out with beds for 5 men. The contract price, excluding sails was £ 1,750. The yacht was built in July, at the busiest time of the year, requiring constant overtime, which added considerably to the overall cost. She competed without success in the English trials for the **1908** Olympic games. In November, she undergone a course of treatment: the weakness of spars was corrected; she was cleared up below, with the object of lightening her wherever possible; the cleats and and sheet-leads were shifted; the rail was moved to the edge of the deck, so that the sheets and runners may lead straighter; the skylights were removed and replaced by others of lighter make; all the blocks and gear were lightened.
- 1909 - 1915** Ernst Krogius, Yacht Club deputy commodore - home port: Helsingfors (Finland). She represented Finland in **1912** Olympic Games winning the broze medal. According to Lloyd's Register the yacht was also named *Teresita*.
- 1916 - 1918** Harald Zetterstrom syndicte. The original lead keel was removed in **1917** and replaced by a concrete one.
- 1919** Gustav Eslander.
- 1920 - 1923** Niels M. Magnussen - new name: *Margit IV* - home port: Christiania, Oslo (Norway). Since **1920** in Lloyd's Register was registered as "formerly Int. Rating Class 12 Metres".
- 1924** C.E. Nicholson - home port: Portsmouth (Great Britain).
- 1925 - 1926** P.C. Mérillon - from **1926** new name: *Yolande* - from **1926** home port: Cannes (France). In **1925** she was altered as "auxiliary bermudian cutter" and an engine was installed.
- 1927 - 1949** Comte Jean de Polignac - new name: *Sylva* - home port: Antibes (France). Rig altered to yawl. Repowered with a Baudoin petrol engine in **1936**.
- 1950 - 1953** Conte Guy de Boisrouvray, a relative of Comte de Polignacn died in **1943** - home port: Antibes and Golfe Juan (France).
- 1954 - 1960** André and Georges Auniac.
- 1961 - 1963** André Comette.
- 1964** Disappeared from the Lloyd's Register. According to rumors, she should be still sailing in Norway but this news has not yet been confirmed.



Design	Thomas C. Glen-Coats	
Builder	R. McAlister & Son (Dumbarton)	
Year	1908 May	
LOA	(m.)	15.95 (not homogeneous measurement)
LWL	(m.)	12.04
Beam	(m.)	3.35
Draught	(m.)	
Displacement	(t.)	26
Sail area	(sq. m.)	198,5
Construction	Wood on steel frames	
Engine		
First owner	Thomas C. Glen Coats	
First name	<i>Hera</i>	
First country	Great Britain	
Home port	Glasgow (Great Britain)	
First sail number		
Other names		
Current location		
Condition	Broken up?	
Current sail number		



The crew of *Hera*, winner of the 1908 Olympic Games

**Owners/history:** Built according to the **International First Rule**.

- 1908 - 1909** Thomas C. Glen Coats - name: *Hera* - home port: Glasgow (Great Britain). Rig: gaff cutter. She was one of the three Twelves built by McAllister in **1908** (the other two being *Mouchette* and *Nargie*); she was described as being a 26 tons. Between May and July she got three YRA rating certificates with a different one from the others for the sail area and a slight reduction in the freeboard. She competed at the British trials of the **1908** Olympic games and she was chosen with *Mouchette* because they held their positions at the head of the class, *Hera* having ten firsts and *Mouchette* eight. Only these two Twelves participated (*Hera* with a native Scots crew while the crew of *Mouchette* were from Liverpool). On board of *Hera* was Alfred Mylne while T.C. Glen-Coats was at the tiller. Having an amateur crew on board the two Twelves kept the interest alive after the first announcement of Olympic racing on the Clyde (in order to avoid the long sailing to Ryde) was made. The absence of foreign competition was noted with regret. The 12m Olympics were raced on a course of two laps of a 13 miles circuit which totalled 26 miles. *Hera* got ahead, with *Mouchette* pressing her hard and at the end of the first round *Hera* was only seconds in front. Both yachts then had to make more than 30 short tacks on one leg within a few minutes. *Hera* won and also won the second race by 62 seconds. Other good results were achieved in the remaining **1908** season and in **1909** out of 34 entries she had 9 firsts, 5 seconds and 4 thirds.
- 1910 - 1915** J/H. Gubbins. In **1910** season out of 36 entries she won 5 firsts, 5 seconds and 3 thirds. In **1911** out of 23 entries she had 4 firsts, 5 seconds and 1 third. In **1912** she had 19 starts with 3 firsts and 4 seconds. She had twice problems with the mast and gave up the season after the Royal Victoria Regatta.
- 1916 - 1918** ?
- 1919 - 1920** Captain P. Clemmatsen - home port: Arendal (Norway).
- 1923 - 1924** Nils Brecke - home port: Christiania, Oslo (Norway).
- 1925** Major H.G. Maitland - home port: London (Great Britain). From **1925** she was registered as "formerly Int. Rating Class 12 Metres".
- 1926 - 1930** Major H.F. Courage - in **1926** rig was altered to bermudan cutter.
- 1931 - 1933** George T. Millward.
- 1934 - 1937** Peter Pitt-Millward - home port: London (Great Britain) and Capri (Italy).
- 1938** Mrs. Odette Langlet - home port: Valenciennes (France).
- 1939 - 1949** H. Bagnardi - home port: Buenos Aires (Argentina).
- 1950** Disappeared from the Lloyd's Register.

Design	Max Oertz	
Builder	Max Oertz Yachtwerf	
Year	1912	
LOA	(m.)	18.36
LWL	(m.)	11.50
Beam	(m.)	2.25
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	263 - 134 (1930)
Construction	Wood on steel and wooden frames	
Engine		
First owner	H. Eschenburg	
First name	Heti	
First country	Germany	
Home port	Travemünde (Germany)	
First sail number	E 3	
Other names	(1923)	Traum
	(1923)	Nathurn
	(1960)	Seeschwalbe
	(1966)	Moby Dick
	(1968)	Saturn
	(1978)	Romeo
	(2002)	Heti
Current location	Hamburg (Germany)	
Condition	Refitted	
Current sail number	E 3	



**Owners/history:** Built according to the **International First Rule**.

- 1912 - 1919** Hermann Eschenburg - name: *Heti* - home port: Travemünde (Germany). She was the first Twelve built by M.Oertz for a German customer. *Heti* was the name of Eschenburg daughter. She entered the Kiel Woche racing against *Ierne*, *Magda IX*, *Skeaf V* and *Davo III*, winning one of the races. After the Great War she was sold to Berlin, where she sailed in inshore waters only. Due to the Treaty of Versailles, Germany had to deliver all the seagoing yachts to the allied Forces. In order to avoid expropriation, Eschenburg had changed the yacht status to an "inshore craft".
- 1919 - 1922** ? - In 1919 she is altered to yawl.
- 1923 - 1945** Dr. Max Haners, a coal industrialist and yachtsman - new name *Traum* - home port: Berlin and Kiel (1930s) (Germany). From 1928 registered in Lloyd's Register as "cutter & yawl". In 1936 she won in the Helgoland races - in 1936, she was altered in the Abeking & Rasmussen yard to gaff yawl. During the war the news was confused: according to Haners daughter, Anita von Hochstetter *Traum* was hauled up the river Weser; then, due also to the death of her father in 1945, she was confiscated by the allied troops, then used as a house boat.
- 1945 - 1949** Heinz Harmssen - new name: *Nathurn* - home port: Bremen (Germany).
- 1950 - 1959** ?
- 1960 - 1965** Yachtschule Glucksburg - new name: *Seeschwalbe* - home port: Glucksburg (Germany).
- 1966 - Aug. 1968** Karsten Schaper - new name: *Moby Dick* - home port: Flensburg (Germany).
- Sept. 1968 - 1977** Peter Himsted and Karl W. Massberg - new name: *Saturn*. At the Jurgen Heuer yard a general refit was carried out and a new engine installed, the bow section was changed and a new ballast keel added, GRP sheathing; coating; rigged as a very high-masted bermudan cutter. She won the "Blue Riband River Elbe" races three times.
- 1978 - 1998** Friederich Goebel - new name: *Romeo* - home port: Imperia (Italy) - rigging and interior lay out altered. She entered the Mediterranean regattas for vintage yachts. During the 1998 Imperia festival she had a collision with another Oertz yacht, *Aello*, just before the start and was dismasted. Due to this accident, *Romeo* was donated to a unemployment scheme in Hamburg for the education of young craftsmen.
- Since 1999** Jugend in Arbeit Hamburg e. V. - new name: *Heti* - home port: Hamburg (Germany). The programme was to refit *Heti* according to the original project under the ownership is to be passed to the foundation "Hamburg Maritim". The refit finished in 2008 and *Heti* has been re-launched the same year with original gaff rig. Home port: Hamburg (Germany).

**World Championships Results:**  
**2008** in Flensburg (Classic Twelve Metre World Championship), Antique division: winner

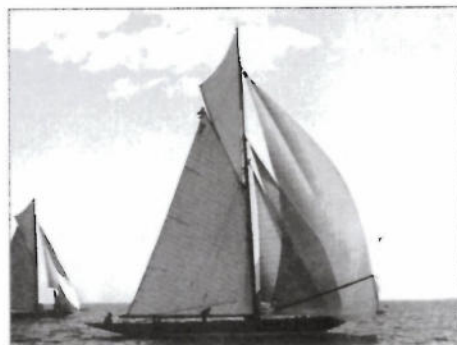
Design	William Fife III - project n° 591	
Builder	W. Fife & Son	
Year	1911 May	
LOA	(m.)	18.78
LWL	(m.)	11.96
Beam	(m.)	3.37
Draught	(m.)	2.31
Displacement	(t.)	20
Sail area	(sq. m.)	248 - 140 (1930)
Construction	Wood on steel frames	
Engine		
First owner	A.F. Sharman-Crawford	
First name	<i>Ierne</i>	
First country	Great Britain	
Home port	Glasgow (Great Britain)	
First sail number	N 5 when in Norway	
Other names	(1913)	<i>Irene</i>
	(1951)	<i>Natascha</i>
Current location		
Condition	Unknown	
Current sail number		

**Owners/history:** Built according to the **International First Rule**.

- 1911 - 1912** A.F. Sharman-Crawford - name *Ierne* - home port: Glasgow (Great Britain).  
The owner, an Irish yachtsman friend of Sir Thomas Lipton, formerly owned *Cyra*, sold in **1911**, and, once he had sold *Ierne* in **1914**, had an 8m *Ierne* designed and built by Fife. She was a very fast and successful Twelve. In **1911** on 39 entries, she had 13 firsts, 8 seconds and 4 thirds; in **1912** on 30 entries she won 25 times with 2 seconds; she went also racing in Germany sailing from the Clyde via Forth Canal to Cuxhaven in Germany; there she raced against *Magda IX*, *Skeaf V*, *Heti* and *Davo III* on five races she won four times. Together with *Alachie*, *Cintra*, *Javotte* and *Rollo* in **1911** she took part the first Europe Week in Cowes with a fourth and third placing (in the second race she lost five minutes to help *Alachie* went ashore).
- 1913** Prof. E. Estlander - new name *Irene* - home port: Helsingfors (Finland). She raced in Ramsgate, Le Havre and Trouville against *Alachie* and *Cintra*.
- 1914 - 1915** Gustaf A. Eslander. She raced in Kiel and Norway winning several prizes. In **1914**, on her way to Copenhagen she lost her rig and could not race there. She entered at Europe Week **1914** in Norway.
- 1915 - 1919** P.O. Serck - home port: Birmingham (Great Britain) and Petrograd (Russia).
- 1920** Chas. W. Scappel - home port: Christiania, Oslo (Norway).  
Since **1920** registered in the Lloyd's Register as "formerly Int. Rating Class 12 Metres".
- 1921 - 1928** Olaf Brown - from **1924** new name: *Ierne*.
- 1929 - 1936** Willy Wilhelmsen - from **1930** rig altered to bermudan cutter with a sail area of 140 sq.m.  
She entered at the Jubilee regatta in Hanko with 1 first, 1 second and 2 thirds.
- 1937** Nils Astrup & Ths. Stang.
- 1938 - 1946** ?
- 1947 - 1950** Ths. Stang - home port: Oslo (Norway).
- 1951 - 1957** Egil K. Sundbye - new name *Natascha* - home port: Oslo (Norway).  
According to KNS informations and sail list, the owner between **1954** and **1955** was Melby Fadum and the name *Ierne*
- 1958** Disappeared from the Lloyd's Register.

## IVANHOE

Design	G.A. Heal	
Builder	Summers & Payne (Southampton)	
Year	1910 May	
LOA	(m.)	15.24 (not homogeneous measurement)
LWL	(m.)	12.13
Beam	(m.)	3.35
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	248
Construction		
Engine		
First owner	Alexander Treuberg	
First name	<i>Ivanhoe</i>	
First country	Russia	
Home port	Petrograd (Russia)	
First sail number		
Other names	(?)	<i>Alborella</i>
Current location		
Condition	A wreck on a shore close to Anzio (Italy)	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

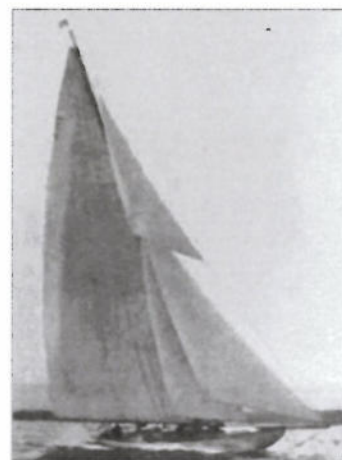
- 1910 - 1919** Alexander Treuberg - name: *Ivanhoe* - home port: Petrograd (Russia).  
Since **1920** registered in Lloyd's Register as "formerly Int. Rating Class 12 Metres".
- 1918 - 1919** It is said that she was bought by the Finnish A. Nordfors.
- 1921 - 1923** E. Lorch - home port: Helsingfors (Finland).
- 1924 - 1930** J. Dalitz - home port: Riga (Latvia).
- 1931** Disappeared from the Lloyd's Register.
- 1934** K. Grauer - home port: Riga (Latvia). The rig was altered in a wishbone ketch.
- 1950 - ?** According to rumours, she has been in Italy, modified with an enormous engine and without furniture in her interior. New name *Alborella*. Her wreck is abandoned on a shore north to Anzio (Italy).

# JAVOTTE

FIRST RULE

1

Design	Alfred Mylne - project n° 162	
Builder	R. McAlister & Son (Dumbarton)	
Year	1909 April	
LOA	(m.)	18.29
LWL	(m.)	12.13
Beam	(m.)	3.38
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	245.32 (1923)
Construction	Wood on steel frames	
Engine		
First owner	Charles McIver	
First name	<i>Javotte</i>	
First country	Great Britain	
Home port	Glasgow (Great Britain)	
First sail number	E 5, then in Sweden S 1 ( <i>Beduin II</i> )	
Other names	(1919)	<i>Betty II</i>
	(1920)	<i>Baccarat</i>
	(1921)	<i>Javotte</i>
	(1922)	<i>Beduin II</i>
	(1960)	<i>Bettina</i>
Current location		
Condition	Destroyed in the shipyard fire in 1964	
Current sail number		



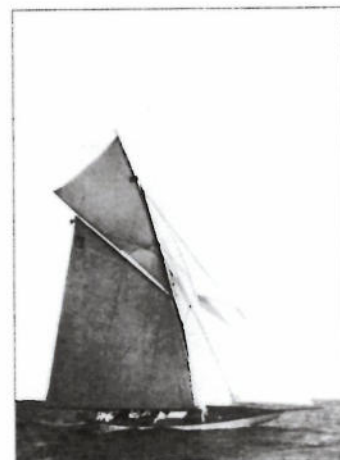
**Owners/history:** Built according to the **International First Rule**.

- 1909 - 1913** Charles McIver - name: *Javotte* - home port: Glasgow (Great Britain). Mr. McIver was the formerly owner of *Mouchette* and in **1912** he took charge of the 15m *Norada* and sold *Javotte* in France. In the **1909** season *Javotte* was second (*Cintra* first) and out of 33 entries, she had 6 firsts, 11 seconds and 11 thirds. In **1910** she was second again with 47 entries, 12 firsts, 13 seconds and 4 thirds; in **1911** she was third and out of 42 entries, she had 8 firsts, 6 seconds and 3 thirds. She took part at the first Europe Week in **1911** in Cowes together with *Alachie*, *Cintra*, *Ierne* and *Rollo*; she had a second and a fourth placing: "Mr. McIver set his teeth in a long cigar, and he had Mylne with him in the cockpit; but neither *Javotte*, *Alachie*, nor *Ierne* could hold the Norseman (*Anker* and *Rollo*), with her black hull and red-jerseyed crew".
- 1914 - 1915** Gaston Thubé - home port: Brest (France). Thubé brothers from Nantes were the **1912** Olympic games champions in the Six Metre Class. In **1913** *Javotte* entered in the Le Havre races. Due to World War it seems that she was sold immediately afterwards.
- < 1918 - 1919** Jac. H. H. Lindvig - new name: *Betty II* - home port: Christiania, Oslo (Norway).
- 1920** J.A. Jespersen - new name: *Baccarat* - home port: Tønsberg (Norway). Since **1920** registered in Lloyd's Register as "formerly Int. Rating Class 12 Metres", altered to bermudan cutter
- 1921** Moritz Daumund - new name: *Javotte* - home port: Christiania, Oslo (Norway).
- 1922 - 1950** Oscar Botolfsen - new name: *Beduin II* - home port: Stockholm (Norway). Mr. Botolfsen was a member of the board of The Royal Swedish Yacht Club (KSSS). *Beduin II* was, of course, a relatively successful yacht in Sweden. At that time she really did not have any competition. When she was not racing, she was used when Mr Botolfsen was doing business with important people in Sweden. Amongst others Mr Per-Albin Hansson-Prime Minister of Sweden. Mr Botolfsen was good at this and he got the contract to build the Swedish Maritime Museum in Stockholm. Mr Botolfsen also used her as "baseship" when he was racing his six-metre *Schejken* (The Schiek). In the summers she was moored in front of the Grand Hotel in Saltsjöbaden, just outside Stockholm, and in the winters she was hauled out at Saltsjöbadens Jaktvarv (Saltsjöbaden Yachtyard). Saltsjöbaden is a very nice suburb of Stockholm, situated in the lovely archipelago. In the thirties her rig was changed to yawl and she carried 160 sqm. The work was carried out at the same yard that kept her for the winters. In **1927** she went on a longer cruise. She visited Kiel, Travemunde, Lysekil, Marstrand and Långedrag. In **1938** she participated in the "Ostseeregatta" in Germany. She also competed in the Round Gotland race in **1939**. There she lost her sails in the hard reach from the Ovisi Lightship (in Latvia) to Sandhamn (Sweden).
- 1951** Disappeared from the Lloyd's Register. Rumors say that she lost her leadkeel which was replaced by a concrete one. No news on her history in the fifties.
- 1960 ? - 1962** Leopold Torgny - new name *Bettina* - home port Stockholm (Sweden) at the Skalmsunds Varv (Varv=yard). On the island "Yxlan" in the northern Stockholm archipelago. Boat in a very poor state, standing on her keel, frozen in the ice.
- 1963 - 1964** Ake Cyrus, Peter Pluntky and Kjell Arvidsson. The 26th May **1963** she was towed to Begviksvarvet (the Bergvik yard) in Alvik, just outside Stockholm (Sweden), to start the restoration by changing frames, floors, splining the hull, restoring the interior. Early in the morning of march 8, **1964** she was burning; nothing was saved but a few pieces.

A replica of *Javotte* has been built in **2006** with the name of *Kate*.

## MAGDA IX

Design	Anker & Jensen - project n° 118	
Builder	Anker & Jensen	
Year	1912	
LOA	(m.)	14.78 (not homogeneous measurement)
LWL	(m.)	11.96
Beam	(m.)	3.38
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	267 - 263 (1920) - 191 (1951)
Construction	Wood on steel frames	
Engine		
First owner	Alfred W.G. Larsen	
First name	<i>Magda IX</i>	
First country	Norway	
Home port	Christiania, Oslo (Norway)	
First sail number		
Other names	(1920)	<i>Moyana II</i>
	(1928)	<i>Liss V</i>
	(1935)	<i>Moyana</i>
	(1951)	<i>Moyana II</i>
Current location		
Condition	Shipwrecked off the Swedish coast	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1912 - 1915** Alfred W.G. Larsen - name *Magda IX* - home port: Christiania, Oslo (Norway).  
Magda was Larsen's wife. He was one of the most outstanding Norwegian owners and sailors. He used to have his boats designed by Fife but due to the results of *Rollo* in the **1911** season, he decided to desert Fife and asked Anker to design his Olympic boat. The choice was a winning one as *Magda IX*, having Anker as "sailing master" on board, won the **1912** Stockholm Olympic Game winning two races out of three on *Erna Signe* and *Heatherbell* (under Finnish flag). In the same year she lost against *Erna Signe* at the Kiel Woche.
- 1916 - 1918** ?
- 1919 - 1926** Ludvig Wiese - new name: *Moyana II* - home port: Fredrikstad (Norway).  
In **1920** altered to bermudan cutter - sail area reduced to 263 sq.m. - registered in Lloyd's Register from **1925** as "formerly Int. Rating class 12 Metre".
- 1927 - 1933** J. Christensen - from 1928 new name: *Liss V* - home port: Drammen (Norway).
- 1934** ?
- 1935 - 1947** Josef Larsen - new name: *Moyana* - home port: Fredrikstad (Norway).
- 1948** ?
- 1949 - 1953** Peder Larsen - new name: *Moyana II* - home port: Fredrikstad (Norway).
- 1954** Disappeared from the Lloyd's Register. Shiprecked off the Swedish Coast in the summer **1951**.

# MAGNOLIA

FIRST RULE

1

Design	William Fife III - project n° 566	
Builder	Anker & Jensen	
Year	1909	
LOA	(m.)	18.80
LWL	(m.)	11.99
Beam	(m.)	3.38
Draught	(m.)	
Displacement	(t.)	26
Sail area	(sq. m.)	249 (1923) - 151 (1947) - 161 (1953)
Construction	Wood	
Engine		
First owner	Alfred W.G. Larsen	
First name	<i>Magda VIII</i>	
First country	Norway	
Home port	Christiania, Oslo (Norway)	
First sail number	E 4	
Other names	(1909)	<i>Magda VIII</i>
	(1912)	<i>Magnolia</i>
	(1947)	<i>Lucie VIII</i>
	(1953)	<i>Magnolia</i>
Current location	Sandefjord (Norway)	
Condition	Sailing - refits in 1998 and 2008/9	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1909 - 1911** Alfred W.G. Larsen - name *Magda VIII* - home port: Christiania, Oslo (Norway). She was the first Larsen 12 Metre and performed well during the first two racing seasons; Larsen sold her when he decided to have a new Twelve designed and built for the **1912** Olympic Games. "The story goes (Nic Compton in "Classic Boat", Nov. 2000) that while the plans were being delivered in the autumn of **1908**, Fife heard that the yard was building another Twelve Metre (*Brand IV* ?) to their own design. Anxious in case his plans were copied, Fife had them held back until the Anker & Jensen Twelve was completed".
- 1912 - 1915** Olaf Brown - new name: *Magnolia* - home port: Christiania, Oslo (Norway).
- 1919 - 1922** Hans M. Vik - home port: Tønsberg (Norway).
- 1923 - 1924** Ole Larsen Jr.
- 1925 - 1936** E. Blikstad - home port: Oslo (Norway).  
In this period *Magnolia* was converted to a cruising yacht and in **1931** was fitted with a bermudan rig.
- 1937 - 1938** Nielsen - home port: Sandefjord (Norway).
- 1939 - 1950** C.B. Nielsen - new name: *Lucie VIII* - home port: Skien (Norway).
- 1951 - 1954** Kr. Gjøiberg - from **1954** new name: *Magnolia* - home port: Oslo (Norway). In **1953** altered to auxiliary bermudian cutter.
- 1954** Edward Gjolberg.
- 1955 - 1960** Kr. Gjolberg.
- 1960** Disappeared from the Lloyd's Register. The yacht was abandoned and she sunk in **1970**. At the beginning of the Seventies she was taken out of the water and was laid up for nearly a decade until the present owner found her in **1981**. G.A. Sommerfeldt.
- 1967 - 1968** G.A. Sommerfeldt.
- 1969 - 1974** Ragnar Birkeland (according to KNS) - home port: Sarpsborg (Norway).
- 1975 - 1976** Edward and Lars Chr. Dahl (according to KNS) - home port: Nyren (Norway).
- 1982 - 2007** Trygve Barlag - name: *Magnolia* - home port: Oslo (Norway).  
He bought her in **1982** for £ 800 not for the vessel itself but "for the boat covers, on principle, as the hull had no value". The refit was run by the owner over a period of 17 years and the relaunch took place in May **1999**. The refit does not conform to the original design and *Magnolia* should be considered to be a replica more than the original Twelve: the rig was bermudan, the main cabin hatch was extended to grant more light and headroom in the interior; the planking was replaced by a double one which is cold molded (if the original thickness of 42 mm has been maintained, the planking is formed by two layers of Norwegian pine followed by two 7mm layers of gaboon mahogany all bonded together with epoxy); the original deck was overlaid with a layer of meerbau pine, with mastic in between; boom and winches are modern; the interiors were completely rebuilt in style but not as original although respecting the layout. Her mast is *Iris*'s which was recovered before she was dismantled.
- Since 2008** Einar Sissener - name *Magnolia* - home port Sandefjord (Norway). Major refit works done in the winter **2008/2009**: engine out, new lead keel and rudder from the original drawings, new bowsprit designed by Paul Spooner from Fairlie Restoration, deck layout and interior from the mast forward from original drawings.

## MARILINE

Design	William Fife III - project n° 639	
Builder	Abeking & Rasmussen - constr. n° 380	
Year	1914	
LOA	(m.)	19.90 (original) - 16.85 (present)
LWL	(m.)	11.80 (original) - 11.50 (present)
Beam	(m.)	3.30
Draught	(m.)	
Displacement	(t.)	20.85
Sail area	(sq. m.)	143
Construction	Wood on steel frames	
Engine		
First owner	Henry Horn	
First name	<i>Skeaf VI</i>	
First country	Germany	
Home port	Schleswig (Germany)	
First sail number	E 2	
Other names	(1914)	<i>Skeaf VI</i>
	(1926)	<i>Treudeutsch</i>
	(1929)	<i>Mariline</i>
Current location	Lisbon (Portugal)	
Condition	Very bad, to be refitted	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

The information collected, also from Lloyd's Register, on the existing *Mariline* say that she is the original *Skeaf VI*. Notwithstanding, there are no official documents to confirm this.

- 1914 - 1915** Consul Henry Horn - name: *Skeaf VI* - home port: Schleswig (Germany).  
After four other Twelves built by Neptun Werf, designed by Gerhard Barg, this is the first and only designed by Fife and built by Abeking & Rasmussen. The yacht took part at the **1914** Europe Week at Oslo; with H. Rasmussen at the tiller, she was awarded six prizes. She entered the Oslo-Marstrand race and during the price giving ceremony notice was given of the outbreak of the first World War *Skeaf VI* remained in Sweden and was sold to the Norwegian yachtsman Glad.
- 1916 - 1924** Glad (?)
- 1925** R.C. Schmidt.
- 1926 - 1928** R.C. Schmidt - new name: *Treudeutsch* - home port: Berlin (Germany). In **1928** altered to gaff yawl rig.
- 1929 - 1988** Club Nautico de Portugal - new name: *Mariline* - home port: Lisbon (Portugal).  
The yacht was bought to Germany in early **1928** by two important members of the Club Nautico de Portugal to act as a school yacht and remained in commission until the mid-Eighties when due to high costs and the need to operate with smaller and modern units the Lisbon Naval Association (the Club Nautico had closed their doors and all the belongings were bought by the LNA) had to sell it in **1988**. During this period she entered every regatta with many trophies to her credit. Around **1942-44** the rig was altered to bermudan yawl.
- 1989 - 2000** The yacht was sold to a shipbuilder at a very low price. He had the intention to restore her but he left it after starting a very bad work. *Mariline* is resting in the yard looking for an owner and a refit.
- Since dec. 2000** Eng. Alberto Alfonso - name: *Mariline*. According to information, the restoration programme should start in the near future at the Absolute projects yard in Lisbon. The yacht should be renamed *Skeaf VI*.



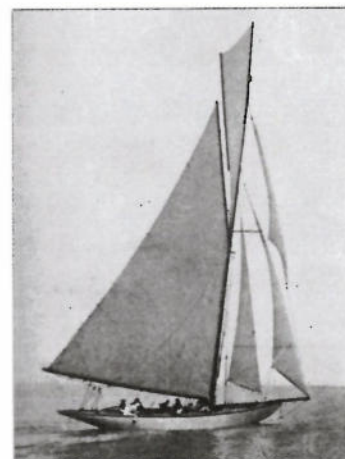
Design		William Fife III
Builder		Morrison and Sinclair, Sydney
Year		1913
LOA	(m.)	19.81
LWL	(m.)	13.65
Beam	(m.)	3.96
Draught	(m.)	2.65
Displacement	(t.)	55.2
Sail area	(sq. m.)	272
Construction		Wood
Engine		
First owner		Sir Alexander McCornick
First name		<i>Morna</i>
First country		Australia
Home port		Sidney (Australia)
First sail number		
Other names	(1954)	<i>Kurrewa IV</i>
Current location		
Condition		Laid up but not maintained
Current sail number		

**Owners/history:** Built according to the **International First Rule**.  
Although not rated as a Twelve, she has probably been designed according to the International First Rule.

- 1913 - 1929** Sir Alexander McCornick - name: *Morna* - home port Sidney (Australia). Rig: auxiliary cutter. Her owner was a distinguished surgeon and she was named after his daughter, who later became Lady Anderson, wife of Sir Colin Anderson of the P&O Line; in this period she was used as a daysailer.
- 1929 - 1930** J. March Hardie.
- 1931 - 1935** Robert C. Packer, the newspaper editor.
- 1936** Disappeared from the Lloyd's Register.
- 1936 - 1953** Sir Claude Plowman, a radio manufacturer who raced her in the Sidney to Hobart race in **1946, 1947** and **1948**
- 1954 - 1977** Frank W. and John H. Livingston - new name *Kurrewa IV* - home port: Sidney (Australia). The Livingston have also been the owners of *Kurrewa V* (now *Ikra*), the Twelve Metre built for the 1964 America's Cup British challenge. From **1954** until **1960** she entered in six Sydney to Hobart races and achieved the fastest time in four of the races. After that retired from racing and she was laid up and not maintained.
- 1977** Till now unknwn new owner, waiting for restoration.

## MOUCHETTE

Design	Alfred Mylne - project n° 155	
Builder	R. McAlister & Son (Dumbarton)	
Year	1908 June	
LOA	(m.)	15.54 (not homogeneous measurement)
LWL	(m.)	12.92
Beam	(m.)	3.27
Draught	(m.)	
Displacement	(t.)	25
Sail area	(sq. m.)	
Construction	Wood on steel frames	
Engine		
First owner	Charles McIver	
First name	<i>Mouchette</i>	
First country	Great Britain	
Home port	Glasgow (Great Britain)	
First sail number		
Other names		
Current location		
Condition	Broken up behind the Tigre Maritime Museum	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1908 - 1909** Lord Charles McIver - name: *Mouchette* - home port: Glasgow (Great Britain).  
Built in only six weeks, she was the lightest of three Twelves built at McAllister (the others being *Hera* and *Nargie*). Lord Charles McIver was the owner of the shipping company McIver Lines, connecting also Great Britain with Argentina. The name of *Mouchette* refers to the French thoroughbred, winner in that period of the most important races in France. She won immediately at the the Royal Western Club matches due to the absence of both *Alachie* and *Nargie* - her keel was remodelled and rehung, the mast changed to a lighter won, the main sail changed. She competed at the British trials of the **1908** Olympic games and she was chosen with *Hera*. Only these two Twelves will participate (*Hera* with a native Scots crew while the crew of *Mouchette* were from Liverpool). The fact to have an amateur crew on board of the two Twelves kept the interest alive after the first announcement of the Olympic racing on the Clyde (in order to avoid the long sailing to Ryde) was made. The absence of foreign competition was noted with regret. The 12m Olympics were raced on a course of two laps of a 13 miles circuit which totalled 26 miles. *Hera* got ahead with *Mouchette* pressing her hard and at the end of the first round *Hera* was only seconds in front. Both yachts then had to make more than 30 short tacks on one leg within a few minutes. *Hera* won, also winning the second race by 62 seconds. Mr. McIver, as helmsman of *Mouchette* was awarded with the olympic silver medal and as the owner with the commemorative Trophy. The olympic silver medals were also awarded to J.G.Kenion as *Mouchette* foreman and to each member of the crew.
- 1910 - 1915** Alberto de Bary (vice commodore Yacht Club Argentino) - home port: Buenos Aires (Argentina).  
*Mouchette* arrives in Argentina at the end of **1909** thanks to Celeste Fernandez Blanco. She raced against *Alachie* and *Rafaga* in a number of regattas, usually prevailing over the other two Twelves.
- 1916 - 1918** ?
- 1919** A.J. Séré e Juan J. Séré.
- 1920 - 1921** Ing. Ch. Lilloe, Fangen et C.ie Polaczek - home port: Buenos Aires (Argentina).
- 1921 - 1923** J.E. Wolden - registered in Lloyd's Register from **1923** as "formerly Int. Rating Class 12 Metres".
- 1924 - 1931** Harold Hauge.
- 1932 - 1935** Carlos Hansen.
- 1936** Disappeared from the Lloyd's Register. Engine installed in **1938**.
- < 1954 - 1975** Guillermo P. MacNally - engine installed < **1954**. Re-powered in **1957**. In **1955** her rig is altered to auxiliary yawl According to information (German Frers jr.) in the Eighties the yacht was still visible as a wreck behind the Tigre (Buenos Aires) Maritime Museum, but she has been definitely broken up in the Ninties. Her mast and gaff are today part of the signal mast at the Yacht Club Argentino San Fernando Club House.

# NARGIE

FIRST RULE

1

Design	Alfred Mylne - project n° 148	
Builder	R. McAlister & Son (Dumbarton)	
Year	1908 May	
LOA	(m.)	18.05
LWL	(m.)	12.04
Beam	(m.)	3.43
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	250
Construction	Wood on steel frames	
Engine		
First owner	Jack Little	
First name	<i>Nargie</i>	
First country	Great Britain	
Home port	Glasgow (Great Britain)	
First sail number		
Other names	(1913)	<i>Malva</i>
	(1952)	<i>Arrow XVI</i>
Current location	Unknown	
Condition	Broken up ?	
Current sail number		

**Owners/history:** Built according to the **International First Rule**.

- 1908 - 1911** Jack Little - name: *Nargie* - home port: Glasgow (Great Britain).  
She was the first Twelve designed by A. Mylne. The total cost was of £ 1,850 representing £ 1,600 for the boat and £ 250 for the sails. The fee for the design was of 15 guineas. She had main frames of natural oak with two sub-frames between each 2x13/4 inches main frame, the latter being steam bent. Topside planking: 26 mm. mahogany with 25 mm. pitch pine from one foot below the water line. The decks were of yellow pine 31 mm. The floors were galvanized wrought iron, the stern post and radder oak. The keel timber was 19 mm American elm thick (Freer, Twelve-Metre Yacht). Of the three Twelves built by the McAlister yard in the same year, *Nargie* was the heaviest with a displacement of 27 tons. She competed without success at the English trials for the **1908** Olympic Games. She was not very successful in regatta. In the **1910** racing season, she had a total of 28 entries and won 3 firsts, 3 seconds and 5 thirds.
- 1912 - 1913** Richard G. Allan - new name: *Malva* (1913).
- 1914 - 1915** John A. Dunlop.
- 1916 - 1918** ?
- 1918 - 1923** B.A. Butenschôn - home port: Christiania, Oslo (Norway).
- 1924 - 1946** P.H. Matthiessen.  
In **1931** disappeared from the Lloyd's Register.
- 1947 - 1952** Sigurd Herlofson.
- 1952 - 1959** A.B. Oweson - new name: *Arrow XVI*.

## NOORDSTER III

Design		Max Oertz
Builder		Max Oertz Yachtwerf
Year		1911
LOA	(m.)	18.29
LWL	(m.)	11.52
Beam	(m.)	3.47
Draught	(m.)	1.98
Displacement	(t.)	app 26 tons
Sail area	(sq. m.)	135.72 (1931)
Construction		Wood on steel frames
Engine		
First owner		C. Vermeer
First name		<i>Davo III</i>
First country		Netherlands
Home port		Amsterdam (Netherlands)
First sail number		
Other names	(1931)	<i>Wulp</i>
Current location		Amsterdam (Netherlands)
Condition		Good condition, sailing, restored
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

**1911 - 1920** C. Vermeer - name *Davo III* - home port: Amsterdam (Netherlands).

Mr. Vermeer was formerly the owner of *Davo II*. In **1911** she was entered in two British races but with no results.

**1921 - 1930** ?

**1931 - 1950** G.H. Brandt - new name: *Wulp* - home port: Middelburg (Germany); since **1947**: Schiedam (Netherlands). In **1931** she was altered to "auxiliary bermudian cutter". Engine installed. Sail area reduced to 135 sq.m.

**1951 - 1970** L.G.A. Stojaczyk - new name: *Noordster III* - home port: Amsterdam (Netherlands). Re-powered **1960** with a DTP 62 (peugeot/volvo), 4 cil. diesel engine, 62 HP.

**1971 - 1982** She has been completely refitted between **1971** and **1976**. Rigging altered in bermudan ketch. New sail area: 139 sq.m. New masts in spruce, approx **1979**.

**1982 - 1986** J.A.Hoogwegt - home port: Amsterdam (Netherlands). Re-powered **1983**.

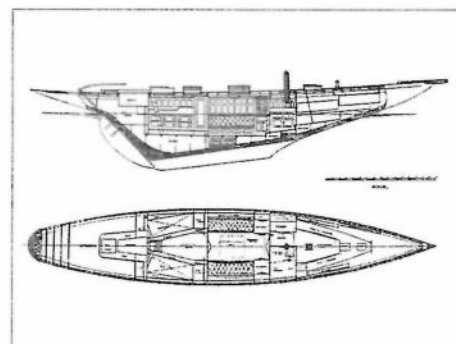
**Since 1984** Mrs. Tosca Beekman - new name *Noordster III* - home port: Amsterdam (Netherlands). She has been refitted from **2003** to **2005**. She is for sale at the requested price of € 275,000 (**2009**).

# RAFAGA

FIRST RULE

1

Design	Charles E. Nicholson	
Builder	Camper & Nicholson's Ld. - constr. n° 180	
Year	1908 January	
LOA	(m.)	15.67 (not homogeneous measurement)
LWL	(m.)	11.90
Beam	(m.)	3.45
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	224.64
Construction	Wood on steel frames	
Engine		
First owner	Pablo Suarez	
First name	<b>Rafaga</b>	
First country	Argentina	
Home port	Buenos Aires (Argentina)	
First sail number		
Other names		
Current location		
Condition	Broken up wreck	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

**1908 - 1913** Pablo Suarez - name: **Rafaga** - home port: Buenos Aires (Argentina). She was the only Twelve built for an Argentinian owner. **Alachie** and **Mouchette** followed, bought from the respective original owners and shipped to Argentina. The three formed an Argentinian Twelve Metre fleet. In **1908**, the skipper was F. Stokes.

**1914 - 1915** Abel Ezeiza.

**1916 - 1918** ?

**1919** Adolfo Williams (Yacht Club Argentino).

**1920 - 1923** Dr. José Diego Gornall.  
Registered in the Lloyd's Register from **1920** as "formerly Int. Rating Class 12 Metres".

**1924 - 1928** Pedro Yriberry.  
A **1927** photo published in YC Argentino yearbook shows **Rafaga** racing with **Alachie**, both were gaff rigged.

**1929** Disappeared from the Lloyd's Register.

In the Fifties, she had her bow and stern cut out, the lead keel taken off for sale and the keel filled with concrete. The boat was used in the Tigre to transport tourists. After a fifteen years period ashore, according to German Frers information, **Rafaga** in the late nineties was broken up.

## ROLLO

Design	Johan Anker - project n° 108	
Builder	Anker & Jensen	
Year	1911	
LOA	(m.)	18.60
LWL	(m.)	11.99
Beam	(m.)	3.38
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	256 (1927)
Construction	Wood on steel frames	
Engine		
First owner	Mads Wiel	
First name	Rollo	
First country	Norway	
Home port	Fredrikshald (Norway)	
First sail number		
Other names	(1929)	<i>Caprice</i>
Current location		
Condition	Broken up	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1911** A syndicate headed by Mads Wiel - name: Rollo - home port: Fredrikshald (Norway). In **1911** she attended Cowes week winning out of 7 entries, 4 firsts and 1 third. She also attended the first European Week at Cowes "In this class we had the one outstanding victory of the regatta, *Rollo*. Mr. Anker's yacht of his own design and building is no slouch. With large body and more sail than the others, she is a fine type of boat, and her designer sailed her with great ability. Mr McIver set his teeth in a long cigar, and he had Mylne with him in the cockpit; but neither *Javotte*, *Alachie*, nor *Ierne* could hold the Norseman with her black hull and red-jerseyed crew." ("Yachting Monthly", Sept. 1911). At the celebration dinner, the President of the Royal Yacht Squadron greeted Anker and his crew with: "Our Norwegian friends have built their own boat, have sailed across the North Sea, manned by their own crew. They arrived here safe and sound and they have now won nearly all the first prizes in the races. That is what I call sport".
- 1912 - 1920** P.H. Mathiessen - home port Christiania, Oslo (Norway).
- 1921 - 1922** Harald Pettersen.
- 1923 - 1927** Ingmar Dobloug - in **1927**, new name *Caprice*.
- 1927 - 1932** Wilhem Mustad - home port: Oslo (Norway). Registered in Lloyd's Register as "Formerly Int. Rating Class 12 Metres".
- 1933 - 1936** Lûdvig Lorentzen. She entered at the KNS Jubilee regatta in Hanko and had one third placing.
- 1937** Magnus Konow.
- 1938 - 1946** ?
- 1947 - 1952** Sigurd Skaugen.
- 1953** Sold to be broken up. Disappeared from the Lloyd's Register.

# SCHAWANHILD

FIRST RULE

1

Design		C. Scharstein
Builder		C. Scharstein (Kiel)
Year		1909
LOA	(m.)	17.07
LWL	(m.)	12.64
Beam	(m.)	3.44
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		
Engine		
First owner		Dr. Hans Schreiner
First name		<b>Schawanhild</b>
First country		Austria
Home port		Pola (Croatia)
First sail number		
Other names		
Current location		
Condition		Broken up
Current sail number		



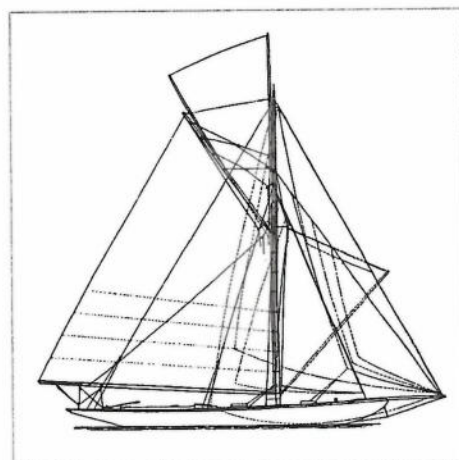
**Owners/history:** Built according to the **International First Rule**.

**1909 - 1914** Dr. Hans Schreiner - name: *Schwanhild* - home port: Pola (Croatia).  
The only Twelver built by the small yard of Scharstein.

**1919** Disappeared from the Lloyd's Register. She was said have been destroyed during the first World War. Other rumors say that she should be lying somewhere in Croatia.

## SKEAF II

Design		G. Barg
Builder		Actien Gessellschaft Neptun (Rostock)
Year		1908
LOA	(m.)	16.85
LWL	(m.)	11.48
Beam	(m.)	3.51
Draught	(m.)	2.30
Displacement	(t.)	
Sail area	(sq. m.)	186 (main sail 107)
Construction		Wood
Engine		
First owner		H. Horn
First name		<i>Skeaf II</i>
First country		Germany
Home port		Schleswig (Germany)
First sail number		
Other names	(1910)	<i>Mary II</i>
Current location		Unknown
Condition		Broken up ?
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1908 - 1909** Consul H. Horn - name: *Skeaf II* - home port: Schleswig (Germany).  
Mr. Horn was an important wood importer and he was owner of five Twelves. **1908** was a very good year for *Skeaf II* who won several races including Kiel Woche. In **1909** she lost against *Davo II* and her owner decided to have a new Twelve built, *Skeaf III*.
- 1910 - 1931** A. Th. Laverge - new name: *Mary II* - home port: Rotterdam (Netherlands).
- 1931** Disappeared from the Lloyd's Register.



# SKEAF III

FIRST RULE

1

Design		G. Barg
Builder		Actien Gessselschaft Neptun (Rostock)
Year		1909
LOA	(m.)	
LWL	(m.)	12.80
Beam	(m.)	3.48
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	187.67 - since 1922: 205.92
Construction		Wood
Engine		
First owner		H. Horn
First name		<i>Skeaf III</i>
First country		Germany
Home port		Schleswig (Germany)
First sail number		
Other names		
Current location		Unknown
Condition		Broken up ?
Current sail number		

**Owners/history:** Built according to the **International First Rule**.

**1909 - 1913** Consul Henry Horn - name: *Skeaf III* - home port: Schleswig (Germany).  
Mr. Horn was an important importer of wood and he was the owner of five Twelves, all of them named *Skeaf*.

**1914 - 1931** E. Lorch - name: *Skeaf III* - home port: Riga (Latvia). From **1923** to **1932** Helsingfors (Finland); in **1932**: Riga (Russia).  
Lorch sailed *Skeaf III* to Shetland in **1924** or **1925**. Registered in Lloyd's Register from **1930** as "formerly Int. Rating Class 12 Metres".

**1934** Disappeared from the Lloyd's Register.

## SKEAF IV

Design	G. Barg	
Builder	Actien Gessselschaft Neptun (Rostock) n° 307	
Year	1910	
LOA	(m.)	18.7 (A.G. Neptun records)
LWL	(m.)	12.99 (A.G. Neptun records)
Beam	(m.)	3.52 (A.G. Neptun records)
Draught	(m.)	2.20 (A.G. Neptun records)
Displacement	(t.)	
Sail area	(sq. m.)	126.17 (1937) - 140.40 (1947)
Construction	Wood on steel frames	
Engine		
First owner	Henry Horn	
First name	<i>Skeaf IV</i>	
First country	Germany	
Home port	Schleswig (Germany)	
First sail number	E 5 about 1928 - RORC n° 463 since 1947	
Other names	(1914)	<i>Sterna</i>
	(1919)	<i>Freya</i>
	(1929)	<i>Copeja</i>
	(1935)	<i>Emmeline</i>
	(1947)	<i>Maid of Astolat</i>
	(1948)	<i>Cymbeline</i>
	(1966)	<i>Gift of the Wind</i>
Current location		
Condition	Broken up ?	
Current sail number		

**Owners/history:** Built according to the **International First Rule**.

- 1910 - 1912** Consul Henry Horn - name: *Skeaf IV* - home port: Schleswig (Germany).
- 1913 - 1915** M.me Van de Poll - new name: *Sterna* - home port: Haarlem (Holland).
- 1916 - 1918** ?
- 1919 - 1928** C.P.J. Stam Junior - new name: *Freya* - home port: Amsterdam (Netherlands). From **1921**: Koog a/d Zan.
- 1928 - 1933** Jan Jacob Van Rietschofen Jr - new name: *Copeja* - home port: Rotterdam (Netherlands). Jan Jacob was the father of Cornelius Van Reischoten, the winner with *Flyer* of the **1977/78** Whitbread Round the World Race.
- 1934** ?
- 1935 - 1937** Flying Officer G.R. Canavan - new name: *Emmeline* - home port: Southampton and Portsmouth (Great Britain). Rig altered before **1935** to bermudan cutter.
- 1938 - 1946** Mrs. Elaine Hamer - new name *Maid Of Astolat* - home port: Southampton (Great Britain).
- 1947 - 1954** Dr. J.P. Leckie - new name from **1948**: *Cymbeline* - home port: Southampton (Great Britain). RORC rating **1951**: 49 26.
- 1955 - 1956** Heirs of the late Dr. Leckie.
- 1957 - 1958** Raymond Richards. Engine installed in **1957**.
- 1959 - 1961** Colin A.G. Campbell - home port: Hamble (Great Britain).
- 1962 - 1963** Belsize Boat Yard, Ltd. - home port: Southampton (Great Britain).
- 1963 - 1964** Eric I. II. Ward - home port: Littlehampton (Great Britain) Re-powered **1964**.
- 1965** Michael C.G. Ward. Sold to Germany.
- 1966 - 1969** Tana Kaleya, Salzburg - new name: *Gift Of The Wind*.
- 1969 - 1970** Tana Kaleya Coty & Co.
- 1970 - 1972** Tana Kaleya.
- After 1973** Unknown.

# SKEAF V

FIRST RULE

1

Design	G. Barg	
Builder	Actien Gessellschaft Neptun (Rostock)	
Year	1912	
LOA	(m.)	18.29
IWL	(m.)	11.99
Beam	(m.)	3.35
Draught	(m.)	2.18
Displacement	(t.)	
Sail area	(sq. m.)	131 (1938)
Construction	Wood on steel frames	
Engine		
First owner name	H. HornFirst	
First country	Germany	
Home port	Schleswig (Germany)	
First sail number	RYA n° 20 (c 1935) - RORC n° 186 (1951)	
Other names	(1919)	Istar
Current location		
Condition	Broken up in October 2008	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

**1912 - 1913** Consul Henry Horn - name: *Skeaf V* - home port: Schleswig (Germany).

**1914 - 1916** Freiherr von Pohl - new name: *Istar* - home port: Hamburg (Germany).

**1917 - 1922** Max L. Kruger.

**1923 - 1927** Col. F.H. Cleaver - home port: Colchester and Southampton (Great Britain). Registered in Lloyd's Register from **1923** as "Formerly Int. Metric Class 12 Metre". In **1924** rig altered to bermudan cutter. In **1927** rig altered.

**1928 - 1930** A.R. Luke - home port: Southampton (Great Britain). In **1929** rig altered to bermudian yawl.

**1931 - 1932** Major Lawrence C. Coats - home port: Southampton (Great Britain). In **1931** altered to bermudian yawl.

**1933 - 1937** Major W. Bertram Bell. Engine installed in **1933**.

**1938 - 1948** Brig. O.L. Prior-Palhem. In 1938 altered to bermudan cutter with a sail area of 131 sq.m. RORC rating: 50 79 RYA sail n° 20.

**1949 - 1951** Lt. Col. B.C.G. Smoke - RORC sail n° 186.

**> 1952** Disappeared from the Lloyd's Register.

**1961 - 1964** Martin Brent - home port: Fawley (Great Britain). Re-powered before **1961**.

**1965 and over** It is said that she was converted to a house boat, lying on the western shore of Langstone Harbour, north of South-sea marina (Great Britain) under the name of *Lofty*. She was fitted with legs and took the ground at each low tide.

**Since 2004 (?)** She has been owned by Graig Cain and she has been lying at the Hayling Yacht Company, Mill Rythe Lane, Hayling Island (Great Britain), shored up ashore and esposed to the weather. A survey has been drafted by Tim Russel in **2008**. Her condition are bad with a few works badly done at her interior. No lead keel, no spars or rigging, the stern had been cut away. With no buyers interested, she was broken up in October **2008**.

## SKUM III

Design	Charles E. Nicholson - project n° 219	
Builder	J.M. Iversen (Soon, Norway)	
Year	1914	
LOA	(m.)	16.30 (not homogeneous measurement)
LWL	(m.)	11.58
Beam	(m.)	3.10
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Wood	
Engine		
First owner	Dr. Johan Friele	
First name	<i>Skum III</i>	
First country	Norway	
Home port	Bergen (Norway)	
First sail number		
Other names	(1919)	<i>Alexandra III</i>
	(1920)	<i>Syrin</i>
Current location	Unknown	
Condition	Broken up ?	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

**1914 - 1915** Dr. Johan Friele (medical surgeon) - name: *Skum III* - home port: Bergen (Norway). She entered in the **1914 Europe Week**.

**1916 - 1918** ?

**1919** Jacob Prebensen - new name: *Alexandra III* - home port: Risør (Norway).

**1920** C. Bjornstadt - new name: *Syrin* - home port: Christiania, Oslo (Norway).

**1921** G. Simonsen - home port: Oslo (Norway) and Copenhagen (Denmark).

**1922** C. Bjornstadt - home port: Oslo (Norway).

**1923 - 1930** G. Simonsen - home port: Oslo (Norway) and Copenhagen (Denmark). Registered in Lloyd's Register from **1923** as "formerly Int. Rule Class 12 Metre".

**1931** Disappeared from the Lloyd's Register.

Design		Anker & Jensen - project n° 148
Builder		Anker & Jensen
Year		1914
LOA	(m.)	19.38
LWL	(m.)	11.99
Beam	(m.)	3.24
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	267 (1920) - 173 (1953)
Construction		Wood
Engine		
First owner		Axel Isdhal
First name		<i>Symra</i>
First country		Norway
Home port		Bergen (Norway)
First sail number		N 2
Other names		
Current location		
Condition		Broken up
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1914 - 1949** Axel Isdahl - name: *Symra* - home port: Bergen (Norway).  
She was said to be the first Twelve Metre in the world to sail with a bermudan rig. In the Europe Week **1914**, with Anker on board, she was the star in the 12 Metre Class competing against the Swedish *Erna Signa* and *Sybillan* and *Ierne* from Finland. She took part in **1933** in KNS Jubilee regatta (one second place, two third places, one fourth out of five races) competing against *Caprice*, *Magnolia*, *Danseuse III*, *Erna Signa*, *Vineta*, *Gavotte III*, *Ierne* and *Tove Lillian*. Registered in Lloyd's Register from 1936 as "formerly Int. Rating Class 12 Metre".
- 1950 - 1973** Oivind Lorentzen - home port: Oslo (Norway). Engine installed in **1952**.  
Broken up by the owner who did not wish to restore her. A **1974** photo shows *Symra* abandoned on a shore in Vollen (Norway).

## TITANIA

Design	Johan Anker - project n° 88	
Builder	Anker & Jensen	
Year	1910	
LOA	(m.)	
LWL	(m.)	11.96
Beam	(m.)	3.48
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Wood	
Engine		
First owner	Rolf Nobel	
First name	<b>Titania</b>	
First country	Russia	
Home port	Petrograd (Russia)	
First sail number		
Other names		
Current location		
Condition	Broken up ?	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

**1910 - 1916** Rolf Nobel - name: *Titania* - home port: Petrograd (Russia).

**1916** R. Zeidler - home port: Wyborg (Russia). In that year she sailed in the Finnish Sailing Week in Kotka, in the Borga Segelskaps Jubilee regatta and in the Wyborg Yacht Club races against *Irene (Heira II)*. In **1917** and **1918** she raced in Helsinki representing Wyborg Yacht Club.

**1920** Disappeared from the Lloyd's Register.

Design	A. Richardson	
Builder	Philip & Son, Ltd. (Dartmouth)	
Year	1909 July	
LOA	(m.)	18.02
LWL	(m.)	12.80
Beam	(m.)	3.48
Draught	(m.)	2.28
Displacement	(t.)	
Sail area	(sq. m.)	189 - 198 (1914) - 127 (1938)
Construction	Wood	
Engine		
First owner	Harter K. Glazebrook	
First name	<i>White Heather</i>	
First country	Great Britain	
Home port	Dartmouth (Great Britain)	
First sail number		
Other names	(1909)	<i>White Heather</i>
Current location	Genova (Italy)	
Condition	Sailing in perfect condition	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1909 - 1928** Harter Kirkland Glazebrook, shipbroker of Liverpool - name: *White Heather* - home port: Dartmouth (Great Britain). Built according to the 12m Int. Rule but as an auxiliary yacht more than as a racing one as showed by her lines and her large dog house; she was said to be a half scale replica of *Britannia* and she was always known in Cowes as *Little Britannia*. Constructed with oak main frames and rack elm intermediate frames; beams, deck and planking in teak. In **1914** her sail area was increased from 189.63 sq.m to 198.50 sq.m. Since **1914** registered in Lloyd's Register as "formerly Int. Rating Class 12 Metres". Registered in Lloyd's Register from **1914** as auxiliary bermudan sloop.
- 1928 - 1932** Major William Lidswell. Towers-Clark - new name: *Varuna II* and the same year *Varuna* - Varuna is the Indian divinity in charge of the waters and of the seas - home port: Dartmouth (Great Britain). It seems that in **1928** an engine was installed and the original tiller was changed to a wheel. Rig altered in **1930** to auxiliary bermudan sloop.
- 1933 - 1934** Arthur Henry Ashcroft.
- 1935 - 1946** Robert Charles Vernon, friend of the Towers Clark. She was widely used for cruising on the West coast of Scotland In **1936** the mast had twisting problems under pressure and a new one was made - during the war she was laid up on the Clyde at a different place from her spares and gear which were burnt by an incendiary bomb
- 1947 - 1953** Major M.S.B. Vernon (Robert Vernon's son). RORC rating: 41 57.
- 1954 - 1966** Col. John S. Ward and Col. Ferris B. St. George. They shared the yacht with Major Vernon, who was building his new boat *Varen*. Re-powered in **1958**.
- 1967 - 1977** Mr. and Mrs. G. Earle (Mrs. Earle being Ferris St. George daughter). Re-powered **1977**. RORC rating: 37 06.
- 1978** Miss P.G. Richardson Hazard. After 40 years of ownership by the same three families who were all friends, *Varuna* changed owner.
- 1979 - 1983** Neptun Reisen Co. Ltd. *Varuna* is chartered.
- 1983 - 1999** Due to the bankruptcy of the owner, *Varuna* is left at Cantieri di Imperia (Italy).
- Since 1999** Dr. Luigi Donna. Refitted in the years **1999-2002** and launched on 25th May **2002**. Designer: Franco Giorgetti - name: *Varuna* - home port: Imperia (Italy). In **2003**, the rigging has been modified according to a new sail plan. In **2007** the original mast has been lengthened by Pasqui according to a new sail plan designed by Jacques Fauroux.

## VINETA

Design	Johan Anker - project n° 87	
Builder	Anker & Jensen	
Year	1910	
LOA	(m.)	18.67
LWL	(m.)	11.99
Beam	(m.)	3.48
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	244 - 166 (1938)
Construction	Wood	
Engine		
First owner	Fritz Olsen	
First name	<i>Figaro</i>	
First country	Norway	
Home port	Christiania, Oslo (Norway)	
First sail number	E 10	
Other names	(1921)	<i>Figaro II</i>
	(1920)	<i>Bonita</i>
	(1923)	<i>Vineta</i>
Current location	Montauban, Bretagne (France)	
Condition	Wreck	
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

- 1910 - 1918** Fritz Olsen - name: *Figaro* - home port: Christiania, Oslo (Norway). She was the second *Figaro* for the owner Olsen, the first one was built by Colin Archer.
- 1919** Fritz and Rudolf Olsen (one of Fred Olsen four sons).
- 1920 - 1922** Rudolf Olsen - since **1921**, new name: *Figaro II*.
- 1922** O. Berresen - new name *Bonita*.
- 1923 - 1935** S. Finne Thiis, the French consul in Oslo (Norway) - new name: *Vineta*. She entered in the July 1933 Jubileum Regatta in Hanko (Finland) and won a first place in the third race.
- 1936 - 1949** Frank Guillet (owner of the other 12mC "*Le Cid*") - home port: La Trinité sur Mer (France). She enters and wins several regattas and, time by time, she is used as mother ships for the crews of the other Guillet yachts. In **1938** the rig was altered from gaff to bermudan. From **1939** to **1945** she was laid up on her cradle and dismasted at the Constantini yard. In **1946** she sailed again. She was sold on July 27 to Mr. Surmont.
- 1949 - ?** G. De Surmont - home port: Paimpol (France). New engine installed in **1950**. Her mast is shortened. The yacht is laid up.
- ? - 1953** Mr. and Mrs. Thomas. The yacht is dismantled and her mast broken up, the lead keel is sold out.
- 1954 - 1999** Le Gunehec. In **1955** disappeared from Lloyd's Register. Laid up as a wreck at Coët-Castel (France). Maintenance works are done to the hull to preserve it (caulking and treatment with linseed oil). After 22 years she must leave the place and she is caulked and towed to Lézardieux and then to Montauban where she is now located. A group of Norwegians wanted to buy her in **1999**, to restore her according to the original plans, but the owner always refused to sell.
- Since 1999** Michel Durand. The boat is in the same condition. The owner has remeasured her and has commissioned a new set of plans to François Chevalier.



Design	Anker & Jensen - project n° 132	
Builder	Anker & Jensen	
Year	1913	
LOA	(m.)	18.99
LWL	(m.)	12.40
Beam	(m.)	3.60
Draught	(m.)	2.50
Displacement	(t.)	
Sail area	(sq. m.)	242 (1920) - 187 (1937) - 136 (1955)
Construction	Wood	
Engine		
First owner	William Wilhelmsen	
First name	Corona	
First country	Norway	
Home port	Tønsberg (Norway)	
First sail number		
Other names	(1938)	Hawaii VI
	(1957)	Oslo
	(1961)	Stormsvala
	(?)	Xenon
Current location	Anzio (Italy)	
Condition	In very bad condition in a shed	
Current sail number		

**Owners/history:** It is supposed to have been built according to the **International First Rule** but she has never been rated as a 12m.

- 1913 - 1938** W. Wilhelmsen - name *Corona* - home port: Tønsberg (Norway). Rig: yawl, converted in **1920** to a cutter. In **1937** altered to a Bermudan cutter.
- 1938 - 1952** Arthur J. Bossum - new name: *Hawaii VI* - home port: Oslo (Norway).
- 1948 - 1954** Ema Bossum - according to KNS (Royal Norwegian Sailing Federation) archives she owned the yacht before the year indicated by Lloyd's Register. She is listed as a Twelve in the KNS Registry.
- 1954 - 1955** E. Gjolberg - engine installed in **1954**.
- 1955 - 1957** Biorn Ruud-Pedersen.
- 1957 - 1959** Jack Donley - new name: *Oslo*. Apparently sold to US in **1959**. Disappeared off record. Rumors say that she was owned by the famous American writer Arthur Miller and that she was moored at a Seine quay in Paris.
- <1961 - 1963** Henrj H. Wolff - new name: *Srormsvala* - home port: Cherbourg and Cannes (France).
- 1964 - 1969** J.M. Brunet et Jean Rédélé.
- since 1970** Disappeared off the records. Howard Dilday, leaving in Rome (Italy) - new name: *Xenon* - British flag. She is in very bad conditions in a shed in Anzio (Italy).

## KATE

Design	Alfred Mylne
Builder	Philip Walwyn
Year	2006
LOA	(m.) 18.40
LWL	(m.) 12.00
Beam	(m.) 3.45
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	
Engine	
First owner	Philip Walwyn
First name	<i>Kate</i>
First country	
Home port	St. Kitts (WI)
First sail number	
Other names	
Current location	St. Kitts (WI)
Condition	Sailing
Current sail number	



**Owners/history:** Built according to the **International First Rule**.

*Kate* is a replica of *Javotte*, the I.R first version 12 Metre designed by Alfred Mylne in **1909**. She is the only existing replica of a 12 Metre and the first 12 Metre built since **1987**. Although, respecting the original designs, she has been personally built in St. Kitts by her owner adopting modern criteria and technology. The hull is in wood, epoxy, bronze fastened throughout and glass sheathed. Planking is 35 mm Oregon pine with a 2 mm veneer of Okoumé at the interior; frames and the centerline structure are laminated mahogany; deck beams are laminated Oregon pine and the deck is a double layer of plywood with a laid deck of Oregon pine. The spars are in Sitka spruce. She has been launched in December **2006**.

Design		Christian Jensen
Builder		Jorgensen & Vik, Grimstadt
Year		1919
LOA	(m.)	14.65
LWL	(m.)	12.05
Beam	(m.)	3.65
Draught	(m.)	2.64
Displacement	(t.)	24
Sail area	(sq. m.)	
Construction		Wood, double-ender
Engine		
First owner		Christensen
First name		<i>Le</i>
First country		Norway
Home port		Sandefjord (Norway)
First sail number		NOR 63
Other names	(?)	<i>Liv</i>
Current location		Norway
Condition		Sailing
Current sail number		



**Owners/history:** Built according to the **International First Rule**.

She is a double ender (spissgatter).

In **1912** a special committee appointed by KNS (Royal Norwegian Yacht Club) whose members were Johan Anker, Christian Jensen and Halvdan Hansen decided to rate *Raak* and *Ull II* according to the International First Rule and a «E» number in their sail was given. After WW I a similar decision was taken for *Mars* (now *Skojern*) and *Liv* (now *Lady*).

**1919 - ?** Christensen (ship owner) and his wife - name: *Le* - home port: Sandefjord (Norway).  
She is a double ender (spissgatter).

**1961 - 2006** Karl H. Hoje - new name: *Lady*.  
Around **1981** extensive work was done and a big doghouse constructed.

**Since 2007** Peter Ennals - name *Lady*. To be brought back to original condition.

Other name: *Liv* with owner Victor i. Mohm of Drammen.

## RAAK

Design		Bjarne Aas
Builder		Fevigs Batbyggeri (Fevig, Norway)
Year		1914
LOA	(m.)	14.17
LWL	(m.)	12.00
Beam	(m.)	3.81
Draught	(m.)	2.30
Displacement	(t.)	
Sail area	(sq. m.)	216 - 185 (1998)
Construction		Wood, double-ender
Engine		
First owner		Elif Von Erpecom
First name		<b>Raak</b>
First country		Norway
Home port		Bergen (Norway)
First sail number		E 15
Other names	(1921)	<b>Ullabrand IV</b>
	(1925)	<b>Raak</b>
	(1952)	<b>Vici</b>
Current location		Krakstad (Norway)
Condition		Sailing, gaff rigged
Current sail number		

**Owners/history:** Built according to the **International First Rule**.

She is a double ender (spissgatter).

In **1912** a special committee appointed by KNS (Royal Norwegian Yacht Club) whose members were Johan Anker, Christian Jensen and Halvdan Hansen decided to rate **Raak** and **Ull II** according to the International First Rule and a «E» number in their sail was given. After WW I a similar decision was taken for **Mars** (now **Skojern**) and **Liv** (now **Lady**).

**1914 - 1915** Elif Von Erpecom - name: **Raak** - home port: Bergen (Norway).

**1916 - 1919** ?

**1920** E.H. Werring - home port: Christiania, Oslo (Norway).

**1921 - 1924** A.R. Balterszen - new name: **Ullabrand IV**.

**1925 - 1934** K.W. Johnsen - new name: **Raak**.

**1935 - 1938** Chr. R. Granoe - home port: Tjone near Tønsberg (Norway).

**1939 - 1950** Victor Thom - home port: Oslo (Norway).

**1951** Disappeared from the Lloyd's Register.

**1952 - 1953** Th. Allum - new name: **Vici** - home port: Bryn (Norway).

**1998** Kjell Normann Andersen - new name: **Raak** - location: Danemark.  
Painstaking restored by the owner a farmer but excellent carpenter. She sailed well in Europe Week **2000**.

Design		Christian Jensen
Builder		Jogensen & Vik, Grimstad
Year		1919
LOA	(m.)	14.57
LWL	(m.)	11.98
Beam	(m.)	3.61
Draught	(m.)	1.98
Displacement	(t.)	27
Sail area	(sq. m.)	165
Construction		Wood
Engine		
First owner		
First name		<b>Mars</b>
First country		
Home port		
First sail number		
Other names		
Current location		France
Condition		Sailing
Current sail number		

**Owners/history:** Built according to the **International First Rule**.

She is a double ender (spissgatter).

In **1912** a special committee appointed by KNS (Royal Norwegian Yacht Club) whose members were Johan Anker, Christian Jensen and Halvdan Hansen decided to rate *Raak* and *Ull II* according to the International First Rule and a «E» number in their sail was given. After WW I a similar decision was taken for *Mars* (now *Skojern*) and *Liv* (now *Lady*).

- 1918 - 1930** Built for Einar Bruusgaard, chairman of the Bruusgaard & Koisterud ship Lines at the cost of krone 45.000 - home port Drammen (Norway). The sail area is reduced with a shortened boom. The mast is broken during a storm.
- 1931** Consul Hans Borge - home port: Tønsberg (Norway).
- 1932** L. Rolfsen - home port: Oslo (Norway).
- 1933 - 1945** Willy Heineman - new name: *Skojern* - home port: Le Havre (France). Under French flag. In **1933** the mast is shortened to 21/22 m. from the original length of 23 m. During the war, she was grabbed by the German army.
- 1946 - 1970** Louis Rivière. In **1968**, the rig is altered in bermudan ketch to race in the Channel regattas with positive results.
- 1971 - 1974** Jacques and Xavier Roux.
- 1975 - 1979** Bernard Gaume.
- Since 1979** up to now - Patrick Chalmeau - home port: Marseille (France). The yacht has been fully restored in the period **1998 - 2001**.

## STORM

Design		Anker & Jensen
Builder		Anker & Jensen
Year		1913
LOA	(m.)	15.00
LWL	(m.)	12.98
Beam	(m.)	4.50
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	233 (1914)
Construction		Wood, double-ender
Engine		
First owner		Ole Larsen jr.
First name		<b>Storm</b>
First country		Norway
Home port		Christiania, Oslo (Norway)
First sail number		E 31
Other names		
Current location		Oslo (Norway)
Condition		Sailing
Current sail number		

**Owners/history:** Built according to the **International First Rule**.

She is a double ender (spissgatter).

In **1912** a special committee appointed by KNS (Royal Norwegian Yacht Club) whose members were Johan Anker, Christian Jensen and Halvdan Hansen decided to rate **Raak** and **Ull II** according to the International First Rule and a «E» number in their sail was given. After WW I a similar decision was taken for **Mars** (now **Skojern**) and **Liv** (now **Lady**).

- 1914 - ?** Ole Larsen jr. - name: **Storm** - home port: Christiania, Oslo (Norway).
- 1919 - 1924** Johan K. Haaland - home port: Haugesund (Norway).
- 1925 - 1934** A.B. Grondhal - home port: Oslo (Norway).
- 1935 - 1957** Anders Jambe - home port: Sandefjord (Norway). Auxiliary 5 cyl. petrol motor installed.
- 1958** Disappeared from the Lloyd's Register.
- Since ?** Thomas and Jorgen Braathen - home port: Oslo (Norway).

Design	Bjorne Aas
Builder	Damsgaard Båtbiggeri - Darmsgaad
Year	1914
LOA	(m.)
IWL	(m.) 11.98
Beam	(m.) 3.81
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.) 216
Construction	Wood - double ender
Engine	
First owner	L.P. Johannesen
First name	Ull II
First country	Norway
Home port	Bergen (Norway)
First sail number	
Other names	
Current location	Unknown
Condition	Broken up ?
Current sail number	

**Owners/history:** Built according to the **International First Rule**.

She is a double ender (spissgatter).

In **1912** a special committee appointed by KNS (Royal Norwegian Yacht Club) whose members were Johan Anker, Christian Jensen and Halvdan Hansen decided to rate **Raak** and **Ull II** according to the International First Rule and a «E» number in their sail was given. After WW I a similar decision was taken for **Mars** (now **Skojern**) and **Liv** (now **Lady**).

**1914 - 1915** L.B. Johannesen - name: **Ull II** - home port: Bergen (Norway) - sister ship to **Raak**.

**1916 - 1918** ?

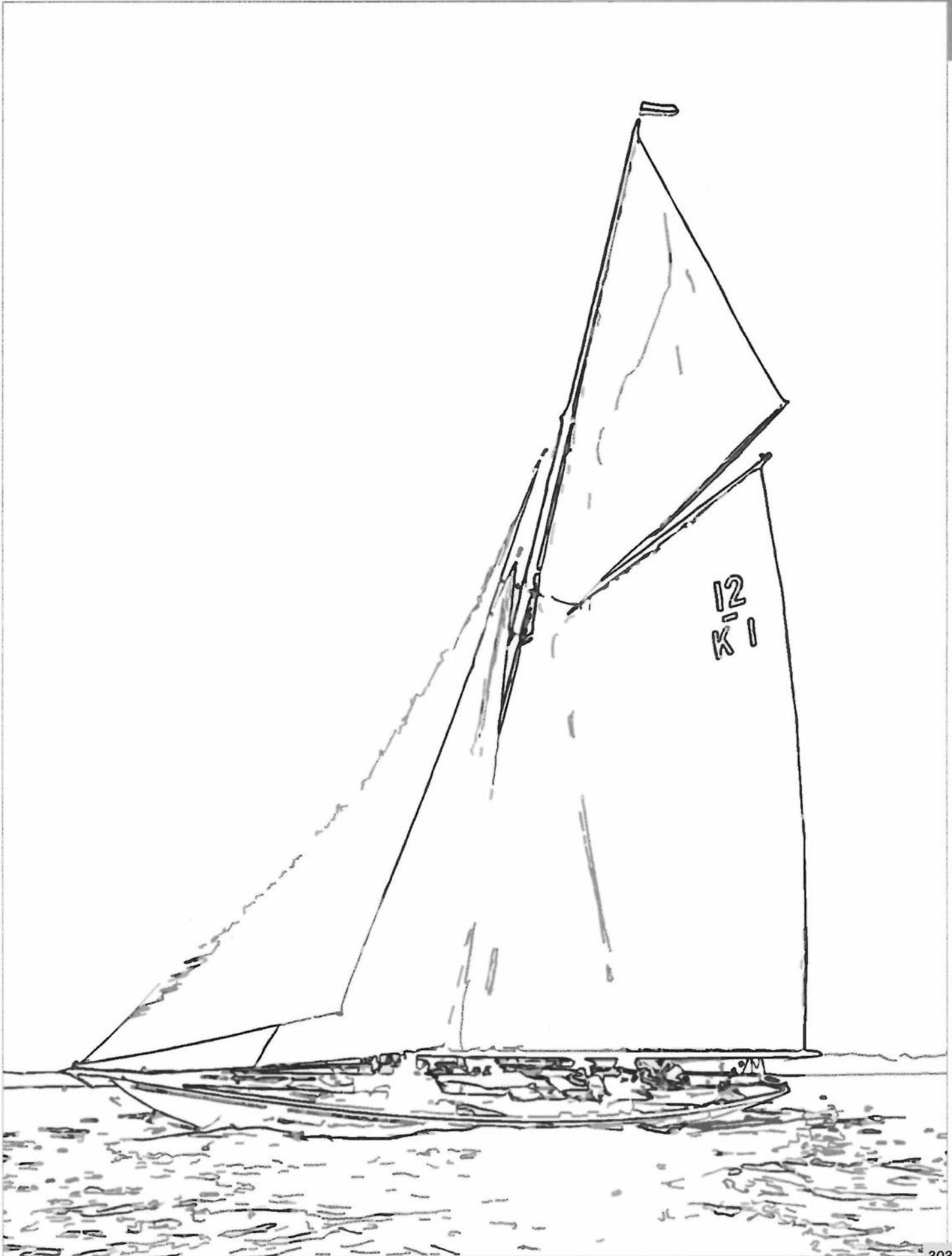
**1919 - 1934** O. Grolle Olsen.  
Registered in Lloyd's Register from **1928** as "Formerly Int. rating class 12 Metre".

**1935** Disappeared from the Lloyd's Register.





# SECOND RULE



Design	Burgess, Rigg & Morgan Lt.
Builder	Abeking & Rasmussen - constr. n° 2366
Year	1928 May
LOA	(m.) 21.09
LWL	(m.) 13.03
Beam	(m.) 3.87
Draught	(m.) 2.58
Displacement	(t.) 26
Sail area	(sq. m.) 183
Construction	Wood on steel frames
Engine	
First owner	Charles L. Harding
First name	<b>Anitra</b>
First country	United States
Home port	Boston, MA (USA)
First sail number	US 5 - D 5
Other names	
Current location	Germany
Condition	Refitted - sailing
Current sail number	D 5



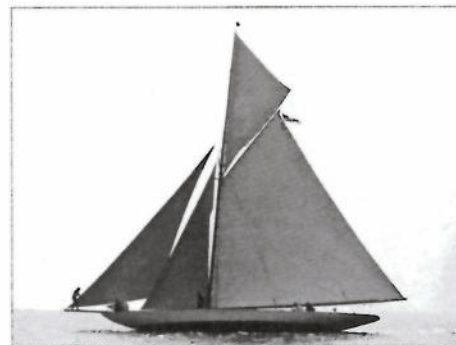
**Owners/history:** Built according to the **International Second Rule**.

She is the fifth of the six Twelve Metres ordered by the New York Yacht Club, designed by William Starling Burgess for delivery to American owners and built by Abeking & Rasmussen. The purpose was to have six yachts built exclusively for regatta for comparison sailing in the Club. Hulls were the same but deck layout, interior arrangements and rigs varied among the six yachts. The construction was composite that means that every second frame through the entire length of the hull was made of galvanized steel, the floor plates included. Planking was in Honduras mahogany, quite popular in that period. They were rapidly built in serial production in only five months and all together they were shipped to Halifax, in Canada. Once there, they were rigged and sailed to the United States, avoiding to pay a heavy import tax. *Anitra* was completed in May 1928. The other yachts were: *Waioance*, *Isolde*, *Tycoon*, *Iris* and *Onawa*. Only *Onawa* and *Anitra* have survived.

- 1928 - 1942** Charles L. Harding, a prominent Boston businessman who lived in Marblehead - name: *Anitra* - home port: Boston, MA (USA). Rig: bermudan sloop. Engine installed in **1934**. *Anitra* entered every year in the class races; the best year was the 1931 when she was first in class with 3 firsts and 1 third out of 6 starts; in 1934, she was second to IRIS, the only other competitor.
- 1946 - 1951** Maurice O. Guerin - home port: Boston, MA and Newport, RI (USA). Re-powered **1946**. In **1949** she won the King's Cup (New York Yacht Club).
- 1952** River Mills Corp. Re-powered **1952**.
- 1952 - 1954** Max Meyer - home port: Boston, MA (USA) and Tiverton, RI (USA).
- 1955 - 1956** Frank H. Walker - home port: North Weymouth, MA (USA).
- 1957 - 1959** George D Haskell - home port: Marblehead, MA (USA). Rig converted in **1958** to auxiliary yawl, sail area: 154 sq.m.
- 1960 - 1963** S. Davis Robins - home port: Oyster Bay, NY (USA). Re-powered **1963**.
- 1964 - 1965** Joseph S. Montgomery.
- 1966 - 1967** Baxter R. Still, Jr - home port: Miami, FL (USA).
- 1968 - 1975** Robert S. Lint. Re-powered **1968**
- 1976** Disappeared off records
- 1976 - 1990** Mr. Sprague - home port: Tustin, CA (USA).
- 1990 - 1995** Rob and Devon Anderson - homeport: Alameda, CA (USA).
- 1995 - 2001** Robert D. Manning - home port: Odessa, TX (USA).
- 2001 Apr. - 2003** Yacht Anitra, LLC (McMillen Yachts Inc & Charles Parrish) - home port: Newport, RI (USA)
- Since 2003 Jan.** Rudiger Stihl and Josef Martin - location: Martin Yacht ubd Bootwerft, Radolfzell (Germany). The restoration of the yacht took place from **2003** to **2006**. She has been re-launched in spring **2008**. Home port: Flensburg (Germany).

# BARRANQUILLA

Design	G. Eslander
Builder	Stockholms Batbyggeri Aktiebolag
Year	1930
LOA	(m.) 21.95
LWL	(m.) 13.92
Beam	(m.) 3.57
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.) 183
Construction	Wood on steel frames
Engine	
First owner	Erik Akerlund
First name	<i>Princess Svanevit</i>
First country	Sweden
Home port	Stockolm (Sweden)
First sail number	S 2 - K 22
Other names	(1936) <i>Irene</i> (1958) <i>Silvervingen X</i>
Current location	Hamble
Condition	Sailing but in need of refit
Current sail number	K 22



**Owners/history:** Built according to the **International Second Rule**.

- 1930 - 1934** Erik Akerlund - name: *Princess Svanevit* - home port: Stockolm (Sweden). She was the only Twelve designed by Eslander and one of the last projects before his death the winter following the launch; she was a heavy and long yacht very well constructed so as not to cheat the Rule and "so her profile and sections are far sweeter throughtout than generally seen in yachts to the International Yachts Racing Classes. She was completed a few days before the Jubilee Races at Stockolm in **1930**, where she came out second from the top of a very keen class. For the hundredth birthday party of the Royal Swedish Yacht Club brought together yachts and yachtsmen from almost over the world, which ensured high-class racing, for only keen and good helmsmen would bring their yachts from America, England and other European countries." (Uffa Fox). She went to Cowes Week in **1933** and "after a marvellous race the Swedish yacht, cleverly steered by Mr. Colin Newman, won by a few seconds beating Flica on the finishing line. It was the first visit of her owner Mr. Erik Akerlund to Cowes regatta and the victory of his yacht was most popular".
- 1934 - 1956** Ernhold Lundström - new name since 1936: *Irene* - home port: Malmo (Sweden).
- 1957** Heirs of the late E. Lundström.
- 1957 - 1959** Nils Gåbel - new name: *Silvervingen X* - home port: Saltsjöbaden (Sweden). Engine installed < **1957**.
- Since 1960** Harry J. Hyams - new name: *Barranquilla* - home port: London, Wiltshire and Southampton (Great Britain). Re-powered in **1961** and **1976**. Sail number K 22, probably not officially issued by the YRA.

# CERIGO

Design	W. & R.B. Fife - project n° 746	
Builder	W. Fife & Son	
Year	1926 August	
LOA	(m.)	20.12
LWL	(m.)	13.10
Beam	(m.)	3.70
Draught	(m.)	2.59
Displacement	(t.)	
Sail area	(sq. m.)	143 - 164 (1965)
Construction	Wood on steel frames - keel, stern and post in teak	
Engine		
First owner	Leon Becker	
First name	Cerigo	
First country	Belgium	
Home port	Antwerp (Belgium)	
First sail number	K 12 - B 1	
Other names		
Current location		
Condition	Burnt in the British Virgin Islands	
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

- 1926 - 1933** Leon Becker - name: *Cerigo* - home port: Antwerp (Belgium). Rig: bermudan Cutter.
- 1934 - 1936** Dr. T.H. Ward - home port: Dartmouth (Canada). Engine installed in **1935**.
- 1937 - 1946** Robert A. O'Brien. Rig altered and engine removed < **1946**.
- 1947 - 1948** Schalburg & Co. Altered to bermudan sloop.
- 1948 - 1951** Ernst Schalburg.
- 1951 - 1956** Dr. Andrew Tindal - home port: Glasgow (Great Britain) and Dartmouth (Canada). She was said still sailing without an auxiliary engine; she had to be towed through the Crinan Canal when making a passage to and from the West Coast. May Fife reports that she was frequently sailed by Professor Alexander Thom, a relative of the Tindals, an archeo astronomer, best known for his study of megalithic stone circles. According to his theory, Stone Age people were able to use Pythagorean geometry, and they had devised a unit of measurement which he called "the Megatithic Yard". It seems that many of these observations were made when sailing round the islands of the West Coast of Scotland. Once he sailed *Cerigo* from Brixham to the Clyde, taking seven days for the passage.
- 1957** Mrs. Alex McGlasham. Engine installed in **1957**.
- 1958 - 1960** Mr. & Mrs. Alex McGlasham.
- 1961 - 1963** John Maitland - home port: Portsmouth (Great Britain) and Dartmouth (Canada).
- 1964 - 1970** M.me G. Le Saux Jouany & Julian Dame - home port: La Rochelle (France), since **1965**: Pointe à Pitre (Virgin Islands).
- 1971 - 1972** Registered in Lloyd's Register but with no name given.
- 1973** Disappeared from the Lloyd's Register. The owners are unknown. She was moored at St. Thomas in the US Virgin Islands. Her then owners were in debt and a US Marshal's lien was in place on her. During the lengthy time she was at anchor she was pillaged of much easily removable equipment. Amongst the items was a sink; in the heat the rubber pipe formerly connected to the sink bent until its end was below the waterline; naturally water then flowed in and sank her.
- 1974 - 1977** Malcom Precious - home port: Virgin Gorda (US Virgin Islands). She was raised and partly restored; she was currently sailed and chartered by Malcom, Roy and Margaret Precious in the British Virgin Islands. In **1977**, she was at anchor in Virgin Gorda Yacht Harbour and no one was on board when there was a fire, apparently electrical, which spread rapidly to the paint locker; by the time the fire was discovered it was beyond control. To protect other vessels her mooring lines were cut and she drifted into the harbour entrance and sank.

Design	Charles E. Nicholson	
Builder	Camper & Nicholson Ltd. - constr. n° 325	
Year	1924 July	
LOA	(m.)	20.47
LWL	(m.)	13.82
Beam	(m.)	3.70
Draught	(m.)	2.57
Displacement	(t.)	
Sail area	(sq. m.)	144 (1947)
Construction	Wood	
Engine		
First owner	Philip de G. Benson	
First name	<i>Clymene</i>	
First country	Great Britain	
Home port	Portsmouth (Great Britain)	
First sail number	K 10	
Other names	(1936)	<i>Moyana V</i>
	(1948)	<i>Alkor II</i>
Current location	Toulon (France)	
Condition	Restoration in progress	
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

- 1924 - 1931** Philip de G. Benson - name *Clymene* - home port: Portsmouth and London (Great Britain). In **1924** rig altered from cutter to bermudan sloop. Engine installed in **1928**.
- 1932 - 1935** Austin O' Connor - home port: Portsmouth (Great Britain).
- 1936** Wilfred Leuchars - new name: *Moyana V*. Re-powered in **1936**.
- 1937 - 1939** Lt. Comdr. Percy T. Dean - new name: *Clymene*. Rig: in **1937** altered to yawl.
- 1939** Estate of Lt. Comdr. Percy T. Dean. Sold to an unknown person in France by the executors.
- 1939 - 1947** Marcel Bar - new name: *Alkor II*.
- 1948 - 1950** Louis Canet.
- 1951 - 1952** Georges Villiers.
- 1953** Disappeared from the Lloyd's Register.
- 1953 - 1975** ?
- 1976** Franck Pizzato and Clymène Club Association.  
 After a period of chartering, *Clymene* was brought ashore at Toulon for a restoration to be completed around **2004**. Government funds should cover part of the cost as *Clymene* has been declared as French Historical Monument in **1991**. In **2009** the restoration works were slack; only the hull and the deck have been partly completed and to be checked as far as the quality is concerned. In January **2009** she has been up for auction.  
*Clymene* has had quite a successful career both as a Twelve and when altered to bermudan cutter and yawl. In **1924** she entered Burnham week and in the other around the coast races. In **1928**, altered to bermudan yawl, she defeated the ocean racers as *Dorade*, *Mistress*, *Neptune* and *Lexia*. She was also entered in several handicap races together with *Vanity*.

# DEVONIA

Design		Morgan Giles
Builder		not built
Year		1932 design
LOA	(m.)	22.03
LWL	(m.)	13.47
Beam	(m.)	3.63
Draught	(m.)	2.70
Displacement	(t.)	23.5
Sail area	(sq. m.)	170
Construction		
Engine		
First owner		
First name		
First country		
Home port		
First sail number		
Other names		
Current location		
Condition		
Current sail number		

**Owners/history:** Designed according to the **International Second Rule**.

This Twelve was designed by Morgan Giles but due to the illness of the owner, never built. It is worth to mention her for her pleasing lines for a fast and weatherly Twelve.

Design		Charles E. Nicholson
Builder		Camper & Nicholson, Ltd - constr. n° 334
Year		1925 June
LOA	(m.)	16.30 (not homogeneous measurement)
LWL	(m.)	11.99
Beam	(m.)	3.76
Draught	(m.)	2.57
Displacement	(t.)	
Sail area	(sq. m.)	250
Construction		Wood on steel frames
Engine		
First owner		Frederick Last
First name		<b>Doris</b>
First country		Great Britain
Home port		Portsmouth (Great Britain)
First sail number		K 2 - F 1
Other names		
Current location		Unknown
Condition		Converted to houseboat
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

- 1925** Frederick Last - name: **Doris** - home port: Portsmouth (Great Britain). Rig: cutter.
- 1926 - 1928** T.O.M. Sopwith. Rig altered to bermudan cutter.
- 1929 - 1934** Louis Bréguet - home port: Le Havre (France).
- 1935 - 1949** H.A. Holdsworth - home port: Portsmouth and Southampton (Great Britain). Engine installed in **1935**. In **1936** rig altered in Auxiliary Bermudan cutter.
- 1950** Runnegar Estates Lt.
- 1951** Disappeared from the Lloyd's Register. She was said to have been converted to a houseboat. There is little record on **Doris**. It seems that she was not a very successful boat and, although entering in several regattas, her results were only good from time by time. I.E. she was by far the last Twelve classified in the **1926** Cowes Week. We found her classified under M. Louis Breguet ownership: in **1932** she entered in four races with no results; in **1933** she was in Norway for the KNS Jubileums Regatta, with no results and at the end of the same year she is second to last with 13 starts and 1 first.

## EMILIA

Design	Attilio Costaguta
Builder	Cantieri Costaguta (Genova Voltri)
Year	1930 September
LOA	(m.) 20.93
LWL	(m.) 14.56
Beam	(m.) 3.83
Draught	(m.) 2.95
Displacement	(t.) 28
Sail area	(sq. m.) 203.65
Construction	Wood
Engine	Perkins M80T 90HP
First owner	Attilio Bruzzone
First name	<i>Emilia</i>
First country	Italy
Home port	Genoa (Italy)
First sail number	I 2
Other names	
Current location	Alassio (Italy)
Condition	Sailing
Current sail number	



**Owners/history:** Designed according to the **International Second Rule**.

- 1930 - 1940** Attilio Bruzzone - name: *Emilia* - home port: Genoa (Italy)- rig: bermudan schooner - engine: Bolinden, 30HP. Originally she was designed (1929) and built to the Twelve Metre Int. Rule and was the present of Senator Giovanni Agnelli to his son-in-law Carlo Nasi. Due to his unexpected departure to South America, the construction was delayed and she was sold before she was launched to Attilio Bruzzone, a wealthy member of Royal Yacht Club Italiano. The original rig was altered to bermudan schooner. The sail number (I 1), already attributed in 1929, was passed to the other italian Twelve, *La Spina*. The launch took place on Sept. 16, 1930; Emilia, was Bruzzone's wife. During the 1930s, *Emilia* was entered in several regattas held between Genoa and Cannes.
- 1941 - 1975** E. Coppola, a wealthy and well known banker - home port: Genoa, Portofino (Italy) and Cap Ferrat (France). *Emilia* stopped racing.
- 1975 - 1988** Giorgio Trani - home port: Venice (Italy).
- 1988 - 1998** Adriana Sterzi - home port: La Spezia (Italy). In 1988 she was completely refitted at Beconcini Shipyard in La Spezia; the interior was completely altered to a modern style designed by the well known architect Pinto; she is relaunched on July 28, 1990.
- Since 1998** Marco Riccardo Gastaldi and Jacques Sicotte - home port: Genoa (Italy), later Cannes (France) and later Alassio (Italy). In 2002 the decision was taken to convert *Emilia* back to the original project of Attilio Costaguta for a Twelve Metre (although the original project had been converted in staysail schooner before launching). The sail plan has been designed by Jacques Fauroux, the wooden mast has been supplied by the Lavazza yard and the conversion of the hull has been done by the owner himself with a group of workers and the aid of the French yard Pasqui in Antibes. The engine has been removed. The interiors have not been completed. At present, *Emilia* is currently sailing in the regattas for the Twelve Metre class and for the classic yachts in the Mediterranean.



# FIGARO III

Design	Johan Anker - project n° 205	
Builder	Anker & Jensen	
Year	1918	
LOA	(m.)	19.90
LWL	(m.)	12.10
Beam	(m.)	3.50
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	215
Construction	Wood on steel frames	
Engine		
First owner	Fred Olsen	
First name	<i>Figaro III</i>	
First country	Norway	
Home port	Christiania, Oslo (Norway)	
First sail number	N 1	
Other names	(1925)	<i>Elektra</i>
	(1926)	<i>Irina III</i>
	(?)	<i>Marjana</i>
Current location	Unknown	
Condition	Broken up ?	
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.  
Supposed to be built according to "S" Scandinavian Rule and then converted to the 12m Int. Second Rule.

- 1918 - 1924** Fred Olsen - name: *Figaro III* - home port: Christiania, Oslo (Norway). Rig: cutter.
- 1925** Knut T. Strom - new name: *Elektra* - home port: Oslo (Norway). Rig: altered in **1925** to bermudan sloop.
- 1926 - 1931** Georg von Erpecom - new name: *Irina III* - home port: Bergen (Norway).
- 1931** Sold to an owner in Southern California, USA.
- 1932** Disappeared from the Lloyd's Register. According to KNS sail number list: new name: *Marjana*.

## FIGARO IV

Design		Johan Anker
Builder		Anker & Jensen
Year		1924
LOA	(m.)	20.88
LWL	(m.)	12.98
Beam	(m.)	3.73
Draught	(m.)	2.26
Displacement	(t.)	
Sail area	(sq. m.)	201 - 161 (1950)
Construction		Wood
Engine		
First owner		Thomas Olsen
First name		<i>Figaro IV</i>
First country		Norway
Home port		Oslo (Norway)
First sail number		N 6
Other names	(1937)	<i>Arrow</i>
	(1951)	<i>Sylvana</i>
	(1953)	<i>Solveig II</i>
Current location		Unknown
Condition		
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1924 - 1936** Thomas Olsen - name: *Figaro IV* - home port: Oslo (Norway). Rig: bermudan cutter. She was said to be the sister ship of *Noresca* in **1933** she entered the KNS Jubileumsregatta in Hanko and won one first, two seconds and one third.
- 1937 - 1948** A.B. Owesen - new name: *Arrow*. Rig: bermudan sloop.
- 1949 - 1950** ? Rig: converted to auxiliary yawl (**1950**).
- 1951 - 1952** Mrs. Elise Blich - new name: *Sylvana*.
- 1953 - 1959** Borge G. Jorgensen - new name: *Solveig II* - home port: Copenhagen (Denmark).
- 1960 - 1963** Poul Cadovius - home port: Aarhus and Copenhagen (Denmark).
- 1964** Klaus Baess - home port: Aarhus (Denmark).
- 1965** Disappeared from the Lloyd's Register.

Design	Charles E. Nicholson	
Builder	Camper & Nicholson - constr. n° 367	
Year	1929 May	
LOA	(m.)	20.57
LWL	(m.)	13.54
Beam	(m.)	3.65
Draught	(m.)	2.62
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Wood on steel frames	
Engine		
First owner	C. R. Fairey	
First name	<i>Flica</i>	
First country	Great Britain	
Home port	Portsmouth (Great Britain)	
First sail number	K 16	
Other names		
Current location	Birdham Pool (Great Britain)	
Condition	In need of total restoration	
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1929 - 1933** Richard C. Fairey, the famous aircraft manufacturer - name: *Flica* - home port: Portsmouth (Great Britain). Rigging: bermudan cutter. The project started in **1927** when Charles E Nicholson was asked by Fairey to design a Twelve, being ahead of the already existing fleet of Twelves; he could rely also on the assistance of Fairey Aviation for part of the equipment and for the study of the sails. *Flica* was constructed in five months and launched on 9th May **1929**; her lines and construction had been perfected with the assistance of the wind-tunnel facilities at Fairey Aviation Ltd. At her debut she was not very successful with a fifth place at **1929** Cowes Week. She gradually improved in the following seasons and was considered to be the fastest Twelve mainly in light winds winning the large majority of races. At the beginning of the **1932** season, she was altered in order to increase her speed: "Certainly the feature of the 12-metre racing has been the advance of *Flica*. The modifications made to her early this year, coupled with the skill shown by her owner at the helm, have put her right above the rest of the class". In **1932**, out of 39 starts she had 21 firsts, 8 seconds and 6 thirds. In **1933**, together with *Morwenna*, she went to Norway for the Norwegian Jubileums Regatta and she took part in the Sweden and Danish events with a total of 8 firsts and 2 seconds. On the season *Flica* was again first with *Veronica* very close to her: of 45 starts *Flica* had 27 firsts, 10 seconds and 2 thirds. In **1933**, Sir Richard Fairey issued a challenge to organize a 12 Metre America's Cup match in the USA in **1934**. It is said that an American delegation visited Great Britain to watch *Flica* performance. Once realized that they would not be in condition to produce a competitive Twelve in time for **1934**, the challenge was not accepted. Disappointed, at the end of **1933**, Sir Richard Fairey decided to sell her.
- 1934 - 1946** Hugh L. Goodson - home port: Brixham (Great Britain). With her new owner she had a very good season with a second placement overall after the new Third Rule *Westra* but she preceded the other new *Miquette*. She had 33 starts, with 14 firsts and 8 seconds; again in **1935** she continued her extraordinary long lasting career and at the end of the season she was third behind the new Third Rule *Marina* and *Westra* with 39 starts: 10 firsts, 12 seconds and 4 thirds; in **1936** out of 31 starts she had 6 first and 2 seconds. In **1939** she was up for sale.
- 1947 - 1949** R.P. Dyer - engine installed in **1948**.
- 1950** Heirs of the late R.P. Dyer.
- 1951 - 1962** Robert A. Hall.
- 1962** Wg. Cdr. R.H.A. Coombs - home port: Brimpton (Great Britain).
- 1963 - 1965** W.W.F. Wyles - home port: Hamble (Great Britain).
- 1966 - 1973** Belsize Boat Yard Ltd. - home port: Southampton (Great Britain).
- 1974 - 1977** R. Thomas - home port: Brixham (Great Britain).
- 1978** Disappeared from the Lloyd's Register.
- Since 1993** Richard A. Smith - *Flica* has been recently moved from a shed to another. She is in need of a complete restoration.

## HEIRA II

Design	Johan Anker - project n° 222	
Builder	Anker & Jensen	
Year	1919	
LOA	(m.)	20.12
LWL	(m.)	12.95
Beam	(m.)	30.45
Draught	(m.)	2.57
Displacement	(t.)	
Sail area	(sq. m.)	242 - 198 (1926)
Construction	Wood on steel frames	
Engine		
First owner	Olaf Orvig	
First name	<i>Heira II</i>	
First country	Norway	
Home port	Bergen (Norway)	
First sail number		
Other names	(1926)	<i>Nanette II</i>
	(1930)	<i>Mariella</i>
	(1931)	<i>Tove Liliana</i>
	(1935)	<i>Barcarolla</i>
Current location	Unknown	
Condition	Broken up?	
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

- 1919 - 1923** Olaf Orvig - name: *Heira II* - home port: Bergen (Norway). Winner of gold medal in the **1920** Olympic Games in Antwerp in the Class relative to the second version Twelves; no other entries except *Heira II*.
- 1924 - 1925** W.M.M. Curtis - home port: Dublin (Ireland).
- From 1925** registered in Lloyd's Register as "formerly Int. Rating Class 12 Metre". Converted in bermudan cutter.
- 1926 - 1928** Percy B. Abrahams - new name: *Nanette II* - home port: London (Great Britain).
- 1929** Lt. Col. Vivian Gabriel
- 1930** Cyril Wright and Cecil Dormer - new name: *Mariella*. Both owners were partners in several yachts at different times from the 15 Metre *The Lady Anne* to several 6 Metres. Cecil Dormer was named also Rhodes after his famous ancestor.
- 1931 - 1934** Consul Hans Borge - new name: *Tove Liliana* - home port: Tønsberg (Norway). In **1933** she took part (with no result) to the KNS Jubileum Regatta in Hanko.
- 1935 - 1949** S. Belaieff - new name: *Barcarolla* - home port: Wiborg (Finland). Engine installed **1936**. Converted in aux. bermudan cutter.
- 1950** Disappeared from the Lloyd's Register.
- 2005** Rumors say that she should be lying in Amsterdam converted in a house boat. No official confirmation concerning this news.

Design	Burgess, Rigg & Morgan Lt.	
Builder	Abeking & Rasmussen - constr. n° 2365	
Year	1928 May	
LOA	(m.)	21.09
LWL	(m.)	13.03
Beam	(m.)	3.87
Draught	(m.)	2.58
Displacement	(t.)	
Sail area	(sq. m.)	183
Construction	Wood on steel frames	
Engine		
First owner	W.A.W. Stewart	
First name	Iris	
First country	United States	
Home port	New York, NY (USA)	
First sail number	US 4	
Other names		
Current location		
Condition	Broken up in Michigan	
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

She is one of the six Twelve Metres ordered by the New York Yacht Club, designed by William Starling Burgess for delivery to American owners and built by Abeking & Rasmussen. The purpose was to have six yachts built exclusively for regatta for comparison sailing in the Club. Hulls were the same but deck layout, interior arrangements and rigs varied among the six yachts. The construction was composite that means that every second frame through the entire length of the hull was made of galvanized steel, the floor plates included. Planking was in Honduras mahogany, quite popular in that period. They were rapidly built in serial production in only five months and all together they were shipped to Halifax, in Canada. Once there, they were rigged and sailed to the United States, avoiding to pay a heavy import tax. *Iris* was completed in May **1928**. The other yachts were: *Waiaudance*, *Isolde*, *Tycoon*, *Anitra* and *Onawa*. Only *Onawa* and *Anitra* have survived.

- 1928 - 1935** W.A.W. Stewart - name: *Iris* - home port: Oyster Bay, NY (USA). Bermudan sloop. Entered the **1928** and **1929** class championship which was won by *Tycoon* but with not very brilliant results: in **1928** out of 13 starts, she had 1 first, 5 seconds and 1 third; in **1929**, out of 9 starts, she had 1 first, 3 seconds and 2 thirds; in **1930** 1 first, 2 second and 2 thirds out of 8 entries. Similar results were achieved in **1931**, **1932**, **1933** and **1934**. In **1935** she stopped racing.
- 1936 - 1938** Henry L. Maxwell - home port: Greenwich, CT (USA). Engine installed. Auxiliary bermudan sloop.
- 1939 - 1940** Harold W. Brooks - home port: Sag Harbor, NY (USA).
- 1941 - 1948** Harry Fletcher - home port: Alpena, MI (USA).
- 1948 - 1969** Herbert W. Hadcock from September **1948** - home port: Detroit, MI and Bay City, MI (USA).
- 1970 - 1972** No name given - home port: Detroit, MI (USA).
- 1972** Disappeared off record. Given to sea scouts. In the same year (**1972**), sea scouts encountered really rough weather on Lake Huron and broke the mast off. They were forced to abandon ship; a freighter was coming down the lake, found her floating and tried to get a line on her, successfully, but due to the storm the *Iris* went into the freighter's prop and chopped a couple feet off the bow in its prop. She was towed back in on the river and sat in the back part of the Black River Marina (now called Desmond Marina). She was scrapped/cut up a few years after she sat there. (probably around **1975**).

Design	Thomas C. Glen Coats
Builder	Bute Slip Dock Co, Ltd.
Year	1926 July
LOA	(m.) 21.49
LWL	(m.) 14.69
Beam	(m.) 3.66
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.) 193
Construction	Wood on steel frames
Engine	
First owner	Sir Thomas Glen Coats
First name	<i>Iris</i>
First country	Great Britain
Home port	Glasgow (Great Britain)
First sail number	K 6 (as <i>Iris</i> ) - N 9 (as <i>Irina V</i> )
Other names	(1932) <i>Irina V</i>
Current location	
Condition	Broken up
Current sail number	

**Owners/history:** Built according to the **International Second Rule**.

- 1926 - 1928** Sir Thomas C. Glen Coats - name: *Iris* - home port: Glasgow (Great Britain). Rig: bermudan sloop altered in bermudan cutter in **1928**. According to Uffa Fox: "she was designed and built some twenty years after his first design, *Palace*, and was like her in many ways. *Iris* was designed to be just twice the length of his 6-metre *Echo*, which made her longer than any of the then existing 12-metre yachts, and naturally forced her to carry less sail, but as at that time the height of the sail allowed was in proportion to the length of the water-line, she had the tallest and narrowest rig of the whole lot. There is no doubt her success was largely due to her length and her tall and narrow rig, for length is speed, and he knew that the taller and narrower the sail area the more efficient it is". She was the first Twelve with outriggers, her interior was in pastel colours and had leather seating. In **1927** she raced both in the Solent and in the Clyde. In the Solent she was third with 6 firsts, 5 seconds and 2 thirds; in the Clyde she had 7 firsts and 4 seconds.
- 1929 - 1930** Benjamin S. Guinness.  
She entered the **1929** Cowes Week where she arrived last but one out of seven competitors.
- 1931** Alexander C. Wilson.
- 1932 - 1937** Georg B. von Erpecom Sr. - new name: *Irina V* - home port: Bergen (Norway).  
Under the ownership of George von Erpecom, the famous Norwegian ship owner, she entered in several events notably in **1932** the Bergen Yacht Club Diamond Jubilee with Crown prince Olav in the crew and crown princess Martha as guest; she lost to *Symra*. In **1933** she entered the KNS Jubileums regatta in Hanko with Halfdan Hansen as co-skipper. She won one second place and two thirds. In 1935 she did well in Gothenburg/Maastrand regattas, winning special prizes.
- 1937 - 1950** Ragnar Fredriksen.  
He took off the keel to keep it from the Germans but in **1950** he sold it because of the high prices paid for lead. He then used her as a motor boat and added a doghouse. She was a wreck off Hanko (Finland) up to **1965**, then dismantled, burnt and sunk at Hanko. Her mast was first used on *Mosk 2* and now is on *Magnolia*.
- 1950** Disappeared from the Lloyd's Register.

Design		Burgess, Rigg & Morgan Lt.
Builder		Abeking & Rasmussen - constr. n° 2363
Year		1928 May
LOA	(m.)	21.09
LWL	(m.)	13.03
Beam	(m.)	3.87
Draught	(m.)	2.58
Displacement	(t.)	
Sail area	(sq. m.)	183
Construction		Wood on steel frames
Engine		
First owner		Henry L. Maxwell
First name		<i>Isolde</i>
First country		United States
Home port		Larchmont, NY (USA)
First sail number		US 2
Other names	(1931)	<i>Sally Ann</i>
	(1936)	<i>Ptarmigan</i>
		<i>Soliloquy</i>
Current location		
Condition		Broken up in 1988
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

She is one of the six Twelve Metres ordered by the New York Yacht Club, designed by William Starling Burgess for delivery to American owners and built by Abeking & Rasmussen. The purpose was to have six yachts built exclusively for regatta for comparison sailing in the Club. Hulls were the same but deck layout, interior arrangements and rigs varied among the six yachts. The construction was composite that means that every second frame through the entire length of the hull was made of galvanized steel, the floor plates included. Planking was in Honduras mahogany, quite popular in that period. They were rapidly built in serial production in only five months and all together they were shipped to Halifax, in Canada. Once there, they were rigged and sailed to the United States, avoiding to pay a heavy import tax. *Iris* was completed in May 1928. The other yachts were: *Waiaudance*, *Isolde*, *Tycoon*, *Anitra* and *Onawa*. Only *Onawa* and *Anitra* have survived.

- 1928 - 1929** Henry L. Maxwell - home port: Larchmont, NY (USA).  
She entered in the season races but with poor results: 1 first out of 6 races in 1928 and out of 8 races in 1929.
- 1930 - 1935** Spencer Borden - new name: *Sally Ann* - home port: Larchmont, NY and Fall River, MA (USA).
- 1935 - 1936** Thomas N. Dabney - new name: *Ptarmigan* - home port: Boston, MA (USA).
- 1937 - 1942** Arthur C. Stewart - new name: *Soliloquy* - home port: Los Angeles, CA (USA). Engine installed in 1937, repowered in 1940.
- < 4/1946 - 1960** Wesley D. Smith - home port: Balboa and Los Angeles, CA (USA).
- 1961 - 1977** Given Machinery Co. - home port: Los Angeles, CA (USA).
- 1978** Disappeared off Record.
- c. 1988** Sailed from California to Australia. Reportedly hauled, stripped of keel and broken up.

Design	Charles E. Nicholson	
Builder	Camper & Nicholson Ld. - constr. n° 349	
Year	1927 May	
LOA	(m.)	20.49
LWL	(m.)	12.95
Beam	(m.)	3.64
Draught	(m.)	2.57
Displacement	(t.)	
Sail area	(sq. m.)	191 (1927) - 164 (1937) - 121 (1948)
Construction	Wood on steel frames	
Engine		
First owner	Sir William P. Burton	
First name	<b>Iyruna</b>	
First country	Great Britain	
Home port	Portsmouth (Great Britain)	
First sail number	K 11	
Other names		
Current location	Unknown	
Condition		
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1927 - 1930** Sir. William P. Burton - name **Iyruna** (construction name **Euna**) - home port: Colchester and Portsmouth (Great Britain). Rig: bermudan cutter. William P. Burton, who in that year was President of YRA, named this yacht as an anacronym to commemorate the fact that North American Yacht Racing Union (NAYRU) had been formed and had finally joined the International Yacht Racing Union (IYRU). Her cost was £ 4,800. She was a boat for light winds. Her hull was painted green. Sir Burton had already owned the 12m **Noresca** and he will also own the Twelves **Veronica**, **Marina** and **Jenetta**. In the **1929** Cowes Week she was fourth overall with one first, behind **Mouette**, **Moyana** and **Rhona**.
- 1931 - 1934** Glynn Terell.  
In **1932** she was fifth overall out of 26 starts and 2 firsts, 5 seconds and 1 third. In **1933** she was forth out 43 entries and she had 6 firsts, 9 seconds and 4 thirds. In **1934** she was second on the last race for Twelves in Burnham-on-Crouch but she was last in the season overall and out of 19 starts she had 1 first, 1 second and 1 third.
- 1935** C.E.A. Hartridge.  
She is last overall in the season with 1 third and 2 thirds.
- 1936** Camper & Nicholson, Ld.
- 1937 - 1947** N.F. Adeney. In **1937** altered to auxiliary bermudan cutter. 4 cyl. petrol engine installed. Sail area reduced.
- 1947 - 1952** F. Clarkson. Re-powered in **1947**.
- 1952** Mrs. F. Dobbs - home port: Caernarvon (Great Britain).
- 1953 - 1959** J.Aanthony J. Boyden - home port: Portsmouth. Engine out. RORC rating: 50 76.
- 1959** Belsize Boat Yard, Ltd.
- 1960 - 1962** Norman H. Woods - home port: Poole (Great Britain).
- 1962 - 1963** G.H. Verner & P.N. Hallowes.
- 1964 - 1965** Thomas C. Bullock - home port: Poole and Hamble (Great Britain).
- 1966** Disappeared from the Lloyd's Register.



Design	Vincenzo Vittorio Baglietto	
Builder	Cantieri Baglietto - constr. n° 123	
Year	1929 February 3rd	
LOA	(m.)	21.47
LWL	(m.)	13.87
Beam	(m.)	3.90
Draught	(m.)	2.62
Displacement	(t.)	27
Sail area	(sq. m.)	173 - 196 (1930)
Construction	Wood	
Engine		
First owner	Marquis Franco Spinola	
First name	<i>La Spina</i>	
First country	Italy	
Home port	Santa Margherita Ligure (Italy)	
First sail number	I 1	
Other names	(1948)	<i>La Vespa</i>
Current location	Castellamare di Stabia (Italy)	
Condition	Sailing	
Current sail number	12 I - 1	



*La Spina* launch, 1929

**Owners/history:** Built according to the **International Second Rule**.

- 1929 - 1938** Marquis Franco Spinola, admiral of the Italian Navy and representative of one of the most outstanding families of Genoa - name: *La Spina* - home port: Santa Margherita Ligure (Italy) - Rig: bermudan sloop. The owner interest was more in seafaring than racing and particular care has been devoted to the boat's internal accommodation and fitting, with view her being used as an habitable cruiser as well as a racer. The accomodation comprises a handsome saloon, an owner's cabin, lavatory and bathroom. The joinery work of mahogany and maple was especially admirable. The crew space comprised a skipper's cabin and berths for four hands. Immediately after launching, the vessel sailed to Genoa, escorted by the 8-metres *Bamba* and *Vega* both entrants in the International Week regatta at Genoa. The occasion special for the opening of the new head office at the Yacht Club Italiano in presence of the Italian Royal family. The location of the Baglietto yard on an open beach required the boat to be launched completely equipped and fitted out for sea. One of the most interesting operations was the stepping of the mast. This was done by rigging a pair of shrouds on the roof of the building shed and hauling out the vessel into a suitable position beneath. *La Spina* entered in just two regattas in Cannes and in Santa Margherita and due to the lack of competitors and the decision of other owners and members of Yacht Club Italiano not to build other Twelves, in March 1930, marquis Spinola decided to alter her to bermudan ketch and to increase the sail area to 196 sq.m; a 35 HP engine was installed and the hull was sheathed with copper; all this was done at Cantieri Baglietto.
- 1938 - 1956** Marquis Gian Augusto Salina Amorini Bolognini - new name: *La Vespa* - home port: Santa Margherita Ligure and Venice (Italy). The bill of sale was dated April 19th, 1938 and the yacht was registered under n° 321 in the Santa Margherita Ligure Compamare Register. On March 10th, 1939 she was transferred to Compamare Venice with the new number 1098. She was mainly used for cruising; the first cruise was organized in the summer of 1938, lasted three months with *La Spina* sailing from Santa Margherita Ligure to Venice. In 1950 Marquis Salina decided to sell the yacht and she was laid up in Viareggio until the end of 1956 when a bill of sale was signed with her new owner.
- 1956 - 1975** Alessandro Brunetti - new name: *Corsara* - home port: Portofino and later Trieste (Italy). Mr. Brunetti was an outstanding industrialist, charged, among other things, to built the large chemical factory of Torviscosa (not far from Trieste), owned by Snia Viscosa one of the largest European companies dealing in chemicals and synthetic textiles. Late in the Sixties, he was appointed managing director of the Company. *Corsara* was used for yearly extensive cruises in the Adriatic sea. In 1961 her rig was modified: the bowsprit was taken off and the bow sails hoisted to the top of the mast; *Corsara* was measured according to the RORC Rule and she entered some of the Adriatic regattas with the new sail number I-1660. In 1974, Alessandro Brunetti died and the yacht was again for sale.
- 1959** Disappeared from the Lloyd's Register.
- 1976 - 2005** Dr. Gian Franco Chierici - home port: Savona (transferred from Portofino (1987). The bill of sale is was dated 16th February 1976, *Corsara* was used for personal and charter cruising up to when she was layed ashore in Villanueva i La Geltru (close to Barcelona, Spain) and neglected in very poor conditions, close to be considered a wreck.
- Since 2005** Dr. Federico Cuomo - home port: Castellamare di Stabia (Italy). The yacht has been bought from the Chierici heirs and shipped to Castellamare di Stabia (close to Naples) at the Peninsula Enterprises Yard where she has gone under a total refit with the supervision of Mino Aprea and Stefano Faggioni. On the 24th April 2008, *La Spina* has been re-launched and at present she is sailing and enters in the Mediterranean circuit for vintage yachts.

## LADY EDITH

Design	W. & R.B. Fife	
Builder	W. Fife & Son - constr. n° 703	
Year	1925 June	
LOA	(m.)	18.29
LWL	(m.)	13.54
Beam	(m.)	3.92
Draught	(m.)	2.77
Displacement	(t.)	20
Sail area	(sq. m.)	128 (1954)
Construction	Wood	
Engine		
First owner	Alfred Melson	
First name	<i>Lady Edith</i>	
First country	Great Britain	
Home port	Greenock (Great Britain)	
First sail number		
Other names	(1947)	<i>Kailua</i> <i>Breitz Atao</i>
Current location	Kalamis Marina, Tuzla, Istanbul (Turkey)	
Condition	Sailing in Turkey	
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

**1925 - 1926** Alfred Melson - name: *Lady Edith* - home port: Greenock (Great Britain). Rig: auxiliary cutter. Engine installed in **1925**.

**1927 - 1932** John Good.

**1933 - 1934** Maj. B.H. Piercy.

**1935 - 1937** Sir Robert Burton-Chadwick.

**1938** Dr. Henri E. Lavielle.

**1939** E. Sparke-Davies - new name: *Kailua* - home port: Jersey, CI (USA). Rig: altered to auxiliary sloop and re-powered in **1939**.

**1947 - 1953** Major C.B. Thorne. < **1947**. Rig altered to Bermudan cutter and re-powered **1947**.

**1953 - 1964** Lord Avebury. Re-powered in **1953** and **1956**. RORC rating: 39 17.

**1964 - 1969** Sea Hawk Ltd. - home port: London and Jersey, CI (USA).

**1970** Disappeared from the Lloyd's Register.

**around 1993** Jean-Pierre Cavalade - new name: *Breitz Atao* - port of registry: Nice (France) - home port: Kusadasi Marina, South of Izmir (Turkey), where the boat was moored since January **1989**.

**Since 1994** Rahami Koc, one of the most outstanding industrialists in Turkey. New name: *Lady Edith* - home port Tuzla, Istanbul (Turkey). The yacht under the name of *Breitz Atao* was found in very bad shape in Kusadasi Marina, a village in the Anatolic coast not far from Izmir, owned by a french man, Jean-Pierre Cavalade, in need of money to finish the building of a new 20m steel boat. After quite a long negotiation, Mr Koc bought her and after one year he brought her to his yard RMK Marine to proceed to an extensive restoration in order to bring back the yacht to her original version. Restoration works started in January **2002**. The refit was based on Beken of Cowes photos, on Lloyd's Register original files and scantling Rules and for the rigging on the collaboration of Mr. Mark Spencer to bring it back to the gaff cutter version. All the hardware and non original pieces were removed and extensive studies performed to verify, organize and plan to restore her to her original condition. Most of the frames, complete deck and some sections of the shell planking were renewed and her distorted sheer line was brought back to the original state. All the rigging and deck hardware were built to original specifications suitable for manual sailing without using modern technology winches, shackles and outfit. Her Honduras Mahogany interior wood joinery was preserved and repairs made and missing joinery added to restore the interior of the boat to her original condition. In early **2003** she has been re-launched. Since then she is currently sailing and in **2008** she has entered in the 48th Navy Cup in Istanbul in the Classic Boat category and finished 3rd. The work took roughly three years and *Lady Edith* was ready for sailing in **2004**.

# LUCILLA

SECOND RULE

2

Design		Charles E. Nicholson
Builder		Camper & Nicholson Ld - n° 372
Year		1930
LOA	(m.)	20.15
LWL	(m.)	13.68
Beam	(m.)	3.55
Draught	(m.)	2.68
Displacement	(t.)	
Sail area	(sq. m.)	184
Construction		Wood on steel frames
Engine		
First owner		J. Lauriston Lewis
First name		<b>Lucilla</b>
First country		Great Britain
Home port		Portsmouth (Great Britain)
First sail number		K 17
Other names		
Current location		
Condition		Sunk
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

**1930** J. Lauriston Lewis - name: **Lucilla** - home port: Portsmouth (Great Britain). Rig: Bermudan sloop. Mr. Lauriston Lewis previously owner of the Twelve Metre *Rhona*. In her first season on the Solent, *Lucilla* sunk in August **1930** after a collision with *Lulworth* off Cowes during a regatta entered by the others by *Britannia*, *Westward*, *Cambria*. The chef, Walrer Saunders died in the accident. Beken of Cowes photographed the incident.

## MAGDA XI

Design	Johan Anker - project n° 320	
Builder	Anker & Jensen	
Year	1928	
LOA	(m.)	
LWL	(m.)	
Beam	(m.)	
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	192
Construction		
Engine		
First owner	Alfred W.G. Larsen	
First name	<i>Magda XI</i>	
First country	Norway	
Home port	Oslo (Norway)	
First sail number	N 7 - US 7	
Other names	<i>Cantitoe</i>	
Current location		
Condition	Wrecked and buried	
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1928 - 1931** Alfred W.G. Larsen - name: *Magda XI* - home port: Oslo (Norway). Rig: bermudan cutter.  
In **1930** the owner, with J. Anker as helmsman, represented KNS at the Royal Swedish Yacht Club (KSSS) 100 years jubilee. She was the best 12 Metre there, winning her Class.
- 1929** Disappeared from the Lloyd's Register.
- 1931 - 1941** Bayard S. Lichfield - new name: *Cantitoe* - home port: New York, NY (USA).  
Rig: converted to bermudan sloop. Sail number: US 7. In her first season in the USA she entered 8 races and won 1 first, 2 seconds and 1 third. In **1932** she entered 8 races with 1 first, 2 seconds and 2 thirds. In **1933**, she won the 12m Class at Larchmont Race Week and on 9 starts she had 5 firsts, 1 second and 2 thirds.
- 1941 - 1942** A.A. Washton - home port: New London, CT (USA).
- 1946 - 1947** Philip J. Corbin - home port: Boston, MA (USA).
- 1948** George D. Chard.
- 1949** Wrecked by a storm in the summer of **1949**. Driven ashore at Ipswich, MA (USA) and buried in sand at the Crane Estate.

# MODESTY

SECOND RULE **2**

Design		W. & R.B. Fife
Builder		W. Fife & Son - constr. n° 741
Year		1926 May
LOA	(m.)	21.34
LWL	(m.)	12.80
Beam	(m.)	3.70
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	250
Construction		Wood on steel frames, steam and keel in teak
Engine		
First owner		Sir A. Mortimer Singer
First name		<b>Modesty</b>
First country		Great Britain
Home port		Greenock (Great Britain)
First sail number		K 4 - F 2
Other names	(1935)	<b>Roxana</b>
	(1955)	<b>La Pinta</b>
	(1967)	<b>Roxana</b>
Current location		Unknown
Condition		Unknown
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1926** Sir A. Mortimer Singer and Sir William P. Burton - name: **Modesty** - home port: Greenock (Great Britain). She was the sister boat of **Moyana**. It appears that this yacht was ordered by Robertson and named **Judith**, but before the yacht was completed, Singer and Burton purchased the construction contract and the name changed to **Modesty**.
- 1927** Sir. A. Mortimer Singer.
- 1928** Charles Richard Fairey.
- 1929 - 1932** Lt. Col. Sir John Humphery.
- 1932 - 1950** M. Valery-Ollivier - new name: **Roxana** - home port: Cannes (France) where she is delivered in June **1932**. Engine installed in **1932**.
- 1951 - 1954** ?
- 1955 - 1965** Albert A. Prouvost - new name: **La Pinta** - home port: Saint Tropez (France). Rig altered to Auxiliary yawl. She was sold as her owner had bought **Vanity V**, re-named **La Pinta**.
- 1965 - 1971** Jean Berthier - new name: **Roxana** - home port: Toulon (France).
- 1972** Disappeared from the Lloyd's Register. This yacht was reported being still in existence in France.

Design	Charles E. Nicholson	
Builder	Camper & Nicholsons - constr. n° 358	
Year	1928 May	
LOA	(m.)	20.57
LWL	(m.)	13.48
Beam	(m.)	3.55
Draught	(m.)	2.66
Displacement	(t.)	
Sail area	(sq. m.)	185
Construction	Wood on steel frames	
Engine		
First owner	Thomas O.M. Sopwith	
First name	<b>Mouette</b>	
First country	Great Britain	
Home port	Portsmouth (Great Britain)	
First sail number	K 15 - US 8 (in the USA)	
Other names		
Current location		
Condition	Sunk	
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1928 - 1931** Thomas O.M. Sopwith - name: **Mouette** - home port: Portsmouth (Great Britain). Rig: bermudan cutter. She won the Class championship in **1928** and **1929**.
- 1932 - 1940** Horace Havemeyer - home port: New York, NY (USA). Altered by Sparkman & Stephens (project n° 62). In the U.S. in the **1932** season she had 32 starts and she won 21 firsts, 4 seconds and 4 thirds. She raced against **Cantitoe** (formerly **Magda XI**) and two Twelves out of the six designed by S. Burgess. She won the Long Island Sound championship in the 12m Class in **1932** (4 firsts, 1 second and 3 thirds out of 8 starts) and **1933** (2 firsts, 2 seconds and 3 thirds out of 9 starts). She won the Class **1932** Larchmont YC Race Week.
- 1941 - 1942** George Reidy - home port: Glen Cove, NY (USA).
- < 5/1946 - 1947** Frank V. Drake - home port: New York, NY (USA). In **1943** engine installed (Gray 6 cylinders).
- 1948 - 1949** Ellery C. Midgett - home port: Manteo, NC (USA).
- 1950 - 1955** Gerald W. Ford - home port: Larchmont, NY (USA). Engine removed and then re-installed in **1953**.
- 1956 - 1957** Edward T. Rice - home port: Larchmont and Fisher's Island, NY (USA).
- 1958** Mrs. Harriet Church Rice - home port: Fisher's Island, NY and Mystic, CT (USA).
- 1959 - 1970** Robert E. Rohe - Mystic and Norwalk, CT (USA); Plymouth, MA (USA). Re-powered in 1959. Rig altered in **1960** to Auxiliary ketch, sail area reduced to 140 sq.m.
- 1960** Disappeared from the Lloyd's Register.
- 1971 - 1972** no name given - home port: Plymouth, MA (USA).
- 1973 - 1975** E. Bronson Conlin.
- 1976** Fred A. Richards. Reported sunk.

Design	Alfred Mylne & Co.	
Builder	Bute Slip Dock Co., Ltd.	
Year	1924 May	
LOA	(m.)	
LWL	(m.)	
Beam	(m.)	3.77
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Wood on steel frames	
Engine		
First owner	Wilfred Leuchars	
First name	<i>Moyana II</i>	
First country	Great Britain	
Home port	Greenock (Great Britain)	
First sail number	K 8 ( <i>WestardHo</i> ) - K 14 ( <i>Maharana and Estrilda</i> )	
Other names	(1926)	<i>Westard Ho</i>
	(1928)	<i>Maharana</i>
	(1930)	<i>Estrilda</i>
	(1947)	<i>Sagrace</i>
Current location	Unknown	
Condition	Broken up?	
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

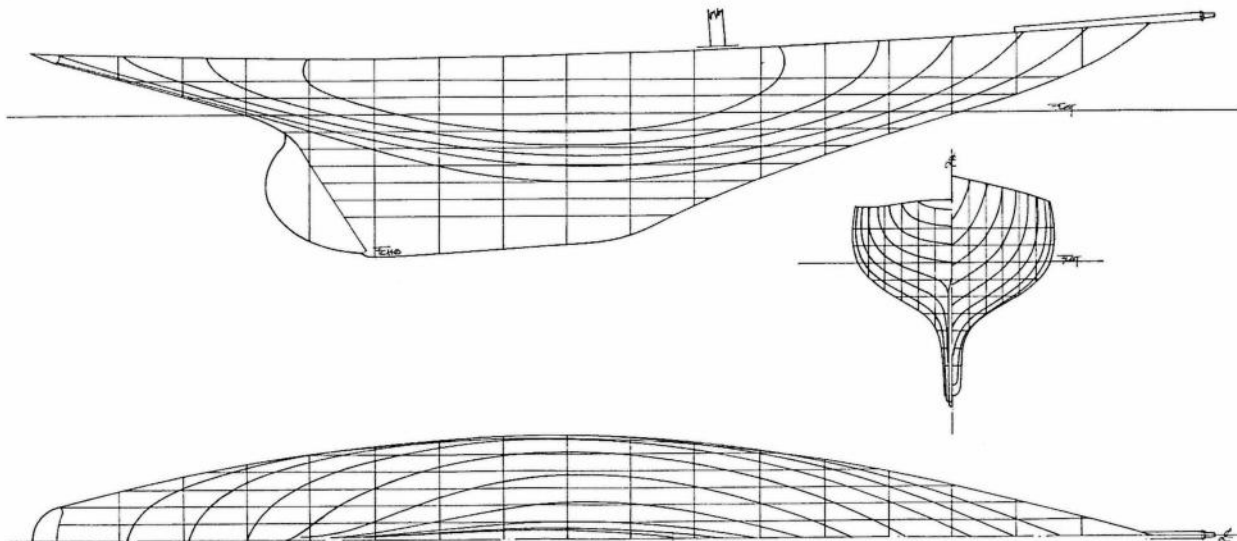
- 1924 - 1925** Wilfred Leuchars, a wealthy South African - name: *Moyana II* - home port: Greenock (Great Britain). This was the first out of three Twelves built for this owner and the only one designed by Mylne. She entered the Royal Burnham Yacht Club Regattas in **1924** and **1925**.
- 1926 - 1927** B. Meaker - new name: *WestardHo*.
- 1928** Lt. Col. The Hon. C.H.C. Guest - new name: *Maharana*.
- 1929 - 1938** D. Hanbury - from **1930** new name: *Estrilda*. Engine installed in **1932**.
- 1939** Mrs. Dorothy Ireland.
- 1940 - 1950** In Lloyd's Register but without the owner's name. In this period, two Italian citizens have been the owners of *Estrilda*: Lorenzo Ferranti and Admiral Pietro Giuseppe Lodolo, President of Yacht Club Italiano in Genova.
- 1947 - ?** Dr. Pir Luigi Roccatagliata - new name: *Sagrace* - home port: Varazze (Italy). In **1947**, in very bad condition, she is sheltered at Cantieri Baglietto (Varazze, Italy), for a complete refit and alteration as an auxiliary yawl; photos and plans are available but no further news after this date. Disappeared from Lloyd's Register.

# MOYANA

Design	W. & R.B. Fife	
Builder	W. Fife & Son - constr. n° 742	
Year	1926 May	
LOA	(m.)	
LWL	(m.)	
Beam	(m.)	3.70
Draught	(m.)	1.98
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Wood on steel frames, stem and post in teak	
Engine		
First owner	Wilfred Leuchars	
First name	<i>Moyana</i>	
First country	Great Britain	
Home port	Greenock (Great Britain)	
First sail number	K 3 ( <i>Moyana</i> ) - K 5 ( <i>Amity</i> )	
Other names	(1929)	<i>Amity</i>
Current location		
Condition	Disintegrated in Noirmoutier (France)	
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1926 - 1928** Wilfred Leuchars - name: *Moyana* - home port: Greenock (Great Britain). Rig: Bermudan cutter. Sister boat to *Modesty*, she was the second *Moyana*, out of three, built for Leuchars and the first designed and built by Fife. "*Moyana* was designed and built at Fairlie for Wilfred Leuchars, who lived in Natal, who was a partner in a firm of London solicitors- Hunt, Leuchars and Hepburn. William was asked to go to London to meet Leuchars and discuss requirements for his new boat. Notes of extras discussed and requested were made on the Piccadilly Hotel notepaper. The covering for the cushions had to be "something like the tapestry in the Piccadilly Hotel"! Mr. Leuchars was obviously a creature of habit. He kept the boat for two years, and then in **1928** he ordered another, *Moyana II* (Fast and Bonnie). She was a winner in the first two seasons.
- 1929 - 1930** W. Charles Tozer - new name: *Amity*.
- 1931** H.K. Neale.
- 1932** Lt. Comdr. E.A. Pearce.
- 1932 - 1933** Jean Roubaud - home port: Marseille (France). Engine installed **1932**.
- 1935 - 1938** Emile Vidal - home port: Marseille and Cannes (France).
- 1939 - 1949** Georges Levet - home port: Cannes (France).
- 1950** Disappeared from the Lloyd's Register. The original *Moyana* ended her sailing days as *Amity* in a mud berth on the Isle of Noirmoutier just off the coast of South Brittany. After lying in a mud berth for some years in the "Cimetière de Bateaux" at Noirmoutier, a Fife enthusiast decided to restore her. Unfortunately it was decided to lift her out of the mud with a crane, and she promptly disintegrated. All that remains is the lead keel and a beam from the boat bearing the Lloyds specification number. (Fast and Bonnie).





Design		W. & R.B. Fife
Builder		W. Fife & Son - constr. n° 775
Year		1929
LOA	(m.)	21.34
LWL	(m.)	13.72
Beam	(m.)	3.79
Draught	(m.)	2.66
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		
Engine		
First owner		Wilfred Leuchars
First name		<b>Moyana</b>
First country		Great Britain
Home port		Greenock (Great Britain)
First sail number		K 3 transferred from <i>Moyana</i> (1926)
Other names	(1932)	<b>Amity</b>
	(1947)	<b>Kaylena</b>
Current location		
Condition		Sunk
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1929 - 1931** Wilfried Leuchars, a wealthy South African solicitor; this was the third Twelve having the same name and the second built for him by Fife - name: *Moyana* - home port: Greenock (Great Britain). Rig: bermudan sloop. In the **1929** Cowes Week she scored three firsts with a second overall placement after six races behind *Mouette* but she beat *Rhona*, *Iyruna*, *Flica*, *Iris* and *Doris*.
- 1932 - 1938** Capt. John Bruce Bolitho - new name: *Morwenna*. Under the new name in **1932** she entered 37 races and had 4 firsts, 4 seconds and 5 thirds; in **1933** she was steered by Sir Ralph Gore and she was considered to be at the same level with *Veronica* and *Zoraida*, *Flica* still being considered as scratch boat; in August together with *Flica* she entered to the KNS Jubileums Regatta in Oslo with no placing due to the light wind; she registered the only win on the first day of the regatta at Copenhagen before returning in company with *Vema III*, *Doris*, *Flica* and *Princess Svanevit* to be in time for Cowes Week. At the end of the **1933** season out of 31 entries she had 5 firsts, 5 seconds and 8 thirds and was third behind *Flica* and *Veronica*; in **1934** she was raced only occasionally.
- 1938 - 1939** Sir Walter R. Preston - new name: *Kaylena* - home port: Jersey, CI. Engine installed in **1939**.
- < 1947** Estate of Sir Walter R. Preston.
- 1947 - 1949** Kenneth H. & Bryan W. Preston.
- 1950 - 1964** Major Sir R.N. Mac Donald-Buchanan - home port: Southampton (Great Britain). RORC rating: 56 47, in **1953**: 56 47. She is trial-horse for *Sceptre* in **1958**.
- 1965 - 1968** Dorset Ass. of Boys Clubs - home port: Poole (Great Britain).
- 1969** Sea Cadet Corps - home port: Portsmouth (Great Britain). Re-powered in **1969**.
- 1970** Disappeared from the Lloyd's Register. She was reported sunk.

Design	Johan Anker - project n° 270	
Builder	Anker & Jensen	
Year	1924	
LOA	(m.)	20.60
LWL	(m.)	12.67
Beam	(m.)	3.84
Draught	(m.)	1.98
Displacement	(t.)	
Sail area	(sq. m.)	201
Construction		
Engine		
First owner	R.G. Perry	
First name	Noreska	
First country	Great Britain	
Home port	Harwich (Great Britain)	
First sail number	K 9 - N 13	
Other names	(1929)	<i>Dreamchild</i>
	(1935)	<i>Faraway</i>
	(1937)	<i>Noreska</i>
Current location		
Condition	Sunk off Oland island (Sweden)	
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1924** R.G. Perry - name: *Noreska* - home port: Harwich (Great Britain). She was said to be sister ship of *Figaro IV*.
- 1924** Sir William Burton.
- 1925 - 1929** F.G. Mitchell & R. Ellis Brown.  
In **1925** she had a very good season with capt. Edward Heard as professional skipper (he had a good reputation as a dashing tactician and for taking risks). She had 17 firsts, 3 seconds and 4 thirds.
- 1929 - 1932** J.R. Govett - new name: *Dreamchild* (**1929**) and *Noreska* (**1930**).
- 1933 - 1934** Corbett W. Woodall - home port: London (Great Britain). Engine installed (**1933**). Sail area cut down, re-rigged as Auxiliary Bermudan cutter.
- 1935 - 1936** R.S. Loewenstein - new name: *Faraway* - home port: Brussels (Belgium).
- 1936** Johan Anker - new name: *Noreska* - home port: Asker (Norway). New sail number: N 13. Engine removed (**1934**).
- 1936 - 1953** Th. Johnsen - new name: *Noreska* - home port: Oslo (Norway).  
In the late 1940s, together with *Sanata*, *Diva* and *Norsaga*, she took part to the Twelves regattas organised by KNS.
- 1954** Disappeared from the Lloyd's Register.
- 1968 - 1970** Harald Bredo Eriksen - home port: Oslo (Norway).
- ?** Sold to Sweden and sunk off Oland island, near Stockolm (Sweden).

Design	Burgess, Rigg & Morgan Lt.	
Builder	Abeking & Rasmussen - constr. n° 2367	
Year	1928 May	
LOA	(m.)	21.09
LWL	(m.)	13.03
Beam	(m.)	3.87
Draught	(m.)	2.58
Displacement	(t.)	
Sail area	(sq. m.)	183
Construction	Wood on steel frames	
Engine		
First owner	W. Cameron Forbes	
First name	<i>Onawa</i>	
First country	United States	
Home port	Boston, MA (USA)	
First sail number	US 6	
Other names	(1953)	<i>Horizons</i> <i>Lithuanica</i>
	(1990?)	<i>Onawa</i>
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

She is one of the six Twelve Metres ordered by the New York Yacht Club, designed by William Starling Burgess for delivery to American owners and built by Abeking & Rasmussen. The purpose was to have six yachts built exclusively for regatta for comparison sailing in the Club. Hulls were the same but deck layout, interior arrangements and rigs varied among the six yachts. The construction was composite that means that every second frame through the entire length of the hull was made of galvanized steel, the floor plates included. Planking was in Honduras mahogany, quite popular in that period. They were rapidly built in serial production in only five months and all together they were shipped to Halifax, in Canada. Once there, they were rigged and sailed to the United States, avoiding to pay a heavy import tax. *Onawa* was completed in May 1928. The other yachts were: *Waiandance*, *Isolde*, *Tycoon*, *Iris* and *Anitra*. Only *Onawa* and *Anitra* have survived.

- 1928 - 1935** W. Cameron Forbes - name: *Onawa* - home port: Boston, MA (USA). Sail area increased to 185 sq.m. (1930). She was very active in the 1928, 1929 and 1930 seasons entering every race but had poor results: 1 first in 1928 out of 10 races and 3 firsts in 1929 out of 12 starts: 1 second in 1930 out of 6 starts.
- 1936 - 1942** Horace F. Smith, Jr. - home port: Philadelphia, PA (USA).
- 1943 - 1946** Disappeared off all records.
- < 5/1946 - 1952** J. Frederic Requardt, Jr - home port: Easton, Oxford and Gibson Is., MD (USA). New lead keel in 1946.
- 1953 - 1975** Ward H & Virginia E. Bright (formerly owners of the schooner *Atlantic*) - new name: *Horizons* - home port: Cape May, NJ (USA) and St. Croix (USVI).
- 1976** Disappeared off all records.
- 1976 - 1990** Al Urbelis (formerly owner of the schooner *Atlantic*) - new name: *Lithuanica* - home port: New Jersey, NJ (USA).
- < 1991 - 1994** Daniel Prentiss, Robert H. Tiedemann & Alfred B. Van Liew II - new name: *Onawa* - home port: Newport, RI (USA). She was found in Sagmans Marina, City Island, NY (USA).
- 1994 - 2000** Daniel Prentiss & Alfred B. Van Liew II.
- Since 2000** Yacht Onawa, LLC (McMillen Yachts Inc., Mgr)  
She was completely rebuilt at the American Shipyard Newport, RI (USA), using parts of *Waiandance* (US 1). On March 2001 planking of the hull was finished and she was re-launched on June 9th 2001, just in time to enter the America's Cup Jubilee in Cowes and the classic yachts circuit in the Mediterranean of the same year. Since then she is currently sailing and racing in Newport, RI (USA).

**World Championships Results:**

- 2001 in Cowes (America's Cup Jubilee): eleventh in the Classic Division
- 2005 in Newport: winner of the Classic Vintage Division
- 2009 in Newport: third in Division D - Vintage

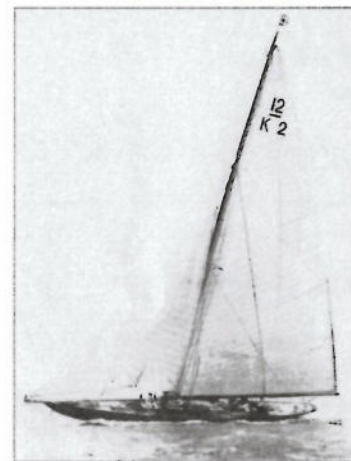
## RHONA

Design		W. & R.B. Fife
Builder		W. Fife & Son - constr. n° 748
Year		1927 May
LOA	(m.)	19.86
LWL	(m.)	12.95
Beam	(m.)	3.76
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	190
Construction		Wood on steel frames, keel, stern and stem in teak
Engine		
First owner		J. Lauriston Lewis
First name		<i>Rhona</i>
First country		Great Britain
Home port		Greenock (Great Britain)
First sail number		K 7 - N 10 (1933)
Other names	(1933)	<i>Hei II</i>
	(1961)	<i>Frisco VI</i>
Current location		Unknown
Condition		Broken up?
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1927 - 1929** J. Lauriston Lewis - name *Rhona* - home port: Greenock (Great Britain). Rig: bermudan cutter  
Mr. Lauriston was the owner also of *Lucilla*. She had good results in the **1929** Cowes Week with a third overall placement (first *Mouette*, second *Moyana*) and 1 first in one of the six races.
- 1930 - 1932** earl of Essex - home port: Greenwich (Great Britain).
- 1933 - 1958** Arnfinn Heje - new name: *Hei II* - home port: Oslo (Norway).  
She entered the KNS jubileums regatta in Hanko in July **1933** and she was first in one race but was not placed in the other four races.
- 1959 - 1960** Heirs of the late Arnfinn Heje.
- 1961 - 1969** Jan Arthur Iversen - new name: *Frisco VI* - home port: Sarpsborg (Norway).  
Engine installed in **1960**. In **1961** converted to auxiliary yawl.
- 1970** Urban Strom.
- 1971** Disappeared from the Lloyd's Register.

Design	Johan Anker - project n° 183	
Builder	Anker & Jensen	
Year	1917	
LOA	(m.)	19.81
LWL	(m.)	12.19
Beam	(m.)	3.38
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	224 (main 142 and head sails 82)
Construction	Wood on steel frames	
Engine		
First owner	Nyquist	
First name	Tatjana	
First country	Denmark	
Home port	Copenhagen (Denmark)	
First sail number	K 2	
Other names	(1921)	Noreen
Current location		
Condition	Sunk off Vigo (Portugal)	
Current sail number		



**Owners/history:** Supposed to be built according to "S" Scandinavian Rule and then converted to the 12m Int. Second Rule.

- 1917 - 1920** Niquist was the first owne, followed by Emil Gluckstadt - name: *Tatjana* - home port: Copenhagen (Denmark). Rig: in **1919** she was altered to bermudan cutter. Her owner was an influential Danish banker, owner of the famous *Julniar*, *Elge* and of several large motoryachts *Tatjana* was built according to the "S" Scandinavian Rule, an interim Rule used for a short period before the revision of the International Rule. According to "Yachting Monthly": "a composite-built vessel, shows considerable improvement on Anker' earlier work. The decks of Kauri pine are well laid and the hull planking nicely finished. Everything is sacrificed to speed, so I was not surprised to find the cabin fittings wonderfully light, if comfortable enough. The long tooth-mast is raked and there is no wedging at the deck, the entire thrust being taken on the heel. There are three cross-trees, one nearer the deck than I have ever seen such a fitting, the other two in normal position. The rigging I thought very light, considering the size of the structure, although with the bermudan rig the heavy thrust of the gaff is absent".
- 1921 - 1924** Frederick Last - new name: *Noreen* - home port: London (Great Britain). Sail n° K 2. In **1921** she sailed from Danemark to England carrying a spinnaker for three days and two nights; during the season, due to a squall the mast went overboard - she sailed as a Twelve from **1921** to **1924**. Her best season was in **1923**: she entered the Burnham on Crouch races where she beat *Alachie* and raced against *Vanity*; in the season she had 11 firsts, 11 seconds and 1 third out of 30 starts. In **1924** she won 25 flags but she was dismasted three times.
- 1925 - 1928** Camper & Nicholsons Ltd. She was advertised for sale.
- 1929 - 1939** Hugh M. Crankshaw - home port: London (Great Britain). The owner was a mechanical engineer and an experienced yachtsman interested in experimenting with sail plans and hulls. He altered *Noreen*'s rig to Bermudan yawl (**1929** - sail area: 225 sq.m.) and the interior with the owner's cabin forward of the saloon. The saloon itself had accomadation for three people. The owner aimed to leave on board during the summer and compete in the handicap class. In **1932**, after three years of successful cruising and handicap racing, he asked C.E. Nicholson to design a new rig: the first proposal was for a schooner rig but it was never fitted. The approved one was as Bermudan cutter with stay-sail, jib and jib topsail and the mast left in its original position. The boom was shortened. (total sail area: 156 sq.m.). She entered the Solent Races for Twelve Metres without a big success: at the end of the season out of three entries she had one third placing. In **1933**, Crankshaw modified the rigging once more. This change was watched with great interest as the mast was moved ten feet aft, almost amidship. Due to the re-rigging of *Britannia* from gaff to Bermudan cutter and the consequent acquisition by the owner of a topmast and a jackyard, the mast was made of the two pieces scarphed together to make a new lighter unit. The yacht was also deepened in the keel by 30 cm. In the **1934**, she got better results racing in the over 40 ft handicap races and she continued to sail in this class in the following years with some exceptional results such as the one achieved in the **1938** Weymouth Royal Thames YC race when she finished 1 min. 19 sec ahead of the winning Twelve *Evaine* although she started 15 min. after the 12 Metre Class. In the season she won 9 flags in 10 starts: 5 firsts, 3 seconds and 1 third. In the **1938/39**, the last racing under his flag, Crankshaw again made alterations reducing the headsails to two instead of three, with the stay-sail set on a boom and with solid steel tube spreaders. In **1938** she enters 21 races with 7 firsts, 3 seconds an 5 thirds.
- 1940 - 1946** G.L. Welstead - home port: Poole. Engine installed in **1946**.
- 1947** She is registered in the Lloyd's Register as an auxiliary bermudan cutter but without the owner's name.
- 1948** Harold F. Smith - home port: London (Great Britain). In June **1948** she sailed in her new port of Barcelona in Spain; the boat was in bad condition: the rigging was not reliable, the deck and the hull leaked; on June 30th, during a storm, towed by a French tanker towards Vigo, *Noreen* sank.
- 1949** Disappeared off the Lloyd's Register.

Design	Johan Anker - project n° 206	
Builder	Anker & Jensen	
Year	1918 May	
LOA	(m.)	20.07 (present)
LWL	(m.)	13.48 (original)
Beam	(m.)	3.48 (present)
Draught	(m.)	2.62
Displacement	(t.)	26
Sail area	(sq. m.)	253 - 223 (1937) - 147 (present)
Construction	Wood (mahogany on oak)	
Engine		
First owner	Jacob B. Stolt Nielsen	
First name	<i>Santa</i>	
First country	Norway	
Home port	Haugesund (Norway)	
First sail number	N 4 - D 1	
Other names	(1918)	<i>Santa</i>
	(1922)	<i>Tenderen III</i>
	(1936)	<i>Gavotte III</i>
	(1937)	<i>Santa</i>
	(1972)	<i>Nina</i>
Current location	Copenhagen (Denmark)	
Condition	Sailing	
Current sail number	D 1	

**Owners/history:** Built according to the **International Second Rule**.

Supposed to be built according to "S" Scandinavian Rule and then converted to the 12m Second Int. Rule.

**1918 - 1921**

Jacob. B. Stolt - name: *Santa* - home port: Haugesund (Norway). Rig: bermudan cutter.

She was commissioned by the grand father of the present Jacob Stolt Nielsen, the owner of the big shipping company with the same name. The building started on 5th december **1917** and the yacht was launched on may **1918**. Originally built according to the "S" formula proposed by J. Anker in Scandinavian during the First Rule renegotiation which changed in **1919** to the second version of the formula. Since then *Santa* was rated as a 12m I.R.

**1922 - 1932**

And. F. Kiaer - new name: *Tenderen III* - home port: Frierikstadt (Norway).

**1933 - 1936**

L. Rolfsen - new name: *Gavotte III*

She entered the KNS Jubileum Regatta in July **1933** in the class of the Twelves not R and she was awarded one first and two seconds.

**1937 - 1969**

Leif Høegh - new name: *Santa* - home port: Oslo (Norway). Engine installed in **1959**, re-powered **1964**.

**1970 - 1998**

Baron Ebbe Wedell-Wedellsborg - new name: *Nina* - home port: Rungsted (Denmark).

In **1993** she underwent major maintenance work. In **1998** she was for sale at the price of \$ 340,000. From **1972** she spent every winter at the Walsted yard and has had continuous maintenance. Most of the hull timber is still original.

**Since Aug. 1998**

Hans Michael Jebsen - new name: *Thea* - home port: Copenhagen (Denmark).

Since then she has had a major restauration, including new spruce spars, a new engine. The interior has been brought back very close to the original. She is a very active racer both in the classic circuit in Scandinavia and in Danish races where she sails under the DH Danish handicap system.

**World Championships Results:**

**2001** in Cowes (America's Cup Jubilee): thirteenth in the Classic division

**2008** in Flensburg (Classic 12 Metre World Championship): sixth in the Vintage division

Design	Burgess, Rigg & Morgan Ld.	
Builder	Abeking & Rasmussen - constr. n° 2364	
Year	1928 May	
LOA	(m.)	21.09
LWL	(m.)	13.03
Beam	(m.)	3.87
Draught	(m.)	2.58
Displacement	(t.)	
Sail area	(sq. m.)	183
Construction	Wood on steel frames	
Engine		
First owner	Clifford D. Mallory	
First name	Tycoon	
First country	United States	
Home port	Greenwich, CT (USA)	
First sail number	US 3	
Other names	(1936)	Zio
	(1940)	Arundel
	(1954)	Trull
Current location		
Condition	Destroyed	
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

She is one of the six Twelve Metres ordered by the New York Yacht Club, designed by William Starling Burgess for delivery to American owners and built by Abeking & Rasmussen. The purpose was to have six yachts built exclusively for regatta for comparison sailing in the Club. Hulls were the same but deck layout, interior arrangements and rigs varied among the six yachts. The construction was composite that means that every second frame throughout the entire length of the hull was made of galvanized steel, the floor plates included. Planking was in Honduras mahogany, quite popular in that period. They were rapidly built in serial production in only five months and all together they were shipped to Halifax, in Canada. Once there, they were rigged and sailed to the United States, avoiding to pay a heavy import tax. **Tycoon** was completed in May 1928. The other yachts were: *Waiandance*, *Isolde*, *Anitra*, *Iris* and *Onawa*. Only *Onawa* and *Anitra* have survived.

- 1928 - 1935** Clifford D. Mallory - name: **Tycoon** - home port: Greenwich (Great Britain). Rig: bermudan cutter, altered to sloop in 1931. Mr. Mallory was one of the founders of the American Yacht Racing Union (now US Sailing). In honour of Mr. Mallory, the cover of the annual book published by Nayru was embossed with a gold seal showing the profile of **Tycoon** and her sail number 3. She was the best of the six A&R Twelves and she won the 12 Metre Long Island Sound Championship in 1928 and 1929 and the 12 Metre Class at Larchmont Race Week in 1928, 1929 and 1930. In 1928 she had: 8 firsts and 3 seconds out of 14 starts; in 1929, 3 firsts and 1 second out of 6 starts and in 1930, 5 firsts and 1 third out of 7 starts.
- 1936 - 1939** Herbert T. von Frankenberg - new name: **Zio**  
home port: Larchmont, NY (USA). Engine installed 1936.
- 1940 - 1953** A. Atwater Kent, Jr. - new name: **Arundel**  
home port: Philadelphia, PA and Bar Harbor, ME (USA).  
Repowered in 1950.
- 1954** Photoswitch Marine Div. Inc (Arthur G.B. Metcalfe, Pres.)  
new name: **Trull** - home port: Marblehead, MA (USA).
- 1954** Destroyed in harbour at Marblehead by Hurricane Carol.  
The Boston Globe has published in 1954 a spectacular photo showing **Trull** burning during the hurricane.



Design		W. & R.B. Fife - project n° 709
Builder		W. Fife & Son
Year		1923 July
LOA	(m.)	19.81
LWL	(m.)	13.41
Beam	(m.)	3.73
Draught	(m.)	2.74
Displacement	(t.)	
Sail area	(sq. m.)	182 - 161 (1963)
Construction		Wood on steel frames, oak keel
Engine		
First owner		J. R. Payne
First name		<b>Vanity</b>
First country		Great Britain
Home port		Greenock (Great Britain)
First sail number		K 1
Other names		
Current location		
Condition		Sunk
Current sail number		

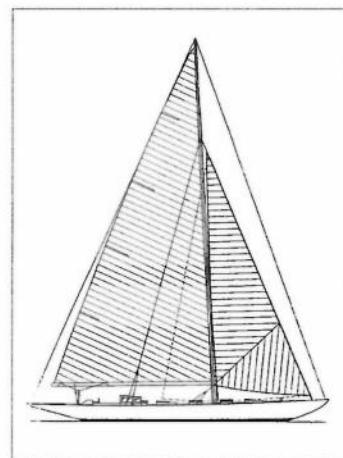


**Owners/history:** Built according to the **International Second Rule**.

- 1923 - 1932** J.R. Payne - name: **Vanity** - home port: Greenock (Great Britain). **Vanity** was the most successful Twelve of the 1920s with entries in most of the important races around the coast and across the Channel (Le Havre, etc.). Mr. Payne was famous as perhaps the best helmsman in the 15 and 12 metres and 52 footers since about **1905**. He used to live aboard **Vanity** and sail round the coast for much of the season - he was an accomplished violinist being known as "Fiddler" Payne. In **1929** the rig was altered to bermudan cutter; Beken of Cowes has photos of **Vanity** racing in **1923** with the two rigs. In **1923** she entered in the class regatta in Burnham Week where she was the scratch yacht. In **1924** she did well until she broke her boom. In **1925** she had three firsts racing against *Noresca*, *Moyanna II*, *Clymene* and *Doris*. Then the interest in Twelves at the Crouch races waned although **Vanity** continued to enter. In **1930** she entered the Town Cup in Burnham on Crouch in the Cruiser class. In **1932** and **1933** the 12 Class was arranged again and **Vanity** took part together with other four Twelves. She entered in the other races round the coast (Harwich, Cowes, etc.) and it was said "the old **Vanity** still is able to hold her own with the newer boats under conditions that suit her". In **1932** she entered seven races with 2 firsts and 1 third. In **1930** she was altered in bermudan cutter.
- 1933 - 1934** F.E.S. Bowlby - **Vanity** was used as a cruiser and she entered from time to time in handicap races, against other ex Twelves, the first one was in **1933** at Ramsgate where a new handicap system was tested. In August she won at Cowes Week in the under 35 tons handicap race.
- 1935** John R. Payne.
- 1936** Walter R. Westhead. In **1936** she entered in 8 races and had 1 first and 1 second. Rig: altered to bermudan sloop.
- 1937 - 1946** David Anderson.
- 1947 - 1948** W. Stannard - RORC rating: 53 29.
- 1949 - 1950** Lt. Col. D.A.G. Dallas.
- 1950** Mrs. Katherine MacDonnell - home port: Guernsey, CI (USA).
- 1951 - 1955** Lt. Comdr. P.S. Boyle - home port: Greenock (Great Britain). Engine installed in **1951**. RORC rating: **1951**: 49 48 - **1955**: 47 73.
- 1956 - 1962** M.P.R. Boyle. Re-powered in **1955**, removed in **1958** and she was modernized with the rigging and deck lay out designed by David Cheverton in order to be used as a trial horse for *Sceptre's* America's Cup English challenge.
- 1963 - 1972** Martin Sharp. In **1963** re-powered and altered to auxiliary yawl with a RORC rating: 42 37.
- 1973 - 1980** G. Hommel - home port: Cowes, Nyon and Geneva (Switzerland). From **1974**: Hamburg (Germany). Re-powered in **1973**.
- 1992** Sunk in Hurrican Hugo in Carribean.



Design	Alfred Mylne & Co. - project n° 337	
Builder	Bute Slip Dock Co, Ltd.	
Year	1931 May	
LOA	(m.)	
LWL	(m.)	13.41
Beam	(m.)	3.50
Draught	(m.)	2.71
Displacement	(t.)	
Sail area	(sq. m.)	170 - 141 (1935)
Construction	Wood	
Engine		
First owner	Sir William P. Burton	
First name	<b>Veronica</b>	
First country	Great Britain	
Home port	Ipswich (Great Britain)	
First sail number	K 10	
Other names		
Current location	Unknown	
Condition	Broken up ?	
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

- 1931 - 1934** Sir. William P. Burton - name: *Veronica* - home port: Ipswich (Great Britain). Rig: bermudan sloop. *Veronica* was the third Twelve built for the owner, following *Noresca* and *Iyruna*. He will be also the future owner of *Marina* and *Jenetta*. In **1932** she was second to *Flica* starting in every race. Out of 41 entries, she won 6 firsts, 12 seconds and 8 thirds. The **1933** season was a very good one for *Veronica*: "The Mylne boat, *Veronica*, has had her mast moved a lot farther aft than it was last season. In my opinion this has not only much improved her appearance but it seems to have maid her much more lively. She was rather dull and sluggish in light winds last year, but at Burnham no vessel was more slippery when the wind was soft" (Heckstall-Smith on Yachting World - May 26, **1933**). She won at Burnham, Southend and while *Flica* and *Morwenna* moved to Norway, she moved to the Clyde to race against *Iyruna* and the new boat *Zelita*. She performed well in Cowes, although she was second to *Flica*. At the end of the season: "Sir William Burton so cleverly altered *Veronica* that she won 22 first prizes in fifty starts in **1933**" She was second to *Flica* with 50 starts, 22 firsts, 13 seconds and 7 thirds. In **1934**, the first year of the third Rule, she was fourth in the season behind *Westra*, *Flica* and *Miquette* and out of 40 entries, she had 5 firsts, 6 seconds and 6 thirds. She entered and was dismasted in the last race for the 12 Metre class given by Royal Burnham YC.
- 1935 - 1947** Robert. J. Dunlop. He was looking for a fast cruiser and, having as a consultant Uffa Fox, in **1935** he decided there was none to compare with *Veronica* for his purpose, for she was fast, roomy and weatherly. She was converted by Mylne himself to Bermudan yawl. She was completely rearranged below and re-rigged above deck. A Kelvin 15 HP engine was installed. The works were done by the Aldous shipyard in Brightlingsea.
- 1947** RORC rating: 55 27.
- 1948 - 1954** Lieut. E. S. Chance.
- 1955** Disappeared from the Lloyd's Register.

## VICTORIA

Design		Uffa Fox
Builder		Not built
Year		Design 1932 ?
LOA	(m.)	22.25
LWL	(m.)	
Beam	(m.)	3.73
Draught	(m.)	2.70
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		
Engine		
First owner		
First name		
First country		
Home port		
First sail number		
Other names		
Current location		
Condition		
Current sail number		

**Owners/history:** Project - not built - of a 12m **International Second Rule**.

She has a canoe stern, lovely lines and very cosy interiors.

Design	Burgess, Rigg & Morgan Lt.	
Builder	Abeking & Rasmussen - constr. n° 2362	
Year	1928 May	
LOA	(m.)	21.09
LWL	(m.)	13.03
Beam	(m.)	3.87
Draught	(m.)	2.58
Displacement	(t.)	
Sail area	(sq. m.)	183
Construction	Wood on steel frames	
Engine		
First owner	F. Spencer Goodwin	
First name	<i>Waiandance</i>	
First country	United States	
Home port	New York, NY (USA)	
First sail number	US 1	
Other names	(1932)	<i>Clytie</i>
	(1936)	<i>Night Wind</i>
	(1941)	<i>Cottom Blossom III</i>
Current location		
Condition	Scrapped by owner	
Current sail number		



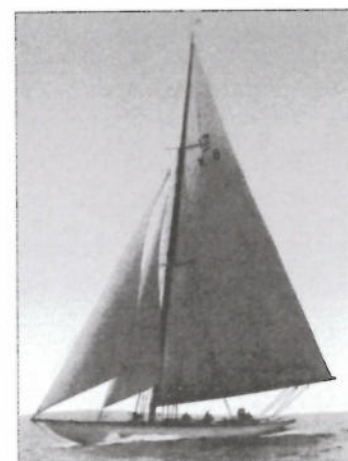
**Owners/history:** Built according to the **International Second Rule**.

She is one of the six Twelve Metres ordered by the New York Yacht Club, designed by William Starling Burgess for delivery to American owners and built by Abeking & Rasmussen. The purpose was to have six yachts built exclusively for regatta for comparison sailing in the Club. Hulls were the same but deck layout, interior arrangements and rigs varied among the six yachts. The construction was composite that means that every second frame throughout the entire length of the hull was made of galvanized steel, the floor plates included. Planking was in Honduras mahogany, quite popular in that period. They were rapidly built in serial production in only five months and all together they were shipped to Halifax, in Canada. Once there, they were rigged and sailed to the United States, avoiding to pay a heavy import tax. *Waiandance* was completed in May 1928. The other yachts were: *Anitra*, *Isolde*, *Tycoon*, *Iris* and *Onawa*. Only *Onawa* and *Anitra* have survived.

- 1928 - 1930** F. Spencer Goodwin - name: *Waiandance* - home port: New London, CT (USA).  
The name *Waiandance* (or *Wyandanch*) refers to a sachem of the Montauk Indians who participated in the Pequot War in exchange of trading rights in the vicinity of Saybrook, CT (USA).
- 1931 - 1935** Henry B. Plant - new name: *Clytie*.  
She won the 12 Metre Class Long Island Sound Championship in 1931 and won the 12m Class at Larchmont Race Week in 1931.
- 1936 - 1940** W. Roy Manny - new name: *Night Wind* - home port: Larchmont, NY (USA).
- 1941 - 1951** Walter B. Wheeler, Jr - new name: *Cottom Blossom III* - home port: Stamford and Norton, CT (USA).  
Rig altered to yawl in 1942. Engine installed in 1946.
- c 1952** Scrapped by owner at Schofield Shipyard, Stamford, CT (USA) after a fire while hauled out. Parts of this yacht were used in the reconstruction of *Onawa* (US 6) in 2001.

# ZINITA

Design	W. & R.B. Fife	
Builder	W. Fife & Son - constr. n° 749	
Year	1927 May 19	
LOA	(m.)	19.96
LWL	(m.)	11.96
Beam	(m.)	3.76
Draught	(m.)	2.57
Displacement	(t.)	
Sail area	(sq. m.)	147
Construction	Wood on steel frames, keel and post in teak	
Engine		
First owner	Arthur C. Connell	
First name	Zinita	
First country	Great Britain	
Home port	Greenock (Great Britain)	
First sail number	K 8 - N 8 (1931 in Norway)	
Other names	(1971)	Zinita of Chichester
	(1995)	Zinita
Current location	Amsterdam (Netherlands)	
Condition	Sailing	
Current sail number		



**Owners/history:** Built according to the **International Second Rule**.

- 1927 - 1930** Arthur C. Connell - name: *Zinita* - home port: Greenock (Great Britain). Rig: bermudan cutter. Mr. Connell, partner of an old established Clyde shipbuilding company, was a faithful customer of the Fife yard and his family had already built three other *Zinitas*: a 20-Linear Rater, the second was a 30-Linear Rater and the third a 65 Linear Rater. He was also quite fussy on the details but was a very experienced sailing man. She was re-rigged in **1929**. In **1931**, Mr. Connell decided to sale *Zinita* and asked Fife to build him another Twele called *Zoraida* and launched in **1932**.
- 1931 - 1936** Frithjof Larsen - home port: Oslo (Norway). Converted to cruising yacht with a shortened rig but still using the same **1929** mast. A small diesel engine was installed and a wheel replaced the tiller.
- 1937 - 1968** Knut Aspelin. Engine (Gray, 4 cyl.) installed in **1948**. Re-powered < **1961**.
- 1969 - 1970** Ulf Rogeberg.
- 1971** Clive D. Bouchier - new name: *Zinita Of Chichester* - home port: Chichester (Great Britain). Re-powered < **1971**.
- 1973** Disappeared from the Lloyd's Register.
- 1973 - 1994** ?
- 1995** Sea-Bird Sailing BV - new name: *Zinita* - home port: Amsterdam (Netherlands). She was chartered but she was not in perfect condition. She was up for sale for 230,000 Dutch florins. Restoration budget (signed by Gerard Dijkstra) for Dutch florins 975,000 in search of a syndicate.
- 1995** *Zinita* Charters, a company owned by Leo Aarens (Netherlands) and Konrad Meijer (Switzerland).
- 1996** Leo Aarens. home port: Dintelord (Netherland). From **1996** to **1999** the boat was fully restored with her hull sheathed in an epoxy layer and the caulking substituted by splines. In **2000** *Zinita* was re-launched. In **2006**, the regging was altered to comply to the third version of the Interntional Rule. In **2007**, she has participated to the 12 Metre World Championship in Cannes (France). At present (**2009**) she is in Holland and for sale. The requested price is of € 575.000.

**World Championships Results:**

**2001** in Cowes (America's Cup Jubilee): seventeenth in the Classic division

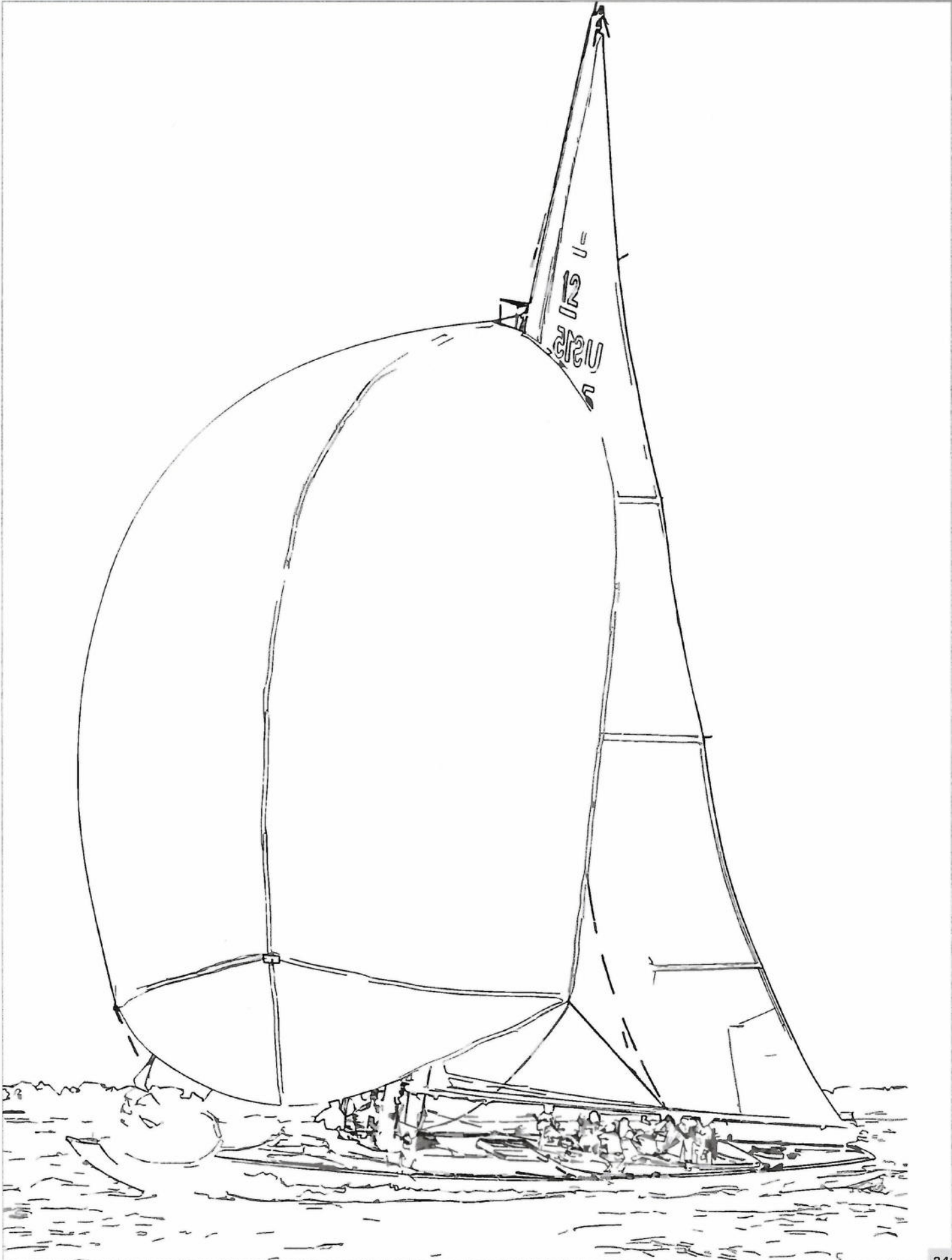
Design	W. & R.B. Fife	
Builder	W. Fife & Son - constr. n° 792	
Year	1931 May	
LOA	(m.)	
LWL	(m.)	
Beam	(m.)	3.53
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Wood on steel frames, stem, post, rudder in teak	
Engine		
First owner	Arthur C. Connel	
First name	<b>Zoraida</b>	
First country	Great Britain	
Home port	Greenock (Great Britain)	
First sail number	K 8	
Other names		
Current location		
Condition	Broken up ?	
Current sail number		

**Owners/history:** Built according to the **International Second Rule**.

- 1931 - 1932** Arthur C. Connel (partner of an old established Clyde shipbuilding company)- name: **Zoraida** - home port: Greenock (Great Britain). The owner wanted to keep the same sail number (K 8) formerly attributed to his previous Twelve **Zineta** Mr. Connel was a well known "Twelves owner" having already owned other Fife yachts and later owner of **Westra** and **Ornsay**. Built at the same time as **Altair**, **Zoraida** did not perform as her predecessors. She was considered a slow boat and Fife received quite a number of complaints. Sherman Hoyt, the well known 6m helmsman, confirmed **Zoraida** as a slow boat after having sailed her in Weymouth. In fact, in **1932** on 31 entries she had only 6 firsts, 9 seconds and 2 thirds. At the end of the season Connell decided to sell.
- 1933 - 1934** John R. Payne; after selling **Vanity**, Payne looked for a more modern boat and he bought **Zoraida** with whom he had nothing but disappointment. In **1933**, she was last with 10 entries, with 3 seconds and 3 thirds. In **1934** she was last but one (**Iyruna**) with only 5 entries, 1 first, 1 second and 2 thirds.
- 1935 - 1939** Lorenzo Ferranti - home port: Venice (Italy).
- 1940 - 1946** ?
- 1947** Disappeared from the Lloyd's Register.



# THIRD RULE



## ANITA

Design	Henry Rasmussen
Builder	Abeking & Rasmussen - constr. n° 3241
Year	1938
LOA	(m.) 21.50
LWL	(m.) 13.95
Beam	(m.) 3.55
Draught	(m.) 2.74
Displacement	(t.) 26
Sail area	(sq. m.) 197
Construction	Wood on steel frames
Engine	
First owner	Walter Rau
First name	Anita
First country	Germany
Home port	Warnemunde
First sail number	G 2
Other names	
Current location	Gluckstadt, Elbe (Germany)
Condition	Sailing
Current sail number	G 2



**Owners/history:** Built according to the **International Third Rule**.

- 1938 - 1947** Walter Rau - name: **Anita** - home port: Mecklenburg and Warnemunde.  
She is one out of three Twelves built by A&R in **1938** and **1939**. The designs of all three, drawn by Rasmussen, have been maintained. Built for the margarine manufacturer Walter Rau under Abeking & Rasmussen construction number 3241; she was sister ship of *Inga*. The hull was made of tabasco mahogany on steel frames. Being a racing yacht, the engine was not installed. Just to remember, at the end of the Twenties, A&R had already built six Twelves to be sold to American owners. After the war her interior was completely rebuilt by Abeking & Rasmussen.
- > 1948** ?
- 1951 - 1953** Mr. Paulsen (relative of the Rau family) - rig altered to yawl.
- 1954 - 1960** ? - She was for sale at Abeking & Rasmussen yard.
- 1961 - 1964** Jellrich Rassau (Commodore of the SKO), Alois Kranz and August Schulte.  
They decided to buy *Anita* and at the same time to establish a group of friends of the yacht; the initiative was successful: SKO born and at present more than four hundred are the members of the association.
- Since 1965** Segelkameradschaft Ostsee (Yachting Camaraderie Ostsee) - home port: Gluckstadt.  
The members of the Club sail the yacht in blue waters including an Atlantic crossing in **1992** and visits to the Azores, Iceland, Canada, etc. The yacht is still without engine but an electric generator.

**World Championships Results:**

- 2001** in Cowes (America's Cup Jubilee): sixteenth in the Classic division  
**2008** in Flensburg (Classic 12 Metre World Championship): seventh in the Vintage division



# ASCHANTI III

Design		Henri Gruber
Builder		Burmester Yacht-und Bootswerft
Year		1939
LOA	(m.)	20.79
LWL	(m.)	13.72
Beam	(m.)	3.64
Draught	(m.)	2.68
Displacement	(t.)	27
Sail area	(sq. m.)	176
Construction		Wood on steel frames
Engine		
First owner		Ernst Burmester
First name		<i>Aschanti III</i>
First country		Germany
Home port		Bremen (Germany)
First sail number		G 3
Other names		
Current location		
Condition		Broken up
Current sail number		

**Owners/history:** Built according to the **International Third Rule**.

- 1939 - 1953** Ernst Burmester - name: *Aschanti III* - home port: Vegesack - rig: bermudan sloop.  
E. Burmester built *Aschanti III* to race against the Abeking & Rasmussen Twelves; the design was by Henri Gruber, a great German naval architect, assistant to Starling Burgess in the design of *Enterprise* and *Nina*. According to Uffa Fox, *Aschanti* had "a very pleasing set of sections, a long easy rise to the floor and the turn of the bilge is not reached until just above the water-line, all of wick makes an easely driven yet powerful boat, able to carry her spars and sails to windwrld in a breeze of wind".  
She entered the **1939** Kiel Woche but soon after her racing career was stopped by the War; in **1953** she crossed the Atlantic ocean on board a ship to enter the Larchmont Week. She got a warm welcome from the Americans as if the War would not have taken place. The first races were disappointing and Burmester decided to change the mast with an aluminum one and to have a set of Dacron sales. She won four out of five races!
- 1954** Fritz von Opel - rig altered to yawl - engine installed. After a very short period, *Aschanti III* was sold back to Burmester.
- 1954 - 1962** Ernst Burmester - rig: brought back to the original one. In **1962**, while at the Burmester yard, after an explosion on board, she was broken up.

## BLUE MARLIN

Design	Charles E. Nicholson	
Builder	Camper & Nicholson, Ltd. - constr. n° 454	
Year	1937	
LOA	(m.)	21.30
LWL	(m.)	13.76
Beam	(m.)	3.55
Draught	(m.)	2.71
Displacement	(t.)	
Sail area	(sq. m.)	183
Construction	Wood on steel frames	
Engine		
First owner	Mrs Marion B Carstairs	
First name	<i>Hurricane</i>	
First country	Great Britain	
Home port	Portsmouth (Great Britain)	
First sail number	K 10 <i>Hurricane</i> - K 2 <i>Alanna</i> - K 17 <i>Blue Marlin</i>	
Other names	(1937)	<i>Alanna</i>
	(1938)	<i>Blue Marlin</i>
Current location	Finland	
Condition	Refit in progress	
Current sail number	K 17	



**Owners/history:** Built according to the **International Third Rule**.

- 1936** Miss Marion Betty Carstairs - name *Hurricane* - home port: Portsmouth (Great Britain). The owner was an American heiress who lived in the Bahamas. She was quite active in powerboat racing and won the Harmsworth Trophy in **1928**. During the building, Mrs. Carstairs decided to sell the yacht to the new owner.
- 1937** Charles Eric Addington Hartridge - new name: *Alanna* - home port: Portsmouth (Great Britain). The C&N plans are also labeled *Alanna*, so the acquisition of the yacht must have happened quite early in the building process. Hartridge had already ordered the 12m *Alanna* (now *Evasine*), but due to family reasons he had sold her to another owner before completion. During the **1937** season she had seven starts with only one third scored.
- 1938** Sir. Thomas O. Murdoch Sopwith - new name: *Blue Marlin*. Although owned by Mr. Sopwith, she was not a very successful Twelve. In **1938** out of 31 starts, she had 0 firsts, 2 seconds and 9 thirds racing against *Trivia*, *Marina*, *Evaine*, *Little Astra* and *Flica*. At the beginning of the new season *Blue Marlin* was sold to a new owner; Mr. Sopwith started racing with his new *Tomahawk*.
- 1939 - 1945** W.R. Westhead. She was sold at the beginning of the **1939** season during which *Blue Marlin* performed better. Although dismasted at the beginning of the season, she was third overall after *Vim* and *Tomahawk* with 6 firsts, 2 seconds and 3 thirds; she was considered to be a fast boat; she was the only British Twelve to have beaten *Vim* in a real race by 13 seconds (Royal Albert Y.C. regatta at Southsea-August 9). At the end of the season, Major Heckstall-Smith wrote (YW Sept.8,39): "...Now none had a career so interesting as that of *Blue Marlin*. Mr. Sopwith never did any good with her in **1938**. Mr. Westhead brought her out late in the season which she began by losing her mast and it was some time before there was any indication of her being any better than before. Mr. Colin Newman steered her with considerable skill and as time went on *Blue Marlin* became a very formidable member of the Class. In very light airs, in particularly, she was good. She was a very fast "drifter". There were races when she beat *Trivia* to windward in the latter's weather, but I think *Trivia* was a little faster running".
- 1946** Geoffrey and Ralph Hawkes.
- 1947** Mrs. J.W. Boumphrey. Engine installed in **1947**.
- 1948 - 1950** Charles Eric A. Hartridge, again the first owner.
- 1951** John G. Fairweather.
- 1951 - 1956** Ippolito Berrone - home port: Genova (Italy). The Berrone family was one of the outstanding families of Genova. Ippolito Berrone himself shipped *Blue Marlin* from England down to Genova. By the others, two officers of the Italian Navy were part of the crew. A log book was written by the owner, but it has been lost. Since her arrival in the Mediterranean, *Blue Marlin* was used for extensive cruises, her mast having been shortened. Disappeared from the Lloyd's Register.
- 1956 - 1997** Alessandro Colussi - home port: Venezia (Italy). Eight million Lire was the price paid to buy *Blue Marlin*. She was used both for cruising and racing in the Mediterranean visiting France, Spain, Greece, Turkey and Northern Africa. She entered in several races in Italian and Dalmatian waters with several firsts. Repowered in **1999** with two new 68 HP Ford engines. Cockpit original, deck layout mostly original with a new mast built in the Sixties with the same dimensions as the original but with a greater diameter. Interior layout original with few modifications added.
- 1997 - 2006 Oct.** Rossella and Andrea Colussi, daughter and son of Alessandro - home port: Isola (Slovakchia). At their father death, they decided to sell *Blue Marlin* still moored at Marina di Isola.
- Since Nov. 2006** Henrik Andersin (Finland). The yacht is moved to Kotka (Finland) and a total refit program is in progress at Red Sky Yachts in Kotka. Leo Skogstrom is in charge of the program with David Pedrick as advisor. It should be finished within **2010**.

Design	Charles E Nicholson	
Builder	Camper & Nicholson Ltd. - constr. n° 435	
Year	1936 June	
LOA	(m.)	21.33
LWL	(m.)	13.93
Beam	(m.)	3.55
Draught	(m.)	2.67
Displacement	(t.)	
Sail area	(sq. m.)	177.84 - 189.07 (1969)
Construction	Wood on steel frames	
Engine		
First owner	C.R. Fairey	
First name	<i>Evaine</i>	
First country	Great Britain	
Home port	Portsmouth (Great Britain)	
First sail number	K 2 later used K 12	
Other names	(1935)	<i>Alanna</i>
Current location	Portsmouth (Great Britain)	
Condition	Sailing	
Current sail number	K 2	



**Owners/history:** Built according to the **International Third Rule**.

- 1935** C.E.A. Hartridge - name: *Alanna* - originally ordered by Mr. Hartridge, but sold for "family reasons" before completion. He purchased another yacht from Nicholson the following year and named her *Alanna* (later, better known as *Blue Marlin*).
- 1936 - 1956** Sir Richard C. Fairey (President of Fairey Aviation) - name: *Evaine* - home port: Portsmouth (Great Britain). This was the second Twelve built for Sir Fairey after *Flica* and, although not so successful as *Flica*, she was one of the outstanding designs of Nicholson; in her first season she was third after *Marina* and *Westra* out of 31 entries with 7 firsts, 10 seconds and 1 third. The **1937** and **1938** seasons were marked by the duels between *Evaine* and *Trivia* "which have added to the English yacht racing a new chapter even comparable with those of past history". In **1937** she was second behind *Trivia* with 44 entries, 11 firsts, 10 seconds and 10 thirds; the **1938** season was very competitive and at the end *Trivia* and *Evaine* had 48 entries with *Trivia* again first with 20 firsts, 15 seconds and 4 thirds while *Evaine* had 19 firsts, 13 seconds and 4 thirds; the **1939** scene was dominated by *Vim* and the new British Twelves: *Jenetta*, *Ornsay* and *Tomahawk*. At the end of the season, she was fifth with 2 firsts, 4 seconds and 5 thirds, out of 31 entries. During the Second World War she was laid up in a shed.
- 1957** Estate of the late Sir Richard C. Fairey.
- 1957 - 1959** Owen Arthur Aisher. On the occasion of the **1958** America's Cup, she underwent important works including a new aluminum mast. She was selected to be a trial horse against *Sceptre*. While waiting for *Sceptre*, together with *Flica II* and *Kaylena*, she was used for the selection and the training of the crew. After the launch of *Sceptre*, she raced against the challenger and at the beginning she was much faster; only after a long and exhaustive setting up *Sceptre* began to win and *Evaine* was beaten, winning only four out of the twelve final races; forty three days of trials have passed and *Sceptre* gained thirty three seconds per mile on *Evaine*. Very large spinnakers, manufactured by Herbulot, were used by both Twelves. These results explained why no one was surprised when *Sceptre* did not win the Cup, having been already beaten by a twenty-year-old design, albeit a good one and moreover always beaten by *Vim*.
- 1959 - 1964** Guy G. Lawrence. Engine installed in **1959**. She got a RORC certificate with a rating of 51 21. She entered the races for the **1964** America's Cup British selections.
- 1965 - 1967** H. Porteu de la Marandière.
- 1968** Evaine Ltd.
- 1969 - 1975** Graham Godfrey - home port: Jersey and Barry (from **1974**). Engine removed in **1968**. She was said to have sailed the Atlantic twice from Britain to the U.S.. Due to infortunate circumstances, in **1972** she fell over in a harbor on Jersey. In **1974** she is taken to Barry in South Wales where she layed until **1983**.
- 1976** John Johnson.
- 1977 - 1980** G. Gough.
- < 1983-1995** Ian Smith - home port:Fochabera and Inverness. He did enough remedial work to enable *Evaine* to be sailed to Inverness (Scotland) and they stripped her out entirely, repaired the hull structure as necessary and rebuilt the accomodation through. She was used for charter.
- Since 1996** Andreas Wehner - home port: Portsmouth. In **1996/97** *Evaine* underwent extensive work at the New Century yard (former McGruer). In **2006** she had a refit of the hull in her bottom part. At present (**2009**) she is currently sailing and chartering in the Baltic.

## FIGARO VI

Design	Johan Anker - project n° 406	
Builder	Anker & Jensen	
Year	1936	
LOA	(m.)	21.49
LWL	(m.)	13.93
Beam	(m.)	3.73
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	183
Construction		
Engine		
First owner	Thomas Olsen	
First name	<i>Figaro VI</i>	
First country	Norway	
Home port	Oslo (Norway)	
First sail number	N 12	
Other names	(1961)	<i>Silvervingen XI</i>
Current location		
Condition	Sunk	
Current sail number		

**Owners/history:** Built according to the **International Third Rule**.

**1936 - 1960** Thomas Olsen - name: *Figaro VI* - home port: Oslo (Norway).

**1961 - 1962** Nils Gabel - new name: *Silvervingen XI* - home port: Saltsjo-Duvnas (Svezia).

**1963 - 1965** Nils Gabel - new name: *Figaro VI*.

**1966** Armand Goldmuntz - home port: Bruxelles (Belgium).

**1967** Disappeared from the Lloyd's Register. Sunk.

Design		Laurent Giles & Partners
Builder		W Fife & Son - constr. n° 829
Year		1939 June
LOA	(m.)	20.45
LWL	(m.)	14.15
Beam	(m.)	3.58
Draught	(m.)	2.77
Displacement	(t.)	
Sail area	(sq. m.)	143
Construction		Wood on steel frames
Engine		
First owner		Hugh Goodson
First name		Flica II
First country		Great Britain
Home port		Dartmouth (Great Britain)
First sail number		K 14
Other names		
Current location		Hamburg (Germany)
Condition		Sailing
Current sail number		K 14



**Owners/history:** Built according to the **International Third Rule**.

- 1939 - 1946** Hugh L. Goodson - name *Flica II* - home port: Dartmouth (Great Britain) - rig: Bermudan sloop. *Flica II* was the last boat to be given a yard number at W. Fife & Son, which closed the same year after 140 years. There was great attention drawn to the performance of the new yacht, her owner, being an experienced yachtsman, had had many good results with *Flica*. She was the first and only Twelve designed by J. Laurent Giles and it was said that her lines were the result of the tests of five models in the experimental tank; Olin Stephens remembers that Giles had asked him information on the test of models in tanks, the procedures and the related costs and just after a while he had come back with one model of *Flica II*. She was one of the largest Twelves ever built; particularly noteworthy: the deck gear with a coffee grinder Stephens, the stainless steel bar shrouds of flat section, the aluminium alloy fittings, and the light interior thanks to plywood with a balsa core. After the first races *Flica II* provided the greatest disappointment in the class: the hull form seemed capable of speed equal to other Twelves but the rigging seemed to be creating problems. In the second part of the season no better results were achieved: *Flica II* tune up was critical and she seemed to be too long, too narrow and too heavy. In fact, at the end of the season, she had just 1 first, 1 second and 5 thirds out of 24 starts; what a disappointment for her owner!
- 1946 - 1948** Charles E. Gardner.
- 1948** E. Salem & Co. Ltd.
- 1949 - 1954** Jack Salem.
- 1954 - 1959** H.R. Attwood. Engine installed in **1955**. *Flica II* model was used as point of reference for the eight models created by David Boyd of the British America's Cup **1958** challenge. Under the supervision of J. Ilingworth, *Flica II* was tuned up in order to train the challenger crew and to serve as a trial horse for *Sceptre*. She won the 12-Metre Class in the **1958** Cowes Week.
- 1959 - 1963** J. Anthony J. Boyden - home port: Hamble. Engine out. She entered in several races and she won the **1961** Royal Thames Yacht Club Queen's Cup. She was trial-horse to *Sovererign* and *Kurrewa V* for the **1964** America's Cup British challenge.
- 1964 - 1974** John G. Clegg - home port: Hamble & Dartmouth. In **1964** engine re-installed and rig altered to auxiliary yawl and in **1967** altered to Auxiliary ketch. Portholes were put in and a dog-house.
- 1974 - 1977** T.D. McComb - home port: Dartmouth and Grenada, WI.
- 1978** Disappeared from the Lloyd's Register.
- 1977 - 1989** Hans Zimmer - home port: Westbrook, CT (USA). She was found abandoned on a shore in the Caraihs.
- 1989 - 1990** Robert Tiedemann - home port: Newport, RI (USA).
- 1990, May - 1992** Bruno Pozzi - home port: Santa Margherita Ligure (Italy). She underwent a complete restoration at Camper & Nicholson under the supervision of Giorgetti & Magrini; only the lead keel, the rudder and a part of the planking remained of the original construction.
- 1993 - 1999** Stefano and Francesca Tanzi. She entered successfully in the Mediterranean races for Twelve Metres; in **1995** she won the Coppa Europa reserved for the Twelve Metres.
- Since 2000** Alexander Falk - home port: Hamburg (Germany). In **2001** she underwent refit work at Berthon Boat to have her interior lay out as in origin (July **2001**). Weight was redistributed, the water tanks removed and batteries moved. The hull was filled and faired to improve its laminar flow and the A bracket removed and stern tube sealed to lower drag. In May she sailed from Kiel to England and made 200 miles in one day on passage. She is ver well maintained and she currently races in the Balti Sea events.

**World Championships Results:**

**2001** in Cowes (America's Cup Jubilee): third in the Classic division

# FRATERNITAS

Design		Henrik Robert
Builder		Holmens Yachtwerft A.S. - Asker
Year		1937
LOA	(m.)	18.40
LWL	(m.)	12.13
Beam	(m.)	3.32
Draught	(m.)	2.38
Displacement	(t.)	
Sail area	(sq. m.)	180
Construction		Wood
Engine		
First owner		H.A. Hartner
First name		Vivo 8
First country		Norway
Home port		Oslo (Norway)
First sail number		E 20
Other names		Vivo 8
Current location		Arendal (Norway)
Condition		Sailing
Current sail number		US 17

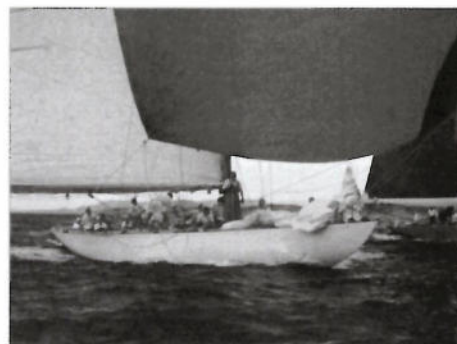
**Owners/history:** Built according to the **International Third Rule**.

**1937 - 1954** H.A. Hartner - name: **Vivo 8** - home port: Oslo (Norway). Rig: Auxiliary Bermudan sloop.

**1955** Disappeared from the Lloyd's Register.

**< 1994** Trond B. Frigstad - name: **Fraternitas** - home port: Arendal (Norway).  
She has been under refit for 15 years, up to about **2005**; since that year she is in Croatia sailed by her owner; she should go back to Norway in **2010**.

Design		Clinton H. Crane
Builder		Henry B. Nevins Inc - constr. n° 423
Year		1937 May
LOA	(m.)	20.65
LWL	(m.)	13.54
Beam	(m.)	3.66
Draught	(m.)	2.64
Displacement	(t.)	
Sail area	(sq. m.)	181
Construction		Double-planked (mahogany on cedar) on oak frs
Engine		
First owner		Clinton H. Crane
First name		<i>Gleam</i>
First country		USA
Home port		New York
First sail number		US 11
Other names	(1937)	<i>Akaba</i>
	(1950)	<i>Charlotte II</i>
Current location		Newport
Condition		Sailing
Current sail number		US 11



**Owners/history:** Built according to the **International Third Rule**.

- 1937 - 1942** Clinton H. Crane - name: *Gleam* - home port: New York, NY - rig: bermudan sloop - new lead keel in **1939**. Dismasted in **1939**; mast replaced with wooden spare mast made for *Vim* in **1939**. The original name on Crane drawing board was *Akaba* (being this the name of his very successful 6 Metre built in **1927**); during construction the name was changed to *Gleam*. She was designed by Crane for his own use using an innovative concept of tank testing as she was tested against a model of *Seven Seas*. Crane made available his studies both to Olin Stephens and Francis Herreshoff but only the first accepted. With the exception of her first season in **1937** (*Gleam* was first on *Seven Seas* with 3 firsts and 2 seconds out of 5 races and was also very successful in the Astor Cup when she beat the "J"-Claas boats on corrected time by virtue of a shorter course) her racing results before and after the war were not brilliant.
- < 5/1946 - 1949** B. Devereux Barker & B. Devereux Barker Jr. - home port: Marblehead, MA (USA). Engine installed in **1940**.
- 1950 - 1952** John N. Potter - new name: *Charlotte II* - home port: Darien, CT (USA). Re-powered **1950**.
- 1953 - 1968** W. Mahlon Dickerson - new name: *Gleam* - home port: Oyster Bay, NY (USA). Re-powered in **1958**. Mast broken again in **1967**, replaced with a copy of *Vim*'s mast. She was trial-horse for *Vim* and for *Sceptre* in the **1958** America's Cup and again of *Gretel* in the **1962** Cup.
- 1969 - 1976** C.W. Ufford. Re-powered in **1970**.
- Since 1977** Gleam Charters, Inc (Robert H. Tiedemann) - home port: New York, NY, Greenwich, CT and Newport, RI (USA). Re-powered. Bob Tiedemann was only 27 years old when he decided to buy *Gleam* and to charter her; he was considered crazy as the charter business of the moment was looking for luxury and comfortable boats and not for thoroughbreds. He was a successful pioneer and the charter of racing Twelves started thanks to his initiative and also to his decision to transfer his activity from Greenwich to Newport, more easily identified with the Twelves and their presence in the America's Cup.

**World Championships Results:**

- 2001 in Cowes (America's Cup Jubilee): Classic Division; ninth
- 2005 in Newport: second in the Classic Vintage division
- 2009 in Newport: winner of the Vintage division

Design		Henry Rasmussen
Builder		Abeking & Rasmussen - constr. n° 3242
Year		1938
LOA	(m.)	21.50
LWL	(m.)	14.98
Beam	(m.)	3.45
Draught	(m.)	2.74
Displacement	(t.)	26
Sail area	(sq. m.)	197
Construction		Wood on steel frames
Engine		
First owner		John T. Essberger
First name		<i>Inga</i>
First country		Germany
Home port		Hamburg (Germany)
First sail number		G 1
Other names	(1958)	<i>Westwind</i>
Current location		Southampton (Great Britain)
Condition		Sailing
Current sail number		G 1



**Owners/history:** Built according to the **International Third Rule**.

- 1938 - 1958** Staatsrat John T. Essberger - name: *Inga* - home port: Hamburg (Germany). She is one out of three Twelves built by A&R in **1938** and **1939**; the designs of all three, drawn by Rasmussen, have been maintained. Just to remember, at the end of the Twenties, A&R had already built six Twelves sold to American owners. *Inga* was built for the shipowner Essberger, founder of the tanker line bearing his name and at the same time owner of other well-known yachts. She entered Kiel Woche with the other German Twelves in **1938** and **1939**. During the war she was laid up in a shed in Rendsburg.
- 1947 - 1948** David Ryder-Turner (the Scottish yacht designer) and friends (UK forces, Eckernforde). They discovered *Inga* in the summer of **1947** in the Rendsburg shed and became interim owners. They used the original sails from *Ornsay* (destroyed during the war) found at Ratsey and Laphorn. Mr Ryder-Turner will be back on *Westwind* during the Flensburg Festival in **1996**!
- 1948 - 1958** John T. Essberger. She was given back to John T. Essberger. From **1953** to **1958** she was laid up in a shed. In **1958** she was sold for the symbolic amount of DM 25,000 to the German Federal Navy for the training of young officers.
- 1958 - 2006** Kommandrur Marineschule Murwick - new name: *Westwind* - home port: Flensburg (Germany).
- Since 2006** Alexander Bohning and friends from London - new name: *Inga* - home port: Southampton (Great Britain). The yacht, up to now (**2009**), has not undergone any refit program.



Design	A. Mylne & Co.	
Builder	Bute Slip Dock Co., Ltd - constr. n° 395	
Year	1939 May	
LOA	(m.)	21.70
LWL	(m.)	14.17
Beam	(m.)	3.66
Draught	(m.)	2.74
Displacement	(t.)	
Sail area	(sq. m.)	159
Construction	Wood on steel frames	
Engine		
First owner	Sir William P. Burton	
First name	<i>Jenetta</i>	
First country	Great Britain	
Home port	Ipswich (Great Britain)	
First sail number	K 1 - KC 1 (probably not official)	
Other names		
Current location	South Burnaby, BC (Canada)	
Condition	Floating but in need of total refit	
Current sail number	KC 1	



**Owners/history:** Built according to the **International Third Rule**.

- 1939 - ?** Sir William P. Burton - name: *Jenetta* - home port: Ipswich (Great Britain). Rig: bermudan sloop. She was the fourth and last Twelve to be owned by Sir William Burton after *Noresca*, *Veronica* and *Marina*. **1939** was *Vim*'s season and it is difficult to say how *Jenetta* was performing. Around mid season she was considered, together with *Tomahawk* to be part of the best English pair. In the season she entered 38 races and won 1 first, 9 seconds and 10 thirds.
- 1946 - 1947** L.J. Clements. Converted to auxiliary Bermudan sloop as engine installed in **1947**.
- 1948 - 1952** A.W. Steven.  
She entered the handicap races successfully. Her owner was more than 80 years old.
- 1953** Estate of the late A.W. Steven.
- 1953 - 1958** F.W., D.P. Mrs. & V.M. Urry - home port: Vancouver, BC (Canada). In **1957** rig altered to auxiliary ketch, sail area 159 sq.m. Re-powered in **1959**. Yacht may have used Sail number KC 1 (probably, although not officially issued).
- 1959 - 1962** F.W. Urry.
- 1963 - 1971** F.W. Urry & V.M. (Mrs.) Urry.
- 1972 - 1975** Mrs. V.W.M. Urry.
- 1976** Disappeared from the Lloyd's Register.
- 1985 - 2009** Tom Holmes - home port South Burnaby, BC (Canada).  
*Jenetta* is moored at Lake Pitt, close to Vancouver, floating but in very bad condition; she is for sale since a few years.
- 2009 nov.** Oliver Berking - the yacht was found submerged in Pitt Lake, Vancouver, BC. Sections of the yacht have been shipped to Flensburg (Germany) at the Robbe & Berking Classic Shipyard where she will be rebuilt.

## LITTLE ASTRA

Design	Charles E. Nicholson
Builder	Camper & Nicholson - constr. n° 452
Year	1937 May
LOA	(m.) 21.34
LWL	(m.) 13.84
Beam	(m.) 3.55
Draught	(m.) 2.71
Displacement	(t.)
Sail area	(sq. m.) 180
Construction	Wood on steel frames
Engine	
First owner	Hugh F. Paul
First name	<b>Little Astra</b>
First country	Great Britain
Home port	Portsmouth (Great Britain)
First sail number	K 18
Other names	
Current location	
Condition	Burnt and broken up
Current sail number	

**Owners/history:** Built according to the **International Third Rule**.

- 1937 - 1947** Hugh F. Paul - name: **Little Astra** - home port: Portsmouth (Great Britain) - rig: bermudan sloop. **Little Astra** was the "little sister" of the 23 Metre **Astra**, also owned by Hugh F. Paul, which became a houseboat and tender to the Twelve. She was not very successful despite being an active participant to the seasonal races; in **1937** she was fifth and out of 41 entries she had 3 firsts, 1 second and 9 thirds; in **1938** she was fourth and out of 38 entries she had 2 firsts, 8 seconds and 5 thirds.
- 1947** Estate of Hugh F. Paul.
- 1948** P. Hursell.
- 1949 - 1951** C.E. Gardner & P. Mursell.
- 1952** C.E. Gardner.
- 1952 - 1965** O.M.S.A. - Officine Meccaniche S.A. - home port: Genova (Italy). Engine installed in **1952**.
- 1966** Disappeared from the Lloyd's Register.
- c 1970s** She was laid up on behalf of Cantiere Valdettaro at Cantieri Ricciotti in Fezzano, La Spezia (Italy), broken up and burnt.

Design		Alfred Mylne & Co. - project n° 368
Builder		Bute Slip Dock Co. Ltd.
Year		1935
LOA	(m.)	20.12
LWL	(m.)	13.41
Beam	(m.)	3.70
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		Wood on steel frames
Engine		
First owner		Sir. William P. Burton
First name		<b>Marina</b>
First country		Great Britain
Home port		Ipswich (Great Britain)
First sail number		K 6
Other names		
Current location		
Condition		Shipwrecked
Current sail number		

**Owners/history:** Built according to the **International Third Rule**.

**1935 - 1939**

Sir William P. Burton - name: *Marina* - home port: Ipswich (Great Britain).

The owner was a great personality of British yachting: he represented Great Britain in the **1906** London Conference, he was President of Y.R.A. and former owner of the Twelves *Noresca*, *Iyruna* and *Veronica* and later owned *Jenetta*. He was considered to be a very valuable helmsman and according to *The Yachtsman*, the only Corinthian to handle a yacht with the skill of a professional. He was the helmsman of *Schamrock IV* in the **1920** America's Cup. *Marina* was the top boat of the year in **1935** with a very advanced rig, the first to use jumper struts, consequently avoiding the need to have the topmast stay attached to the stemhead. Mylne designed this new rig for two reasons: the jib would stand much better on the wind and the spinnaker could be handled more easily and would set much easier when running. Special attention was also devoted to the mast, which was higher than usual (83 feet compared to the standard 82) and built with special care conforming to Mylne new plan. She was a light boat too. Although designed for light winds, she proved to be a safe and seaworthy Twelve as she did very well in her passage from the Clyde to the South when she was caught out in a gale. In the **1935** season she was first over *Westra*, *Flica*, *Miquette*, *Zelita*, *Vanity* and *Iyruna* with 39 starts, 14 firsts, 10 seconds and 5 thirds. In **1936** her ballast was modified and her sail area was reduced by a reef. In the season she led again over *Westra*, *Evaine*, *Flica*, *Vanity* and *Vanity V* with 40 starts, 13 firsts, 11 seconds. In **1937**, she was third, behind *Trivia* and *Evaine* with 44 entries and 9 firsts, 11 seconds and 11 thirds. She was dismasted twice. In **1938**, she was again third behind the same two Twelves with 41 starts, 4 firsts, 7 seconds and 7 thirds.

**< 1946**

N.F. Adeney - home port: Portsmouth (Great Britain).

**1946 late**

William P. and Donald Findlay. They purchased *Marina* in Scotland. In April 1947 she was being towed from Brightlingsea south to be refitted, probably at Camper & Nicholson's. In a gale off the Smalls, which are rocks of the South end of the Irish Sea, she broke twice from her tow, she went on the rocks and it was a total loss.

# MIQUETTE

Design	W. & R.B. Fife	
Builder	W. Fife & Son - constr. n° 808	
Year	1934 April	
LOA	(m.)	21.00
LWL	(m.)	13.54
Beam	(m.)	3.53
Draught	(m.)	2.67
Displacement	(t.)	
Sail area	(sq. m.)	152
Construction	Wood, steel fr, rudder, keel, stern, post of teak	
Engine		
First owner	H.L. Wessel	
First name	<i>Miquette</i>	
First country	Chile	
Home port	Valparaiso (Chile)	
First sail number	K 14 - X 1	
Other names		
Current location	Hamble (Great Britain)	
Condition	In need of refit	
Current sail number		



**Owners/history:** Built according to the **International Third Rule**.

- 1934** R.S. Grigg - name: *Miquette* - home port: Greenock (Great Britain). Rig: bermudan sloop. She was the last but one Twelve designed by W. Fife III (the last one being *Vanity V*) in a period of lack of orders for the yard; the owner was the brother in law of Sir Ralph Gore, who was to be the skipper of the new Fife Twelve. At the opening of the **1934** season attracted great attention for the new boat as the results of the last Twelves from the yard were disappointing. Her debut at the Burnham-on-Crouch races is a winning one against *Veronica*. In the season's overall results, she was third (one point off the second position) after *Westra* and *Flica* with 37 starts and 10 firsts, 9 seconds and 8 thirds.
- 1935 - 1937** H.L. Wessel, Chilean Ambassador - home port: Copenhagen (Denmark) and Valparaiso (Chile). In the **1935** season she was fourth out of 29 starts with 3 firsts, 3 seconds and 5 thirds.
- 1938 - 1939** Austin H. O'Connor - home port: London. Engine installed in **1939**.
- < 1947-1951** H.S. Broom - home port: Colchester (Great Britain).
- 1952 - 1954** Sir Rowland Smith.
- 1955 - 1957** Comdr. Hector G. Dobbs.
- 1957 - 1967** G.J. Robinson - home port: Hamble and Ibiza (Spain). Re-powered in **1957**.
- 1968 - 1969** Paul Maitland-Smith - home port: Ibiza (Spain).
- 1970 - 1972** Paul Maitland-Smith, G.R.C. Shaw, A.J. Kay & L.B. Blair. Re-powered in **1971**.
- 1973** Paul Maitland-Smith and G.R.C. Shaw.
- 1974** S. Chaplin.
- 1974 - 1975** N.S.M. Yeats - home port: Ibiza (Spain) and Leshoto (South Africa).
- 1976** Disappeared from the Lloyd's Register. Sold to an owner in USA. Reported to have been in Florida.
- c 1976** Ashley James. He sailed her to British Columbia by way of Panama Canal. Once arrived at Victoria Island an ambitious refit program was embarked on; however by early **1991** a standstill had been reached and *Miquette* was purchased by her present owners and shipped back to the UK.
- 1991-1994** Albert Obrist.
- Since 1991** currently at Fairlie Restoration - home port: Hamble, Hants (Great Britain). Awaiting owner who will restore her.

# MITENA

THIRD RULE **3**

Design	L. Francis Herreshoff	
Builder	Herreshoff Mfg. Co. - constr. n° 1275	
Year	1935 June	
LOA	(m.)	21.95
LWL	(m.)	13.41
Beam	(m.)	3.40
Draught	(m.)	2.65
Displacement	(t.)	
Sail area	(sq. m.)	164
Construction	Composite	
Engine		
First owner	William J. Strawbridge	
First name	<b>Mitena</b>	
First country	USA	
Home port	New York, NY (USA)	
First sail number	US 10	
Other names		
Current location	Port Huron YC, Port Huron, MI (USA)	
Condition	Sailing	
Current sail number	US 10	



**Owners/history:** Built according to the **International Third Rule**.

- 1935 - 1939** William J. Strawbridge - name: **Mitena** - home port: Glen Cove, NY (USA). Rig: sloop. She was the first Twelve launched in the U.S. according to the third version of the Rule. She was a very long Twelve attributable in part to her canoe-shaped stern, she had a reduced sail area. Although unable to win, she entered the Long Island Sound regattas up to **1939**. Her owner was later the head of the Intrepid Syndicate in **1967**.
- 1939 - 1940** Aemilius Jarvis and George E. Ratsey - home port: City Island, NY (USA).
- 1940 - 1961** John Van Voorhis - home port: Rochester, NY (USA). Engine installed in **1958**.
- 1961** Yale University - home port: New Haven, CT (USA).
- 1962 - 1963** Charles S. Withey - home port: Macatawa Bay, MI (USA).
- 1964 - 1966** Paul Brown.
- 1967 - 1969** Mitena, Inc.
- 1970 - 1975** R.F. Smith.
- 1976** Disappeared off Record.
- Since prior to 1994** Jim Henkey - home port: Port Huron, MI (USA). The current mast may be the original spar from *Nyala*. She has been restored by the owner and his son over a many years period on a tight budget. She has been re-launched some time around **2006**.

## NORTHERN LIGHT

Design	Olin Stephens - project n° 239	
Builder	Henry B. Nevins Inc. - constr. n° 435	
Year	1938 June	
LOA	(m.)	21.33
LWL	(m.)	13.72
Beam	(m.)	3.65
Draught	(m.)	2.67
Displacement	(t.)	
Sail area	(sq. m.)	179
Construction	Wood doubleplanked (mahogany over cedar)	
Engine		
First owner	Alfred L. Loomis Jr.	
First name	<b>Northern Light</b>	
First country	USA	
Home port	New York, NY (USA)	
First sail number	US 14	
Other names	(1941)	<b>Nereus</b>
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number	US 14	



**Owners/history:** Built according to the **International Third Rule**.

- 1938 - 1939** Alfred L. Loomis Jr. - name: **Northern Light** - home port: New York, NY (USA).  
She was the second Twelve designed by Olin Stephens and launched just a few weeks after *Nyala*. The two boats had the same dimensions and above waterline shape but **Northern Light** had a higher prismatic by a small margin and she was faster on a reach while *Nyala* was marginally better in light winds, especially upwind. In **1938** she won one race out of six with 3 seconds, in **1940** out of 9 starts she had 1 first and 4 seconds and 4 thirds.
- 1940 - 1941** Van S. Merle-Smith - home port: Oyster Bay, NY (USA).
- 1941 - 1952** Starling, Inc. - new name: **Nereus** - home port: New York, NY (USA). Engine installed in **1941**.  
She raced from **1947** to **1953** in the New York Ylub Club season and had the best year in **1947** with 6 firsts and 2 seconds out of 9 starts.
- 1952 - 1955** North American Shipping & Trading Co., Inc (F.M. Ferris, President) - home port: Greenwich, CT (USA).
- < 1959-1961** Imperial Shipping Investment Co., Ltd. (Stavros Niarchos) - home port: Hamilton (Bermuda).  
She was the trial horse for *Columbia* in the **1958** America's Cup defender trials **1962 - 1971** Wilbur E. Dow, Jr. - home port: Oyster Bay, NY (USA). Engine removed in **1964**. She was the trial-horse for *Constellation* in the **1964** America's Cup defender trials.
- 1971 - 1976** John B. Andreae & Buck L. Neesley - new name: **Northern Light** - home port: Detroit, MI (USA).
- 1978 - 1984** David G. Andrea - home port: Pentwater, MI - re-powered and interior rebuilt by Palmer-Johnson in **1976**.  
Inadvertently sunk alongside a dock in lake Michigan.
- Since 1984** Northern Light Charters (Robert H. Tiedemann) - home port: Newport, RI (USA).  
**Northern Light** was bought in too far gone condition and she had to undergo an extensive restoration which took two years to complete. She was reframed and a third of her planking replaced, a new mast was stepped and the interior replaced.

**World Championships Results:**

- 2001** in Cowes (America's Cup Jubilee): tenth in the Classic division  
**2009** in Newport: second in the Vintage division

Design	Olin J. Stephens - project n° 214	
Builder	Henry B. Nevins, Inc. - constr. n° 434	
Year	1938 May	
LOA	(m.)	21.35
LWL	(m.)	13.72
Beam	(m.)	3.60
Draught	(m.)	2.67
Displacement	(t.)	24.5
Sail area	(sq. m.)	179
Construction	Wood double planking	
Engine		
First owner	Frederick T. Bedford	
First name	<b>Nyala</b>	
First country	USA	
Home port	Southport (USA)	
First sail number	US 12	
Other names		
Current location	Porto Santo Stefano (Italy)	
Condition	Sailing	
Current sail number	US 12	



**Owners/history:** Built according to the **International Third Rule**.

- 1938 - 1942** Frederick T. Bedford - name: **Nyala** - home port: Southport, CT (USA).  
**Nyala** was ordered by Frederick T. Bedford, president of Standard Oil Corporation and a well-known yachtsman, as a present to his daughter Lucie on occasion of her wedding to Briggs Cunningham, who was a valuable skipper who became known for inventing the Cunningham hole and for skippering the **1958** America's Cup winner **Columbia**. She was the first Twelve designed by Olin Stephens, launched just a few weeks before **Northern Light**. The two boats have the same dimensions and above waterline shape but **Northern Light** has a higher prismatic by a small margin and she was faster on a reach while **Nyala** was marginally better in light airs, especially upwind. She was a very fast boat and in the **1938** season she won two out of 6 races with 2 seconds and 3 thirds; in **1939** she had a record of 10 firsts (first in the NYYC King's Cup) out of 14 races with 3 seconds and 1 third; in **1940**, out of 8 races, she won 1 first, 3 seconds and 4 thirds; she won again the **1940** season against **Vim**, although **Vim** won the Larchmont Race Week and the King's and Astor cup. With **Vim**, they were the first Twelves with an aluminum mast.
- 1942 - 1946** Bob Shelman - home port: Detroit, MI (USA).
- 1947 - 1948** South Bend Tool & Die Co. Engine installed in **1947**. In **1947** due to a sudden storm while racing in the Mackinac Race she was dismasted and her aluminium mast replaced by the wooden one of **Mouette**.
- 1949 - 1950** Streameze, Inc. (R.W. Schleman, Pres.).
- 1951 - 1980** Gerald W. Ford - home port: Larchmont, NY (USA). Engine removed in **1953** and re-installed in **1956** and again several times in the years **1959/1960/1961** and **1970** (installed). She entered several races; in **1960** during hurricane Donna she was wrecked on the rocks at City Island. Several structural changes were introduced during the restoration: the stern was changed, the mast was moved back of about one meter. **Nyala** was the trial horse for **Vim** in **1957** for the **1958** America's Cup.
- 1983 - 1988** Dale Crabtree - home port: Newport, RI (USA).  
 She was used for three years and underwent several restoration works. She was then abandoned in a shed.
- 1988** Thorpe Leeson - Nyala Holding, Inc. - home port: Dover, DE (USA).
- < 1994** Ugo Baravalle.
- Since 1995** Patrizio Bertelli - name: **Nyala** - home port: Porto Santo Stefano (Italy).  
 The purchasing price was of \$ 120.000.(from Wooden Boat May June 2001). Shipped to Cantieri dell'Argentario (Porto Santo Stefano), she was completely rebuilt according to the original plans the only difference being in the mast and the rudder which were made in carbon fibre. Due to the disqualification in the **1997** 12m Europe Cup these were replaced with a wooden rudder and an aluminium mast. In **2001**, in the Classic Division, she was second to **Sovereign** in the Twelve Metre Class World Championship held in Cowes during the America's Cup Jubilee. In **2008**, she has won the "Robbe & Berking 12 Metre World Championship for classics **2008**". At present (**2009**), as work in progress there is the modification of the propeller axle which will be mounted lateral in order to be easily removed while racing.

**World Championships Results:**

- 2001** in Cowes (America's Cup Jubilee): second in the Classic Division  
**2008** in Flensburg (Classic World Championship): winner

## ORNSAY

Design	Charles E. Nicholson	
Builder	Camper & Nicholson Lt. - constr. n° 469	
Year	1939	
LOA	(m.)	21.18
LWL	(m.)	
Beam	(m.)	3.63
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		
Engine		
First owner	Arthur C. Connell	
First name	<i>Ornsay</i>	
First country	Great Britain	
Home port	Portsmouth (Great Britain)	
First sail number	K 7	
Other names		
Current location		
Condition	Destroyed during an air raid WW II	
Current sail number		

**Owners/history:** Built according to the **International Third Rule**.

- 1939** Arthur C. Connell - name: *Ornsay* - home port: Portsmouth (Great Britain).  
Mr. Connell was already the owner of *Zinita*, *Zorida*, *Zelita* and *Westra*. *Ornsay* was his second Twelve built by Camper & Nicholson, a sister ship to *Tomahawk*. Her racing career was not very encouraging with no first, 1 second and 5 thirds out of 17 starts.
- Dec. 1942** Destroyed together with *Westra* in air raid while stored at the Camper & Nicholson yard in Gosport.



# SEVEN SEAS OF PORTO

Design		Clinton H. Crane
Builder		Henry B. Nevins, Inc.
Year		1935 July
LOA	(m.)	20.79
LWL	(m.)	13.84
Beam	(m.)	3.66
Draught	(m.)	2.71
Displacement	(t.)	
Sail area	(sq. m.)	181
Construction		Wood
Engine		
First owner		Van S. Merle-Smith
First name		<i>Seven Seas</i>
First country		USA
Home port		New York, NY (USA)
First sail number		US 9
Other names	(1946)	<i>Sunday</i>
	(1993)	<i>Seven Seas of Porto</i>
Current location		Oporto (Portugal)
Condition		Sailing
Current sail number		US 9



**Owners/history:** Built according to the **International Third Rule**.

- 1935 - 1942** Van Santford Merle-Smith - name: *Seven Seas*- home port: Oyster Bay, NY (USA). Rig: bermudan Cutter. In May **1939** the lead keel was modified by Sparkman & Stephens (design no. 293). *Seven Seas* was the first Twelve designed by Crane, who had already worked on International Rule 8 and 6-Metres; she represented an improvement in the American Twelves design. She was placed second behind *Cantitoe* in Larchmont Race Week in **1935** and she topped the class in **1936** (5 firsts out of 6 races) and she was second in **1937** behind *Gleam* (3 seconds and 1 third) and **1938** (1 first, 2 seconds and 1 third) behind *Nyala*.
- 1943 -c 1985** José Concalves - new name: *Sunday* - home port: Lisbon (Portugal). She raced hard until the late sixties in handicap regattas, winning on real time but losing on corrected. In that period she had the Sail Number: P 1. In the following years he interior was modified by Colin Mudie and she was used for cruising occasionally.
- 1951** Disappeared from the Lloyd's Register.
- c 1885** She was sold to Spain and in **1990** she was at Astilleros Lagos in Vigo for a partial refit.
- Since 1993** Rui Macedo Silva - new name, *Seven Seas of Porto* - home port: Porto (Portugal). New sail number: K 26. New rating certificate issued on July **1993**. During the latter part of **1992** and the first part of **1993**, the yacht hull was rebuilt by Astilleros Lagos and was substantially restored with the planking replaced and a portion of lead ballast removed from the keel. The bare hull was then moved to Southampton Yacht Services where, under Lloyd's supervision, a new deck was fitted, all spars and rigging were replaced and the interior was completely refitted. The restoration was carried out to the same design as original although some modern practicalities were added.

# SPHINX

Design	Henry Rasmussen	
Builder	Abeking & Rasmussen - constr. n° 3312	
Year	1939	
LOA	(m.)	21.38
LWL	(m.)	13.90
Beam	(m.)	3.96
Draught	(m.)	2.82
Displacement	(t.)	27
Sail area	(sq. m.)	191
Construction	Wood on steel frames	
Engine		
First owner	Norddeutscher Regatta-Verein	
First name	<b>Sphinx</b>	
First country	Germany	
Home port	Hamburg (Germany)	
First sail number	G 4	
Other names	(1956)	<b>Lobito</b>
	(1960)	<b>Ostwind</b>
Current location	Flensburg (Germany)	
Condition	Sailing	
Current sail number	G 4	



**Owners/history:** Built according to the **International Third Rule**.

**1939 - 1955** Norddeutscher Regatta-Verein -NRV (North German Racing Club of Hamburg) - name: **Sphinx** - home port: Hamburg (Germany). She is one out of three Twelves built by A&R **1938** and **1939**; the designs of all three, drawn by Rasmussen, have been maintained. **Sphinx** had been built exclusively for the club members and was the most successful of the three. The hull was made of tabasco mahogany on steel frames, Being a racing yacht, the engine was not installed. After the war, **Sphinx** was bartered by the club to Abeking & Rasmussen for different sailing boats to be used by the club's youth section. Just to remember, at the end of the Twenties, A&R had already built six Twelves to be sold to American owners.

**1956 - 1960** H. Freudenberg - new name: **Lobito**.

**1961 - 2005** German Federal Navy - new name: **Ostwind** - home port: Flensburg (Germany). In autumn **2005**, the German Navy decided to sell both Twelves (**Ostwind** and **Westwind**).

**Since Autumn 2005** Oliver Berking, Gorm Gondensen and Jochen Frank - home port: Flensburg (Germany). The yacht being in an horrible shape, she was carefully refitted in two years and three months. Only the keel and 70% of the planks above the water were saved. Fiftytwo pairs of steel frames have been replaced. The three mahogany deck hatches have been replaced with flat unvarnished teak hatches for racing. The refit has been done by Yachtwerft Robbe & Berking GmbH & Co KG, a yard just founded for the the restoration. The launch took place in June **2008**, just before the "Robbe & Berking 12 Metre World Championship for classics **2008**".

**2009 November** Gorm Gondensen and Jochem Frank.

**World Championships Results:**

**2008** in Flensburg (Classic Twelve Metre World Championship): third in the Vintage division

Design	Charles E. Nicholson	
Builder	Camper & Nicholson Ld. - constr. n° 478	
Year	1939 June	
LOA	(m.)	21.11
LWL	(m.)	13.90
Beam	(m.)	3.56
Draught	(m.)	2.71
Displacement	(t.)	24.15
Sail area	(sq. m.)	189
Construction	Wood on steel frames	
Engine		
First owner	Thomas O. Murdoch Sopwith	
First name	<b>Tomahawk</b>	
First country	Great Britain	
Home port	Portsmouth (Great Britain)	
First sail number	K 13	
Other names		
Current location	Lavagna (Italy)	
Condition	Sailing	
Current sail number	K 13	



**Owners/history:** Built according to the **International Third Rule**.

- 1939 - 1947** Thomas O. Murdoch Sopwith - name: *Tomahawk* - home port: Portsmouth (Great Britain). Rig: bermudan sloop. With *Jenetta*, *Ornsay* and *Flica II*, *Tomahawk* was one of the "large" Twelves built just before the war. Sopwith wanted a very competitive yacht to race against his friend and America's Cup (*Endeavour II* and *Ranger*) rival Harold Vanderbilt who was building *Vim* with the aim of coming to Britain in occasion of the famous Twelve Metre races. *Tomahawk* confirmed to be a very fast boat, with *Jenetta*. The best British Twelve of the season. Her design was an evolution of the past Twelves with some new ideas such as one coffee grinder and stainless steel shrouds. *Vim* was a total revolution in terms of the hull design, in the deck and interior lay out, in the rigging, in the sails and in the fittings. There was no history in every race where *Vim* was present and the only consolation for Sopwith was to have the best Twelve of the season: out of 41 starts, she had 11 firsts, 11 seconds and 5 thirds with a second placement overall to *Vim*. While racing, *Tomahawk* had a very special crew: T. Sopwith at the tiller, Lady Sopwith was sails trimmer, Ernst Scarlet the tactician, and Franck Murdoch, Tony Thorneycroft and Charles E. Nicholson.
- 1947 - 1955** Lt. Col. Sir Ralph Gore, president of YRA.
- 1956 - 1962** Avvocato Giovanni Agnelli - home port: Savona (Italy). Engine installed **1962**.
- 1963 - 1965** Susanna Agnelli Rattazzi - home port: Savona and Viareggio (Italy).
- 1966 - 1979** Circolo del Remo e della Vela "Italia" - home port: Napoli (Italy).
- 1980 - 1981** M. Bandazzo - home port Palermo (Italy). She was sold at the price of Italian Lire 24 millions.
- 1982 - 1986** Kari Blaudet - home port: Finale Ligure. She was used for charter. In **1983** she won the Veteran Boat Rally at Porto Cervo.
- Since 1987** Alberto Rusconi - home port: La Spezia and Lavagna (Italy). *Tomahawk* is the first Twelve Metre to be restored for the new "summer" of the Twelves in the Mediterranean. The restoration took place at the Beconcini Shipyard under the supervision of Giorgetti & Magrini. It did not strictly conform to the original designs as she was directed more towards a luxury cruising yacht than to a racing Twelve and one day *Tomahawk* will undergo restoration which will bring her back to the original plan. She entered in the vintage regattas in the Mediterranean and with her lines and her results attracted the interest of other owners towards the old Twelves: a new renaissance started again for these yachts.

**World Championships Results:**

1999 in Saint Tropez: eighth

Design	Charles E. Nicholson
Builder	Camper & Nicholson - constr. n° 440
Year	1937
LOA	(m.) 21.37
LWL	(m.) 13.94
Beam	(m.) 3.55
Draught	(m.) 2.71
Displacement	(t.) 27
Sail area	(sq. m.) 178
Construction	Wood on steel frames
Engine	
First owner	V.W. Mac Andrew
First name	<b>Trivia</b>
First country	Great Britain
Home port	Dartmouth (Great Britain)
First sail number	K 10 - N 16 - US 16
Other names	(1949) <b>Norsaga</b> (1972) <b>Phoenix</b> (1993) <b>Trivia of Gosport</b>
Current location	Hamburg (Germany)
Condition	Sailing
Current sail number	K 10



**Owners/history:** Built according to the **International Third Rule**.

- 1937 - 1939** Vernon W. MacAndrew - name: **Trivia** - home port: Dartmouth (Great Britain). Rig: bermudan sloop. She was a very successful Twelve, her traditional adversary being *Evaine*: In **1937** she was first in the season with 13 firsts, 11 seconds and 6 thirds out of 41 starts and again she was first in the **1938** season: out of 48 starts, she had 20 firsts, 15 seconds and 4 thirds; *Evaine* was again a very close second and Heckstall-Smith claimed that the fight between the two yachts: "... have added to the English yacht racing a new chapter even comparable with those of past history". In **1939**, the presence of the new Twelves: *Tomahawk*, *Ornsay*, *Jenetta* and *Vim* did not allow *Trivia* to have similar positive results: out of 32 starts, she had 3 firsts, 9 seconds and 6 thirds. Vernon MacAndrew died in **1940** as a German magnetic mine sank his yacht *Campeador* converted in a patrol vessel.
- < 1945** Charles E. Gardner.
- 1947 - 1948** J. Howden Hume. Eengine installed in **1948**.
- 1948 - 1956** Charles Ulrick Bay - new name; **Norsaga** - home port: Oslo (Norway) and New York, NY (USA). Engine removed **1952**. RORC rating: 54 84. Charles Bay was an American industrialist and US ambassador in Noray. With the new name of **Norsaga** she entered in several races with positive results particularly the victory in the three races of the Milkweek 12 Metre Series in the United States.
- 1956 - 1957** Estate of Charles Ulrick Bay - home port: Oslo (Norway).
- 1957 - 1959** Mrs. Charles Ulrick Bay. Engine installed **1958**. At Charles Bay death, his widow Josephine continued in the important business activity of his husband and, by the others, kept also the ownership of **Norsaga** and she continued to sail her with her guests.
- 1959** Josephine Bay Paul (Mrs. C. Michael Paul).
- 1960 - 1967** Lord Craigmyle - home port: Cowes. Engine removed in **1959**. Lord Craigmyle was the chairman of the Red Duster Syndicate and **Norsaga** was modified by John Arthur Robb in order to act in **1963** and **1964** as the trial horse for *Sovereign* and *Kurrewa V* in the **1964** America's Cup selections for the challenger. During the **1963** Cowes Week she beat *Sovereign* in a series of unimpressive and inconclusive results for the British challenger; in May and June **1964** she entered the trials organised in Britain on nineteen runs between *Sovereign*, *Kurrewa V*, *Sceptre*, *Flica II* and **Norsaga**. She was then transported to the U.S. to continue her training to *Sovereign* with the selection trials organized to appoint the challenger between *Sovereign* and *Kurrewa V*. She was then sold in the USA.
- 1967 - 1972** Harry J. Ziemann - new name: **Phoenix** (from **1972**) - home port: Milwaukee, WI (USA). Re-powered in **1967**. She was first on a fleet of 185 yachts in the **1968** Chicago-Mackinac race still well remembered for formidable weather conditions with heavy seas and 50/60 knot squalls; **Phoenix** set a record time of 37h 40m over the 333-mile course, the fifth best result in the history of the race; another Twelve, *Mitena*, was second.
- 1973 - 1979** Charles B. Coyer - home port: Washington, DC (USA).
- ?** home port: Port Washington, NY (USA). During this period, **Phoenix** sank after an accident. The wreck was brought back to England in the mid Eighties and was kept there, waiting for restoration.

**1993 - 2000** Renato della Valle - new name: *Trivia of Gosport* - home port: Monaco.  
She was restored by Giorgetti & Magrini at the Camper & Nicholson yard with a new mast and rigging by Harry Spencer. She entered the Mediterranean program of races for the Twelves. She is considered as an example of restoration which strictly conforms to the original design and construction.

**Since 2000** Wilfred Beeck - new name: *Trivia* - home port: Hamburg (Germany). Until **2000** her home port was Monaco and she took part in the European Championship for Twelve Metres, obtaining some good results. In particular, she won the Porto Cervo Regatta and the Coupe des Yacht Club de France in **1993**, and the Voiles de Saint Tropez in **2000**. In August **2001** *Trivia* participated in the 150-year America's Cup Jubilee in Cowes. So she was back in the waters of the Solent, where she was originally built and also restored. 36 Twelve Metres from across the world joint for this unique event which brought back an era of truly exceptional yacht racing. Since **2002** *Trivia* is again sailing in the Baltic sea together with the Nordic fleet of Twelves and has won numerous regattas, including the Robbe & Berking Cup in Flensburg and the Europe Week in Svendborg in **2003**. In **2007** *Trivia* returned to the Mediterranean together with many other 12 Metres to celebrate the 100 year anniversary of the Metre Class with a series of regattas, the Centennial Tour. *Trivia* won 10 of the 18 races in Valencia, Porto Cervo, Cannes and Saint Tropez and finished first overall in the Vintage Division of pre World-War II boats. In **2008** she was back in the Baltic Sea for the 12 Metre World Championship in Flensburg where she took an excellent 2nd place behind the Prada team on *Nyala* and finished first overall in the Baltic 12 Metre Cup. Winner for the Rolex Classic Week 2010 In Kiel (Germany).

**World Championships Results:**

**1999** in Saint Tropez: eleventh

**2001** in Cowes (America's Cup Jubilee); fourth in the Classic division

**2008** in Flensburg (Classic 12 Metre World Championship): second in the Vintage division

## VANITY V

Design	W. & R.B. Fife - project n° 816
Builder	W. Fife & Sons
Year	1936 March
LOA	(m.) 21.58
LWL	(m.) 13.54
Beam	(m.) 3.72
Draught	(m.) 2.65
Displacement	(t.)
Sail area	(sq. m.)
Construction	Wood on steel frames, rudder and keel in teak
Engine	
First owner	J.R. Payne
First name	<b>Vanity V</b>
First country	Great Britain
Home port	London (Great Britain)
First sail number	K 5
Other names	(1965) <b>La Pinta</b>
Current location	Skovshovedet, Copenhagen (Denmark)
Condition	Sailing
Current sail number	K 5



**Owners/history:** Built according to the **International Third Rule**.

- 1936 - 1946** J.R. Payne - name: **Vanity V** - home port: London and Greenock (Great Britain). **Vanity V** cost was of £ 3,572 (labour £ 1,800, wood £ 441, other materials £ 951, sails £ 380). Fife was aged 79 when he designed **Vanity V**. Mr. Payne was famous for being one of the best helmsman in the 52 footers, 15m and 12m classes since 1905. He had been the owner of **Vanity** one of the most successful Twelves of the Twenties. He was also an accomplished violinist known as the Fiddler Payne. As for the previous **Vanity**, her owner wanted to leave on board and to use her both for cruising and racing. An exchange of letters between Payne and Fife tells us about Payne's disappointment as he did not like the accomodation typical on a racing 12 Metre. After he complained about her racing performance Fife replied that this was caused from too much weight on board. There were also complaints about the mast which showed a bad bend between the lower crosstrees and the deck when on port tack in a fresh breeze. In fact, just a few weeks after her launch, **Vanity** lost her mast. In the 1936 season she entered 11 races and won 2 firsts, 1 second and 1 third. In the 1937 season, due to Payne health, **Vanity V** entered in the handicap class where she won by outclassing her competitors and, when the handicap and Twelves classes raced together, by performing better than some of the competing Twelves. The 1938 season was one of the greatest for the Twelves. "**Vanity V**, the only Fife boat in the class, started ten times. Owing to Mr. Payne's bad health, he was not able to undergo the strain of continuous racing. In light to medium winds the yacht was in her first flight, especially to windward and there were several occasions when it was a treat to see how the veteran helmsman steered to windward, leading the whole fleet" At the end of the season, she had ten starts with one first, one second and three thirds for a total of five flags. **Trivia**, the leader that year, totalled 48 starts with 39 flags. She was again on the race course in 1939 in the handicap class for yachts over 20 tons where she race against **Noreen**.
- 1947 - 1960** Sir Hartley Shawcross, (U.K. Attorney General) - home port: Falmouth (Great Britain). Engine installed in 1953.
- 1961 - 1964** Capt. Michael P.R. Boyle - home port: Cowes (Great Britain). Engine removed in 1960. In 1963 she was altered to yawl rig and modernized for cruising at Groves and Guttbridge yard.
- 1965 - 1996** Albert A. Prouvost - new name: **La Pinta** - home port: Toulon (France). In 1981 she disappeared from the Lloyd's Register. Extensive cruising along the portuguese coast and in the Mediterranean where in the early 90s she entered La Nioulargue. She was then transported to the Labbé yard at St. Malo to be refitted but she was left for several years.
- 1997 - 2000** Robert Daral and Jean-Paul Guillet - new name: **Vanity V**. Relaunched in Brest on the 14th June 2000. The yacht was completely rebuilt strictly close to the original design (but for a part of the interior and deck layouts, a new mast, the stainless steel rigging and the winches) by naval architect Guy Ribadeau Dumas at Chantier du Guip in Brest. **Vanity V** was for sale at the requested price of 10 million French francs.
- 2001 - 2002** Klaus Helmersen - home port: Copenhagen (Denmark).
- 2002 Apr. - 2006** Alan Dykes - home port: Antibes (France).
- Since 2006 Feb.** Patrick Hovaldt & friends. Registered in the Danish Ship Register under Danish flag - home port: Copenhagen (Denmark). Extensively raced, she wins the 12mR America' Cup Regatta in Valencia in 2007.

**World Championships Results:**

- 2001 in Cowes (America's Cup Jubilee): sixth in the Classic division  
 2008 in Flensburg (Classic 12 Metre World Championship): fifth in the Vintage division

Design	Johan Anker - project n° 370	
Builder	Anker & Jensen	
Year	1933	
LOA	(m.)	21.20
LWL	(m.)	13.87
Beam	(m.)	3.53
Draught	(m.)	2.74
Displacement	(t.)	27
Sail area	(sq. m.)	185
Construction	Wood on steel frames	
Engine		
First owner	G. Unger Vetlesen	
First name	<i>Vema III</i>	
First country	Norway	
Home port	Oslo (Norway)	
First sail number	N 11	
Other names	(1947)	<i>Varg VI</i>
	(1949)	<i>Diva III</i>
	(1956)	<i>Lakmé VI</i>
	(1980)	<i>Vema III</i>
Current location	Oslo (Norway)	
Condition	Refit completed in 2000	
Current sail number	N 11	



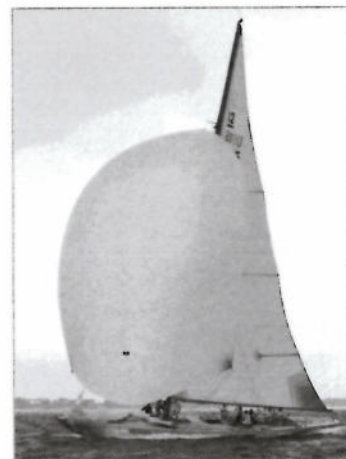
**Owners/history:** Built according to the **International Rule - Third version.**

- 1933 - 1936** George Unger Vetlesen - name: *Vema* - home port: Oslo (Norway). Rig: bermudan cutter. The owner was a wealthy Norwegian living in the U.S.A and owner of *Vema*, a 300-ton schooner and *Vema II* a 14 ft dinghy. The name *Vema* came from the first two letters of the owner's name and his american wife's surname Maud. In summer Vetlesen used to cross the Atlantic with his schooner to Norway. He ordered to Anker a Twelve Metre to attend the Hanko regattas. The name *Little Vema* comes from the fact that his wife found the yacht too small and refused to go on board. Uffa Fox wrote that he admired *Vema's* lines and construction; he says that "*Vema* proves that the present International Rule has succeeded in developing a cruiser for racing purposes, or, put the other way round, a racer that is a fine cruiser."..."*Vema* has raced with a fair amount of success in Norwegian and other European waters, and while in British waters won a reputation for her light weather ability. Even now, some years after her visit, 12-metre people still have vivid recollections of this, while her long water-line length enables her to travel fast in a breeze. In *Vema*, then, we have a racer fast in light or hard weather that is also a comfortable cruiser, a type of vessel those responsible for the international rule should be proud of, for when designers such as Anker, who understand the rule and all its ways, produce such a vessel to race and when she wins races in the largest class on the International Rule, there can evidently be very little indeed wrong with it." In **1933** she entered the KSN Jubileums Regatta where she was disqualified twice and she won 1 first and 2 thirds. In the **1933** season in British waters she had 17 starts with 2 firsts, 1 second and 3 thirds.
- 1937** T. Larsen.
- 1938 - 1948** Frithjof Larsen - new name: *Varg III*.  
With her new owner she entered in several races. During the war she was war prey.
- 1949 - 1955** Johan "Teddy" Sommerschild - new name: *Diva III*.  
She entered the races in the Oslo Fjord together with *Blue Marlin*, *Santa*, *Figaro VI* and *Norsaga* (formerly *Trivia*), owned by the American ambassador in Norway, Charles "Rick" Bay, who was one of the regattas promoters.
- 1956 - 1979** Sam Ugelstad - new name: *Lakme VI* - engine installed < **1973**.  
In **1956**, due to Bay's death, the races lost their importance and the Twelve fleet was lost; *Lakmé VI* was the only Twelve still active.
- 1980 - 1999** Chr. Lars & Tor J. Dahl - new name: *Vema III*.  
She was used for charter.
- < **1999** Einar Nagell Ericksen and Tor-Jorgen Dahl. Total refit at Walsteds yard in Danemark with a new deck, partial replanking, oak keel and bolts replacement. The interior was partially kept as original (a new cabin was included to starboard thanks to the rearrangement of the galley; new hydraulic self-tailing winches were installed. New sails with modern cuts.

**World Championships Results:**

**2001** in Cowes (America's Cup Jubilee): fourteenth in the Classic division

Design	Olin J. Stephens - project n° 279	
Builder	Henry B. Nevins, Inc.	
Year	1939 May	
LOA	(m.)	21.18
LWL	(m.)	13.71
Beam	(m.)	3.66
Draught	(m.)	2.67
Displacement	(t.)	28.44
Sail area	(sq. m.)	179
Construction	Wood double planking	
Engine		
First owner	Harold S. Vanderbilt	
First name	<b>Vim</b>	
First country	USA	
Home port	Newport	
First sail number	US 15	
Other names		
Current location	Porto Santo Stefano (Italy)	
Condition	Sailing	
Current sail number	US 15	



**Owners/history:** Built according to the **International Third Rule**.

#### 1939 - 1951

Harold S. Vanderbilt - name: **Vim** - home port: Newport, RI (USA).

**Vim** lead keel was laid on January 20th, 1939 and she was launched at Henry B. Nevins boatyard in New York on April 29th. Specially ordered by H Vanderbilt to enter the famous 12 Metre races organised in British waters, **Vim** was Olin Stephens design n° 279, and very advanced for the period, based on the results of extensive tank tests and inspired by the previous design of the 6-metre **Goose**. Olin Stephens said "that she was a real refinement on what I had done before". She is an "outsized". Twelve as the latest British ones (*Trivia*, *Evaine* and the 1939 built *Tomahawk*, *Flica II*, *Ornsay* and *Jenetta*) but with a more aggressive keel and fuller shape in the bow. Although she respected the minimum weight allowed by the class Rule, her mast was of duralumin in order to be stronger and stiffer than a mast of similar weight in other materials. She had the first two speeds coffee grinders to be mounted on a Twelve; the cockpit was smaller than usual and watertight. She had also one of the first or the first trim tab described as "a special device on her rudder - a special adaptation from aeroplane practice - by means of which the after edge of the rudder can be controlled from the cockpit independently of the rudder itself". This device was controlled by a hand wheel and internal worm gear which was located at the rudder head. This gear rotated a shaft inside the hollow rudder stock which in turn moved a small tiller arm and ultimately the tab itself. Travel was fourteen degrees to port and the same to starboard. Below deck, she was very simple with one small cabin with two full berths and two berths running part under the quarters. Forward of that a large space was arranged for sail stowage and handling; this kept weight amidships and did not interfere with the galley and fo'c'sle right forward.

There was a warm welcome and great attention paid to Mr. Vanderbilt and **Vim** arrival in UK just after her launch in New York. Success came immediately: "In the first two races, to put matters quite bluntly, **Vim** has practically left her rivals standing" and again (Heckstall-Smith in *Yachting World* June 23rd, 1939) "each perhaps in a small degree, the advantages of improved design through the tank tests, of improved rig through her metal mast and lesser windage of gear aloft, of greater power in her deck winches, of superior cut of canvas, particularly her jib and spinnaker - all these details tell in **Vim's** favour. But added to these factors tending towards her success for which her designer, Olin Stephens, deserves the credit. I, myself have seen and admired the skill of her owner, Mr. Vanderbilt, at his wheel and the excellence of the **Vim's** crew, the trimming of her sheets, the accuracy of her manoeuvres, together with steering the courses and coping with strong tides without the help of any local pilot. The combination of all these details has contributed towards the victories of the **Vim**, although possibly in any single one of them the superiority may amount to nothing of very marked importance". At the end of the season **Vim** won 19 races out of 28. She sailed seven races in the shallow East Coast tidal waters and won five; she then proceeded to the deep waters "down west", where she again sailed seven races and won six; then she came to the tidal waters of the Solent, where she sailed fourteen races and won eight. "...her success was phenomenal, and the popularity of her owner and his crew added to the enjoyment of the season at all ports." In 1940 and 1949 she won the King's Cup (NYCC) and in 1940 the Astor Cup and Larchmont Race Week.

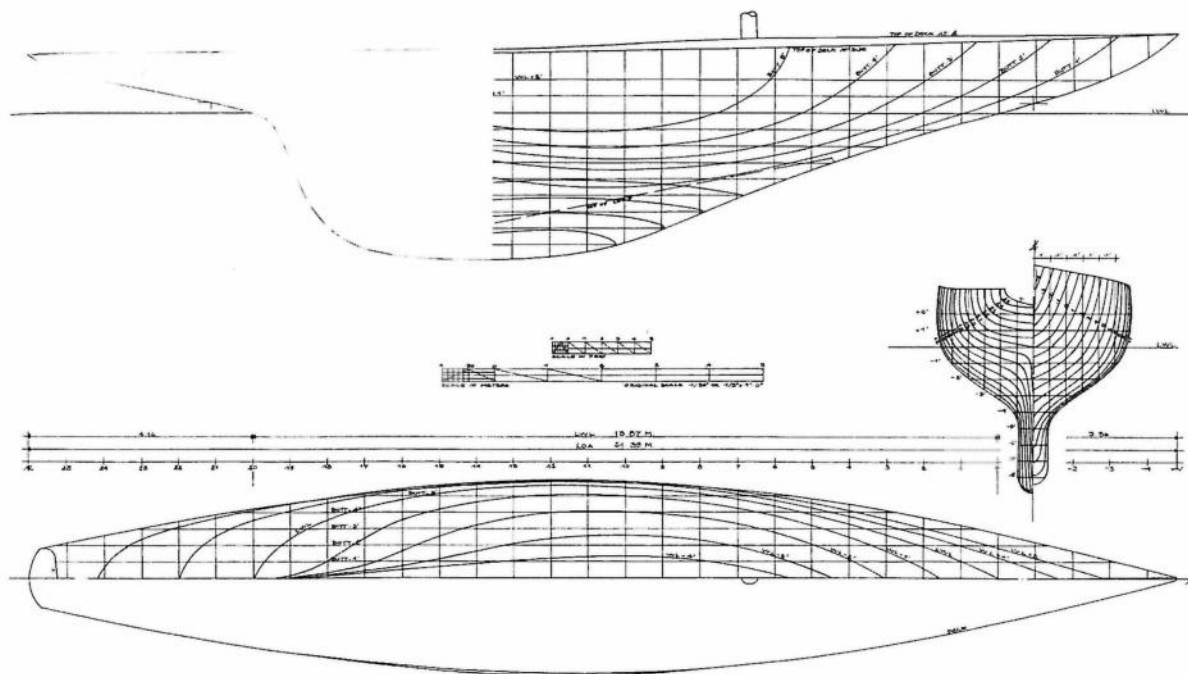
#### 1951 - 1964

John N. Matthews - home port: Oyster Bay, NY (USA). Altered in Auxiliary yacht.

The owner entered the selection races for the 1958 America's Cup and in 1957 Olin Stephens was required to return **Vim** to the original version. The engine was removed together with some other heavy fittings; the hull was replanked; new sails in dacron and a new rig was tuned up. **Vim's** photo was on the cover of the August 4, 1958 *Life* Magazine which was devoted to the America's Cup. Her design is also used as the basis for the new S&S Twelve, *Columbia*. She had a great crew, headed by Bus Mosbacher and Dick Matthews (son of the owner) as co-helmsman, the other son Donald, Brad Noyes, Dick Bertram and Ted Hood, who was in charge of experimenting new sail fabrics, were crew members. **Vim** was very successful and, at the end of the trial races, she was the best of all the other contenders apart from *Columbia* who was slightly faster to windward in fresh winds. The final series was yacht racing at its closest with **Vim** probably better sailed; *Columbia* won the fifth race by twelve seconds and was chosen as the defender of the 1958 Cup. In 1952 she won the Astor Cup (NYCC) and in 1955 the Queen's Cup (1955). In 1959, she was given to the Roman Catholic charity and chartered for four years by Sir Frank Packer's Australian syndicate. *Gretel*, the 1962 America's Cup Australian challenger, was inspired to Alan Payne by **Vim's** design and performances and **Vim** was used as trial-horse for the tuning up of *Gretel*.



- 1965 - 1972 Sir Frank Packer - home port: Sidney (Australia).  
*Vim* was trial-horse for *Dame Pattie* in 1967 and for *Gretel II* in 1970.
- 1973 Yenchap Estates Pty Ltd.
- 1973 - 1976 Dr. Tony Fisher - home port: Tarent Point (NSW, Australia).
- 1977 Disappeared off Lloyd's Register. *Vim* remained in Australia.
- < 1980-1985 Leo Berliner. The transom is removed.
- 1985 - 1990 Paul and Yvonne Maule. *Vim* was rebuilt at Ken Beashel' Boat Yard and the original stem was found and replaced as were several other parts of the original fittings as the coffee grinders. The original rigging was also reinstated with running backstays. After two years of work, *Vim* was relaunched and used for charter.
- Since 1990 Alberto Rusconi - home port: La Spezia, Genova and Porto Santo Stefano (Italy).  
*Vim* underwent to a first partial refit. She entered in the class races in the Mediterranean but, mainly due to not having a valid crew, she did not achieve good results. She competed again against *Tomahawk*, owned by Mr. Rusconi. In 1999 at Cantiere Navale dell'Argentario an important refit was carried on with a new deck, partial replanking and a new engine. She is for sale.



Design	Charles E. Nicholson	
Builder	Camper & Nicholson - constr. n° 414	
Year	1934 May	
LOA	(m.)	21.13
LWL	(m.)	13.49
Beam	(m.)	3.73
Draught	(m.)	2.67
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Wood on steel frames	
Engine		
First owner	Arthur C. Connell	
First name	<i>Westra</i>	
First country	Great Britain	
Home port	Portsmouth (Great Britain)	
First sail number	K 4	
Other names		
Current location		
Condition	damaged by air raid and broken up	
Current sail number		

**Owners/history:** Built according to the **International Third Rule**.

**1934 - 1941**

Arthur C. Connell - name: *Westra* - home port: Portsmouth (Great Britain).

Mr. Connell, partner of an old established Clyde shipbuilding company, was a very experienced sailing man and a well known "Twelve owner" having already owned *Zinita* and *Zoraida*. He was also the construction and future owner of *Ornsay*. *Westra* was his first Charles E. Nicholson designed Twelve after the many disappointments and complaints with *Zoraida*, and she was the first Camper & Nicholson Twelve built according to the Third Rule "...She is a powerful-looking boat; her bow is quite round on the water line, so that the actual stem piece is like the letter U. Her area of sail seems small. She looks a more chubby and less elongated boat than *Flica*." (Yachting World, July 20, 1934). She was the winning yacht in 1934 when she won 15 firsts, 10 seconds and 2 thirds out of 35 entries. In 1935, she was second to *Marina* with 37 Strats, 12 firsts, 9 seconds and 5 thirds. In 1936, she was second again with 33 starts, 11 firsts, 13 seconds and 1 third. She won the class in "Régates Internationales du Havre". In 1937, she was fourth with 30 entries, 7 firsts, 6 seconds and 3 thirds. In the following years *Westra* did not race, her owner having his new Twelve, *Ornsay*. On December 1941 during the second World War, together with *Ornsay*, in air raid while stored at the Camper & Nicholson yard at Gosport *Westra* was damaged and had to be broken-up.

Design	Charles E. Nicholson	
Builder	Camper & Nicholson - constr. n° 451	
Year	1937	
LOA	(m.)	21.36
LWL	(m.)	13.93
Beam	(m.)	3.55
Draught	(m.)	2.71
Displacement	(t.)	
Sail area	(sq. m.)	179 - 176 (1969)
Construction	Wood on steel frames	
Engine		
First owner	Maurice Solvay	
First name	<b>Wings</b>	
First country	Belgium	
Home port		
First sail number	K 15	
Other names	(1971)	<b>Mohita II</b>
	(1994)	<b>Aile</b>
Current location	Tetbury (Gloucestershire, Great Britain)	
Condition	Sailing	
Current sail number	K 15	



**Owners/history:** Built according to the **International Third Rule**.

- 1937 - 1960** Maurice Solvay - name: *Wings*. Rig: Auxiliary bermudan sloop. Every year after **1951** maintenance work was carried by Cantieri Baglietto, Varazze (Italy).
- 1960 - 1961** Estate of Maurice Solvay.
- 1961 - 1962** T. W. Duprée.
- 1962** Duke Edoardo Visconti di Modrone - home port: Cannes (France).
- 1962 - 1964** Millstone Cruising Co. Ltd. - home port: Cannes (France).
- 1965 - 1970** Georges Teychené - home port: Bandol and Marseille (France). Rig altered in Auxiliary yawl in **1969**. Re-powered in **1969**.
- 1970 - 1979** Jean Goutail - new name *Mohita II* - home port: Marseille (France).
- 1980 - 2000** Mr. Turlan - new name: *Aile* (some time around **1994**). Rig altered in Auxiliary ketch.
- Since 2001** John Lister - home port: Tetbury, Gloucestershire (Great Britain). Under the control of the French architecte Guy Ribadeau-Dumas a refit program has started in **2002** with a new deck, new engine and new interiors.

**World Championships Results:**

**2001** in Cowes (America's Cup Jubilee): seventh in the Classic division

## YATSET

Design	J. Burell	
Builder	P. Arasa (Barcelona)	
Year	1933	
LOA	(m.)	
LWL	(m.)	13.45
Beam	(m.)	3.96
Draught	(m.)	2.17
Displacement	(t.)	
Sail area	(sq. m.)	159
Construction	Wood	
Engine		
First owner	Fernando Fuster Fabra	
First name	Yatset	
First country	Spain	
Home port	Barcelona (Spain)	
First sail number		
Other names		
Current location	Unknown	
Condition		
Current sail number		

**Owners/history:** Built according to the **International Third Rule**.

**1933 - 1936** Fernando Fuster-Fabra - name: **Yatset** - home port: Barcelona (Spain).

**1937 - 1948** Sindicato Unico Maritimo.

**1949** Disappeared from the Lloyd's Register.

Although the following news do not have any official confirmation, it is reported the following:

The family Fuster-Fabra is very well known and a wealthy one of engineers and elevator constructors with the company Fuster- Schneider (today absorbed by Otis). They were sailing aficionados and members of Real Club Nautico de Barcelona. Although registered as **Yatset**, in the family the boat was named as **Nancy**, the owners daughter. It is said that Salvador Daly and other well known personalities have been on board.

Design		W. & R.B. Fife
Builder		W Fife & Son - constr. n° 800
Year		1933 April
LOA	(m.)	20.42
LWL	(m.)	14.07
Beam	(m.)	3.53
Draught	(m.)	2.74
Displacement	(t.)	
Sail area	(sq. m.)	187
Construction		Wood with teak keel, radder, stem and post
Engine		
First owner		G.F. Carrington
First name		Zelita
First country		Great Britain
Home port		Greenock (Great Britain)
First sail number		K 9
Other names		
Current location		Unknown
Condition		Broken up?
Current sail number		



**Owners/history:** Built according to the **International Third Rule**.

- 1933** Arthur C. Connell - name: *Zelita* - home port: Greenock (Great Britain). Rig: bermudan sloop. Mr. Connell (partner of an old established Clyde shipbuilding company) had already owned *Zinita* and *Zoraida* and later owned *Westra* and *Ornsay*. The **1933** season started up on the Clyde and *Zelita* debut was discouraging as she was always behind *Veronica* and *Iyruna*. She was dismasted during the last race. Before sailing for the South she underwent some structural alterations and stepped a new mast; no better results were achieved in the Cowes Week but her tune up progressed and she performed much better in the last races of the year. At the end of the season, she was fifth with 29 starts and 3 firsts, 8 seconds and 6 thirds. At the end of the year *Zelita* was for sale.
- 1934 - 1939** G.F. Carrington.  
Under the new ownership, in **1934** *Zelita* did not perform better with a fifth placement. Out of 27 starts she had 1 first, 4 seconds and 3 thirds. No better results in **1935** with again a fifth placement with 1 first out of 24 starts.
- < 1946-1955** G.S. Payne - engine installed in **1949** - RORC rating: 50 89.
- 1956 - 1960** No name or port given.
- 1961 - 1964** Lemar S.A. - home port: Barcelona (Spain) and Panama - re-powered **< 1961**.  
According to Real Club Nautico de Barcelona the yacht was owned by Miguel Hostench and a photo on the 125th Year Book of the Club shows *Zelita* sailing in the Mediterranean.
- 1965** Disappeared from the Lloyd's Register.
- Since 1966** Owner unknown - the yacht was transferred to the San Remo (Italy) Porto Vecchio where she remained for years moored, apparently abandoned and progressively deteriorating. At the beginning of the Eighties (?) she was transferred in the new San Remo Marina (Porto Sole) and sized by the Customs Authority, it is said for a spying story involving the Italian Navy; damaged in her stern, she was taken off the water and put on the quay, very closed to be considered a wreck; she has been demolished in the middle of the Eighties.

## PROJECT 434

Design		Johan Anker project n° 434 - 1939
Builder		Robbe & Berking Classics GMBH & Co.
Year		2010 - 2013
LOA	(m.)	21.65
LWL	(m.)	16.40
Beam	(m.)	3.60
Draught	(m.)	2.64
Displacement	(t.)	
Sail area	(sq. m.)	174
Construction		Wood composite
Engine		
First owner		Erik Tingleff Larson
First name		
First country		
Home port		
First sail number		
Other names		
Current location		
Condition		
Current sail number		

**Owners/history:** Project by Johan Anker designed according to the **International Third Rule**.

She will be built by Robbe & Berking Classics GMBH & Co. yard starting in **2010**.  
This project is the first Twelve Metre built after **1987**.

Design	Charles E. Nicholson	
Builder	Camper & Nicholson Ld. - constr. n° 438	
Year	1936 June	
LOA	(m.)	19.30
LWL	(m.)	13.71
Beam	(m.)	3.78
Draught	(m.)	2.77
Displacement	(t.)	
Sail area	(sq. m.)	149 - 146 (1963)
Construction	Wood with any third frame in steel	
Engine		
First owner	Isaac Bell	
First name	<b>Bloodhound</b>	
First country	Great Britain	
Home port	Poole	
First sail number	K 101 (RORC Sail Number)	
Other names		
Current location	Poole Harbour	
Condition	Sailing	
Current sail number		



**Owners/history:** One of the Nicholson ocean racers built to the **International Third Rule** but never classed, measured or raced as a 12m R.

- 1936 - 1939** Isaac Bell - name: *Bloodhound* - home port: Poole - rig: bermudan yawl. She is the second of the three ocean racers (the others being *Foxhound* and *Stiarna*) designed by Nicholson to conform to the Ocean Racing Rule and to the Twelve Metre Class of the International Rule. They are built from the same hull design. The owner is a wealthy american citizen leaving in Great Britain, already owner of *Foxhound*. Just after her sale, Bell commissioned a new boat to Nicholson from the same design although with some slight differences in the deck and interior plans. The yawl rig has been designed by Olin Stephens in an unique collaboration with Nicholson, remained largely unaknowledged. In the **1936** season she wins the Morgan Cup, the Channel Race and she is second in the Benodet Race. In **1939** she wins again the Channel Race and the Fastnet.
- 1939 - 1947** Patrick G. Egan & Lt. Cdr. G.C. Hans Hamilton - home port: Southampton - RORC rating (**1937**): 43 92 - during the war the yacht was kept laid up at Gosport; at the end of hostilities, she was back racing winning two firsts, one second and one third during the Cowes Week.
- 1948 - 1962** M.D.N. Wyatt (Admiral of the RORC) - engine installed in **1956** - in **1949** she wins again the Fastnet and the North Sea Race and she is second in the Morgan Cup. In **1952** she is second in the Bermuda Race. In **1956**, during the Channel Race, she was caught by the notorious hurricane; While leading the fleet on the return leg, the suddenly rising winds blew sail after sail out; Wyatt, his daughter and the crew had to abandon the boat due to engine failure; she was found the following day, damaged but afloat, and towed back to port.
- 1962 - 1969** The Queen and Prince Philip Duke of Edinburgh - home port: Cowes - RORC rating: 40 79 - re-powered in **1962** and **1968** - Prince Philip was looking for a larger yacht than his Dragon Bluebottle to accomodate his family. Two boats were chosen: *Bloodhound* and *Latifa*. The first was chosen because less expensive and possessed tiller steering, which was one of Prince Philip specific request. Rig and interior layout plans were modified by John Illingworth: he cut the rig down slightly and replaced the wooden masts with aluminum ones. The interiors were modified to accomodate the Royal family and to encourage the clubs to employ her for youth training when the prince was not aboard. *Bloodhound* covered more than 45.000 miles during the eight years of the Royal ownership.
- 1970 - 1977** R. Coureau.
- 1978** Disappeared from the Lloyd's Register.
- 1978 - 2002** Robert Cook - home port: Southampton (Great Britain) and Cannes (France). She entered in the Mediterranean Classic yachts circuit and she appeared at the America's Cup Jubilee in **2001** at Cowes.
- 2002 - 2009** Tony McGrail, a Poole-based surveyor and yacht builder - home port: Poole. The yacht underwent a complete restoration with the replacement of 60 steel frames, refastening the planks and splining the underwater ones; the topside planking has been replaced with Honduras mahogany; a new teak deck laid on plywood. In **2005** the yacht is for sale at £ 1,7.
- Since 2009** The Royal Yacht Britannia Trust - home port: Edinburgh (Great Britain). She has been bought and she will join the Royal Yacht *Britannia* in exhibit in Edimburgh.

## CALEDONIA

Design		David Boyd
Builder		Not built
Year		
LOA	(m.)	22.10
LWL	(m.)	14.02
Beam	(m.)	3.60
Draught	(m.)	2.43
Displacement	(t.)	25.25
Sail area	(sq. m.)	167
Construction		
Engine		
First owner		
First name		
First country		
Home port		
First sail number		No sail number
Other names		
Current location		
Condition		
Current sail number		

**Owners/history:** Designed according to the **International Third Rule**.

Never built.

*Caledonia* has been simply an exercise of David Boyd asked by Uffa Fox. Boyd came from the success of the 6 Metre Circe, winner of the Seawanhaka Cup in the USA and brought back to Great Britain after three straight races. Uffa Fox requested Boyd to draft the lines and sail plan of a 12 Metre to be published on his new book, "Thoughts on yacht and yachting" and he called the project *Caledonia* because she hails from Scotland, where Boyd comes from.



Design		Christian Jensen
Builder		Soon Slip og Baat A/S
Year		1938
LOA	(m.)	18.26
LWL	(m.)	12.72
Beam	(m.)	3.63
Draught	(m.)	
Displacement	(t.)	24
Sail area	(sq. m.)	159
Construction		Wood on steel frame
Engine		
First owner		Einmar Stange
First name		<i>Eileen</i>
First country		Norway
Home port		Oslo (Norway)
First sail number		E 21
Other names		
Current location		Unknown
Condition		Unknown
Current sail number		E 21

**Owners/history:** Built according to the **International Third Rule**.

- 1938 - 1948** Einmar Stange - name: *Eileen* - home port: Oslo (Norway).  
Built as a C/R Twelve according to the Scandinavian tradition to assign to this class the yachts built in conformity to the International Rule but not for racing; the Twelve C/R yachts were still identified by an "E" on the main sail. *Eileen* is known as *Eileen 2* because there was a much older *Eileen* (1907).
- 1949 - 1958** Niels Onstad.
- 1958 - 1969** Niels Onstad ?  
She is said being owned by Sonja Hennie, the famous skating olympic athlete and actress.
- 1970 - 1985** Unknown owners - at Mrs Hennie death the yacht is sold in Sweden and altered in ketch.
- 1985 - 1993** Erling Storm - home port: Oslo (Norway). She is used for charter after a restoration work.
- 1993 - 1999** Paul van der Bijl - home port: Cogolin (France).  
*Eileen* undergoes restoration under the supervision of architecte Cees van Tongeren of the Van de Stadt firm. She is brought back to the original design of a C/R Twelve with some innovations in the interior and in the rigging.
- 2000 - 2006** Rick Langlaan - home port: Saint Tropez (France).  
Around **2006** a fire broke up and devastated the interiors.
- Since 2006** Marie and Jerome Borie - home port Marseille (France). *Eileen* has been restored with the interiors refitted more for racing than cruising.

## FOXHOUND

Design	Charles E. Nicholson	
Builder	Camper & Nicholson - constr. n° 424	
Year	1935 June	
LOA	(m.)	19.26
LWL	(m.)	13.71
Beam	(m.)	3.78
Draught	(m.)	2.77
Displacement	(t.)	
Sail area	(sq. m.)	154
Construction	Wood on steel frames	
Engine		
First owner	Isaac Bell	
First name	<i>Foxhound</i>	
First country	Great Britain	
Home port	Poole (Great Britain)	
First sail number	K 126 (RORC Sail number)	
Other names	(1952)	<i>Foxhound of Lepe</i>
Current location	Lisbon (Portugal)	
Condition	Sailing in need of restoration	
Current sail number		

**Owners/history:** One of the Nicholson ocean racers built to the **International Third Rule** but never classed, measured or raced as a 12m R.

- 1935** Isaac Bell - name: *Foxhound* - home port: Poole and Southampton (Great Britain). Rig: bermudan cutter. *Foxhound* is the first of the three ocean racers (the others being *Bloodhound* and *Stiarna*) designed conform to the ocean racing rule and to the Twelve Metre Class of the International Rule. The three are built from the same hull design. In fact, *Foxhound* is a losing yacht in light airs compared to a Twleve but is a winning yacht in blue water sailing. Her first season confirmed this success (first in the Morgan Cup Race to Cherbourg and back, second in the Bell Isle Race, third in the Dinard Race and fourth in the Fastnet) and the owner, a wealthy american citizen leaving in England, could not refuse the offer received from Compte de Gasquet.
- 1936 - 1949** Compte Georges de Gasquet-James - home port: Dinard and Nantes (France).
- 1950 - 1951** D.H.E. McCowen - home port: Southampton (Great Britain).
- 1951 - 1954** Mrs. Rachell Pitt-Rivers - new name (1952): *Foxhound of Lepe* - home port: Cowes and Southampton (Great Britain). Engine installed in 1951. RORC rating: 42 18.
- 1954 - 1968** Ernesto Vieira de Mendonça - home port: Lisbon (Portugal) - back from the 1954 Bermuda Race, the yacht underwent an extensive refit with the change of the fore and aft structure from stainless to stainless steel; the mast was changed with a new aluminum one; the rig was a 7/8 sloop with double spread; the engine was changed - in 1968 Sparkman & Stephens studied an improvement of this rig increasing the the fore triangle in order to have a better rating.
- Since 1969** Antonio Xara-Brasil Nogueira - new name: *Foxhound* - home port: Lisbon (Portugal) - in 1973 she raced the Fastnet for her second time with a rating of 44.8 without age allowance, winning the "Iolaire Trophy" and leading the fleet of seventeen boats; she is currently sailing and racing in the main Portuguese races (Wintermantel, Salazar Trophy Berlangas Race - an offshore race with *Foxhound* having kept for twenty years the record of the best corrected time - D. Carlos I Cup, Infante D. Henrique Cup D. Pedro V, Nicolas Franco, Walter Bush) with more than 50 first places on 200 entries. In 2008 a new doghouse has been built.
- 1970** Disappeared from the Lloyd's Register.

Design		Skalurens Skybsbygg
Builder		Skalurens Skybsbygg
Year		1935 June
LOA	(m.)	17.00
LWL	(m.)	12.19
Beam	(m.)	3.84
Draught	(m.)	2.44
Displacement	(t.)	
Sail area	(sq. m.)	127
Construction		Wood double-ender
Engine		
First owner		C.K. Wiese
First name		Guri
First country		Norway
Home port		Bergen (Norway)
First sail number		N 2
Other names		
Current location		Oslo (Norway)
Condition		Sailing
Current sail number		

**Owners/history:** Built according to the **International Third Rule**. She is a double ender (spissgatter).

In **1912** a special committee appointed by KNS (Royal Norwegian Yacht Club) - whose members were Johan Anker, Christian Jensen and Halvdan Hansen - decided to rate *Raak* and *Ull II* according to the International First Rule and a « E » number in their sail was given. After WW I a similar decision was taken for *Mars* (now *Skojern*) and *Liv* (now *Lady*). *Guri* fall down in the same rule although launched in **1938**.

- 1938 - 1950** C.K. Wiese - name: *Guri* - home port: Bergen (Norway)- rig: bermudan yawl.
- 1951 - 1960** Odd Nielsen - home port: Oslo (Norway). In **1952** petrol 4 cyl. Morris engine was installed - R.O.R.C. rating: 35'55ft (1952), 32'73ft (1954).
- 1961 - ?** Sten Tornquist.
- 1963** Disappeared from the Lloyd's Register.
- ? - present** Hegnar Trygve.

## KAHURANGI

Design		Arthur C. Robb
Builder		P. Vos Ltd. (Auckland - New Zealand)
Year		1952
LOA	(m.)	18.90
IWL	(m.)	12.68
Beam	(m.)	3.78
Draught	(m.)	2.50
Displacement	(t.)	
Sail area	(sq. m.)	135
Construction		Triple planked Kauri
Engine		
First owner		Lawrence D. Nathan
First name		<b>Kahurangi</b>
First country		New Zealand
Home port		Auckland (New Zealand)
First sail number		
Other names		
Current location		Chartering in Turkey
Condition		Sailing
Current sail number		

**Owners/history:** Built according to the **International Third Rule**.

**1952 - 1962** Lawrence D. Nathan - name Kahurangi - home port: Auckland (New Zealand).

**1963 - 1966** Lawrence D. Nathan, W.D. Bremner and L. Scott Colville.

**1966** Disappeared from the Lloyd's Register.

Design		Eugene Cornu
Builder		Frankrike
Year		1954
LOA	(m.)	18.40
IWL	(m.)	
Beam	(m.)	3.85
Draught	(m.)	2.60
Displacement	(t.)	26
Sail area	(sq. m.)	180
Construction		
Engine		
First owner		
First name		Hallaly
First country		
Home port		
First sail number		N 2
Other names		
Current location		Oslo (Norway)
Condition		Sailing
Current sail number		

**Owners/history:** Built according to the **International Third Rule**.

(Never classed ?)

Since about **1992** Lars Tingstad.

## NAAGH

Design		André Mauric
Builder		Chantier Navale l'Esterel
Year		1951
LOA	(m.)	20.42
LWL	(m.)	14.96
Beam	(m.)	4.20
Draught	(m.)	2.59
Displacement	(t.)	
Sail area	(sq. m.)	166
Construction		
Engine		
First owner		René Combastet
First name		<i>Naagh</i>
First country		France
Home port		Saint Tropez and Cannes (France)
First sail number		
Other names		
Current location		Unknown
Condition		Unknown
Current sail number		

**Owners/history:** Built according to the **International Third Rule** but never classed as a 12m R.

**1951 - 1961** René Combastet - name: *Naagh* - home port: Saint Tropez and Cannes (France).

**1962 - 1963** Henri Villand - home port: Toulon (France).

**1969** Off Record

Design		Charles E. Nicholson
Builder		Camper & Nicholson - conjstr. n° 445
Year		1937
LOA	(m.)	19.30
LWL	(m.)	13.51
Beam	(m.)	3.78
Draught	(m.)	2.77
Displacement	(t.)	
Sail area	(sq. m.)	156 - 151 (1958)
Construction		Wood with the third frame in steel
Engine		
First owner		Liet. J.F.B. Cage
First name		<b>Stiarna</b>
First country		Great Britain
Home port		Portsmouth
First sail number		K 218 (RORC Sail Number)
Other names		
Current location		
Condition		Sunk
Current sail number		

**Owners/history:** One of the Nicholson ocean racers built to the **International Third Rule** but never classed, measured or raced as a 12m R.

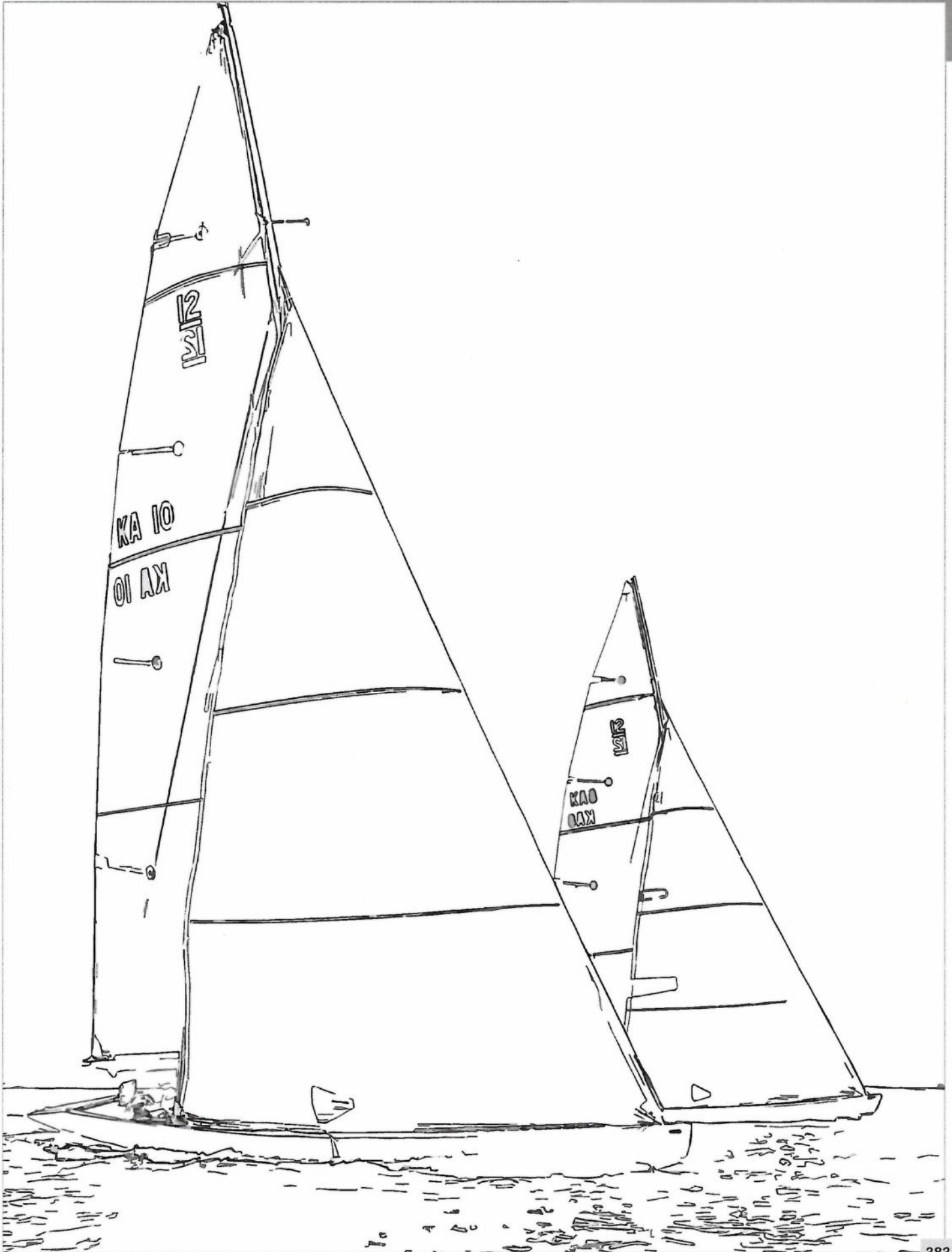
- 1937 - 1947** J.F.B. Gage - name: *Stiarna* - home port: Portsmouth - rig: bermudan Cutter - RORC rating: 45 28. She is the third of the three ocean racers (the others being *Foxhound* and *Bloodhound* designed by Nicholson to conform to the ocean racing rule and to the Twelve Metre Class of the International Rule. They are built from the same hull design although with some slight differences in the deck and interior plans. with *Stiarna* being the only one having an auxiliary engine installed since the beginning. *Stiarna* is built by C&N as a speculative construction but finds her owner, Mr. Cage, before launch. She was never campaigned with the same vigour as her two predecessors, notwithstanding she is second in the **1937** Fastnet; during **1938** she is not sailed in UK but she wins the second price in the Dover-Christiansand Race.
- 1948 - 1950** Cecil E. Donne.
- 1951 - 1957** C. Peto Bennett - RORC rating: 42 17.
- 1958 - 1960** E. Vintiadis - home port: Pireo and Genoa - RORC rating: 40 34 - re-powered in **1958**.
- 1961 - 1963** Lord Shawcross - home port: Falmouth - RORC rating: 41 09.
- 1963 - 1976** A.H. David Rowse - home port: Hamble - re-powered in **1964**.
- 1977 - 1980** Broadsword Ltd. - home port: Palma di Maiorca.
- c 1998** Alain Hanover - home port: Boston, MA (USA).  
Sunk due to fire while being towed from Trinidad to Grenada, destination New England for extensive refit works.





# THIRD RULE AMERICA'S CUP

3



# ADVANCE

Design		Alan Payne
Builder		Aquacraft & Co. Ltd, Sidney
Year		1983 April
LOA	(m.)	19.57
LWL	(m.)	14.05
Beam	(m.)	3.73
Draught	(m.)	2.74
Displacement	(t.)	26.6
Sail area	(sq. m.)	164
Construction		Aluminum alloy
Engine		
First owner		RSYS Challenge (Sydney Fisher)
First name		<b>Advance</b>
First country		Australia
Home port		Sidney (Australia)
First sail number		KA 7
Other names		
Current location		
Condition		Destroyed
Current sail number		



**Owners/history:** Built according to the **International Third Rule America's Cup**.

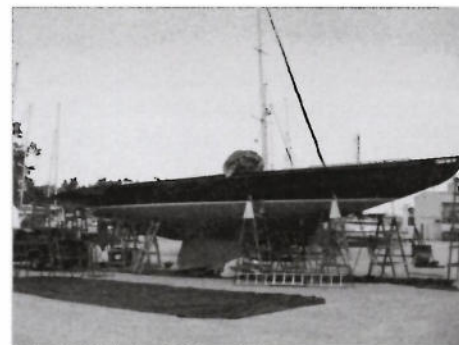
- 1983 - 1984** Royal Sidney Yacht Squadron Challenge (Sydney Fisher) - name: **Advance** - home port: Sydney (Australia). Launched in April **1983**. She has participated in the Challenger Trials in Newport in **1983**, skipper Iain Murray. Her design has been drafted without tank tests but using models operated by remote control with a length of almost five meters compared with a similar model of **Freedom**; if the models were expensive, he saved on tank and analysis costs; Payne aim was to design a boat for very light winds; the result was disappointing **Advance** being not in condition to race in other wind conditions. It was supposed to be destroyed in **1984** but just before she was cut up, she was purchased by Kirk Reynolds.
- 1984 - 1994** Kirk Reynolds - home port: Skaneateles, NY (USA). For a while the yacht was sailed with a main having the US 22 sail number.
- 1995 - 1999** ? - home port: Mystic Cove, CT (USA).
- 2000 - 2006** January Leo Chenard - home port: Muskegon, MI (USA).
- 2006** November destroyed by Torresen Marine.

# AMERICA II - US 42 (LEGO)

THIRD RULE AC

3

Design	M. William Langan - Sparkman & Stephens
Builder	Williams & Manchester Shipyard
Year	1984
LOA	(m.) 20.75
LWL	(m.)
Beam	(m.) 3.65
Draught	(m.) 2.44
Displacement	(t.)
Sail area	(sq. m.)
Construction	Aluminum alloy
Engine	
First owner	America II Syndicate
First name	<b>America II</b>
First country	USA
Home port	Kings Point, NY (USA)
First sail number	US 42
Other names	<b>Geronimo</b>
Current location	Greenwich, CT (USA)
Condition	Sailing
Current sail number	US 42



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1984 - 1989** America II Syndicate, USMMA Foundation - name: **America II** - home port: Kings Point, NY (USA). Sold on 12 April **1989**. The nickname "Lego Boat" came about because the yacht (keels, rigs, rudders, bustles) could be set-up in different configurations as a 12 Metre. Yacht was used in the making of the movie "Wind" and in the TV series "No Boundaries".

**1989 - 2001** Philip Charles Freedman - home port: San Diego, CA (USA). In **1998** she has been chartered by Pelle Peterson to race the **1988** Worlds in Lulea (Sweden), the name used was **Geronimo**.

**2002 - 2006** Simon Handley - home port: Ladysmith, BC (Canada).

**Since 2007** 12m Yacht Development Foundation - home port: Greenwich, CT (USA).

**World Championships Results:**

**1986** in Perth: winner

**1988** in Lulea (Sweden), entered under the name of **Royal Blue**

## AMERICA II - US 44

Design		M. William Langan-Sparkman & Stephens
Builder		Williams & Manchester Shipyard
Year		1985
LOA	(m.)	17.70
LWL	(m.)	
Beam	(m.)	3.68
Draught	(m.)	2.74
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		Aluminum alloy
Engine		
First owner		America II Syndicate
First name		<i>America II</i>
First country		USA
Home port		Kings Point, NY (USA)
First sail number		US 44
Other names		
Current location		Maui, HI, USA
Condition		Sailing
Current sail number		US 44

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - 1988** America II Syndicate, USMMA Foundation - name: *America II* - home port: Kings Point, NY (USA). Sold 4 November 1988.

**Since 1988** American Challenge Sailing Inc. (Richard Elder) - home port: Honolulu, HI (USA).

# AMERICA II - US 46

Design	M. William Langan-Sparkman & Stephens
Builder	Williams & Manchester Shipyard
Year	1986 May 16
LOA	(m.) 20.14
LWL	(m.)
Beam	(m.) 3.70
Draught	(m.) 2.74
Displacement	(t.)
Sail area	(sq. m.)
Construction	Aluminum alloy with winged keel
Engine	
First owner	The America II Syndicate
First name	<i>America II</i>
First country	USA
Home port	Kings Point, NY (USA)
First sail number	US 46
Other names	(1988) <i>Nippon</i> (1993) <i>Fiddler</i>
Current location	New York, NY (USA)
Condition	Sailing
Current sail number	US 46



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1986 - 1989** America II Syndicate, USMMA Foundation - name: *America II* - home port: Kings Point, NY (USA). S&S project n° 2500. Built as a challenger candidate for America's Cup **1987** in Fremantle, skipper John Kolius. Sold 25 September **1989**. In **1988** she has been chartered by Gary Jobson in occasion of the Worlds in Lulea (Sweden), the name used was *Nippon*.
- 1989 - 1992** Lennard A. Gulson - home port: San Diego, CA (USA) and Nadi (Fiji).
- 1993 - 2004** US 46 LLC (Alfred B. Van Liew, II) - new name: *Fiddler* - home port: Newport, RI (USA). Engine installed **1994**. Winner of the Chandler Hovey Gold Bowl (NYYC) **1994** and **1997**. Winner of the Caritas Cup (NYYC) **1997**. Sailing and racing with success in the 12 Metre regattas.
- 2005** Scott MacLeod.
- Since 2006** Manhattan Sailing Club - home port: New York, NY (USA). Used for corporate charter.

**World Championships Results:**

- 1988 in Lulea (Sweden): entered under the name of *Nippon*.
- 2001 in Cowes (America's Cup Jubilee) under the name of *Fiddler*: seventh.
- 2009 in Newport: fourth.

# AMERICAN EAGLE

Design	A.E. "Bill" Luders, Jr.	
Builder	Luders Marine Construction Co. - n° 1043	
Year	1964 May	
LOA	(m.)	20.32 - 20.52 (1975)
LWL	(m.)	14.02
Beam	(m.)	3.81
Draught	(m.)	2.74
Displacement	(t.)	27.35
Sail area	(sq. m.)	178
Construction	Double-planked mahogany, white oak frames	
Engine		
First owner	Aurora Syndicate	
First name	<b>American Eagle</b>	
First country	USA	
Home port	New York, NY (USA)	
First sail number	US 21	
Other names	(1968)	<b>Golden Eagle</b>
	(1975)	<b>War Baby</b>
Current location	Newport, RI (USA)	
Condition	At the best	
Current sail number	US 21	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1964 - 1968** Aurora Syndicate (Pierre S. Dupont III) - **American Eagle** - home port: New York, NY (USA). The name is that of the sailing ship on which the first Dupont arrived in the USA. Built for the **1964** America's Cup campaign, her keel was quite innovative from conventional Twelve lines and her mast passed through a raised section in the deck (known as "Mount Luders") gaining an extra few inches in height. She ran off a 20-1 record in the June-July trials raced by *Columbia*, *Nefertiti*, *Easterner*, **American Eagle** and *Constellation*. **American Eagle**, helmsman William S. "Bill" Cox, won all the other boats, only to be overtaken by *Constellation* in selection series still renowned for a 42-tack duel on the final windward leg of the second race. In **1964** she won the Lipton Memorial Trophy (NYYC).
- 1968** Firwood Investment, Ltd. (Herbert P. Wahl) - new name: **Golden Eagle**. The new Canadian owner paid \$ 60,000 to the syndicate and commissioned to Luders new interior and deck layouts but when he wanted to bring the boat home, the Canadian customs taxed her for replacement value, not for the market value adding a total of \$ 155,000 for duty and other taxes, forcing the owner to sell her to Ted Turner.
- 1968 - 1973** Robert E. "Ted" Turner, III - new name: **American Eagle**. Trial-horse *Gretel II* for the **1970** America's Cup. Converted to IOR. Engine installed in **1968**. She enters the most challenging races in the world, winning the Southern Ocean Racing Circuit, the Annapolis-Newport Race, the Sidney Hobart Race and the Fastnet Race.
- 1974 - 1983** Warren A. Brown - new name: **War Baby** - homeport: Hamilton, Bermuda.
- 1983 - 1987** American Eagle Syndicate - homeport: Annapolis, MD (USA).
- Since 1987** American Eagle, Inc. (W. Herbert Marshall, II) - homeport: Barnstable, MA and Newport, RI (USA).

**World Championships Results:**

- 2001 in Cowes (America's Cup Jubilee): fifth in the Classic division
- 2005 in Newport: second in the Classic Traditional division
- 2009 in Newport: winner in the Classic Traditional division

Design	Miller & Valentijn	
Builder	Steve E. Ward & Brian Raley	
Year	1977 February	
LOA	(m.)	19.81
LWL	(m.)	13.71
Beam	(m.)	3.71
Draught	(m.)	2.74
Displacement	(t.)	24.85
Sail area	(sq. m.)	168
Construction	Aluminum alloy	
Engine		
First owner	America's Cup Challenge 77 Ltd.	
First name	<b>Australia</b>	
First country	Australia	
Home port	Yanchep (Australia)	
First sail number	KA 5	
Other names	(1980)	<b>Temeraire</b>
	(1985)	<b>Australia</b>
Current location	Airlie Beach, Queensland (Australia)	
Condition	Not sailing in need of restoration	
Current sail number	KA 5	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1977 - 1979** America's Cup Challenge '77 Ltd. - name: **Australia** - home port: Yanchep (Australia). Challenger for the 23rd America's Cup Match in **1977**. Her design is an evolution of **Southern Cross** and the yacht is built after exhaustive tests with five models in the test tank of the Dutch University of Delf - she has V-shaped midship sections, low freeboard and a large bustle; the ballast is placed very low and she dominates her trial-horse **Southern Cross** in all trims. She defeats **Gretel II** (KA 3), **France I** (F 1) and **Sverige** (S 3) in the Challenge Trials but she loses in the Match to **Courageous** (US 26) skippered by R.E. "Ted" Turner by a score of 4-0.
- 1979 - 1980** West Australian Syndicate '80, Ltd. - home port: Perth (Australia). Altered by Ben Kexcen **1979/80** with a new redesigned rigging, new sails, new rudder, new mast and modifications to the bustle and the bottom of the keel.
- 1980** America's Cup Challenge 80 Ltd. - home port: Yanchep (Australia). Challenger for the 24th Match in 1980, she defeats in the Challenge Trials **Sverige**, **Lionheart** and **France III**. but in the Match is defeated by **Freedom** (US 30) skippered by Dennis Conner by a score of 4-1.
- 1980 - 1983** Victory Syndicate - new name **Temeraire** - Trial-horse **Victory '82** and **'83**.
- < 1985 - 1992** Eastern Australia America's Cup Defence (Sy Fisher) - new name: **Australia** - home port: Sidney (Australia). Trial-horse **Steak 'n Kidney 1986**.
- 1993 Jan. - 2003** Syd Fischer - home port: Sidney (Australia).
- Since 2004** Philip Williamson - home port: Airlie Beach, Queensland (Australia). Yacht not sailing in need of restoration.

**America's Cup:**

**1977** - 23rd America's Cup Challenge: **Australia** (skipper: Noel Robbins) - **Courageous** (skipper: Ted Turner): 0-4

**1980** - 24th America's Cup Challenge: **Australia** (skipper: Sir James Hardy) - **Freedom** (skipper Dennis Conner): 1-4

**World Championships Results:**

**1982** in Newport: fourth

# AUSTRALIA II

Design		Ben Lexcen
Builder		Steve E. Ward & Co.
Year		1982 June
LOA	(m.)	19.22
LWL	(m.)	13.10
Beam	(m.)	3.65
Draught	(m.)	2.59
Displacement	(t.)	21.8
Sail area	(sq. m.)	171
Construction		Aluminum alloy
Engine		
First owner		America's Cup Challenge '83 Ltd.
First name		<b>Australia II</b>
First country		Australia
Home port		Perth (Australia)
First sail number		KA 6
Other names		
Current location		Perth (Australia)
Condition		Sailing, but exhibited in a museum
Current sail number		KA 6



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1982 - 1983** America's Cup Challenge '83 Ltd. (Alan Bond) - name: **Australia II** - home port: Perth (Australia). She was the Challenger for the 25th Match for the America's Cup in **1983**. Skipped by John Bertrand. Innovative winged keel design led to the first defeat of the New York Yacht Club in an America's Cup Match. In the longest Match to date, **Australia II** defeated **Liberty** (US 40) skippered by Dennis Conner by a score of 4-3. Lexcen aim was to design an innovative Twelve with reduced displacement and waterline length; the body would have been more fear without bustle or fence; with a reduced waterline the sail area could be maintained at the maximum; he also accepted a small penalty to have a beamy stern, close to the water, granting a long waterline when the yacht was heeled. All this found a limitation in the lack of stability. Thanks to long tank tests, the solution was found by taking the lead from the inside of the hull and hanking it at the bottom as a bulb. The related vortex problems were solved by hiring Withcomb winglets from the aeronautical industry: the lead ballast wings took shape as a new idea in the hull designs. The tune up of this solution enabled also to cut away the keel at the hull, therefore reducing the wetted surface, and to add more lead in the bottom. The final result was a Twelve having towards a traditional design a waterline length reduced of 51 cm., a greater beam of 25 cm., a reduced draft of 10 cm. and a lower displacement of six tons. It must be remembered the important contribution given to the project by a young Johan Valentijn. With reference to all the controversies and furor over the winged keel, it is important to remember Olin Stephens, emerging from the privacy of his retirement in Vermont, to pronounce the winged keel concept a genuine and legitimate breakthrough in 12-metre design. He offered his personal congratulations to Ben Lexcen for having solved with his winged keel one of the truly vexed questions of the modern yachting design, that is control of the energy-sapping tip vortex.
- 1984 - 1987** America's Cup Defence '87 Ltd. (Alan Bond). Trial-horse to **Australia III** and **Australia IV** in **1986**. She participated in the Twelve Metre World Championship in Fremantle in **1986** where she was second behind **Australia III**.
- < 1993 - 1995** National Museum of Australia, Canberra ACT.
- Since 1997** Western Australia Maritime Museum exhibit in Perth, WA (Australia). As an exception, **Australia II** has been relaunched just to enter in the **2001** America's Cup Jubilee in Cowes in August **2001**.

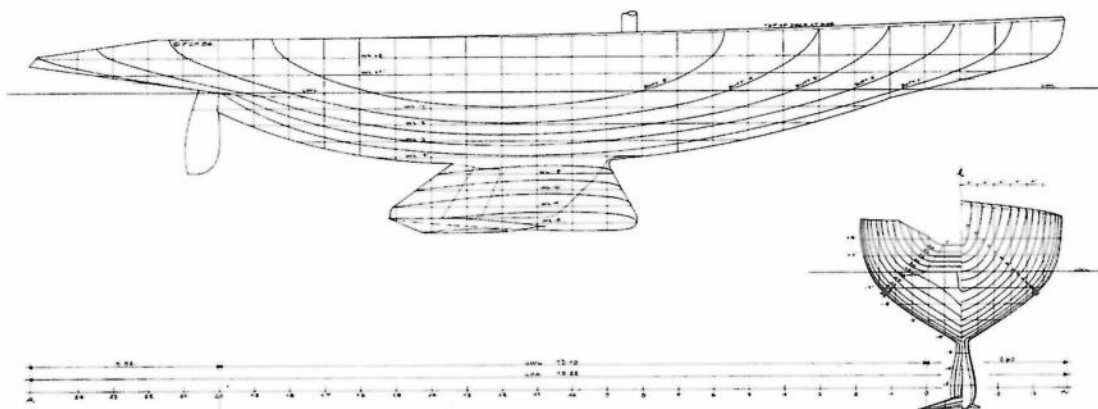
**America's Cup:**

**1983** 25th America's Cup Challenge: **Australia II** (skipper John Bertrand) - **Liberty** (skipper Dennis Conner): 4-3

**World Championships Results:**

**1986** in Perth: second

**2001** in Cowes (America's Cup Jubilee): third in the Grand Prix division





# AUSTRALIA III

Design	Ben Lexcen
Builder	Steve E. Ward & Co.
Year	1985 September 27
LOA	(m.)
LWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	Aluminum alloy
Engine	
First owner	America's Cup Defence '87 Ltd.
First name	<b>Australia III</b>
First country	Australia
Home port	Perth (Australia)
First sail number	KA 9
Other names	(1988) <b>Bengal 3</b>
Current location	Miri, Sarawak (Borneo)
Condition	Sailing
Current sail number	KA 9

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - 1992** America's Cup Defence '87, Ltd. (Alan Bond) - name: **Australia III** - homeport: Perth (Australia)  
 She is the first of the two boats designed by Ben Lexcen for the 26th America's Cup. She is sistership to **South Australia** as Alan Bond and Sir James Hardy had decided to share common experience for the Cup defense; she has a more freeboard and more volumes in her ends than **Australia II** which was designed specifically for the generally light airs and the relatevely smooth seas off Newport. In fact, she is a powerful boat and she wins (Colin Beashel skipper) easely the **1986** World Championship held in Fremantle. She is then outperformed by **Australia IV**, very different and much faster thanks to the experience acquired in the trials with **Australia II**. In **1988**, she has been chartered by Skip Lissiman to compete in the Class Worlds in Lulea (Sweden). The name used was **Bengal** and the sail number J 2.

**1993 - 2004** Bengal Bay Club Challenge - home port: (?) Japan.

**Since 2005** Troy Yaw - name: **Australia III** - home port: Ise (Japan) - since **2008**, home port: Miri, Sarawak (Borneo).

**World Championships Results:**

- 1986 in Perth: third
- 1987 in Porto Cervo: second
- 1988 in Lulea (Sweden), under the name of **Bengal III**: second

## AUSTRALIA IV

Design	Ben Lexcen
Builder	Steve E. Ward & Co.
Year	1986 August
LOA	(m.)
LWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	Aluminum alloy
Engine	
First owner	America's Cup Challenge '87 Ltd.
First name	<b>Australia IV</b>
First country	Australia
Home port	Perth (Australia)
First sail number	KA 16
Other names	
Current location	Japan
Condition	Sailing
Current sail number	KA 16

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** America's Cup Defence '87, Ltd. (Alan Bond) - name: **Australia IV** - home port: Perth, WA (Australia). She is the second boat designed by Ben Lexcen for Alan Bond in occasion of the 26th America's Cup. She enters the finals for the defender trials and she loses against **Kookaburra III** who will defend, losing, the Cup against **Stars & Stripes**.

**Since 1993** Bengal Bay Club Challenge - home port: (?) Japan.

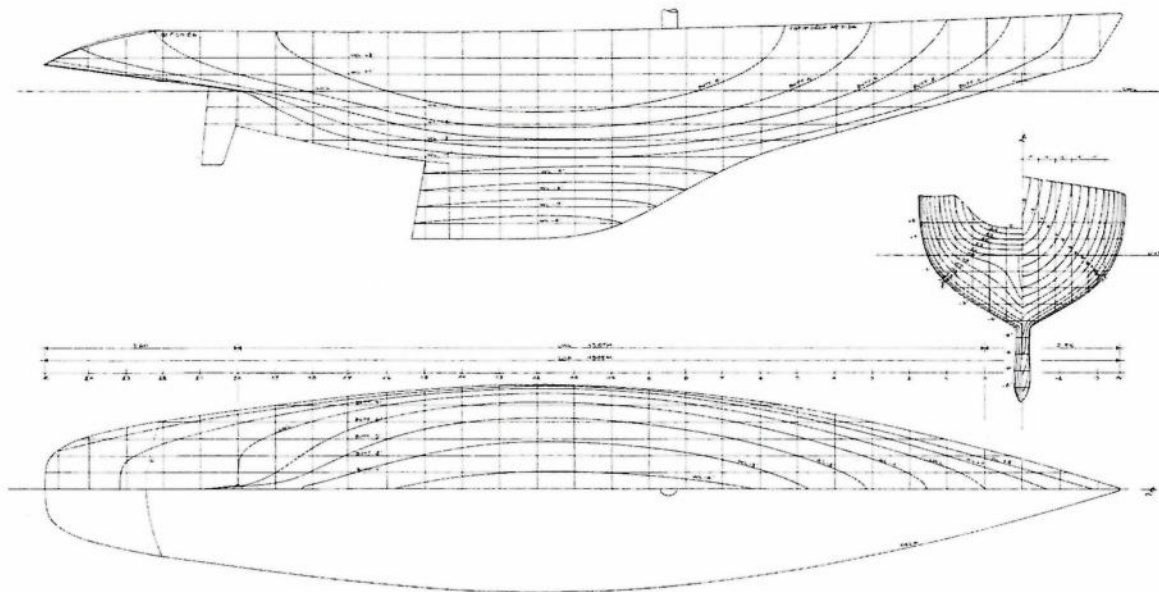
Design	Andrea Vallicelli & Co.	
Builder	Off. Meccaniche Ing. Mario Cobau	
Year	1982 July 19	
LOA	(m.)	19.98
LWL	(m.)	13.87
Beam	(m.)	3.81
Draught	(m.)	2.72
Displacement	(t.)	24
Sail area	(sq. m.)	164
Construction	Aluminum alloy	
Engine		
First owner	Consorzio Sfida Italiana America's Cup '83	
First name	<b>Azzurra</b>	
First country	Italy	
Home port	Porto Cervo (Italy)	
First sail number	I 4	
Other names		
Current location	Porto Cervo (Italy)	
Condition	Layed up	
Current sail number	I 4	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**Since 1982**

Consorzio Sfida Ital. America's Cup '83 (Gianni Agnelli, Karim Aga Khan) - name *Azzurra* - home port: Porto Cervo (Italy). In the early Sixties Gianni Agnelli and Beppe Croce had a first informal attempt for an Italian challenge for the America's Cup but their request was not accepted by the NYYC. *Azzurra* was the first Italian Twelve built for the Cup (two other Twelves had been built before the war *La Spina* and *Emilia*) and she is both important for the good results in the challenger trials and for the unpredictable success in Italy. Agnelli and Aga Khan were joined by other Italian industries to cover the costs budget which was figured in 6 billions of Italian Lires. *Enterprise* was bought by the Consorzio and Studio Vallicelli (Vallicelli himself, Mariani and Sironi) and on her lines was based the first model tested in the Italian Navy test tank. Thanks to a positive organization headed by Cino Ricci and a very special harmony between the crew and italian team *Azzurra* with at the helm Mauro Pellaschier was third in the semi-finals with *Azzurra III*, *Victory '83* and *Canada I*. She was second in the Porto Cervo **1984** World Championship behind *Victory '83* and she was trial-horse for *Azzurra II* and *Azzurra III* for the **1987** America's Cup. Since then she has been layed up and she has been exhibited just outside the Costa Smeralda Club House. In **2009** YC Costa Smeralda has taken the decision to restore *Azzurra* and the refit has been carried on by Maxi Dolphin yard. *Azzurra* is going to be transferred to the Sciences and Technology Museum in Milan (Italy).



## AZZURRA II

Design		Studio Andrea Vallicelli
Builder		Industrie Meccaniche Scardellato
Year		1985 July
LOA	(m.)	19.90
LWL	(m.)	13.87
Beam	(m.)	3.81
Draught	(m.)	7.72
Displacement	(t.)	24
Sail area	(sq. m.)	
Construction		Aluminum alloy
Engine		
First owner		Consorzio Azzurra Sfida America's Cup '87
First name		<b>Azzurra II</b>
First country		Italy
Home port		Porto Cervo (Italy)
First sail number		I 8
Other names	(1990?)	<b>Fritzz</b>
Current location		Stockolm (Sweden)
Condition		Sailing
Current sail number		I 8



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - 1987** Consorzio Azzurra Sfida America's Cup '87 - name: **Azzurra II** - home port: Porto Cervo (Italy).  
She is the first out of three built for the 26th America's Cup in Fremantle; based on the lines of the first successful **Azzurra**. She never reached positive results also for problems related to organization and crew; she was fifth in the third World Championship in Fremantle.

**1987 - c 1996** G. Clausen - new name: **Fritzz** - home port Hamburg (Germany).

**Since c 1996** Michael Kiersgaard - new name **Azzurra II** - home port: Stockolm (Sweden).

# AZZURRA III

THIRD RULE AC

# 3

Design		Studio Andrea Vallicelli
Builder		SAI Ambrosini
Year		1986 July 23
LOA	(m.)	
LWL	(m.)	
Beam	(m.)	
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		Aluminum alloy
Engine		
First owner		Consorzio Azzurra Sfida America's Cup '87
First name		<b>Azzurra III</b>
First country		Italy
Home port		Porto Cervo (Italy)
First sail number		I 10
Other names	(1993)	<b>Fratzz</b>
Current location		Hamburg (Germany)
Condition		Not sailing
Current sail number		I 10

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** Consorzio Azzurra Sfida America's Cup '87 - name: **Azzurra III** - home port: Porto Cervo (Italy).  
She is one out of three boats built for the 26th America's Cup; she had very pure results with only four wins.

**1987 - 1994** G. Clausen - new name: **Fratzz** - home port: Hamburg (Germany).

**Since 1994** Jurgen Rohel - new name: **Azzurra III** - home port: Hamburg (Germany).

## AZZURRA IV

Design	Studio Sciomachen & Carlo Bertorello	
Builder	SAI Ambrosini	
Year	1986 August 2	
LOA	(m.)	
LWL	(m.)	
Beam	(m.)	
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Aluminum alloy	
Engine		
First owner	Consorzio Azzurra Sfida Italiana America's Cup	
First name	Azzurra IV	
First country	Italy	
Home port	Porto Cervo (Italy)	
First sail number	I 11	
Other names		
Current location	Olbia (Italy)	
Condition	Layed up	
Current sail number	I 11	

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** Consorzio Azzurra Sfida Italiana America's Cup '87 - name: *Azzurra* - home port: Porto Cervo (Italy). She is one of the three boats built for Consorzio Azzurra for the 26th America's Cup.

**Since 1988** Lorenzo Orrù - home port: Olbia (Italy). She is layed up in a shed.

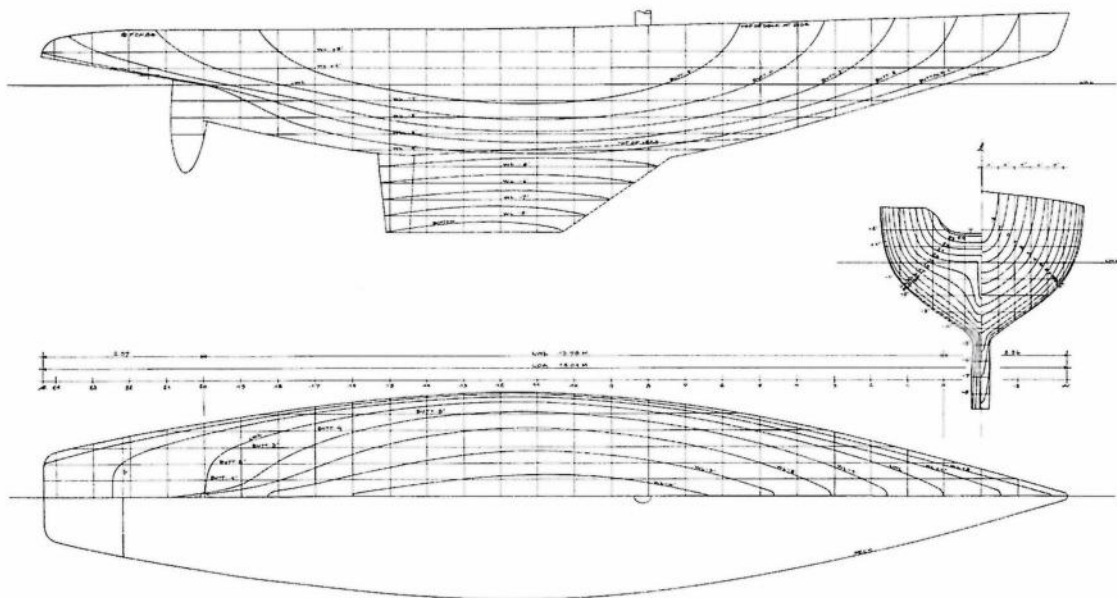
# CANADA I

Design		Bruce Kirby
Builder		Fred McConnell Marine, Ltd.
Year		1982 November 23
LOA	(m.)	19.00
LWL	(m.)	13.78
Beam	(m.)	3.84
Draught	(m.)	2.72
Displacement	(t.)	25.2
Sail area	(sq. m.)	168
Construction		Aluminum alloy
Engine		
First owner		Secret Cove Yacht Club Challenge
First name		<i>Canada I</i>
First country		Canada
Home port		Half Moon Bay, BC (Canada)
First sail number		KC 1
Other names		
Current location		
Condition		Re-built as <i>Canada II</i>
Current sail number		



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1982 - 1985** Secret Cove Yacht Club Challenge (Marvin McDill) - name: *Canada I* - home port: Half Moon Bay, BC (Canada). She competed in the Challenge Trials in Newport in **1983** for the Louis Vuitton Cup: she was fourth in the semi-finals behind *Australia II*, *Victory '83* and *Azzurra*. She was subsequently redesigned and considerably re-built as *Canada II*.



## CANADA II

Design	Bruce Kirby
Builder	Fred McConnell Marine, Ltd.
Year	1985
LOA	(m.) 20.11
LWL	(m.) 13.87
Beam	(m.) 3.65
Draught	(m.) 2.72
Displacement	(t.)
Sail area	(sq. m.) 166
Construction	Aluminum alloy
Engine	
First owner	Secret Cove Yacht Club
First name	<i>Canada II</i>
First country	Canada
Home port	Half Moon Bay, BC (Canada)
First sail number	KC 2
Other names	
Current location	St. Maarten (Netherland Antilles)
Condition	Sailing
Current sail number	KC 2



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - 1986** Secret Cove Yacht Club - name: *Canada II* - home port: Half Moon Bay, BC (Canada). *Canada II* is *Canada I* redesigned and considerably re-built.

**1986 - 1987** Canada's Challenge '87 for the America's Cup. This is the amalgam of two separate challenges issued from the Secret Cove Yacht Club (*Canada II*) and the Royal Nova Scotia Yacht Squadron (*True North*). She was a competitor in the **1986** Louis Vuitton Cup Challenger Trials in Fremantle (Australia).

**Since 1993** home port: St. Maarten (Netherland Antilles). She is currently modified for use in the day charter business.



# CHALLENGE 12

THIRD RULE AC

3

Design		Ben Lexcen
Builder		Steve E. Ward & Co
Year		1982 November
LOA	(m.)	19.25
LWL	(m.)	13.43
Beam	(m.)	3.65
Draught	(m.)	2.66
Displacement	(t.)	23.8
Sail area	(sq. m.)	167
Construction		Aluminum alloy
Engine		
First owner		Alan Bond
First name		<b>Challenge 12</b>
First country		Australia
Home port		Perth (Australia)
First sail number		KA 10 - F 5
Other names		
Current location		Antibes
Condition		Sailing
Current sail number		F 5

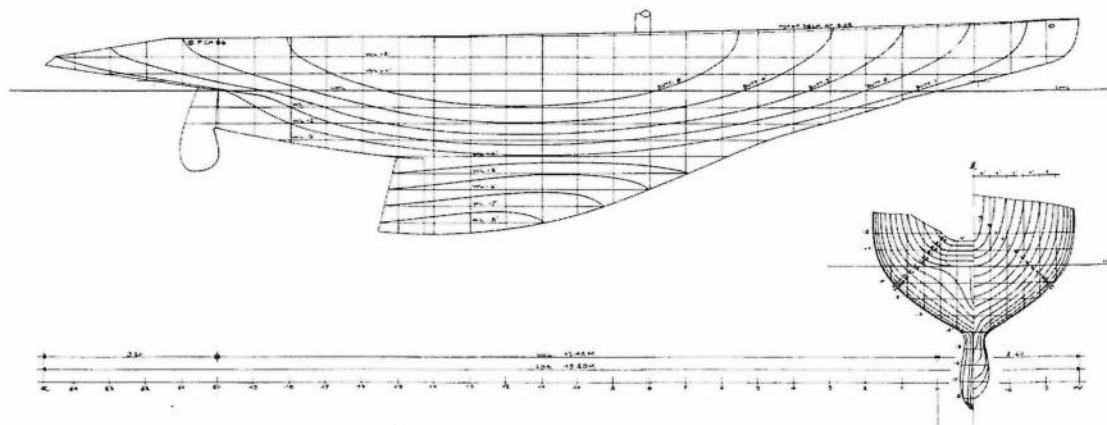


**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1982** Alan Bond - name: **Challenge 12** - home port: Perth (Australia). She represents the first result of Ben Lexcen cooperation with Peter Van Oosanen of the Netherlands Ship Model Basin of Wageningen. Requested by Alan Bond to design a challenger for the **1983 America's Cup**, **Challenge 12** is the first attempt towards a new design and represents a point of reference for **Australia II**. Although traditional in her lines, she is out of the ordinary for midship sections narrower than usual, a small bulge below the waterline artificially reducing it and an overall length and displacement inferiors than usual. She is very fast in light airs and compete successfully against **Australia II**.
- 1983** Royal Yacht Club of Victoria (Richard Pratt) - home port: Melbourne (Australia)  
Just two months after her launch, **Challenge 12** is sold to a new owner and she participates in the Challengers Trials in Newport for the **1983 America's Cup**.
- 1985** Fabio Perini - home port: Marina di Carrara (Italy). She is bought on behalf of Club Nautico Marina di Carrara - Consorzio Futura for one of the Italian challenges for the **1987 America's Cup**. Due to financial problems the challenge does not take place.
- 1996 - 1995** Challenge Française pour "la Coupe de l'America" - home port: Sète (France). New sail number: F 5. She is trial-horse for **Challenge France**. Due to financial problems she is seized in the port of Sète.
- 1996 - 2002** Chantier Naval Tréhard - home port: Antibes (France). She undergoes to a three years refit and she is back on the race course in **1999** when she enters the Saint Tropez Rolex Cup.
- Since 2003** Editions Larivière - home port: Antibes (France). She is sold to a her new owner for Euro 230,000. Since the acquisition, skipper William Borel, she is active in the main regattas of the circuit.

**World Championships Results:**

- 1986 in Perth: fifth
- 1999 in Saint Tropez: sixth
- 2005 in Newport: second in the Modern category
- 2009 in Newport: fifth in the Modern division



# CHALLENGE FRANCE

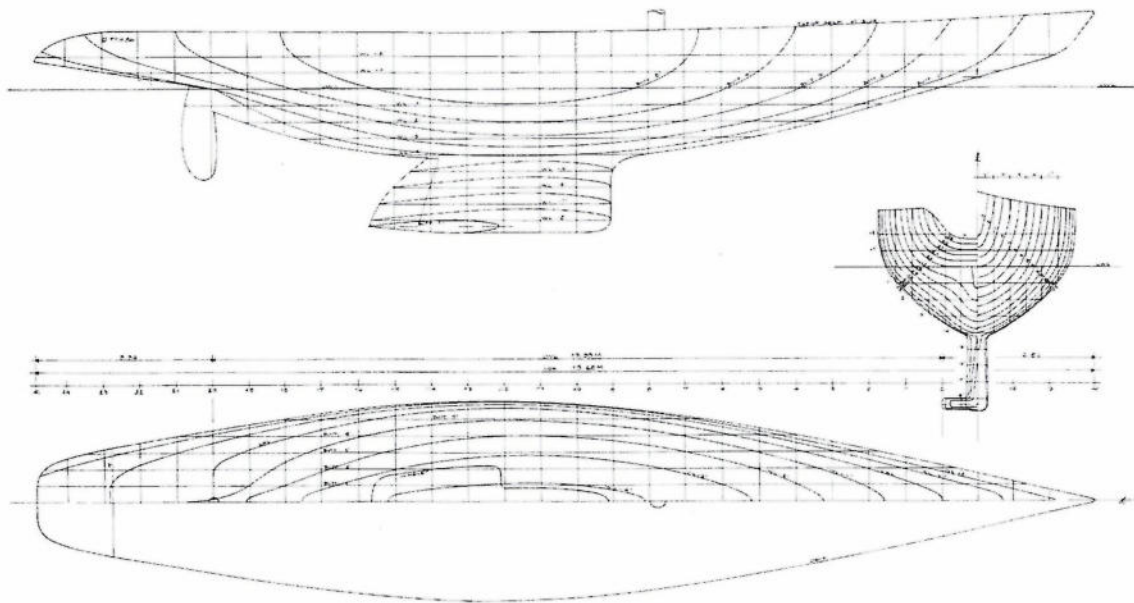
Design	Daniel Andrieu
Builder	Alsthom Chantier Atlantique
Year	1986 August 9
LOA	(m.) 19.68
LWL	(m.) 13.58
Beam	(m.) 3.73
Draught	(m.) 2.67
Displacement	(t.) 24
Sail area	(sq. m.) 164
Construction	Aluminium alloy
Engine	
First owner	Challenge Fr. pour la Coupe de l'América
First name	<b>Challenge France</b>
First country	France
Home port	Marseille (France)
First sail number	F 8
Other names	
Current location	Nantes (France)
Condition	Good sailing
Current sail number	F 8

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** Challenge Française pour la Coupe de l'América - name: **Challenge France** - home port: Marseilles (France).  
 Built for the 24th **1987** America's Cup in Fremantle on behalf of Société Nautique de Marseilles (Marc Pajot) who had bought **Challenge 12** as trial-horse and reference for the design. Andrieu developed his design using the Paris test tank where he tested several models against one of **Challenge 12** with a simulation of the Fremantle swell; he was also assisted by computer simulation from the aeronautical industry computer centers. The financial difficulties were the most important factor and **Challenge France** was shipped to Australia at the very last minute. She was never able to develop her potential and dropped out of the series during the Round Robins where her mast broke.

**1994 - 2005** Codara S.A. (Albert Khodara) - home port: Saint Tropez (France).

**Since 2005** Frédéric Franc Marantier - home port: Nantes (France).  
 In **2009**, designer Guy Ribadeau-Dumas is working on a new keel and hull shape.



Design		Britton Chance, Jr.
Builder		Chantier Naval Hermann Egger
Year		1969 August
LOA	(m.)	19.13
LWL	(m.)	14.40
Beam	(m.)	3.76
Draught	(m.)	2.57
Displacement	(t.)	27
Sail area	(sq. m.)	165
Construction		Wood, triple planked mahogany
Engine		
First owner		L'Assoc. Fran. pour la Coupe de l'America
First name	(1980)	<b>Windrose</b>
First country		France
Home port		Hyères (France)
First sail number		
Other names		
Current location		Gold Coast, Queensland (Australia)
Condition		Sailing
Current sail number		

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1969 - 1975** L'Association Française pour "La Coupe de l'America" AFCA (Marcel Bich) - name **Chancegger** - home port: Hyères (France). She is the first Twelve built for Baron Bich French campaign for the America's Cup; her name comes from the ones of the designer (Chance) and the builder (Hegger) joint together; in order to profit of the american experience of Britton Chance at Sparkman & Stephens, Baron Bich orders an experimental boat just to be used as example for the AFCA official designer, André Mauric and as trial-horse for the French designed Twelve. The Honduras mahogany was donated by the French Government via the French Navy who apparently kept it for repairs to their antique vessels.

**1976 - 1979** Baron Marcel Bich.

**1980** Romke de Vries - home port: Amsterdam (Netherlands) - new name: **Windrose**.

**1980** Swiss Challenge SORC (Pierre Fehlmann).

**1981 - 1993** She has had various owners:  
Feron Anderson, a new Zealander how sailed her single handed from England to Australia. There he sold the boat to a two businessmen Bob Barr and Jim Jackson. She was re-sold to Colin Norton, a Tasmanian gentleman and due to his death she was sold to Ruben Fernandez, after having dismasted. He restored **Chancegger** to her original day sailing format, repowered, ready for chartering.

**Since 1993** David Ledeman - name: **Chancegger** - home port: Gold Coast Queensland (Australia). She is for sale (2008).

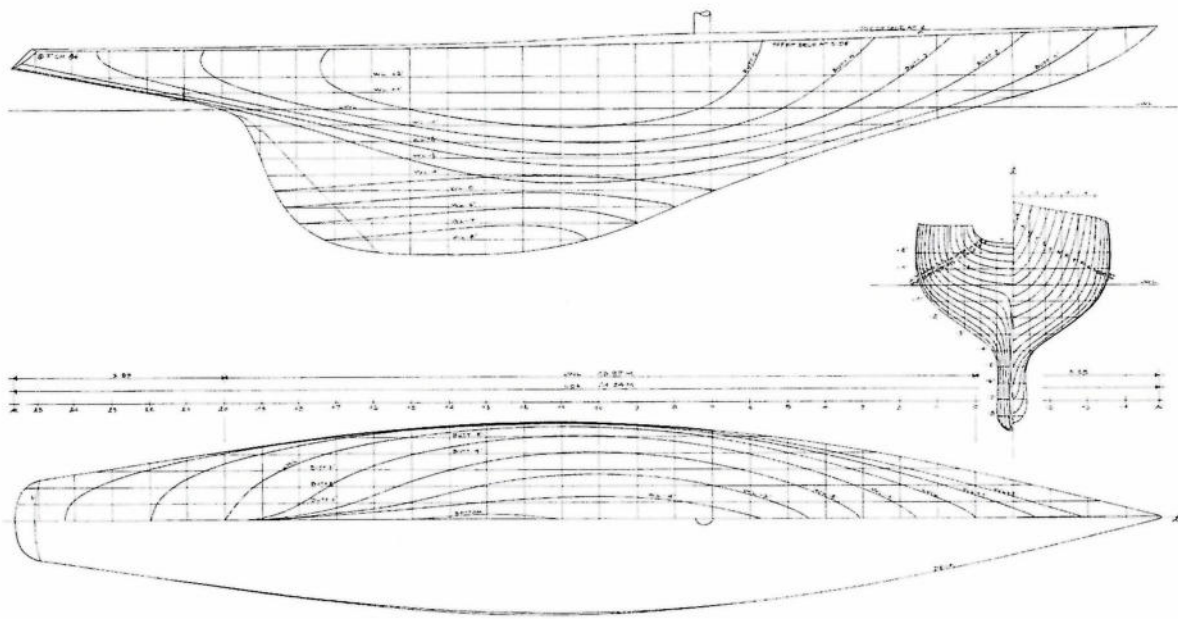
# COLUMBIA

Design	Olin J. Stephens - project n° 1343	
Builder	Nevins Yacht Yard Inc.	
Year	1958 June 3	
LOA	(m.)	21.15
LWL	(m.)	13.93
Beam	(m.)	3.55
Draught	(m.)	2.73
Displacement	(t.)	28.35
Sail area	(sq. m.)	173
Construction	Double-planked mahogany on oak frames	
Engine		
First owner	Sears-Cunningham Syndicate	
First name	<b>Columbia</b>	
First country	United States	
Home port	New York, NY (USA)	
First sail number	US 16	
Other names		
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number	US 16	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1958 - 1961** Sears-Cunningham Syndicate - name: *Columbia* - home port: New York, NY (USA). She is built for the 17th America's Cup, the first to be raced with Twelve Metres; her design is a development of *Vim* and Stephens after numerous comparison tests of six models in the Hoboken tank considers *Columbia* slightly superior to *Vim*. Compared to *Vim*, she is longer on waterline but with a reduced beam and a slightly reduced sail area compensated by the increased efficiency of new sails and later on by the Dacron ones supplied by Hood after the selection was made. Thickness of the keel is also reduced in order to reduce resistance; special attention is given also to point where the keel meets the body by making it as thin as possible at its point of entry. The cost of *Columbia* is estimated in the range of \$ 300,000. *Columbia*, skippered by Briggs Cunningham, wins the Defender Trials against *Weatherly*, *Easterner* and *Vim* after three series of races. Only the races with *Vim*, skipper Bus Mosbacher, are very closely fought and the result comes out only at the end of a supplementary race when *Columbia* wins by thirteen seconds. The Match race see *Columbia* dominating *Sceptre* by 4-0. In 1958 she wins also the Caritas Cup (NYYC).
- 1960 - 1963** Paul Shields. The keel is altered and *Columbia* participates to the Defender Trials for the 1962 America's Cup.
- 1963 - 1964** Estate of Paul V. Shields.
- 1964 - 1975** Thomas Patrick Dougan - home port: Southampton, NY and Newport Beach, CA (USA). Dougan, a West Coaster participated to be the defender in both 1964 and in 1966 America's Cup races. In 1966 *Columbia* is altered by Olin Stephens himself at Driscoll Custom Yachts in San Diego. The hull is shortened and completely redesigned with a relatively pronounced bustle which extends the aft section of the hull beyond the keel and the rudder; this one is still an extension of the keel and not a separate appendix as in *Intrepid*. *Columbia* performs well in the Trials dominated by *Intrepid*, marking the first time the West Coast participation with a West Coast crew. In 1967 she wins the Lipton Memorial Trophy and the Caritas Cup.



- 1975** In summer **1975** she is bought by the Swedish Syndicate for the America's Cup as trial-horse for the Swedish challenge.
- 1976** Handelsbolaget Modern Boating - home port: Göteborg (Sweden). Trial-horse to *Sverige*.
- 1976 - 1978** Pelle Petterson, Lars Wiglund & Stellan Westerdhal. She is modified.
- 1978 - 1980** Xavier Rouget-Luchaire (Société des Régates Rochelaises) - home port: La Rochelle (France).  
*Columbia* is the trial-horse to *Lionheart* in **1979**.
- 1985 - 1997** Bernard Pollet - home port: Cannes (France).
- 1997/4 - 2000** Paul Gardener and Bill Collins - home port: Newport, RI (USA).
- Since 2000 June** 12 Meter Y. Charters LLC (Alain J. Hanover & Daniel Hanover) - home port: Newport, RI (USA).  
*Columbia* underwent a major refit in **2000** through **2001** in view of the America's Cup Jubilee at New England Boatworks (Portsmouth), supervised by David Pedrick. As part of the refit, her stern was brought back to the original lines of **1958**; all steel frames were replaced with new ones in cast bronze; the deck was refurbished and a new lead keel was laid in accordance with the original plans; many wood planks and frames were replaced as well as the mast step. Also the cruising interior was refinished with new mahogany planking. On deck, new winches, grinders, travellers and spinnaker pole blocks were replaced together with new aluminum hatches and a new doghouse. At last, new standing rigging replaced the old one as well as a new engine of 77 HP was added. She is for sale at the price of \$ 1,350,000 (**2008**).

**America's Cup:**

**1958** 17th America's Cup Challenge: *Columbia* (skipper Briggs Cunningham) - *Sceptre* (skipper Graham Mann): 4-0

**World Championships Results:**

**1979** in Brighton: sixth

**2001** in Cowes (America's Cup Jubilee): eighth in the Classic Division

**2005** in Newport: third in the Classic Traditional division

**2009** in Newport: third in the Traditional division

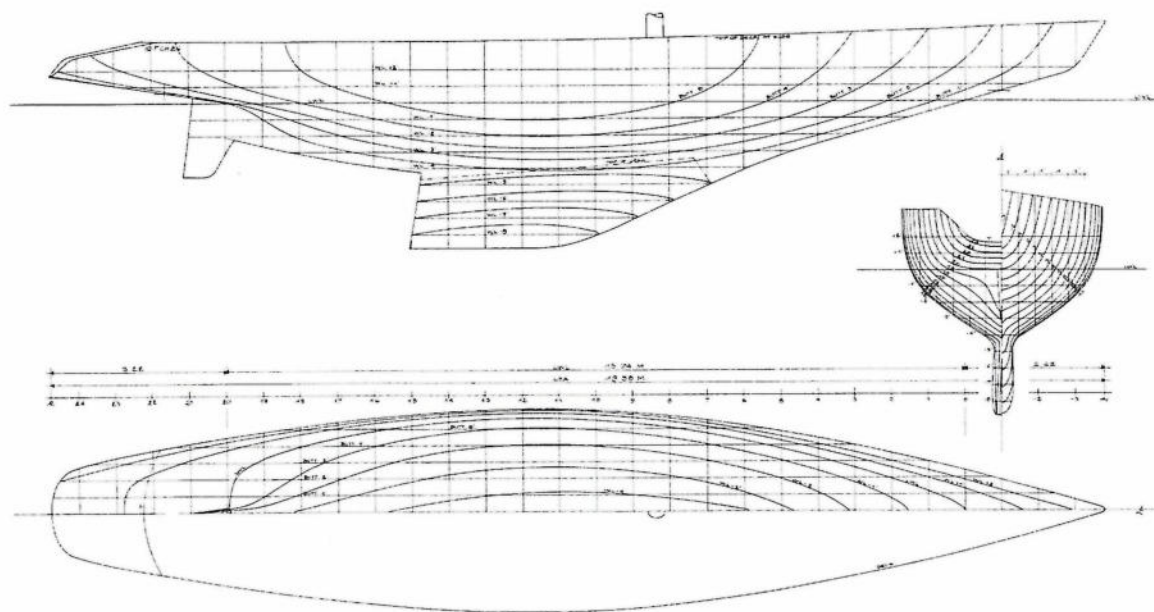
# CLIPPER

Design	David R. Pedrick - project n° 12	
Builder	Newport Offshore, Ltd.	
Year	1980 April 12	
LOA	(m.)	19.48
LWL	(m.)	13.74
Beam	(m.)	3.76
Draught	(m.)	2.69
Displacement	(t.)	24.85
Sail area	(sq. m.)	164
Construction	Aluminum alloy	
Engine		
First owner	People to People Sports Committee	
First name	<b>Clipper</b>	
First country	USA	
Home port	Newport, RI (USA)	
First sail number	US 32	
Other names		
Current location	Oregrund (Sweden)	
Condition	Sailing	
Current sail number	US 32	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1980** People to People Sports Committee - name: *Clipper* - home port: Newport, RI (USA). *Clipper* is the old *Independence* redesigned and rebuilt by David Pedrick for the Huey Long syndicate for the **1980** America's Cup; skipper is Russell, Huey son. *Clipper* is a good Twelve but suffers from the inexperience of her crew having some positive results only when Tom Blackaller becomes her helmsman. Winner of the **1980** Lipton Memorial Trophy.
- 1982** Secret Cove Y.C. - home port: Half Moon Bay, BC (Canada). Trial-horse for *Canada* in **1981** and **1982**.
- 1986** Heart of America Challenge. Trial-horse for *Heart of America* in **1986**.
- 1995 - 2001** Peter Rubenstein - home port: Lidköping (Sweden).
- Since 2002** Hans Allan Eliasson - home port: Oregrund (Sweden). Currently sailing and racing in Sweden.

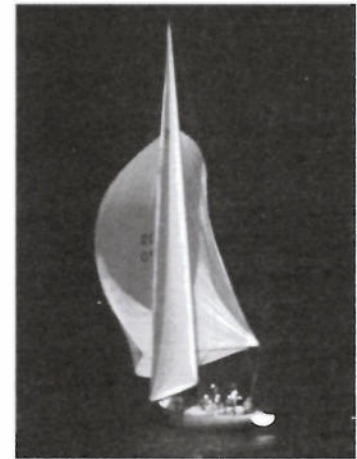


# CONSTELLATION

THIRD RULE AC

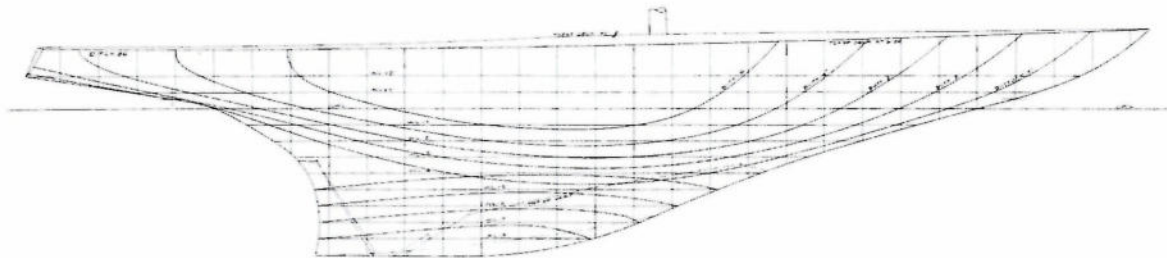
3

Design	Olin J. Stephens - project n° 1733	
Builder	Minneford Yacht Yard Inc.	
Year	1964 May	
LOA	(m.)	20.83
LWL	(m.)	14.02
Beam	(m.)	3.66
Draught	(m.)	2.66
Displacement	(t.)	27.2
Sail area	(sq. m.)	170
Construction	Double-planked mahogany on oak frames	
Engine		
First owner	The Constellation Syndicate	
First name	<i>Constellation</i>	
First country	United States	
Home port	Oyster Bay, NY (USA)	
First sail number	US 20	
Other names		
Current location		
Condition	Sunk	
Current sail number	UK 20	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1964 - 1965** The Constellation Syndicate (Walter S. Gubelmann) - name: *Constellation* (Connie) - home port: Oyster Bay, NY (USA). Built for the **1964** 19th America's Cup. The aim of Olin Stephens was to have in *Constellation* an improved version of *Columbia* with a further refinement of the keel area and an improvement of the equipment as lightweight as was admitted by the rule. She had the boom, the mast tip and also the winch drums in titanium; strain gages were placed over the entire boat in order to measure the dynamic loading under sail; mast and boom bent more than those of her competitors thus allowing a greater control on sails according to wind conditions. The relatively short keel was really the only thing extraordinary about *Constellation* lines; combined to a long waterline allowed to have a good speed in light winds. The first results of the defender trials were rather disappointing with *American Eagle* dominating the other competitors in the first half of the trials. The results came up thanks to a direct involvement of the Stephens brothers and the change of the skipper from Eric Ridder to Bob Bavier; in the second part *Constellation* faced up and dominated *American Eagle* in the final series easily defeating in the America's Match by 4-0 the British Challenger *Sovereign*. In the same year she won also the Caritas Cup and the Chandler Hovey Gold Boal (NYYC).
- 1966 - 1978** Pierre E. Goemans - home port: Montecarlo, Monaco Principality. The owner acts on behalf of Baron Bich who is organizing the French Challenge (Association Française pour la Coupe de l'America - AFCA). In **1967** *Constellation* is chartered to the McCullough Syndicate at first as trial-horse for the future Intrepid and then as one of the Twelves competing for the defender trials. In **1970** and **1974** she is trial-horse for France and she is altered in by Paul Elvstrom, at the time requested by Baron Bich to follow the French challenge.
- 1979** Association Française pour la Couée de l'America.
- 1980** Security Change Ltd. - home port: Hamble (Great Britain).
- 1980** British Industry 1500 Syndicate (J. Anthony J. Boyden) - home port: London (Great Britain). Trial-horse for *Lionheart*. New British sail number: UK 20.
- 1994** Sunk while being towed off Turkey.



**America's Cup:**

**1964** - 19th America's Cup Challenge: *Constellation* (skipper Bob Bavier) - *Sovereign* (skipper Peter Scott): 4 - 0

**World Championships Results:**

**1979** in Brighton: fourth

# COURAGEOUS

Design	Olin J. Stephens - project n° 2085	
Builder	Minneford Yacht Yard Inc.	
Year	1974 May 4	
LOA	(m.)	19.94
LWL	(m.)	13.71
Beam	(m.)	3.73
Draught	(m.)	2.64
Displacement	(t.)	24.6
Sail area	(sq. m.)	166
Construction	Aluminum alloy	
Engine		
First owner	Courageous Syndicate	
First name	<i>Courageous</i>	
First country	USA	
Home port	New York	
First sail number	US 26	
Other names	(1979)	<i>Courageous II</i>
	(1984)	<i>Courageous III</i>
	(1986)	<i>Courageous IV</i>
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number	US 26	



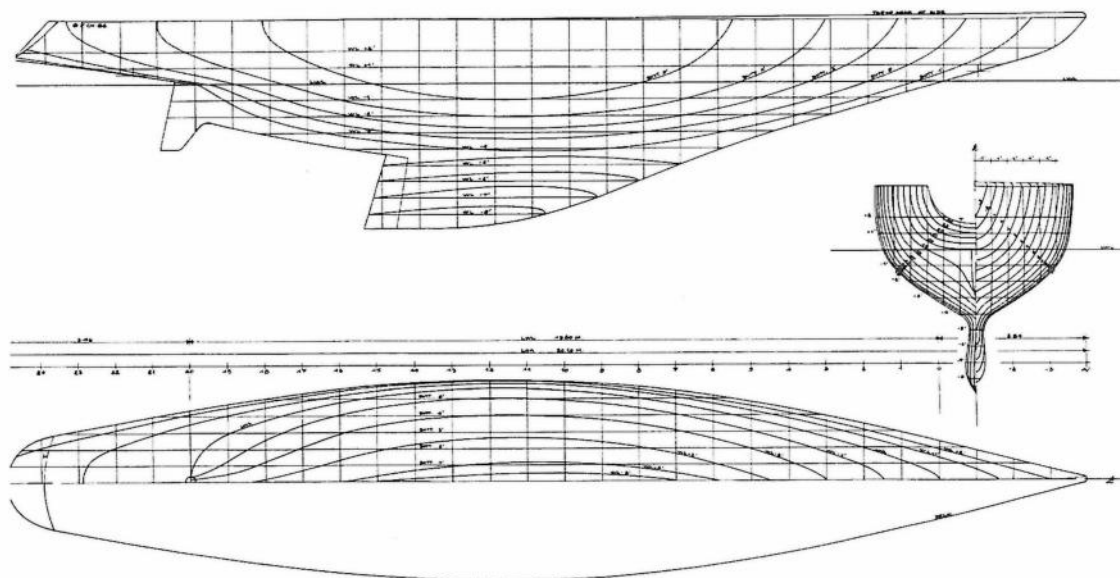
**Owners/history:** Built according to the **International Third Rule America's Cup**.

### 1974 - 1976

Courageous Syndicate - name: *Courageous* - homeport: New York, NY (USA).

David Pedrick assists Olin Stephens in the design of *Courageous* for the 22nd 1974 America's Cup; she is another landmark in the design of Twelves being the first 12m built in aluminium alloy according to the Lloyd's scantling rules new standards authorising this material in the building of Twelves. This means an advantage of about two tons in the weight of the hull and in fact *Courageous* is a light boat, quite conservative in her lines and very elegant. "Also, the availability of lighter material encouraged new thinking about hull form. *Courageous*'s geometry represents a new interpretation of the 1967 *Intrepid*. As designed, the lighter aluminum hull suggested extra ballast, and that made possible a slightly shorter and finer ended hull than the earlier boat, with lower profiles at both ends. By reducing the depth of the afterbody between the keel and the rudder, the wetted surface was also reduced." (O. Stephens - Lines) She is one of the first Twelves having a computer systems installed on board enabling tuning and sail testing.

The defence Trials are raced between *Courageous*, *Heritage*, *Intrepid* and *Valiant*; the first skipper is Bob Bavier, replaced by Ted Hood later in the trial period; Dennis Conner is the starting helmsman, marking the start of his long career with the America's Cup. She is appointed official defender after beating *Intrepid* in races hardly won with some resemblance to the battle between *Columbia* and *Vim* in the 1958 selection trials. *Courageous* handily defeats the Australian Southern Cross by four races to one in the America's Cup Match. In the same year she wins also the Chandler Hovey Gold Bowl (NYYC). According to Olin Stephens, only in 1977 Ted Hood discovered that *Courageous* displacement was less than the one shown on the rating certificate by 1,700 lbs; this meant that in her rating certificate 35 cm. should have had added to her L and around 9 sq.m. cut off from the sail area.





- 1977 - 1979** Kings Point Fund, Inc. US Merchant Marine Accademy - home port: Kings Point, NY (USA).  
In **1977** she is altered by Frederick E. Hood and Sparkman & Stephens to comply to the new 12-Meter rule: the main winches are placed on deck, some 850 kilos are added to the ballast, the rudder is moved forward to reduce the waterline. In the **1977** trials, with Ted Turner as skipper, she outperforms the other contenders, *Independence* and *Enterprise*; in the Match she wins easily four races to none against Alan Bond *Australia*. With this victory, she becomes the second Twelve, after *Intrepid* to have successfully defended the Cup. In **1977**, she wins again the Chandler Hovey Gold Bowl.
- 1979 - 1980** R.E. "Ted" Turner III - new name: *Courageous II* - home port: Atlanta, GA (USA). Altered in **1980**, she participates to the 24th America's Cup defender trials against *Freedom* and *Clipper*.
- 1981** David Victor and Leonard Greene, head of the People to People Sports Committee.
- 1982 - 1983** Defender/Courageous Group (People to People Sports Committee). She enters unsuccessfully the defender trials for the 25th America's Cup - in **1983** she wins the Lipton Memorial Trophy (NYYC).
- 1984 - 1985** Courageous Synd. Inc. (David Victor and Leonard Greene) - new names: *Courageous III* and *IV*- home port: Short Beach, CT (USA). She is altered with a new winglet keel modified several times in a campaign to send *Courageous* to Australia in **1987** as a challenger. In **1986**, she is third in the Fremantle World Championship but, under the name of *Courageous IV*, all the alterations can not make her a winner in the challenger trials.
- < 1993-1994** Courageous Sailing Center - new name: *Courageous* - home port: Cambridge, MA (USA). The Center is founded and based at the Boston Navy Yard to assist wheelchair-bound people in learning to sail.
- < 1996** US 26 Corporation - homeport: Wilmington, DE (USA).
- 1997 - 2001** The Museum of Yachting - homeport: Newport, RI (USA) - she is donated by Leonard Greene to the Museum and undergoes a restoration programme.
- Since 2002** The Curageous Foundation Ltd - new name: *Courageous* - home port: Newport, RI (USA)

**America's Cup:**

**1974** 22nd America's Cup Challenge: *Courageous* (skipper Bob Bavier and Frederick "Ted" Hood) - *Southern Cross* (skipper Jim Hardy): 4-1  
**1977** 23rd America's Cup Challenge: *Courageous* (skipper: Ted Turner) - *Australia* (skipper Noel Robbins) 4-0

**World Championships Results:**

**1986** in Perth: sixth  
**2005** in Newport: winner of the Modern division  
**2009** in Newport: second in the Modern division

# CRUSADER

Design		Ian Howlett
Builder		Cougar Marine
Year		1985 December 4
LOA	(m.)	
IWL	(m.)	
Beam	(m.)	
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		Aluminum alloy with winglet keel
Engine		
First owner		British America's Cup Challenge, PLC
First name		<i>Crusader I</i>
First country		Great Britain
Home port		London (Great Britain)
First sail number		K 24
Other names	(1986)	<i>White Crusader</i>
	(1988)	<i>Holger Danske</i>
	(1993)	<i>Crusader</i>
Current location		Ipswich (Great Britain)
Condition		Sailing
Current sail number		K 24



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - 1986** British America's Cup Challenge, PLC (Graham Walker) - name: *Crusader I* - home port: London (Great Britain). *Crusader I* is the first boat built in view of the 24th **1987** America's Cup. Howlett carries on an extensive research programme with models at the Wolfson Unit at the University of Southampton to realize a relatively conservative project. The syndicate will built another boat more radical but with worst results than *Crusader I*.

**1986 - 1992** British America's Cup Challenge, PLC (Graham Walker) - new name: *White Crusader*. In **1988** she is chartered by V. Bandolowski to enter in the 12 Class Worlds in Lulea (Sweden) under the name of *Holger Danske*, sail number D 2.

**Since < 1993** Richard Matthews - new name: *Crusader* - home port: Ipswich (Great Britain). For a while, she has been altered also in offshore trim and she has entered in five Fastnets.

**World Championships Results:**

**1987** in Porto Cervo: semifinal

**1988** in Lulea (Sweden), entered under the name of *Holger Danske*

**2001** in Cowes (America's Cup Jubilee) Grand Prix Division: fourth

# CRUSADER II (HIPPO)

THIRD RULE AC

3

Design	David H.J. Hollom
Builder	Cougar Marine
Year	1986
LOA	(m.)
LWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	Aluminum alloy
Engine	
First owner	British America's Cup Challenge, PLC
First name	<i>Crusader II (Hippo)</i>
First country	Great Britain
Home port	London (Great Britain)
First sail number	K 25
Other names	<i>White Crusader II</i>
Current location	
Condition	Broken-up
Current sail number	

**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1986** British America's Cup Challenge, PLC (Graham Walker) - name: *Crusader II* - home port: London (Great Britain). *Crusader II* is the second boat built for the British challenge to the 24th **1987** America's Cup; she is a more radical design than the previous boat with long overhangs and a winged canard keel which gives her the "Hippo" nickname. The first tests are carried out with simulated waves motion in the ship model basin of the Teddington Nautical Maritime Institute.
- 1986 - 1987** British America's Cup Challenge, PLC (Graham Walker) - name: *White Crusader II*. Although shipped to Fremantle, she does not race the Louis Vuitton Cup in **1986**.
- 1988** Chris Freer - new name: *Crusader II* - home port: Southampton (Great Britain). Fell off the ship's deck in the Baltic returning from 1988 World's in Lulea (Sweden).

**World Championships Results:**

**1988** in Lulea (Sweden), entered under the name of *Crusader '88*

## DAME PATTIE

Design	Warwick J. Hood	
Builder	William H. Barnett Pty. Ltd.	
Year	1966 August 22	
LOA	(m.)	19.84
LWL	(m.)	14.32
Beam	(m.)	3.68
Draught	(m.)	2.76
Displacement	(t.)	28.25
Sail area	(sq. m.)	165
Construction	Wood	
Engine		
First owner	The "America's Cup" Challenger Syndicate	
First name	<i>Dame Pattie</i>	
First country	Australia	
Home port	Sidney (Australia)	
First sail number	KA 2 - KC 87	
Other names	(1971)	<i>Endless Summer</i>
Current location	Saint Tropez (France)	
Condition	Sailing	
Current sail number	KA 2	

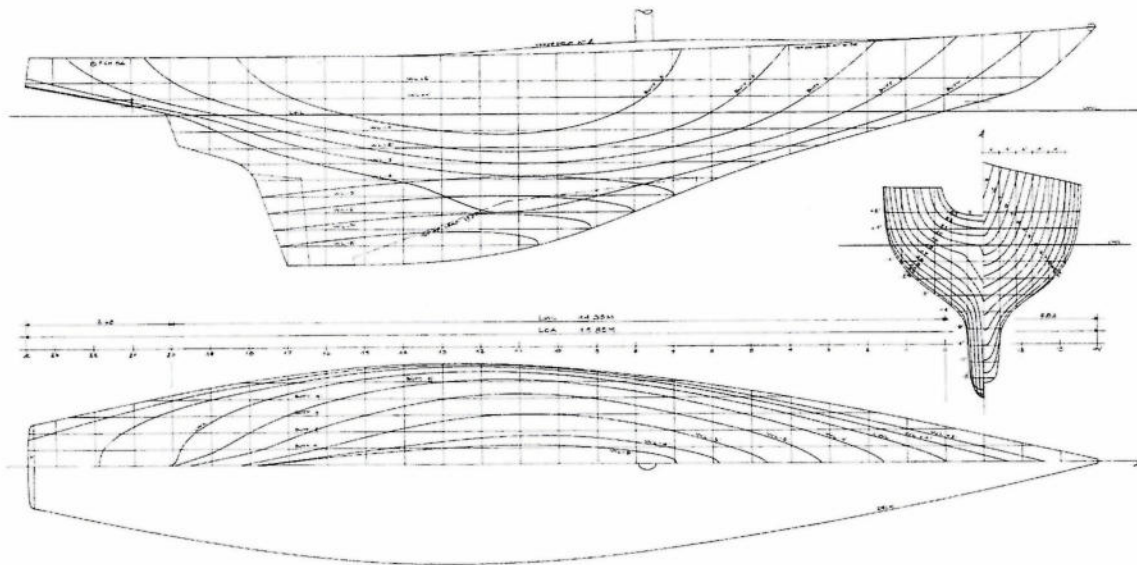


**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1966 - 1970** The "America's Cup" Challenger Syndicate (Emil Christensen) - name: *Dame Pattie* - home port: Sidney (Australia). Challenger for the 20th America's Cup Match in 1967, she is designed by Warwick J. Hood who had worked with Alan Payne on the design of *Gretel*. She is entirely built in Australia, as requested by the "country of origin" clause of the America's Cup conditions, including the sails weaved in the Australian version of dacron called "Ka-dron". Planking is in Douglas; mainframes are laminated mahogany and intermediate ones are oak. She is lighter than *Gretel* and the water line length measures m. 14.30, that is cm. 30 more than the other Twelves built for the previous *Challenge*; accordingly, the sail surface is smaller than usual; in order to reduce the wetted surface and the chain, the bow sections are "U" shaped and the main section and the keel are reduced too; the otherhangs are reduced and the rudder has an unusual configuration being larger in the upper part than in its lower one. Her name comes from the Australian Prime Minister Sir Robert Menzies wife, Dame Pattie Menzies, who christened the Twelve. The cost of the challenge was of about \$ 2M, covered by a group of Australian Corporations. *Dame Pattie* performs well against *Gretel* but she loses zero to four to *Intrepid*.
- 1970 - 1980** G.W. O'Brien - new name: *Endless Summer* - homeport: Vancouver, BC (Canada). Altered as ocean racer - engine installed in 1972 - re-powered in 1975.
- 1989 - 2008** Lawrence Lambert - home port: Page Point Inn Marina, Oyster Harbour, BC (Canada) - new interior lay out and finishing copied by a Swan 65 - in 1999, new name: *Dame Pattie* and new sail number: KC 87.
- Since 2008** Mads Buhl - name: *Dame Pattie* - home port: Saint Tropez (France). Sail number: KA 2.

**America's Cup:**

1967 - 20th America's Cup Challenge: *Dame Pattie* (skipper: James Shurrock) - *Intrepid* (skipper Emil "Bus" Mosbacher): 0-4

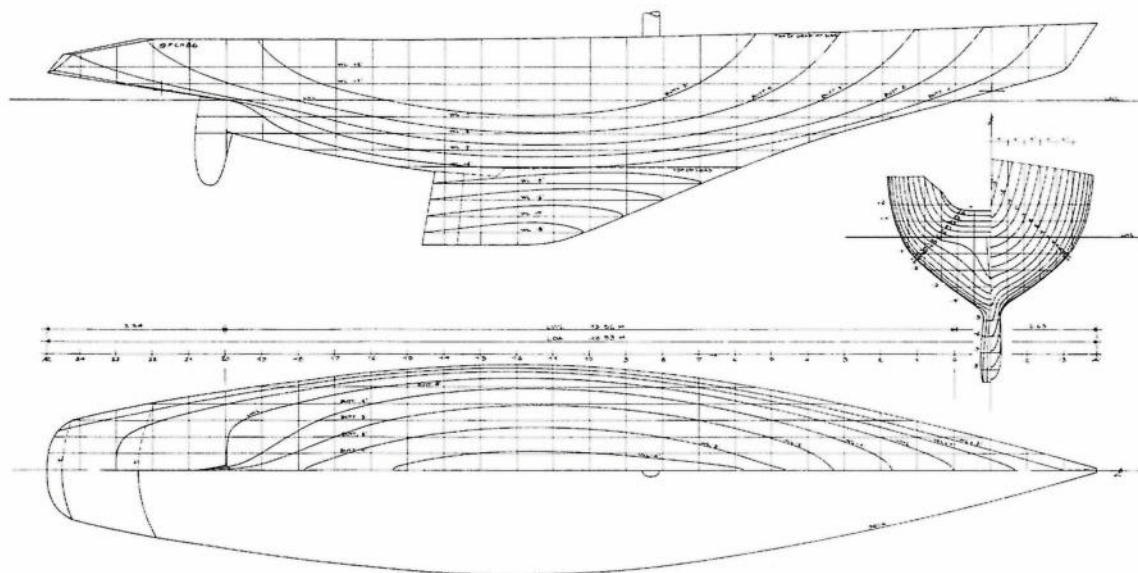


Design	David R. Pedrick - project n° 20
Builder	Newport Offshore Ltd.
Year	1982 June 26
LOA	(m.) 19.53
LWL	(m.) 13.56
Beam	(m.) 3.76
Draught	(m.) 2.67
Displacement	(t.) 24.05
Sail area	(sq. m.) 167
Construction	Aluminum alloy
Engine	
First owner	Defender Courageous Gr., People to People
First name	<i>Defender</i>
First country	USA
Home port	Newport, RI (USA)
First sail number	US 33
Other names	
Current location	Peanut Island, West Palm Beach, FL (USA)
Condition	Sailing
Current sail number	US 33



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1982 - 1983** Defender/Courageous Group, People to People Sports Committee - name: *Defender* - home port: Newport, RI (USA). She was designed for light weather using computer calculations and hydrodynamic tests carried at the Stevens Institute. She was altered in **1983** by David Pedrick himself and she entered, with Tom Blackaller as skipper, in the defender Trials for the 25th **1983** America's Cup racing against *Liberty* and *Courageous*. She did not succeed being short of speed.
- 1986** Heart of America Challenge - she is trial-horse for *Heart of America*.
- c 1989** Brian Mock - home port: Newport Beach, CA (USA) - engine installed in **1989**.
- 1993 - 1995** B. Sheryl Geddes and Lance Brush - home port: Palo Alto, CA (USA).
- < 1996** Lawrence R. Spira, MD - home port: Santa Monica, CA (USA).
- 2000 - 2006** Ken Carrico - home port: West Palm Beach, FL (USA).
- 2007 - 2010** Palm Beach Maritime Museum - home port: Peanut Island, FL (USA).
- Since 2010** dennis Williams - home port: Newport, RI (USA).



# EAGLE

Design	Johan Valentijn
Builder	Williams & Manchester Shipyard
Year	1986 April 6
LOA	(m.)
IWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	Aluminum alloy
Engine	
First owner	Eagle Challenge
First name	<b>Eagle</b>
First country	USA
Home port	Newport Beach, CA (USA)
First sail number	US 60
Other names	
Current location	
Condition	Bare hull
Current sail number	

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** Eagle Challenge - name **Eagle** - home port: Newport Beach, CA (USA).  
Challenger to the 26th **1987** America's Cup in Fremantle, skipper Rod Davis; no significant results.

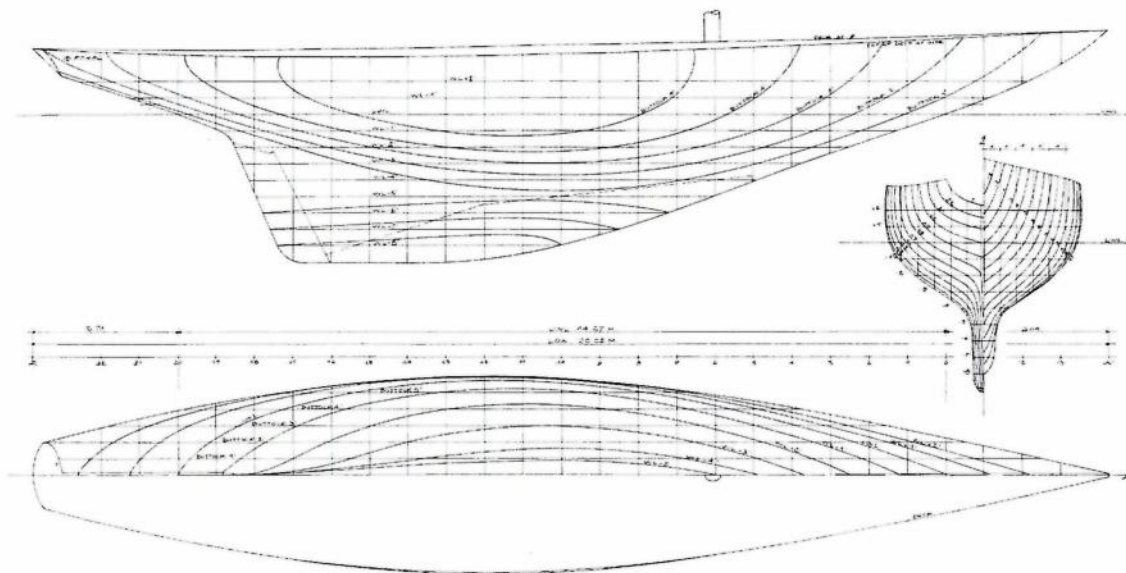
**< 1993 - 1994** Don Oakes - home port: Portland, OR (USA)  
Stripped of all hardware. Reused on **Lionheart** (rig, sails, winches, etc.).

Design	C Raymond Hunt & F.C. Williams Assoc.	
Builder	James E. Graves Inc.	
Year	1958 June 28	
LOA	(m.)	19.94
LWL	(m.)	14.35
Beam	(m.)	3.66
Draught	(m.)	2.79
Displacement	(t.)	27.8
Sail area	(sq. m.)	179
Construction	Double-planked mahogany on oak frames	
Engine		
First owner	Easterner Syndicate	
First name	<b>Easterner</b>	
First country	USA	
Home port	Marblehead, MA (USA)	
First sail number	US 18	
Other names	(1969)	<b>Newsboy</b>
Current location	Jamestown, RI (USA)	
Condition	Sailing	
Current sail number	US 18	

**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1958 - 1966** Easterner Syndicate (Chandler Hovey) - name: *Easterner* - home port: Marblehead, MA (USA). Built for the Chandler Hovey family (already owner of the J Class *Rainbow* and *Weetamoe*), she enters in the **1958**, **1962** and **1964** defender trials for the 17th and 18th America's Cup. Although the boat has a good potential being considered the fastest of the **1958** Twelves, due to lack of crew and helmsmanship (Chandler Hovey is personally at the tiller with a crew formed by mostly family members), she competes unsuccessfully being eliminated in the first round of trials. Winner in **1962** of the Astor Cup (NYYC) and in **1964** of the Queen's Cup (NYYC).
- 1967 - 1968** John K. Baillie & Phyllis D. Baillie - Marblehead, MA and Los Angeles, CA (USA).
- 1968 - 1995** John K. Baillie - new name: *Newsboy* - home port: Newport Beach, CA (USA).
- 1995 - 2008** SASA Charters, Inc. (Arthur Schlossmann) - name: *Easterner* - home port: Jamestown, RI (USA) - Yacht rebuilt at the Brooklin Boat Yard at Cove Haven Marina with a major structural restoration including reframing, refastening and refinishing.
- Since Nov. 2008** Shake-A-Leg - home port: Newport, RI (USA). The yacht was donated by Arthur Schlossmann to Shake-A-Leg, an institution leader in therapeutic sailing programs for disabled people. *Easterner* will be reengineered in her steering and sail trim features to allow disabled people to compete in the arena. In **2010** - new name: *Sail to Prevail*.

**World Championships Results:**  
 2002 in Newport: fifth in the Traditional division



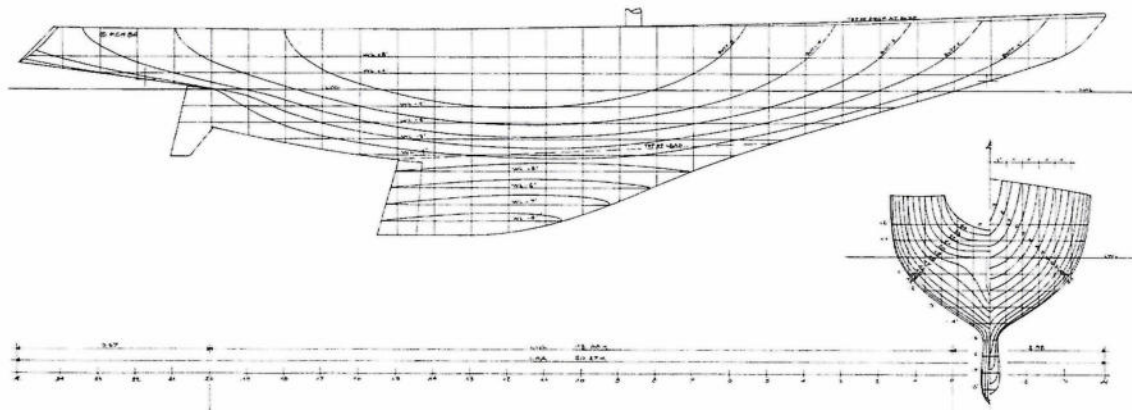
# ENTERPRISE

Design	Sparkman & Stephens - project n° 2270	
Builder	Minneford Yacht Yard Inc.	
Year	1977 January 21	
LOA	(m.)	20.15
LWL	(m.)	13.41
Beam	(m.)	3.78
Draught	(m.)	2.74
Displacement	(t.)	25.7
Sail area	(sq. m.)	168
Construction	Aluminum alloy	
Engine		
First owner	The Mar. College of Fort Schuyler Found.	
First name	<b>Enterprise</b>	
First country	USA	
Home port	New York	
First sail number	US 27	
Other names		
Current location	Newport	
Condition	Sailing	
Current sail number	US 27	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1977 - 1980** The Maritime College of Fort Schuyler Foundation, Inc - name: **Enterprise** - homeport: New York, NY. She is an improved extrapolation of **Courageous** designed in view of the 23rd America's Cup; skipper is Lowell North and a fight starts between the two sailmakers, Ted Hood being the skipper of **Independence**, the other defender candidate; it is also the first time that computers are used systematically for the design of sails. In the defender trials she is beaten by **Courageous**. Altered in **1979** by Sparkman & Stephens, she is the trial-horse for **Freedom** in **1980**. In **1977** she wins the Caritas Cup (NYYC) and she is co-winner with **Independence** of the Lipton Memorial Trophy (NYYC); in **1980** she wins again the Caritas Cup.
- 1982** Sfida Italiana America's Cup Syndicate - homeport: Porto Cervo (Italy). **Enterprise** is bought for around \$ 300.000 as trial-horse for **Azzurra** and point of reference for the Vallicelli design.
- < 1984** BNZ Challenge - she is chartered for the Twelve Worlds - Sardinia **1984**.
- 1985 - 1987** Challenge Kis France - homeport: La Rochelle (France) - trial-horse for **French Kiss** in **1986**. Due to the financial problems of the Syndicate, **Enterprise** is seized and only in **1996** she is bought by Chantiers Tréhard.
- 1988 - 1998** Marc Pajot - home port: Antibes (France).
- 1999** Vymer/Tréhard.
- 2000 - 2006** Antibes Marine Chantiers - home port: Antibes - she undergoes a complete refit, including a new engine, standing rigging, North 3DL racing sails, cruising sails with furling jib, new Lewmar winches, new electronics. A new beautiful accomodation was also included with a large double berth, bathroom, chart table, galley and 6 berths forward. The bow has lengthened according to the ofriginal drawings and part of the keel has been replaced to compensate the engine weight. She is again racing since **2000**.
- Since 2006** **Enterprise** US 27, LLC (Jan Slee) - homeport: Newport. For sale at \$ 495.000 (**2010**).



**World Championships Results:**

- 1999** in Saint Tropez: ninth
- 2001** in Cowes (America's Cup Jubilee): sixth in the Modern division



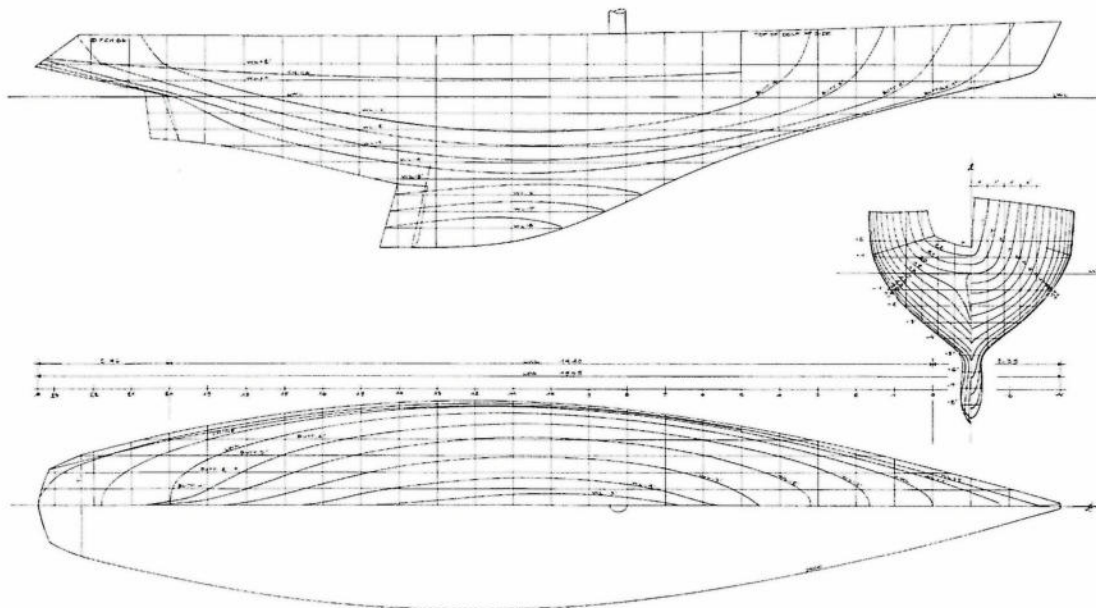
Design		André Mauric
Builder		Herman Egger, Chantier AFCA
Year		1970 May
LOA	(m.)	19.13
LWL	(m.)	14.40
Beam	(m.)	3.76
Draught	(m.)	2.57
Displacement	(t.)	27.45
Sail area	(sq. m.)	165
Construction		Wood
Engine		
First owner		L'Ass. Fr. pour "La Coupe de l'America"
First name		<b>France</b>
First country		France
Home port		Hyères (France)
First sail number		F 1
Other names		<b>France I</b>
Current location		Brest (France)
Condition		Sailing
Current sail number		F 1

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1970 - 1976** L'Association Française pour "La Coupe de l'America" (AFCA) (Marcel Bich) - name: **France** - homeport: Hyères (France). **France** represents the first of four attempts of Baron Bich to win the America's Cup. Back from the **1967** Cup, he starts with the organisation of a French challenge without any limit. L'Association Française pour "La Coupe de l'America" (AFCA) is incorporated. As trial-horses he buys *Kurrewa V*, *Sovereign* and *Constellation*, he orders to Britton Chance and Egger the construction of *Chancegger* to be used for test of the new **France**. Notwithstanding this important financial deployment, the results are not encouraging: **France** is beaten by *Gretel* by four to zero. If the hull is a quick one, rigging, sails and the crew are far away from the ones of the Australians. She competes again unsuccessfully in the challenger trials of **1974** and **1977**.

**1977 - 1980** Same owner - new name: **France I**. Altered in **1977**.

**Since 1986** Ecole Navale de la Marine Française - home port: Brest (France).



## FRANCE II

Design	André Mauric	
Builder	Herman Egger, Chantier AFCA	
Year	1977 April 9	
LOA	(m.)	19.13
LWL	(m.)	13.94
Beam	(m.)	3.86
Draught	(m.)	2.79
Displacement	(t.)	28.85
Sail area	(sq. m.)	172
Construction	Wood with aluminum alloy frames	
Engine	170 HP Yanmar	
First owner	L'Ass. Fr. pour "La Coupe de l'America"	
First name	<b>France II</b>	
First country	France	
Home port	Hyères	
First sail number	F 2	
Other names	(1980)	<b>Aquitaine</b>
Current location	Saint Tropez (France)	
Condition	Sailing	
Current sail number	F 2	

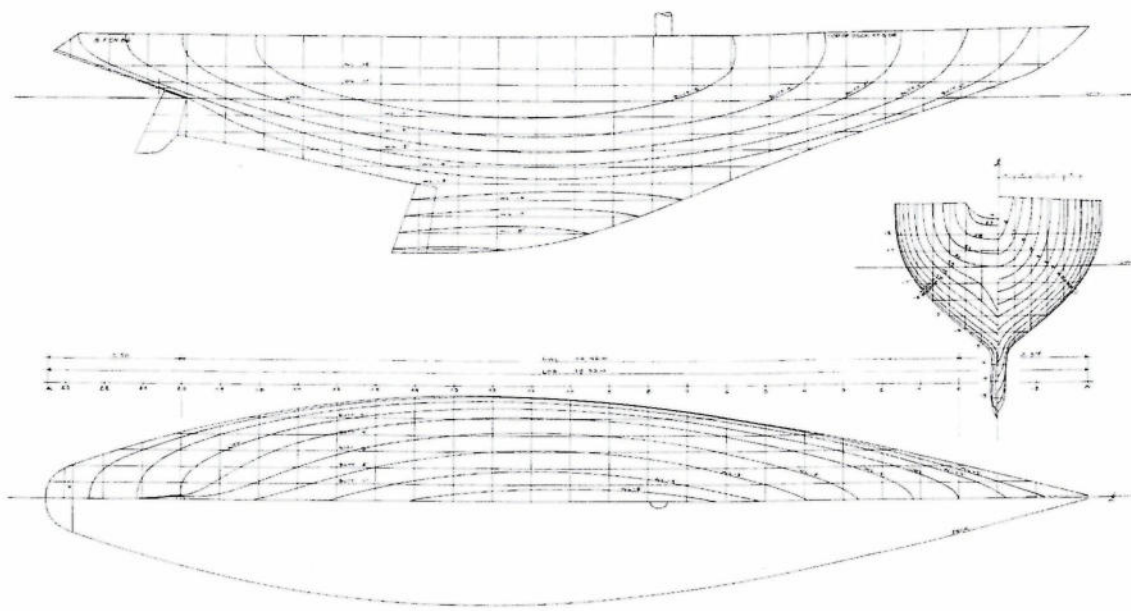


**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1977 - 1979** L'Association Française de "La Coupe de l'America" (AFCA) (Marcel Bich) - name: **France II** - homeport: Hyères. This Twelve was designed in **1972** as she had to compete for the **1974** America's Cup. Indecisions from Bich, related also to the Elvstrom bulb project, meant that the construction at the Pontarlier H. Egger Yard of the Mauric design was not started until **1976**. The many alterations introduced by other people to his original drawings had as a consequence that Mauric did not recognise his design and the main consequence was that the old **France** was chosen for the challenger trials at Newport where she was not even able to win a race. The hull is cold moulded - three laminates (10-10-15) of mahogany. (July **2001**)

**1980** Jacques Kreitmann & François Olivret - new name: **Aquitaine** - home port: Bordeaux (France).

**Since 1994** Alain Claude Marlin - new name: **France II** - home port: Saint Tropez (France). In **1996** **France II** underwent radical restoration works at the Egger yard and she was transformed in a cruising yacht with new interiors with two cabins, finished with exceptional mahogany joinery. A 170 HP Yanmar engine has been installed and the mast was changed with a new Maréchal one. At present (**2009**), she is for sale at the requested price of € 1.100.000. She is lying in Barcelona (Spain). For sale (**2010**) at \$ 700.000.



# FRANCE III

THIRD RULE AC

3

Design	Johan W. Vallentijn & Zonen FA
Builder	Chantiers Dufour
Year	1979 May
LOA	(m.) 19.91
LWL	(m.) 14.22
Beam	(m.) 3.71
Draught	(m.) 2.74
Displacement	(t.) 26.2
Sail area	(sq. m.) 171
Construction	Aluminum alloy
Engine	
First owner	L'Ass. Fr. pour "La Coupe de l'America"
First name	<b>France III</b>
First country	France
Home port	Hyères (France)
First sail number	F 3
Other names	
Current location	Brest (France)
Condition	Sailing
Current sail number	F 3



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1979 - 1980** L'Association Française pour "La Coupe de l'America" (AFCA) (Marcel Bich) - name: **France III** - homeport: Hyères (France). **France III** is inspired by the Australia design on which Valentijn had assisted Ben Lexcen. The original design with a double trintab is modified in Newport this system being not easy to run. In the **1980** America's Cup Challenger Trials, she wins on **Lionheart** by four to three being the only Twelve having won a race for Baron Bich. She is then eliminated by **Australia** four to one. This was the last time that Baron Bich would challenge for the America's Cup.

**1980 - 1983** Yves Rousset-Rouard & Défi française pour la "Coupe de l'America" (DFCA). She is altered by Jacques Fauroux in **1981** in view of the **1983** 25th America's Cup. The challenge is on behalf of Yacht Club de France and the skipper is Bruno Troublé. No chance for her as she is last but one.

**since 1986** Ecole Navale de la Marine Française - home port: Brest (France)

**World Championships Results:**

**1982** in Newport: seventh

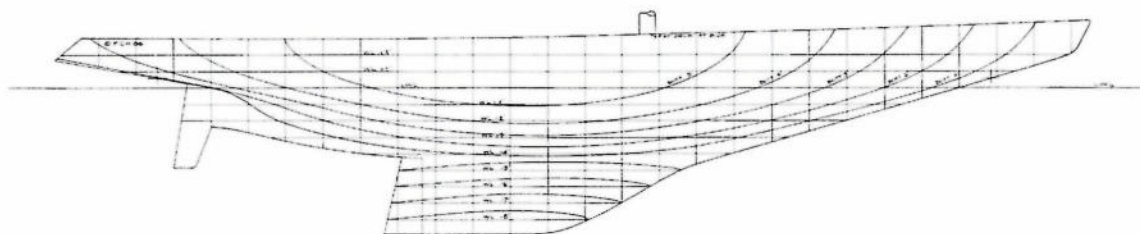
# FREEDOM

Design	Olin J. Stephens - project n° 2368	
Builder	Minneford Yacht Yard Inc.	
Year	1979 June	
LOA	(m.)	18.97
LWL	(m.)	13.76
Beam	(m.)	3.73
Draught	(m.)	2.74
Displacement	(t.)	25.95
Sail area	(sq. m.)	168
Construction	Aluminum alloy	
Engine		
First owner	The Mar.Coll. of Fort Schuyler Found. Inc.	
First name	<b>Freedom</b>	
First country	USA	
Home port	Newport, RI (USA)	
First sail number	US 30	
Other names		
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number	US 30	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1979 - 1980** The Maritime College of Fort Schuyler Foundation, Inc. SUNY - name: *Freedom* - homeport: Newport. *Freedom* is the last Twelve designed by Olin Stephens with the cooperation of Bill Langan; her hull lines are inspired by the ones of *Enterprise* while a great work has been done to reduce the pitch and the windage of the hull with a very reduced freeboard. "Budgetary restrictions on model testing greatly affected *Freedom's* design program, with the result that she basically emerged from our office as a modified *Courageous*. Her freeboard was cut down slightly lowering her center of gravity while giving up a little sail area. The leading edge of the keel was also snubbed on the model. Bill Langan and I, working together on the design, hoped that these modifications would be compatible with Dennis Connor's aggressive sailing style, which seemed very likely to involve a lot of tacking. We felt that this would reduce separated flow and improve acceleration following a tack, and it seemed to work..." (Olin Stephens in Lines) *Freedom* was skippered by Dennis Conner and dominated the Defender Trials on *Clipper* and *Courageous*. In the America's Cup Match she beats *Australia* four to one. In **1980** she wins the Chandler Hovey Gold Bowl.
- < 1983** *Freedom* Campaigne '83 SUNY at Ft. Schuyler. Altered by Sparkman & Stephens in **1982**. Trial-horse: *Liberty* in **1983**.
- 1985** Consorzio Italia (?).
- 1986 - 1987** Challenge Kis France - home port: La Rochelle (France). Trial-horse: *French Kiss* in **1986**.
- 1995 - 2000** François Fontes - home port: Montpellier (France).
- Since June 2000** *Freedom* Foundation, LLC (Ernest K. Jacquet) - home port: Newport, RI (USA). In **2006/07** *Freedom* has had significant modifications by Dave Pedrick with the removal of the engine to return her to her former speed capability when she won the America's Cup Jubilee in **2001**.



**America's Cup:**

**1980** - 24th America's Cup Challenge: *Freedom* (skipper Dennis Conner) - *Australia* (skipper Sir James Hardy): 4-1

**World Championships Results:**

- 2001** in Cowes (America's Cup Jubilee): winner of the Modern division
- 2005** in Newport: fourth in the Modern division
- 2009** in Newport: third in the Modern division

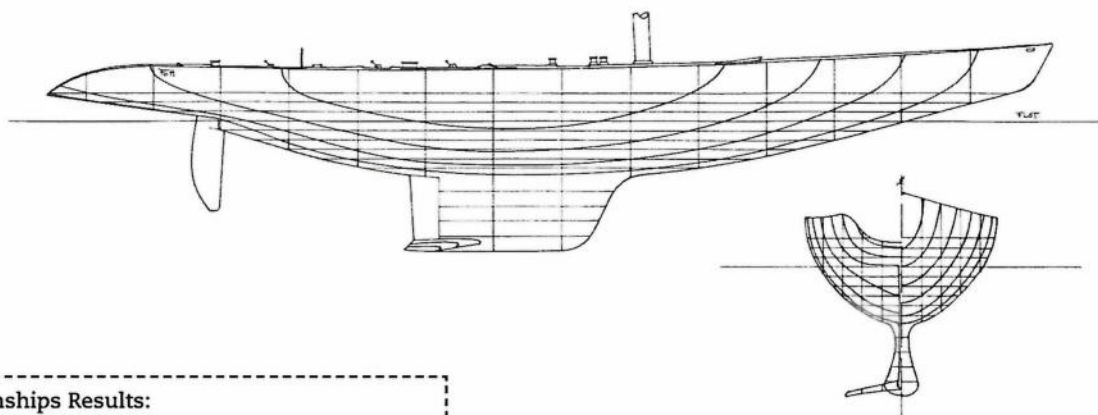
# FRENCH KISS

Design	P. Briand, P. Perrier, D. Chaumette	
Builder	Alubat	
Year	1985 October 17	
LOA	(m.)	19.20
LWL	(m.)	
Beam	(m.)	3.60
Draught	(m.)	
Displacement	(t.)	24.05
Sail area	(sq. m.)	160
Construction	Aluminum alloy	
Engine		
First owner	Challenge Kis France/Clipper's & Associés	
First name	<b>French Kiss</b>	
First country	France	
Home port	La Rochelle	
First sail number	F 7	
Other names		
Current location	Marina di Carrara (Italy)	
Condition	Sailing	
Current sail number	F 7	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1985 - 1987** Challenge Kis France/Clipper's & Associés - name: **French Kiss** - homeport: La Rochelle. **French Kiss** is the only Twelve, out of two designed, built for the **1987** America's Cup. The budget is in the region of US \$ 9.000.000 entirely covered by the photographic Kis Company. The leading men of the project are Philippe Briand for the design and Marc Pajot as manager and skipper. The computer research of the project is done by Dassault under the direction of Philippe Perrier and Daniel Chamette with no tests in tanks or wind tunnels but only flow and pressure simulations. **French Kiss** is both original and highly efficient in winds over 15 knots; she is the big surprise in the Challenger (skipper: Marc Pajot) Trials for her speed, the only weak point being her reliability. She is fifth in The **1986** World Championship and she enters in the challengers semi-finals where she is beaten by **New Zealand**.
- 1987 - 1994** STCA - home port: Saint Tropez (France).
- 1995 - 1999** Codara S.A. (Albert Khodara) - home port: Marseille (France).  
She is again tuned up at the top with new sails and an updating of the original equipment; she wins several races of the Mediterranean circuit: the **1996** Coppa d'Europa and Saint Tropez Rolex Cup; in **1997** she is second in Coppa d'Europa but she wins again the Rolex Cup; she is third in the **1999** World Championship and wins the **2000** Saint Tropez Cup.
- 2000 - 2006** Corrado Fratini - home port: Marina di Carrara (Italy) - she enters in a few races up to **2002** and then she remains sheltered for the remaining four years.
- 2006 - 2007** Associazione Idea Argo - bought in **2006**, September 20. The new owner is an association for disabled whose president is Antonio Spinelli. **French Kiss** has raced again in Saint Tropez **2006**, winning the 12 Metre class, The aim is to use **French Kiss** for training in view to enter in the America's Cup with a crew of disabled. This ambitious program was stopped at the end of the year.
- Since 2007** Markus Daniel - home port: Marina di Carrara (Italy) - mast and boom changed in **2009**.



**World Championships Results:**  
**1986** in Perth: seventh  
**1999** in Saint Tropez: third

# GRETEL

Design	Alan Payne	
Builder	Lars Holvorsen Sons. Pty. Ltd.	
Year	1962 February 19	
LOA	(m.)	21.16
LWL	(m.)	13.84
Beam	(m.)	3.58
Draught	(m.)	2.67
Displacement	(t.)	26.7
Sail area	(sq. m.)	171
Construction	Wood on steel frames	
Engine		
First owner	Sir Frank Packer, Australian ACCA	
First name	<i>Gretel</i>	
First country	Australia	
Home port	Sydney (Australia)	
First sail number	KA 1	
Other names		
Current location	Porto Santo Stefano (Italy)	
Condition	Sailing but in need of restoration	
Current sail number	KA 1	

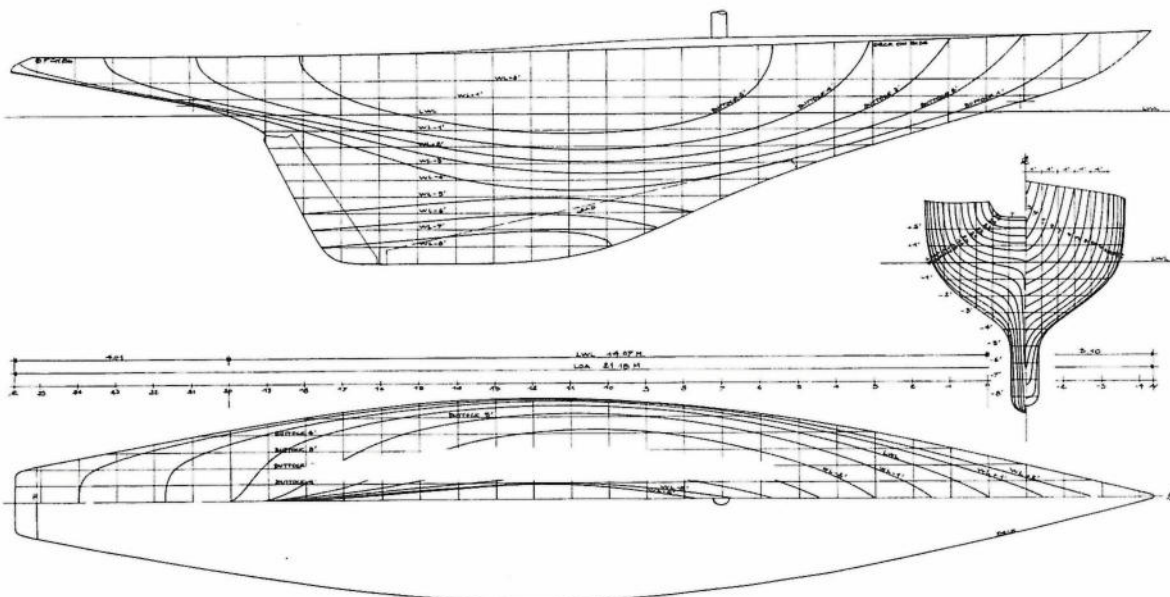


**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1962 - 1973** Sir Frank Packer, Australian America's Cup Challenge Association - name: *Gretel* - home port: Sydney (Australia). In **1959** Sir Frank Packer, an Australian newspaper magnate, chartered *Vim* for four years and took her in his country in view of an Australian challenge for the **1962** Cup 18th edition. In that period, there was no limitations in the dead in export of technologies and materials and Packer sent Alan Payne in the States at the Stevens Institute at Hoboken to work on the design of a new challenger. *Gretel* is based on the lines of *Vim*, carefully analysed, and on the American calculations and measurements at the Stevens Institute which were accessible to Payne; One major innovation was the possibility to link the winches of the genoa sheets having the four gears operated by the winchman's foot pedal; such possibility increased the efficiency while tacking. *Gretel* competed successfully against *Weatherly*; the races were very close and the Australian were even able to win a race losing by a score of 4-1. The Americans won more for a greater efficiency of the crew and greater experience than for a better boat. As a consequence, it was decided to prevent the future challengers from the access to any kind of American tecnology. *Gretel* is altered by Payne in **1966** and **1967** and she is trial-horse of *Dame Pattie* for the **1967** America's Cup and for *Gretel II* for the following edition of the Cup.
- 1973 - 1974** Yanchep Estates Pty. Ltd. - homeport: Perth and Yanchep (Australia).
- 1975** The Southern Cross America's Cup Challenge Association, Ltd. She is trial-horse for *Southern Cross*.
- 1976 - 1979** *Gretel* Syndicate - homeport: Yanchep, WA (**1976** and **1977**), Port Melbourne, Victoria and Sidney (Australia).
- 1980** Disappeared from the Lloyd's Register.
- < 1993-1994** Operated as a Charter vessel in the North Queensland.
- since 2003** Doug Peterson - home port: Porto Santo Stefano (Italy). Waiting for restoration.

**America's Cup:**

**1962 - 18th America's Cup Challenge:** *Gretel* (skipper A.S. Shurrock) - *Weatherly* (skipper Emil "Bus" Mosbacher): 1-4

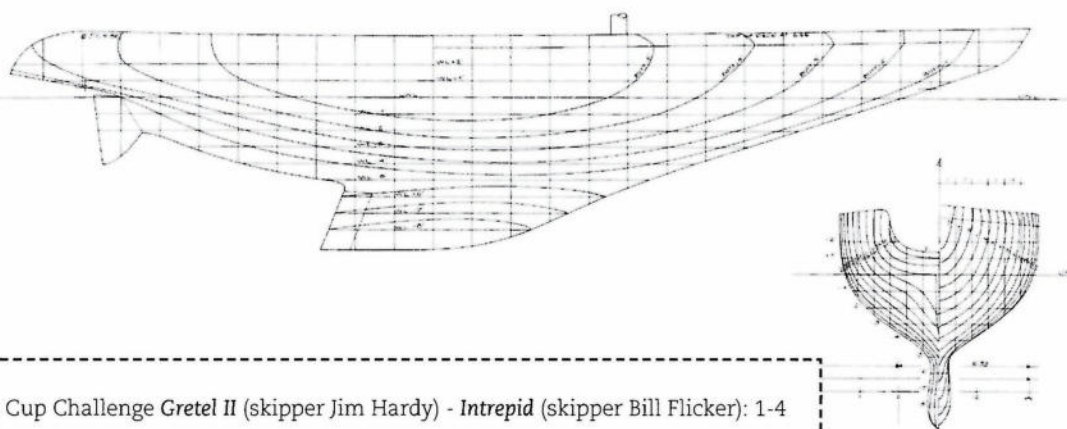


Design	Alan Payne
Builder	William H. Barnett Pty. Ltd.
Year	1970 February 12
LOA	(m.) 19.81
LWL	(m.) 14.02
Beam	(m.) 3.66
Draught	(m.) 2.74
Displacement	(t.) 29.2
Sail area	(sq. m.) 187
Construction	Wood
Engine	
First owner	Sir Frank Packer
First name	<i>Gretel II</i>
First country	Australia
Home port	Sydney (Australia)
First sail number	KA 3
Other names	
Current location	Sydney, Dibley Marine (Australia)
Condition	Sailing
Current sail number	KA 3



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1970 - 1973** Sir Frank Packer - name: *Gretel II* - homeport: Sydney (Australia). Challenger for the 21st America's Cup Match. Alan Payne second *Gretel* is again an innovative yacht. She is a very fast boat with better dynamic performances than the America's Cup yachts and with very advanced hull forms; she has also a bendy riveted mast with turbulence stimulators in order to increase aerodynamic efficiency and the first twin wheels to grant the helmsman with a better visibility when sailing windward. She is the last Twelve in wood to race the America's Cup. She wins easily the Challenger Trials with a score of 4-0 to *France*. Skipped by James "Gentleman Jim" Hardy, she loses by 4 to 1 to *Intrepid*, skippered by William "Bill" Ficker.
- 1973 - 1974** Yanchep Estates Pty. Ltd - homeport: Perth and Yanchep (Australia). Altered in **1973**. Trial-horse of *Southern Cross* in **1874**.
- 1975 - 1976** The *Southern Cross* America's Cup, Challenge Association Ltd. - homeport: Yanchep (Australia).
- 1976 - 1978** **1977** America's Cup Challenge Association, Inc. (Gordon W. Ingate) - homeport: Sydney (Australia). Altered by Alan Payne in **1976** she enters in the Challenger Trials for the **1997** America's Cup.
- 1979 - 1980** Gordon W. Ingate. Altered in **1985** to enter in the Class Worlds of **1986** in Perth (Australia).
- 1987 - 2005** Sydney Maritime Museum - home port: Pyrmont (Australia). Sailing under the Sydney Heritage Fleet. Due to lack of funds, in **2004**, *Gretel II* is for sale at the price of \$ 200,000.
- Since 2006** Michael Maxwell - home port: Sidney (Dibley Marine). She has undergone important works in New Zealand with her interior redesigned for overnight accomodation, a new deck layout and new rig. Relaunched in February **2009**.



**America's Cup:**

1970 - 21st America's Cup Challenge *Gretel II* (skipper Jim Hardy) - *Intrepid* (skipper Bill Flicker): 1-4

**World Championships Results:**

1979 in Brighton (Great Britain): third  
 1986 in Perth (Australia): eighth

# HEART OF AMERICA

Design	Gretzky, Graham, MacLane, Schlageter	
Builder	Merrifield-Roberts, Inc.	
Year	1986 May 8	
LOA	(m.)	
LWL	(m.)	
Beam	(m.)	
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Aluminum alloy	
Engine		
First owner	Heart of America Challenge	
First name	<i>Heart of America</i>	
First country	USA	
Home port	Newport, RI (USA)	
First sail number	US 51	
Other names		
Current location	Turkey	
Condition	Sailing	
Current sail number	US 51	

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** Heart of America Challenge - name: *Heart of America* - homeport: Newport, RI (USA). Challenger of the 26th **1987** America's Cup representing the Chicago Yacht Club with skipper Harry C. "Buddy" Melges. Trial-horses: *Clipper* and *Defender*.  
The project is by a design team formed by James Gretzky, Scott Graham, Duncan McLane and Eric Schlageter more famous for small ocean racers. Her lines are very close to the ones of *French Kiss* with a high bow, a low freeboard and a large stern; the keel is similar to the one of *Australia II*.  
? US 12 Meter San Diego, Inc - homeport: La Jolla, CA.

**1993 - 2006** ? - home port: in Turkey.

**Since 2006** Kahraman Sadicoglu - home port: Gocek Bay (Turkey) - Sailing.

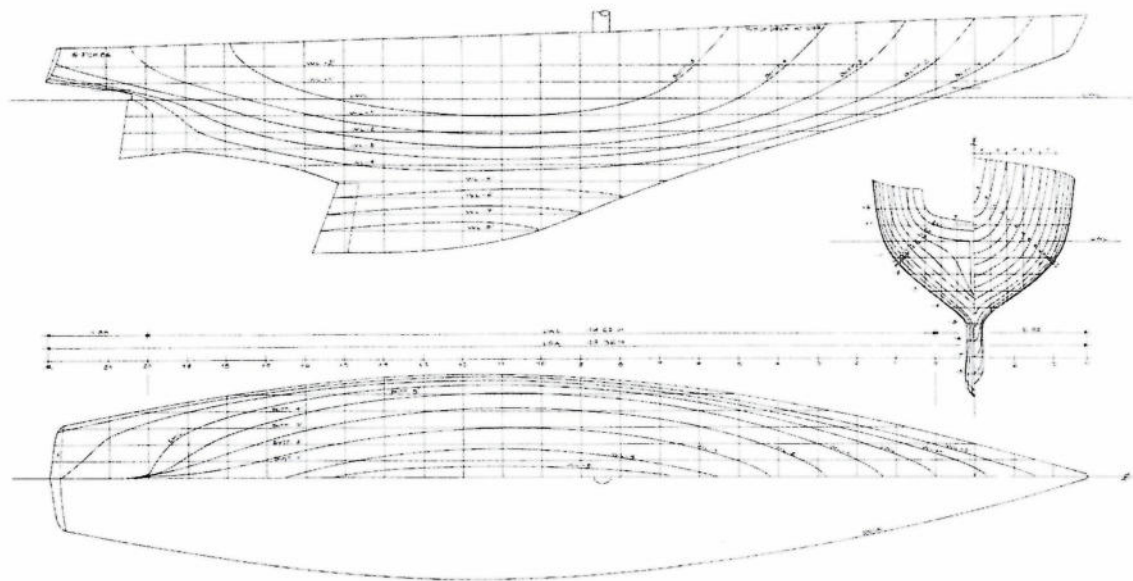


Design	Charles E. Morgan jr. - project n° 3603	
Builder	James E. Graves Inc. Morgan Yacht Corp.	
Year	1970	
LOA	(m.)	19.20
LWL	(m.)	14.40
Beam	(m.)	3.78
Draught	(m.)	2.84
Displacement	(t.)	29.8
Sail area	(sq. m.)	164
Construction	Double-planked on laminated oak and ash frames	
Engine		
First owner	Heritage Syndicate Charles E. Morgan jr.	
First name	<b>Heritage</b>	
First country	USA	
Home port	St. Petersburg, FL	
First sail number	US 23	
Other names		
Current location	Marblehead, MA (USA)	
Condition	Sailing, altered to IOR rating	
Current sail number	US 23	



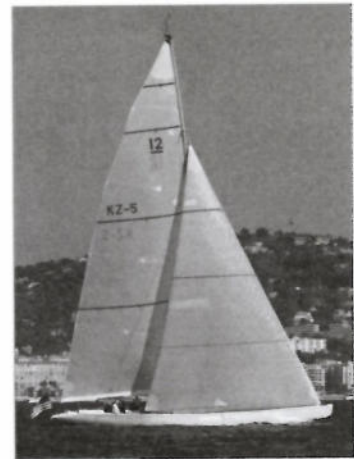
**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1970 - 1973** Heritage Syndicate, Charles E. Morgan Jr. - home port: St. Petersburg, FL (USA).  
Charles E. Morgan is a renowned designer, yacht builder, sailmaker and ocean racer. To enter as a challenger in the America's Cup he sells his business, Morgan Yacht Corp. in order to finance his campaign. *Heritage* is a splendid Twelve, inspired by *Intrepid*, but with a much more wetted surface and displacement. At her launching, the load between hoisting cranes got out of balance and she was nearly dumped. Damage sustained in the partial drop put her behind of schedule by 10 days. She then faced a 1,500 mile voyage so arduous she arrived in Newport three days late for the preliminary races. *Heritage* never seemed to find her balance no matter how Morgan altered her rig, sails, ballast and rudder. She was eliminated, along with *Valiant* and *Weatherly*, in the preliminary round, leaving *Intrepid* to stand against *Gretel II*.
- 1973 - 1975** Florida Institute of Technology - home port: Melbourne and St. Petersburg, FL (USA).
- 1976** Off Record.
- c 1976** Don Wildman - home port: Chicago, IL (USA) - yacht hull substantially altered to IOR rating.
- < 1985** Sea Scouts, Boy Scouts of America.
- Since 1993** HYC, Inc. (Jeffrey G. Barrows) - home port: Salem, MA (USA). Rig altered in Auxiliary Sloop and engine installed.



# HISSAR

Design	Laurie Davidson, Bruce Farr, Ron Holland	
Builder	Marten Marine	
Year	1986 January 8	
LOA	(m.)	19.99
LWL	(m.)	14.02
Beam	(m.)	4.02
Draught	(m.)	2.74
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Glassfibre composite-glass reinforced plastic	
Engine		
First owner	NZ America's Cup Challenge Trust	
First name	<i>New Zealand</i>	
First country	New Zealand	
Home port	Auckland (New Zealand)	
First sail number	KZ 5	
Other names	(1992)	<i>Nippon</i>
	(1993)	<i>Cannonball</i>
	(1995)	<i>Fury</i>
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number	US 62	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1986 - 1987** NZ America's Cup Challenge Trust - name: *New Zealand* - home port: Auckland (New Zealand).  
 The budget for the New Zealander challenge is of \$ 15,000,000 and the Syndicate is chaired by Sir Michael Fay, a wealthy merchant banker. He decides to put together the three leading New Zealand designers to realize the first of a long lasting challenge for the Cup. First, two models are realized of *Victory '83* and *Australia II* (it is said that the lines of *Australia II* were acquired by the New Zealanders). Tests are run at Wolfson Institute at the Southampton University and five other models are realized and there tank test data are verified with computer analysis; the fifth model will be chosen as a good heavy weather performer on which the first two Twelves will be realized: KZ 3 and KZ 5. Both are identical and, after long consultations with the Lloyds, they are built. This is the first time in the International Rule history, in glassfibre composite (hence the nickname of "plastic fantastics"); the advantage is to have much more stiff boats, estimated by Laurie Davidson in the order of 20 times than aluminum with no flexing in the hull and especially in the mast region where the shrouds are attached. From the results of the two Twelves, KZ 7 takes shape after much more testing and other models; special attention is devoted to the keel design for which exhaustive tests are conducted in wind tunnel facilities.  
*New Zealand* KZ 5 is the second of the two "Plastic fantastics" trial horses for KZ 7 in view of the Challenger Trials.
- < 1992 - 1993** Nippon Yacht Club - new name: *Nippon* - home port: Tokyo (Japan). New sail number: J 5.
- 1993 - 1995** Charles A. Robertson - new name: *Cannonball* - home port: Old Saybrook, CT (USA). New sail number: US 62. In 1994, she is altered at Pilot's Point (Westbrook, CT).
- 1995 - 2001** Paul Campbell, Jr. - new name: *Fury* - home port: Boston, MA and New York, NY (USA).
- Since 2002** Edgar Cato - new name: *Hissar* - home port: Charlotte, NC (USA). Winner of the 2003, 2004, 2005, 2006, 2008 North American Championships. For sale at \$ 650,000.

**World Championships Results:**

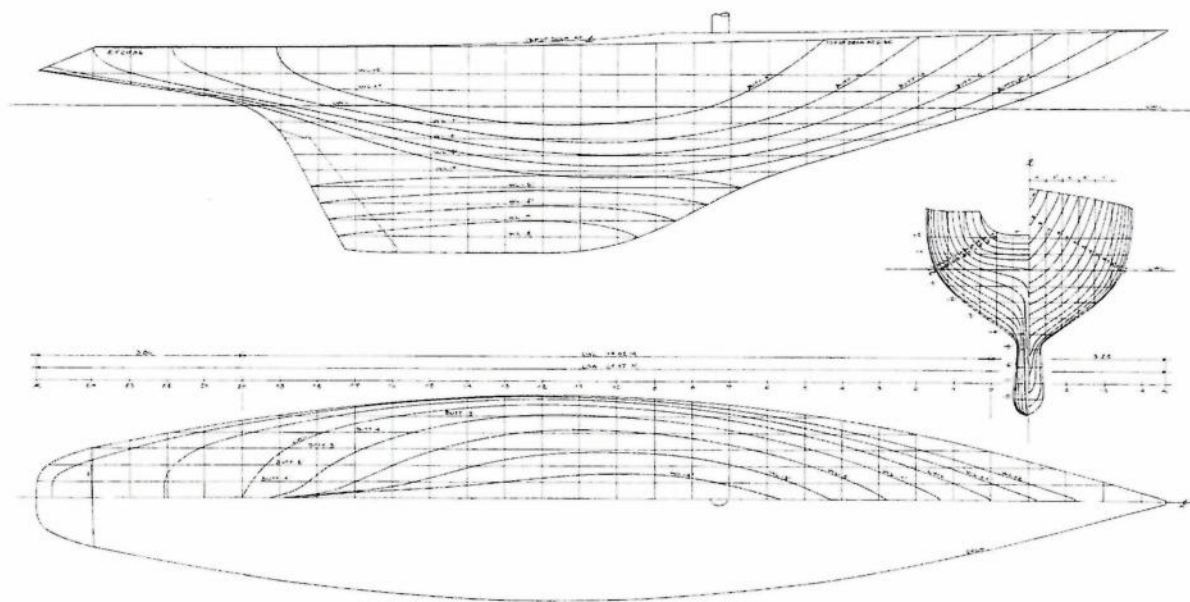
- 1986 in Perth (Australia): eleventh
- 2001 in Cowes (Great Britain) America's Cup Jubilee: sixth
- 2005 in Newport, RI (USA): winner
- 2009 in Newport, RI (USA): sixth

Design		David Boyd
Builder		Alexr. Robertson & Sons (Y. Builders) Ltd.
Year		1964 May
LOA	(m.)	21.06
LWL	(m.)	13.93
Beam	(m.)	3.81
Draught	(m.)	2.67
Displacement	(t.)	27.27
Sail area	(sq. m.)	175
Construction		Wood on steel frames
Engine		
First owner		Frank W. & John H. Livingston
First name		<i>Kurrewa V</i>
First country		Great Britain
Home port		Greenock (Great Britain)
First sail number		K 3
Other names	(1972)	<i>Levrier de Mer</i>
	(1974)	<i>Ikra</i>
Current location		Antibes (France)
Condition		Sailing
Current sail number		K 3



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1964 - 1966** Frank W. & John H. Livingston (Owen Aisher, Mgr.) - Name: *Kurrewa V* - home port: Greenock (Great Britain). She is built for the **1964** 19th Match by the two Livingston brothers in order to have a second British challenger. In order to save time and money, instead of organizing a new Syndicate, David Boyd is requested to design a second twelve sister ship to *Sovereign* with slight differences in the keel and in the rigging; She is built at the same yard using *Sovereign* framework; she is faster than *Sovereign* but only using Hood sails forbidden in the Match not being of British manufacture. In the final trials *Sovereign* prevails and will be the British challenger.
- 1967** John M. Livingstone.
- 1968 - 1975** Robert Laforest - new name: *Levrier de Mer* (**1970**) - home port: Greenock (Great Britain), Asnières and Sandbank. She is one of the Twelves bought by Baron Bich campaign for the America's Cup and she is trial horse of *France* in **1970**.
- 1976 - 2005** Jean Rédélé - new name: *Ikra II* - home port: Antibes (France). She is modified for cruising with a shorter mast and boom and a new interior lay out - *Ikra* is also known as challenger of the yacht *Pride* in the race which will mark the start of the Nioulargue regatta in Saint Tropez.
- Since 2006** Yves Marie Morault - Home port: Antibes (France). In october **2006**, at Chantier Tréhard, she has undergone important refit works: seven frames have been replaced as well as several planks of the hull which has been re-plasticized, all the deck fittings have been replaced with sand-blasted steel, 400 kilos of lead have been added to have the boat remeasured according to the Class Rules. The works have been stopped in May **2007** and started again at the end of October **2007** to build interiors mixing the old traditional ones with modern style kitchen and bathroom in red formica. Winches and grinders in carbonium have been added.



**World Championships Results:**  
**1999** in Saint Tropez (France): tenth

# INDEPENDENCE

Design	Frederick E. Hood - project n° 691	
Builder	Minneford Yacht Yard	
Year	1976 July 24	
LOA	(m.)	19.34
LWL	(m.)	13.77
Beam	(m.)	3.73
Draught	(m.)	2.69
Displacement	(t.)	25.1
Sail area	(sq. m.)	174
Construction	Aluminum alloy	
Engine		
First owner	Kings Point Fund, Inc.	
First name	<i>Independence</i>	
First country	USA	
Home port	Kings Point, NY (USA)	
First sail number		
Other names		
Current location		
Condition	Redesigned and rebuilt as <i>Clipper</i>	
Current sail number	US 28	

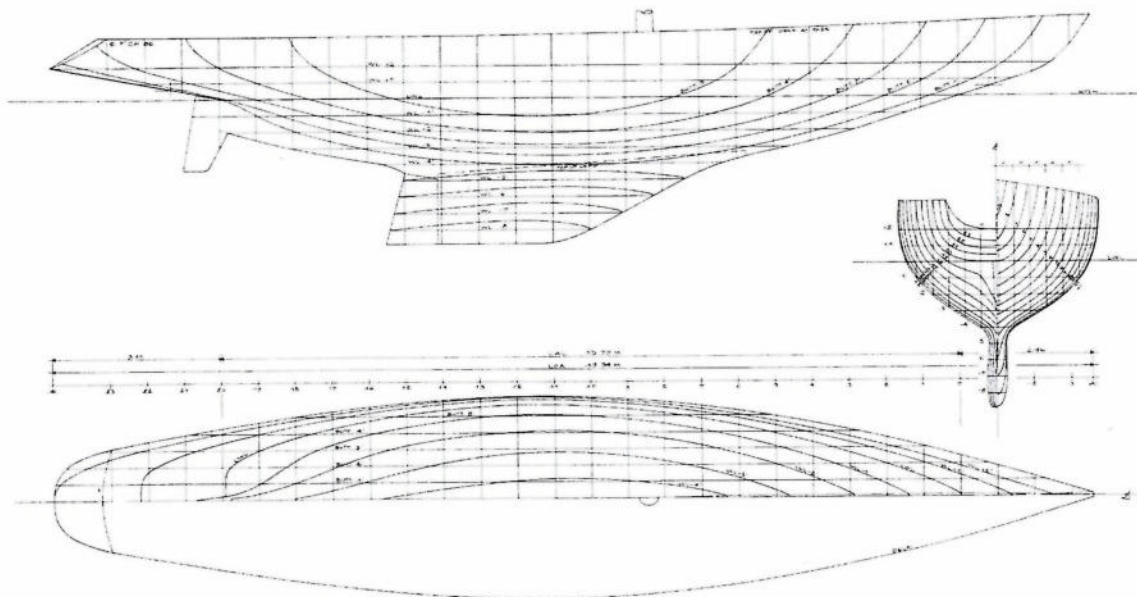


**Owners/history:** Built according to the **International Third Rule America's Cup**.

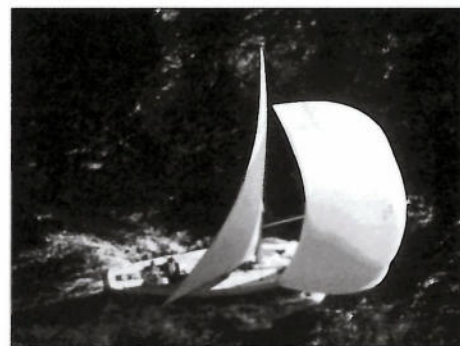
**1976 - 1979** Kings Point Fund, Inc. - name: *Independence* - home port: Kings Point, NY (USA). She is the second Twelve designed by Hood after *Nefertiti*. Hood had been the skipper of *Courageous*, winner of the **1974** America's Cup and, Olin Stephens not being available, decided to design his own Twelve. At the moment a big fight was dominating the Cup between the two leading sailmakers. Co-winner with *Enterprise* of the **1977** Lipton Memorial Trophy (NYYC).

**1979** Owner deleted.

**1980** R.E. "Ted" Turner - the yacht is completely redesigned and rebuilt as *Clipper*.



Design	Olin J. Stephens - project n° 1834	
Builder	Minneford Yacht Yard - constr. n° 75	
Year	1967 May	
LOA	(m.)	19.66
LWL	(m.)	14.27 (1967) - 14.75 (1970)
Beam	(m.)	3.68
Draught	(m.)	2.78 (1967) - 2.82 (1970)
Displacement	(t.)	27.9 (1967) - 30.55 (1970)
Sail area	(sq. m.)	164 (1967) - 161 (1970)
Construction	Double-planked mahogany on white oak frames	
Engine		
First owner	Intrepid Syndicate	
First name	<i>Intrepid</i>	
First country	USA	
Home port	New York	
First sail number	US 22	
Other names	<i>Windancer</i>	
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number	US 22	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1967 - 1971** Intrepid Syndicate - name: *Intrepid* - home port: New York, NY (USA)  
*Intrepid* is one of those few projects that made yachting history and, more in particular, the history of the Twelve Metre Class; she is undoubtedly a breakthrough yacht. Stephens aim was to reduce the wetted surface by cutting away the keel at the after end and redistributing the saved volume in the afterlines of the hull. Tests at the Hoboken tank confirms the validity of his ideas and *Intrepid* is the best result which could be imagined. Not only her hull lines are completely innovative, as a result she has also the first fin and skeg configuration with a trim tab at the aft end of the keel combined to the rudder with the same steering mechanism. Moreover, the deck layout is new with the crew off the deck and the winches and related mechanism below deck; this solution means that the boom is lowered towards the deck with greater stability, Painstaking attention is directed to save any pound which is not structure so to increase the ballast to a maximum; the accommodations in the boat are reduced to a minimum with cabin lines in Terylene. The rig too is innovative with the boom and the higher part of the mast in titanium and a bending boom. New sails in cut and materials complete a splendid success. There is no history in the America's Cup: *Intrepid* is the Defender and outclasses *Dame Pattie* by a score of 4-0.  
 For the **1970** America's Cup Match she is modified by Britton Chance, Jr with a keel redesigned and recasted, a longer waterline of 0,60, three tons more weight in the hull, a reduced wetted area and an increase in the weight. For the second time she wins the Cup Match by a score of 4-1 on *Gretel II*.  
 Winner of the Chandle Hovey Gold Bowl (NYYC) in **1967** and **1970**. Winner of the Caritas Cup (NYYC) in **1970**.
- 1971 - 1974** International Oceanographic Foundation - home port: Miami, FL (USA).  
 Winner of the Caritas Cup (NYYC) in **1974** - winner of the Lipton Memorial Trophy (NYYC) in **1974**.
- 1975** Intrepid West - home port: Seattle, WA (USA).
- 1975 - 1976** Seattle Sailing Foundation (according to American Lloyds, from **1973** to **1976**: Intrepid/West & Seattle Sailing Foundation) - altered by J. Gerald Driscoll & Sparkman & Stephens, Driscoll Custom Boats.
- 1977 - 1978** Robert H. Fendler - home port: Seattle, WA (USA). Trial-horse for *Enterprise*.
- 1978 - 1980** Pierre G. Goemans (resident in Monaco Principality and owner, on behalf of the French challenge, also of *Sovereign* and *Constellation*).
- 1979** L'Association Française pour "La Coupe de l'America" (AFCA) (Marcel Bich). Trial-horse for *France III*.
- ?** ? new name: *Windancer* - home port: Luskegon, MI (USA). She is taken to Lake Champlain for charter.
- 1993 - 1996** Intrepid Sailing Inc - new name: *Intrepid* - home port: Seekonk, MA (USA).  
 After **1994** she is run aground on the Nantucket breakwater.
- Since 1996** Intrepid Charters LLC (Jack P. Curtin, Jr.) - home port: Newport, RI (USA).  
 She is completely rebuilt under the direction of Herb Marshall and George Hill at Brewer's Cove Haven Marina in Barrington, RI (USA). She has a new deck and deckbeams, new floor timbers, new ring frames, new bottom planking and a new ballast keel.

**America's Cup:**

**1967** 20th America's Cup Challenge: *Intrepid* (skipper Emil "Bus" Mosbacher) - *Dame Pattie* (skipper James Shurrock): 4-0  
**1970** 21st America's Cup Challenge: *Intrepid* (skipper: Bill Ficker) - *Gretel II* (skipper James Hardy): 4-1

**World Championships Results:**

**1982** in Newport: sixth  
**2001** in Cowes (America's Cup Jubilee): second in the Modern division  
**2005** in Newport: third in the Modern division  
**2009** in Newport: fourth in the Modern division

# ITALIA I

Design	Giorgetti & Magrini
Builder	Cantieri Baglietto
Year	1985 August
LOA	(m.) 19.65
LWL	(m.)
Beam	(m.) 3.64
Draught	(m.)
Displacement	(t.) 25.12
Sail area	(sq. m.) 165
Construction	Aluminum alloy
Engine	
First owner	Consorzio Italia
First name	<i>Italia I</i>
First country	Italy
Home port	Genova (Italy)
First sail number	I 7
Other names	
Current location	Lymington
Condition	Sailing
Current sail number	I 7



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1985 - 1987** Consorzio Italia - name: *Italia I* - home port: Genova (Italy). *Italia I* is the first of two Twelves designed by Giorgetti & Magrini for the 26th **1987** America's Cup. The budget is of twelve billions italian lire covered by ten sponsors. Five models on a 1:3 scale are tested at Wageningen and the research continues at the ship model basin at Trieste with models on a scale 1:10 while the aircraft company Aermacchi assists with her wind tunnel and computer center. Organizing problems and the ones related to *Italia II* drop during her launch do not allow the Consorzio to achieve good results: *Italia I* will score eighth at the **1986** World Championship and will achieve modest results in the Louis Vuitton Cup; *Italia II* will not even enter in the Louis Vuitton Cup.
- 1988 - 1995** Luigi Scappa - home port: Lecco, Como lake (Italy).
- 1995 - 1999** Corrado Fratini - home port: Marina di Carrara (Italy). *Italia I* is restored; an engine is installed and she enters the Mediterranean Twelve regattas; in **1996** she is second behind *French Kiss* in the Coppa del Mediterraneo and in the Europe Cup; in **1997** she wins the Europe Cup and she is second in the ITMA and AIVE Cups; in **1999** she is second, behind *Kiwi Magic*, in the World Championship.
- 2000 - 2005** Don J.L. Wood - home port: Lymington (Great Britain). In **2001**, she enters in the America's Cup Jubilee.
- Since 2006** Richard Rankin - home port: Lymington (Great Britain).

**World Championships Results:**

- 1986** in Perth: ninth
- 1987** in Porto Cervo: semifinals
- 1999** in Saint Tropez: second
- 2001** in Cowes (America's Cup Jubilee): eighth

# ITALIA II

THIRD RULE AC

3

Design		Giorgetti & Magrini
Builder		Cantieri Ferri
Year		1986 June 5
LOA	(m.)	
LWL	(m.)	
Beam	(m.)	
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		Aluminum alloy
Engine		
First owner		Consorzio Italia
First name		<i>Italia II</i>
First country		Italy
Home port		Genova (Italy)
First sail number		19
Other names		
Current location		Adriatic Sea
Condition		Sailing
Current sail number		

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** Consorzio Italia - name: *Italia II* - home port: Genova (Italy). *Italia II* is the second Twelve built for the **1987** America's Cup by Consorzio Italia; she represents an evolution of the *Italia I* design after tests on about ten models in the Wageningen tests tank; she is supposed to be a much faster boat than *Italia I* but she drops on her keel and sinks while launched; she is rebuilt and shipped to Fremantle in September **1986** to late for being tuned up for the Challengers Trials; she does not race the Louis Vuitton Cup.

**1986 - 1996** Intermarine - home port: La Spezia - she is layed out in a shed, for sale.

**1996 - 2000** Francesco Menconi - home port: Marina di Carrara (Italy) - she is launched again, not well mantained, she is used for daily charter.

**Since 2000** Renaissance School - home port: some where in the Adriatic Sea - she is used for training in a sailing school.

**World Championships Results:**

**1999** in Saint Tropez: twelfth

## KIWI MAGIC

Design	Laurie Davidson, Bruce Farr, Ron Holland	
Builder	Marten Marine & McMullen & Wing	
Year	1986 July 26	
LOA	(m.)	
LWL	(m.)	
Beam	(m.)	
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Glassfibre composite-glass reinforced plastic	
Engine		
First owner	NZ America's Cup Challenge Trust	
First name	New Zealand "Kiwi Magic"	
First country	New Zealand	
Home port	Auckland	
First sail number	KZ 7	
Other names		
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number	KZ 7	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987**

NZ America's Cup Challenge Trust - name: **New Zealand** - home port: Auckland.  
 The budget for the New Zealander challenge is of \$ 15,000,000 and the Syndicate is chaired by Sir Michael Fay, a wealthy merchant banker. He decides to put together the three leading New Zealand designers to realise the first of a long lasting challenge for the Cup. First, two models are realised of **Victory '83** and **Australia II** (it is said that the lines of **Australia II** were acquired by the New Zealanders); tests are run at Wolfson Institute at the Southampton University and five other models are realised and there tank test data are verified with computer analysis; the fifth model will be chosen as a good heavy weather performer on which the first two Twelves will be realised: KZ 3 and KZ 5; both are identical and, after long consultations with the Lloyds, they are built, this is the first time in the International Rule history, in glassfibre composite (hence the nickname of "plastic fantastics"); the advantage is to have much more stiff boats, estimated by Laurie Davidson in the order of 20 times than aluminium with no flexing in the hull and especially in the mast region where the shrouds are attached. From the results of the two Twelves, KZ 7 takes shape after much more testing and other models; special attention is devoted to the keel design for which exhaustive tests are conducted in wind tunnel facilities. New Zealand KZ 7 is nicknamed "**Kiwi Magic**" and profits also of the experience of KZ 3 and KZ5 during the **1996** Class World Championship; she has an innovative deck layout and two cockpits; she is longer than the two others with a little more sheer; she is a good all-round boat. During the Challenger Trials she has an impressive series of wins but in the finals she is beaten by **Stars & Stripes'87** by a score of 4-1, the skippers are Chris Dickson and Dennis Conner. **Stars & Stripes'87** will win the 26th Match on **Kookaburra III**.

**1987 - 2002**

Sir Michael Fay. In **1994** she wins in Newport the Sesquicentennial Regatta (NYYC). In **1998** she is rented for three years to Patrizio Bertelli and she enters in the Mediterranean circuit. In 1998 she wins the Saint Tropez Rolex Cup and in **1999** the Sixth Twelve Metre World Championship held in Saint Tropez while she is second in the **2000** Saint Tropez Cup.

**Since 2003**

America3 Foundation (William I. Koch) - home port: Newport, RI (USA).

**World Championships Results:**

- 1987 in Porto Cervo: winner
- 1999 in Saint Tropez: winner
- 2001 in Cowes (America's Cup Jubilee): second
- 2002 in Newport: third
- 2005 in Newport: third
- 2009 in Newport: winner



# KOOKABURRA I

THIRD RULE AC

3

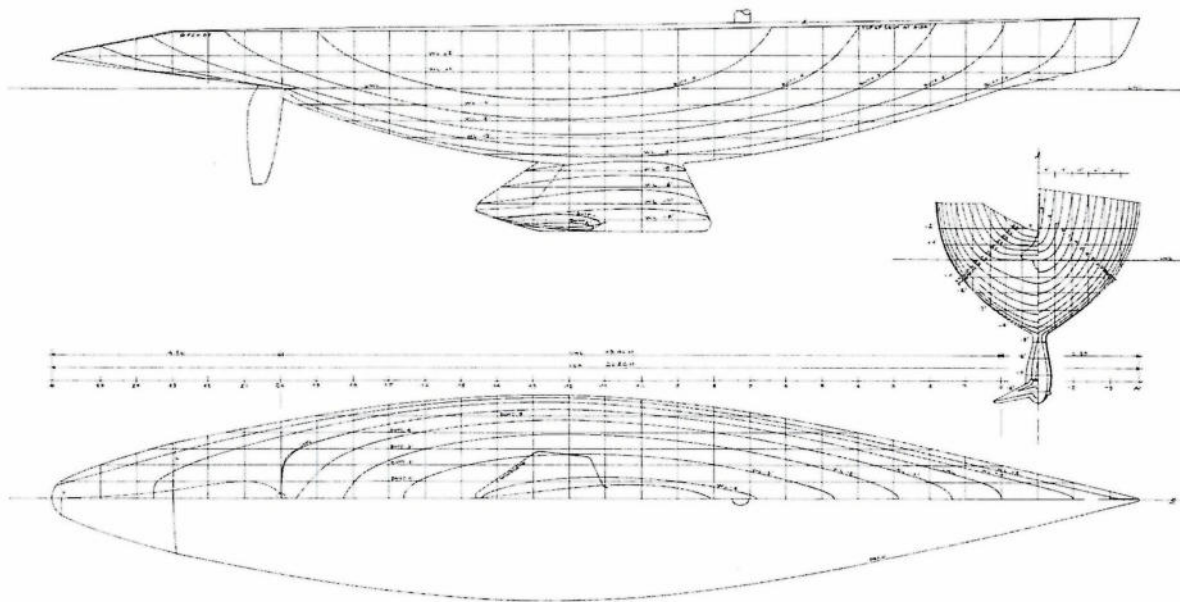
Design	Iain Murray & John Swarbrick	
Builder	Parry Boat Builder	
Year	1985 February 23	
LOA	(m.)	20.22
LWL	(m.)	13.41
Beam	(m.)	3.80
Draught	(m.)	2.64
Displacement	(t.)	23.3
Sail area	(sq. m.)	168
Construction	Aluminum alloy	
Engine		
First owner	Taskforce '87 America's Cup Defence Ltd.	
First name	<b>Kookaburra I</b>	
First country	Australia	
Home port	Perth (Australia)	
First sail number	KA 11	
Other names		
Current location	Melbourne (Australia)	
Condition	Sailing	
Current sail number	KA 11	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1985** Taskforce '87 America's Cup Defence Ltd. (Kedvin Parry) - name: **Kookaburra I** - home port: Perth, WA (Australia). This is the first out of three (plus one project) **Kookaburras** built by Taskforce '87 managed by Iain Murray. No lack of money can be complained: Murray can organize his own sail loft, yard, workshop and a large shed where the yachts can be hauled out. One distinctive point is the computer performance monitoring gear housed below decks in watertight plexiglass cases aboard each of the three boats. The computers monitor and record a host of critical performance functions and they are interfaced by a similar gear aboard the tender and the mainframe located in the Taskforce '87 headquarters. **Kookaburras** projects are inspired by **Australia II** with quite innovative ideas coming from Murray and Swarbrick; Alan Payne was called to cooperate on the winglet keel shapes. The three yachts are distinguished for their elegance, long overhangs and more freeboard than the traditional boats. **Kookaburra I** will not participate to the Defenders Trials.
- < 1993 - 1994** Kookaburra Challenge Pty, Ltd. - homeport: Newport (Australia).
- 1996 - ?** Michael Smith - home port: Melbourne (Australia). She is currently used for sailing and charter. She also appeared as the feature yacht in the movie "Wind".
- 1996 - ?** Kookaburra Syndicate whose seven memers are: Scott Lamb, Doug Shields, Michael Smith, Simon Vickers-Willis, Ray Richards, Greg Snowball and Michael Munckton - homeport: Royal Yacht Club Victoria, Melbourne (Australia) - she is actively raced.

**World Championships Results:**  
**2001** in Cowes (America's Cup Jubilee): Grand Prix Division: ninth



# KOOKABURRA II

MDesign		John Swarbrick
Builder		Parry Boat Builder
Year		1985 December
LOA	(m.)	20.12
LWL	(m.)	13.68
Beam	(m.)	3.79
Draught	(m.)	2.68
Displacement	(t.)	24.65
Sail area	(sq. m.)	164
Construction		Aluminum alloy
Engine		
First owner		Taskforce '87 America's Cup Defence Ltd.
First name		<b>Kookaburra II</b>
First country		Australia
Home port		Perth (Australia)
First sail number		KA 12
Other names		
Current location		Rosignano Solvay (Italy)
Condition		Sailing
Current sail number		KA 12



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - ?** Taskforce '87 America's Cup Defence, Ltd. (Kevin Parry) - name: **Kookaburra II** - home port: Perth (Australia). She is the second out of three (plus one project) Kookaburras built by Taskforce '87 managed by Iain Murray. No lack of money can be complained: Murray can organize his own sail loft, yard, workshop and a large shed where the yachts can be hauled out. One distinctive point is the computer performance monitoring gear housed below decks in watertight plexiglass cases aboard each of the three boats. The computers monitor and record a host of critical performance functions and they are interfaced by a similar gear aboard of the tender and the mainframe located in the Taskforce '87 headquarters. Kookaburras projects are inspired by **Australia II** with quite innovative ideas coming from Murray and Swarbrick; Alan Payne is called to cooperate on the winglet keel shapes. The three yachts are distinguished for their elegance, long overhangs and more freeboard than the traditional boats. **Kookaburra II** design has been realised by Swarbrick before the one of K1 and built only when the decision was taken to have a second yacht. It comes out of a long survey conducted at the NSMB at Wageningen on 24 drawings and a dozen of models. The model of K II was successfully tested against the one of K1; K II is easy to sail not so fast close wind as K1 but much more stable; it is with the disappointment and disagreement of her designer that KIII is chosen; however **Kookaburra II** performs well in the Defender Trials of the **1987** America's Cup being third behind **Kookaburra III** and **Australia IV**. In **1988** she enters in the Twelve World Championships in Lulea (Sweden) under the name of **Nordstjernen**; she is classed eighth.

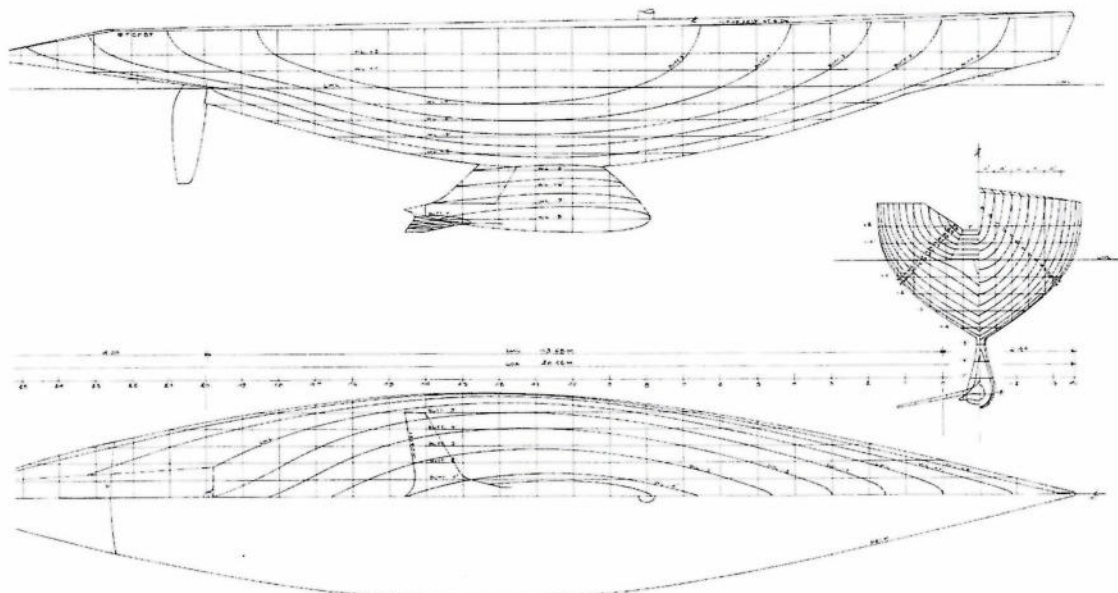
**< 1993 - 1994** Kookaburra Challenge Pty, Ltd. - homeport: Newport, NSW.

**Since 2000** Ulisse Srl (Patrizio Bertelli) - home port: Rosignano Solvay (Italy).

**World Championships Results:**

**1987** in Porto Cervo: semifinal

**1988** in Lulea (Sweden), entered under the name of **Nordstjernen**



# KOOKABURRA III

THIRD RULE AC

3

Design		Iain Murray & John Swarbrick
Builder		Parry Boat Builder
Year		1986 August 9
LOA	(m.)	20.48
LWL	(m.)	13.87
Beam	(m.)	3.73
Draught	(m.)	2.69
Displacement	(t.)	28.2
Sail area	(sq. m.)	168
Construction		Aluminum alloy
Engine		
First owner		Taskforce '87 America's Cup Defence Ltd.
First name		<b>Kookaburra III</b>
First country		Australia
Home port		Perth (Australia)
First sail number		KA 15
Other names		
Current location		Antibes (France)
Condition		Sailing
Current sail number		KA 15



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** Taskforce '87 America's Cup Defence Ltd. (Kevin Parry) - name: **Kookaburra III** - home port: Perth (Australia). This is the third out of three (plus one project) **Kookaburras** built by Taskforce '87 managed by Iain Murray. No lack of money can be complained: Murray can organise his own sail loft, yard, workshop and a large shed where the yachts can be hauled out. One distinctive point is the computer performance monitoring gear housed below decks in watertight plexiglass cases aboard each of the three boats. The computers monitors and records a host of critical performance functions and they are interfaced by a similar gear aboard of the tender and the mainframe located in the Taskforce '87 headquarters. **Kookaburras** projects are inspired by **Australia II** with quite innovative ideas coming from Murray; Alan Payne who was called to cooperate on the winglet keel shapes. The three yachts are distinguished for their elegance, long overhangs and more freeboard than the traditional boats. It is doubtful if **Kookaburra III** is a faster and more handy boat than **Kookaburra II**. She wins the Defender Trials for the 26th **1987** America's Cup by beating **Australia IV** by a score of six to zero. Iain Murray as skipper and Peter Gilmour as starting helmsman. In the America's Cup Match she loses by a score of four to one against Dennis Conner **Stars & Stripes**. The Cup comes back in the States.

**< 1993 - 1994** Kookaburra Challenge Pty, Ltd. - home port: Newport (Australia).

**Since 2006** Chantier Marine Tremard - home port: Antibes (France).

**America's Cup:**

**1987** - 26th America's Cup Challenge: **Kookaburra III** (skipper Ian Murray) - **Stars & Stripes '87** (skipper Dennis Conner): 1-4

**World Championships Results:**

**1988** in Lulea (Sweden): winner

# LIBERTY

Design	Johan Valentijn
Builder	Newport Offshore Ltd.
Year	1983 June
LOA	(m.) 19.37
LWL	(m.) 13.70
Beam	(m.) 3.70
Draught	(m.) 2.67
Displacement	(t.) 24.35
Sail area	(sq. m.) 168
Construction	Aluminum alloy
Engine	
First owner	Freedom Camp. '83 SUNY at Ft. Schuyler
First name	<b>Liberty</b>
First country	USA
Home port	New York, NY (USA)
First sail number	US 40
Other names	
Current location	Japan - home port unknown
Condition	Unknown
Current sail number	

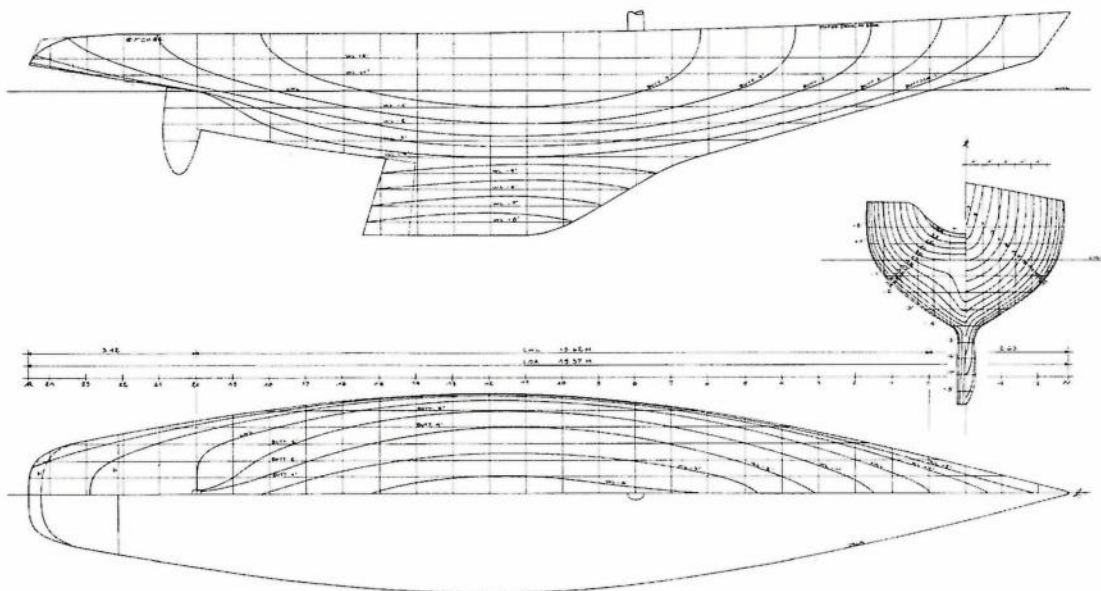


**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1983** Freedom Campaign '83 SUNY at Ft. Schuyler - name: *Freedom* - home port: New York, NY. She is the third Twelve to be designed for the Freedom Campaign, the others having been *Magic* and *Spirit of America*. Her design comes off the table of Johan Valentijn with a direct involvement of Dennis Conner, who is the skipper; after the first confrontations with the other two boats, she reveals faster but she has difficulties to beat *Freedom*, although with her stern shortened of two feet, the mast and the keel moved forward by the same proportions. She is chosen as Defender as she is designed from the outset to allow reballasting in order to alter characteristics slightly between races. *Liberty* can be tuned to varying weather conditions by changing the displacement, choosing the sails previously adapted for each configuration and being re-rated before racing. Notwithstanding, *Liberty* loses the **1983** 25th America's Cup to *Australia II* by a score of 3-4. For the first time in 132 years the Cup goes out of the United States. Winner of the Chandler Hovey Gold Bowl **1983** (NYYC).
- < 1986 - 1988** Sail America Foundation - home port: San Diego, CA (USA). Trial-horse to *Stars & Stripes* '87.
- 1988 - 1989** America's Cup Organising Committee - home port: San Diego, CA (USA).
- Since 1989** Sold to an unknown Japanese owner.

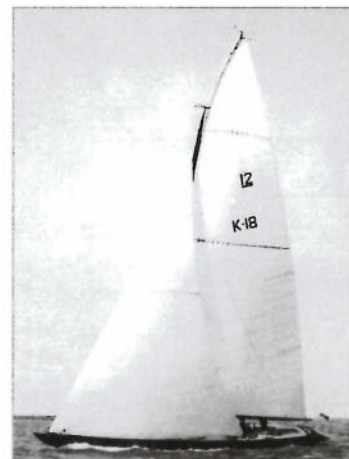
**America's Cup:**

**1983 - 25th America's Cup Challenge:** *Liberty* (skipper Dennis Conner) - *Australia II* (skipper John Bertrand): 3-4



# LIONHEART

Design		Ian Howlett
Builder		Joyce Bros. Marine
Year		1979 April 16
LOA	(m.)	19.43
LWL	(m.)	14.94
Beam	(m.)	3.73
Draught	(m.)	2.82
Displacement	(t.)	29.1
Sail area	(sq. m.)	170 - 224 - 222 (1980)
Construction		Aluminum alloy
Engine		
First owner		British Industry 1500 Club
First name		<i>Lionheart</i>
First country		Great Britain
Home port		Hamble
First sail number		K 18
Other names	(1980)	<i>Lionheart of Wessex</i>
	(1991)	<i>Lionheart</i>
Current location		Newport, RI (USA)
Condition		Sailing
Current sail number		K 18



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1979 - 1980** British Industry 1500 Club (J. Anthony J. Boyden) - name: *Lionheart* - home port: Hamble. She is the first Twelve designed by Howlett. She is a heavy displacement yacht with the main sections of the hull quite similar to the ones of *Mariner*. The most innovative device for which she is marked from the other Twelves is a bendy mast which increases the sail area of nearly 7%. A similar device was already present since the early Thirties in the Skerry Ceuiser Class; however it was prohibited in the following year. *Lionheart* proves to be very fast in straight line but with a lack of manovrability in comparison to the other Twelves.

**In the 1980** 24th America's Cup Challenger Trials, she is beaten by *France III* after a close fight.

**1980** British Industry 1500 Club (J. Anthony J. Boyden) - new name: *Lionheart of Wessex*.

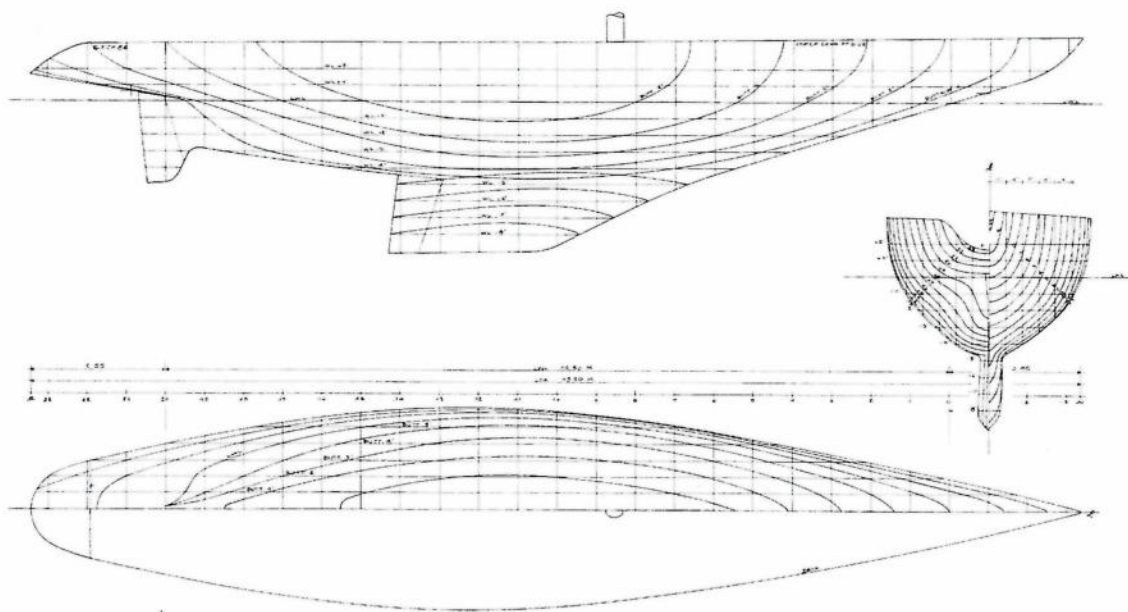
**1981 - 1983** Victory '83 Challenge (Peter de Savary) - altered in **1982**, she is trial horse of Victory '82 and Vicory '83.

**? - 1991** Intrepid Marketing Inc. (Joe Krawczyk) - home port: Seekonk, MA (USA).

**Since 1991** Harry H. Graves - new name: *Lionheart* - home port; Newort, RI (USA).

**World Championships Results:**

- 1979 in Brighton: winner
- 1982 in Newport: third
- 2001 in Cowes (America's Cup Jubilee): fourth in the Modern division
- 2005 in Newport: fifth in the Modern Division



# MAGIC

Design	Johan Valentijn
Builder	Custom Marine & Pilots Point Marina
Year	1982 April 17
LOA	(m.) 18.59
LWL	(m.) 13.24
Beam	(m.) 3.79
Draught	(m.) 2.62
Displacement	(t.) 22.5
Sail area	(sq. m.) 155
Construction	Aluminum alloy
Engine	
First owner	Freedom Camp. '83 SUNY Fort Schuyler
First name	<i>Magic</i>
First country	USA
Home port	New York
First sail number	US 38 - G 7
Other names	(1988) <i>Maid of '88</i>
Current location	Harlingen (The Netherlands)
Condition	Sailing
Current sail number	NED 05

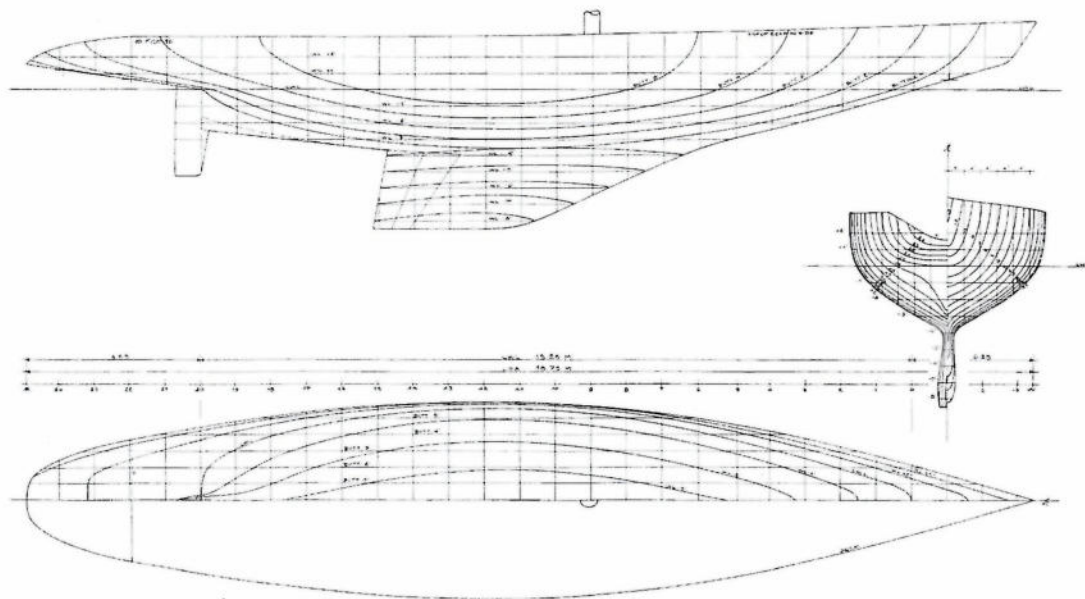


**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1982 - 1983** Freedom Campaign '83 SUNY at Fort Schuyler - name: *Magic* - home port: New York. She is one of two Twelves ordered by Dennis Conner for the 25th America's Cup; while Bill Langan with *Spirit of America* designs a traditional Twelve, Johan Valentijn is requested with the project of a radical boat on the edge of the rule and design parameters; *Magic* is very short and light and even out of rating: she is a total disappointment and will be sold to build a third boat which will be *Liberty*.
- < 1986** Eagle Syndicate - she is altered with a winglet keel for a better righting couple and she is used as trial horse for *Eagle* in the **1986** campaign.
- < 1988-1989** California International Leasing Co. - in **1988** she is chartered by Uwe Mares for the 12 Metre Class World Championship in Lulea (Swedeb) - name used for the Championship: *Maid of '88* - sail number: D 7.
- ?** SailingCalifornia, Inc.
- 1993 - 1994** J.P.W.S. Hyn/Teylinger - home port: Vogelenzag (Holland).
- 1995 - 2006** Club Ardenen (Ewoud Akkermann) - home port: Medemblik.
- Since 2007** M.Lemmers, A. Kooistra, H. van der Molen - home port: Harlingen (The Netherlands).

**World Championships Results:**

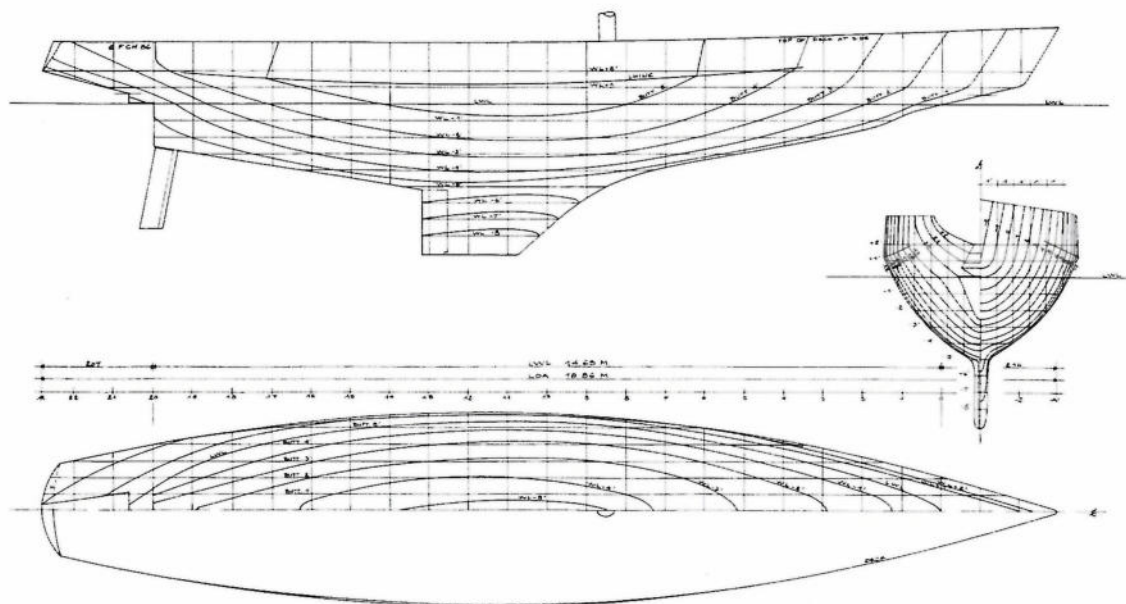
- 1988** in Lulea (Sweden): entered under the name of *Maid of '88*
- 2001** in Cowes (America's Cup Jubilee): Grand prix Division: eleventh
- 2008** in Flensburg (Classic Twelve Metre World Championship): first in the Modern division (only competitor)



Design	Britton Chance jr	
Builder	Robert E. Derecktor Yacht Yard	
Year	1974 May 10	
LOA	(m.)	18.77
LWL	(m.)	14.43
Beam	(m.)	3.55
Draught	(m.)	2.79
Displacement	(t.)	29.85
Sail area	(sq. m.)	162
Construction	Aluminum alloy	
Engine		
First owner	Kings Point Fund Inc. USMMA	
First name	<b>Mariner</b>	
First country	USA	
Home port	New York, NY (USA)	
First sail number	US 25	
Other names		
Current location	Wrecked off Palm Beach	
Condition		
Current sail number		

**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1974 - 1975** Kings Point Fund. Inc. USMMA - name: **Mariner** - home port: Kings Point, NY (USA).  
**Mariner**, together with **Courageous**, is the first American Twelve built in aluminium alloy. She is a revolutionary design. Britton Chance has tried to reduce as much as possible the wetted surface with a bow bustle, a low drag keel and a square off termination of the hull lines, the so-called "fast back stern". Notwithstanding, she is a slow Twelve with big turbulence behind her stern. Nor Ted Turner nor Dennis Conner, both skippers of **Mariner**, could avoid her elimination from the Defender Trials of the 22nd America's Cup.
- 1976 - 1989** Charles S. Conway - home port: Oyster Bay, NY (USA).
- < 1993 - 1994** Arthur J. Kappelle - home port: New Smyrna Beach, FL (USA).
- c 1995** Reported that the yacht was converted to an IMS cruiser/racer by Derecktor Shipyard.
- 1999** Lost on beach off Palm Beach, FL (USA).



# NEFERTITI

Design	Frederick E. Hood
Builder	James E. Gravies, Inc. & Little Harbor Yard
Year	1962 May
LOA	(m.) 20.52
LWL	(m.) 13.90
Beam	(m.) 4.04
Draught	(m.) 2.74
Displacement	(t.) 24.85
Sail area	(sq. m.) 174
Construction	Double planked mahogany on oak frames
Engine	
First owner	Anderson-Purcell Syndicate
First name	Nefertiti
First country	USA
Home port	Boston, MA (USA)
First sail number	US 19
Other names	
Current location	Newport, RI (USA)
Condition	Sailing
Current sail number	US 19

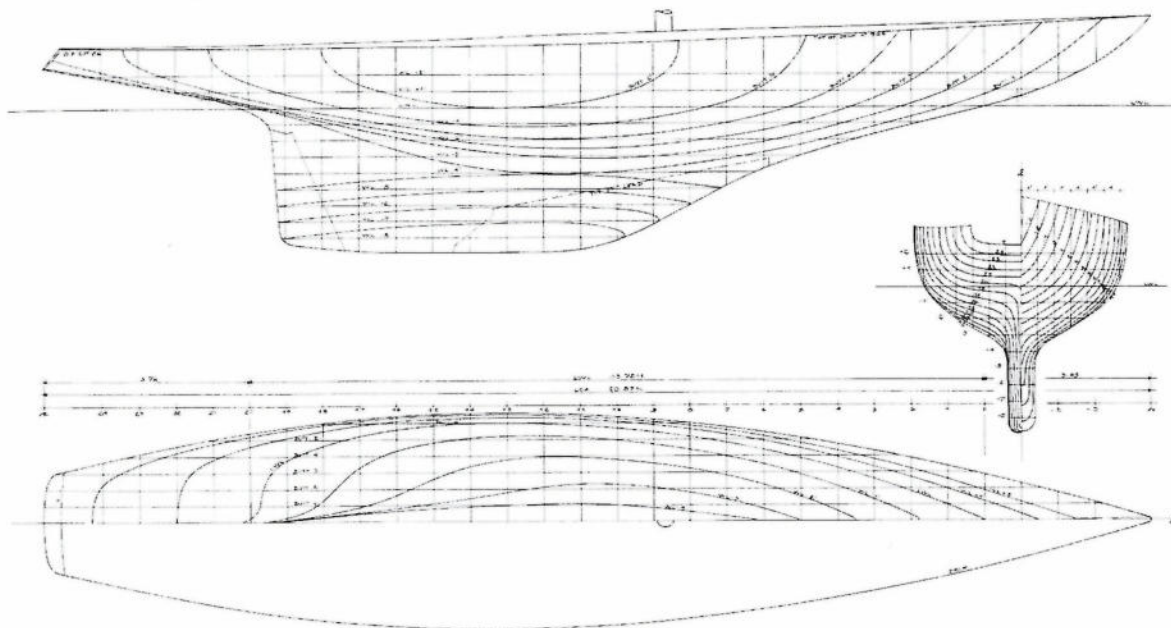


**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1962 - 1968** Anderson-Purcell Syndicate - name: *Nefertiti* - home port: Boston, MA (USA).  
She is the first Twelfth designed by Hood and the only new defender for the Australian challenge of **1962**; her construction is indeed a fast one, her launch taking place only 96 days after the delivery of the plans to the yard. At the time, she is the beamiest Twelfth ever built as Hood is in search of stability and has a long foretriangle; unfortunately, she is good and fast in strong winds and the defender selections finals take place in light airs: *Weatherly* wins and enters the Match against *Gretel*. She wins the **1962** Lipton Memorial Trophy (N.Y.C.).  
Altered in **1964** by Ted Hood - in 1967 chartered by AC Challenger Syndicate as trial horse for *Dame Pattie*.
- 1968 - 1979** Man Johnson Co. Ltd. S.A. (Theodoracopoulos family) - home port: Piraeus (Greece).
- 1979 - 1995** ???  
After the **1964** America's Cup, *Nefertiti*, during the ownership of the Theodoracopoulos family (father and son) starts voyages around the world that have taken her to Greece for charter, back to the U.S., then to West Indies, on to Fremantle for the **1987** Cup races and then to South Africa for six years.
- 1996 - 1998** George Hill and Herb Marshall - home port: Newport, RI (USA).
- Since 1998** *Nefertiti* Charters LLC (Sears Wullschleger).

**World Championships Results:**

- 2001** in Cowes (America's Cup Jubilee): twelfth in the Classic category
- 2005** in Newport: fourth in the Classic Traditional category
- 2009** in Newport: fourth in the Traditional category





Design		David Boyd
Builder		Alexr Robertson & Sons Yacht Builders Lt.
Year		1958 April 2
LOA	(m.)	21.00 - 19.81 (1972)
LWL	(m.)	14.15
Beam	(m.)	3.56
Draught	(m.)	2.76
Displacement	(t.)	27
Sail area	(sq. m.)	172 - 166 (1972)
Construction		Wood on steel frames
Engine		
First owner		Royal Yacht Squadron Syndacate
First name		<b>Sceptre</b>
First country		Great Britain
Home port		Cowes
First sail number		K 17
Other names		
Current location		Preston Marina (Great Britain)
Condition		Sailing
Current sail number		K 17



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1958 - 1959** Royal Yacht Squadron Syndicate, headed by Hugh Goodson (member of the Royal Yacht Squadron and Commodore of the Royal Dart YC) - name: **Sceptre** - home port: Cowes  
**Sceptre** is the first Twelve built as a challenger for the America's Cup after the post-war decision to have the Cup Match raced by the Twelve Metres; David Boyd was chosen out of the four best English designers (the others being James McGruer, Charles Nicholson Jr. and Arthur Robb). **Sceptre** started coming together in October in Alexander Robertson Yard. By December, the 17-ton lead keel, the alternate steel and oak frames, the spruce shelf and bilge stringer were all in place. The African mahogany hull planking was completed middle of February **1958**; the mast arrived at the end of March and **Sceptre** first sailed on April 11. Sea trials ran for the following three months. She was loaded at the beginning of August and arrived in New York middle of August. The first race of the Cup series was on 20th September. **Sceptre** project is criticised from the start and her defeat confirmed the criticism: she is out-classed in the Match by **Columbia** by a score of 4-0. Compared to the pre-war Twelves **Sceptre** is conceived just to race and the interior accommodation is reduced to the minimum required by the Rule. She has a very large cockpit extended to the base of the mast, this enables to have a weight advantage due to a smaller deck with more weight in the keel, the crew stays in the cockpit and can work better while the crew weight serves to lower the centre of gravity; the crew is not obliged to work on deck with a better balance of the boat; if the winch drums are on deck, their mechanical parts are under it giving greater access and a lower centre of gravity. After the **1958** Match, the large cockpits will be forbidden by the Rule but some of **Sceptre** innovations will be found again ten years later in **Intrepid**.
- 1959 - 1972** Erik A. Maxwell - a noted Scottish racing yachtsman bought her, convinced that she was capable of much more. He slightly modified the yacht with the counter stern shortened by 7 feet and the mast moved aft by about 6 feet; he also re-cut or replaced the sails and **Sceptre's** performances improve well and she started winning several regattas. She is trial-horse for **Sovereign** in **1963**, **Sovereign** and **Kurrewa V** in **1964**, to **American Eagle**. In **1967** she is shipped to the US to act as sparring partner for **American Eagle** and **Dame Pattie**. She will be considered as a valid trial-horse, hard to beat. Back from the States, she is laid up at Berthon Marina.
- 1972 - 1973** E.A. King
- 1973 - 1974** I.D. MacKay - home port: Southampton. MacKay intention was to convert **Sceptre** in a cruising boat. Berthon boat was contracted and started scrapping the boat when McKay suddenly died.
- 1975** Estate of I.D. Mackay
- 1976 - 1985** J.D.A. Walker - he purchased **Sceptre** to continue the conversion in a cruising yacht. The works were partly done by Berthon and then completed in a 9 years period by Walker in a shed in Lytham St. Annes. The boat was completed with a doghouse, new deck, 12 berths, 2 heads, galley and a Perkins engine. The hull was sheathed with a plastic sheet.
- Since 1986** **Sceptre** Preservation Society - home port: Preston Marina - Tony Walker was successful in forming a consortium of twelve members to purchase **Sceptre** in order to sell her in the States or charter. In **2003** the original stern was restored as originally drawn by Boyd. The restoration has been completed in **2007**.

**America's Cup:**

**1958** 17th America's Cup Challeng: **Sceptre** (skipper Graham Mann) - **Columbia** (skipper Briggs Cunningham): 0-4

**World Championships Results:**

**2001** in Cowes (America's Cup Jubilee): sixteenth in the Classic division

## SOUTH AUSTRALIA

Design		Ben Lexcen
Builder		Steve E. Ward & Co.
Year		1985 March
LOA	(m.)	19.66
LWL	(m.)	13.54
Beam	(m.)	3.76
Draught	(m.)	2.66
Displacement	(t.)	24.32
Sail area	(sq. m.)	164
Construction		Aluminum alloy
Engine		
First owner		S. Austr. Chall. for the Defense 1987, Ltd.
First name		<b>South Australia</b>
First country		Australia
Home port		Port Adelaide (Australia)
First sail number		KA 8
Other names	(1993)	<b>New Sweden</b>
Current location		Antibes
Condition		Sailing
Current sail number		KA 8



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - 1987** South Australian Challenge for the Defense 1987, Ltd. - name: **South Australia** - home port: Port Adelaide (Australia). She is a sister ship of **Australia III**, notwithstanding she performs quite different - she is very fast in light airs but the **1987** America's Cup is raced in high winds; her results are disappointing both in the **1986** Twelve Metre World Championship and in the **1987** America's Cup Defender Trials (skipper Sir James Hardy).

**< 1993 - 1998** Sternungsbaden Yacht Club of Sweden - new name: **New Sweden** - home port: Sternungsund (Sweden).

**1998 - 2004** South Australia (GB) Ltd. (Elisabeth Marlin) - home port: Saint Tropez (France). She entered several regattas of the Class in the Mediterranean, but without success. In **2001** she won the 12m Class World Championship during the America's Cup Jubilee in Cowes. Skipper was Russel Coutts, who had previously tuned up the yacht moving the mast and with other minor changes.

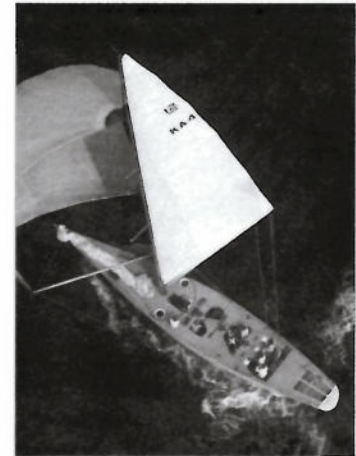
**Since 2005** S.F.A. (Jean-Claude Perdriel, the same owner of **Sovereign**) - homeport: Antibes (France). In **2007**, at Chantiers Tréhard in Antibes (France), she is undergone to a full refit under the project of Jacques Fau-roux: new keel, new rudder of new design, new cockpit, new Harken winches, new carbon boom, a new set of 3DL sails by North Sails Italy. The yacht is for sale at the price of \$ 650,000 (**2009**).

**World Championships Results:**

- 1986** in Perth: twelfth
- 1987** in Porto Cervo: semifinal
- 1988** in Lulea (Sweden), under the name of New Sweden: third
- 1999** in Saint Tropez: fourth
- 2001** in Cowes (America's Cup Jubilee): Grand prix Division: winner

# SOUTHERN CROSS

Design	Miller & Whitworth	
Builder	Halvorsen, Morson & Gowland	
Year	1974 January 12	
LOA	(m.)	20.45
LWL	(m.)	14.20
Beam	(m.)	3.71
Draught	(m.)	2.74
Displacement	(t.)	27.55
Sail area	(sq. m.)	168
Construction	Aluminum alloy	
Engine		
First owner	Dalhold Investments Pty. Ltd.	
First name	<b>Southern Cross</b>	
First country	Australia	
Home port	Yanchep (Australia)	
First sail number	KA 4	
Other names		
Current location	Northern Queensland (Australia)	
Condition	Sailing	
Current sail number	KA 4	

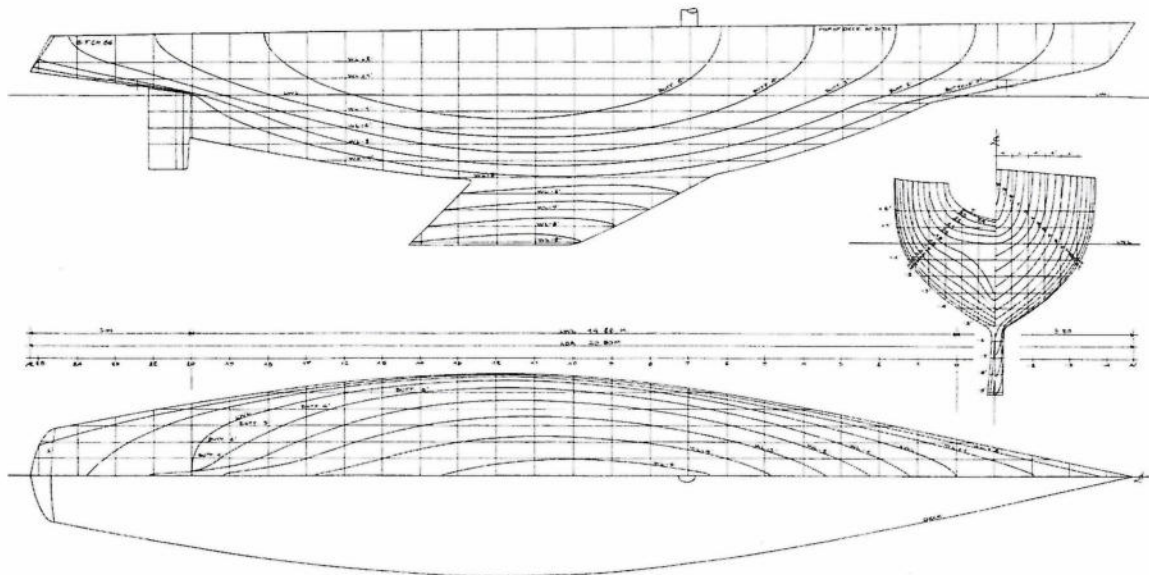


**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1974 - 1975** Dalhold Investments Pty. Ltd. - name: *Southern Cross* - home port: Yanchep (Australia).  
This is the first Twelve designed by Bob Miller (Ben Lexcen), already known for some successful offshore racing yachts. *Southern Cross* has a greater waterline than usual and is the first Twelve with a bow bustle that is a marked full forebody allowing to absorb forward the rule displacement with the advantage to reduce resistance aft; the keel design is in line with the ones of Miller's most known offshore designs as *Apollo* or *Ginko* and suffers of the same problems with poor stability windward. *Southern Cross*, skippered by Jim Hardy, is the challenger for the 22nd America's Cup Match after having defeated by a score of 4-0 Baron Bich France I. She loses to *Courageous*, skippered by Ted Hood by a score of 4-0. In the following years, Hood will discover that *Courageous* raced underweight of 1,700 lbs.
- 1975 - 1977** The Southern Cross America's Cup Challenge Association, Ltd - home port: Yanchep and Fremantle, WA  
In 1977, trial horse for *Australia*.
- 1978 - 1980** Bond Corporation Pty. Ltd - home port: Perth and Yanchep (Australia).
- Since 1993** Charter vessel in North Queensland.

**America's Cup:**

1974 - 22nd America's Cup Challenge: *Southern Cross* (skipper Jim Hardy) - *Courageous* (skipper Bob Bavier and Ted Hood): 0-4



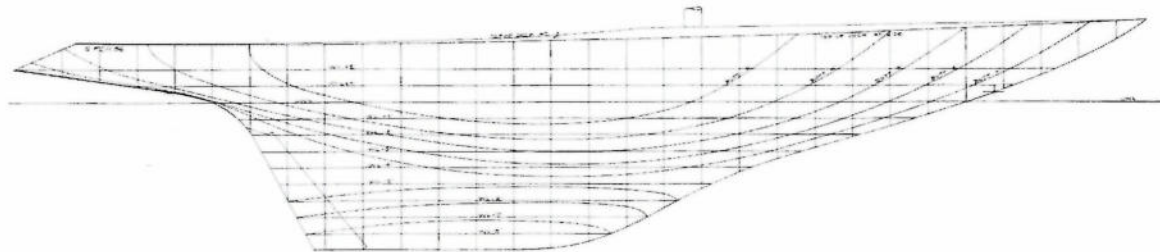
# SOVEREIGN

Design	David Boyd
Builder	Alexr. Robertson & Sons(Y. Builders) Ltd.
Year	1963 June 6
LOA	(m.) 21.08
LWL	(m.) 13.91
Beam	(m.) 3.81
Draught	(m.) 2.71
Displacement	(t.) 28.38
Sail area	(sq. m.) 175
Construction	Wood
Engine	
First owner	J. Anthony J. Boyden
First name	<b>Sovereign</b>
First country	Great Britain
Home port	Greenock (Great Britain)
First sail number	K 12
Other names	
Current location	Antibes (France)
Condition	Sailing
Current sail number	K 12



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1963 - 1965** J. Anthony J. Boyden - name: **Sovereign** - home port: Greenock (Great Britain).  
 She is built in view of the second post-war British challenge supposed by the British to be held in **1963**, just after the **1962** Match with the Australians. The very positive results of **Gretel** had shown concrete possibilities to win the Cup. The challenge is presented by The Royal Thames Yacht Club and J. Anthony J. Boyden will again finance the British effort. Notwithstanding the negative results of **Sceptre**, once more David Boyd is chosen as designer and **Sovereign** is the result of his work, but again her design is conservative and Sovereign has even problems in winning on the old **Sceptre** and **Norsaga**. In August **1963**, the Royal Thames YC approves the decision of the two Australian brothers Frank and John Livingstone with the contribution of Owen Aisher, the owner of **Evaine**, to build a second yacht. Time is short and the decision is taken to order to Boyd and Alexander Robertson yard **Kurrewa V**. She is a copy of **Sovereign** but for some modifications in the keel design and in the rigging. After new races, **Sovereign** wins the British trials against **Kurrewa V** but she loses the Match to **Constellation** by a score of 4-0 with big gaps of even twenty minutes; **Sovereign** poor performance is not only due to Boyd design but also she suffered from poor quality of the sails and inexperience of the skipper, Peter Scott, in the choppy waters off Newport and in match racing.
- 1965 - 1967** Pierre E. Goemans.
- 1968 - 1971** Baron Marcel Bich - home port: Toulon and La Trinité-sur-mer (France).  
**Sovereign**, together with **Kurrewa V** and **Constellation** is bought by Baron Bich for his campaign for the America's Cup.
- 1972 - 1973** Clive D. Bouchier - home port: Chichester - engine installed in **1972**.
- 1974 - 1976** François Germain - home port: Chichester and Angers (France).
- Since 1977** Jean-Claude Perdriel (a well known French press editor) - home port: Antibes (France).  
**Sovereign** is altered by Jacques Fauroux with a new interior layout and a suspended rudder; in **1985**, according to AIVE Rules, she is restored in the original version but for the hull shape; she enters regularly in the Mediterranean races for the Twelve Metre Class; she is first in the Twelve Vintage class in the **1999** World Championship. In **2000/01** her hull is modified by Jacques Fauroux in view of the **2001** World Championship held in Cowes in occasion of the American's Cup Jubilee.



**America's Cup:**

**1964** - 19th America's Cup Challenge: **Sovereign** (skipper Peter Scott) - **Constellation** (skipper Bob Bavier): 0-4

**World Championships Results:**

**1999** in Saint Tropez: seventh

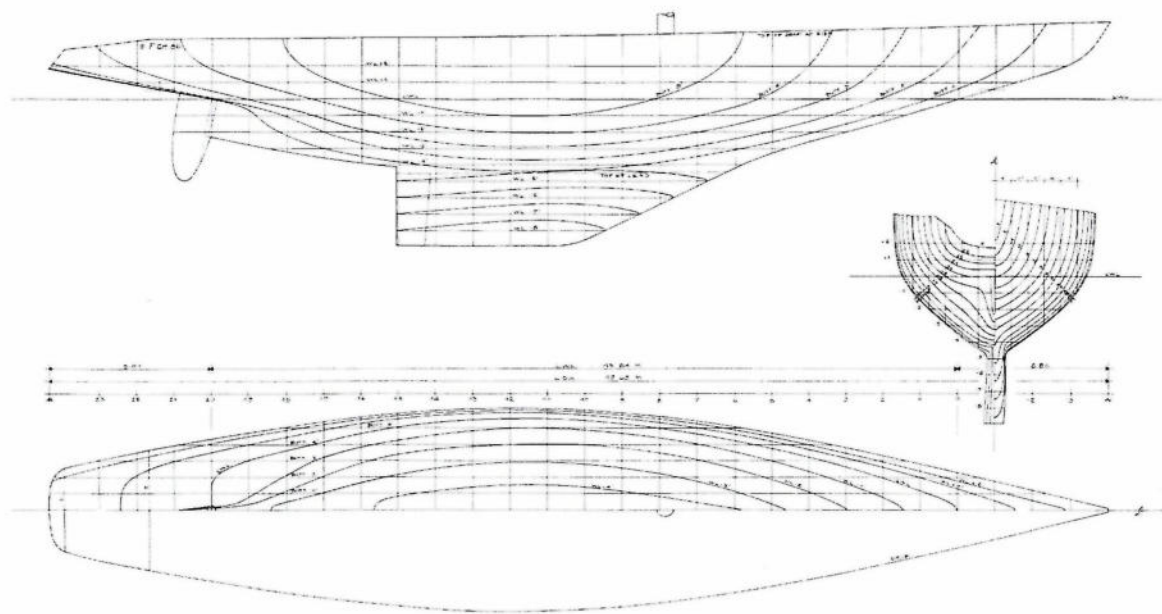
**2001** in Cowes (America's Cup Jubilee): winner of the Classic Division

# SPIRIT OF AMERICA

Design	Sparkman & Stephens - project n° 2420	
Builder	Newport Offshore, Ltd	
Year	1982 April 17	
LOA	(m.)	19.64
LWL	(m.)	13.84
Beam	(m.)	3.78
Draught	(m.)	2.72
Displacement	(t.)	25.5
Sail area	(sq. m.)	164
Construction	Aluminum alloy	
Engine		
First owner	Freedom Camp '83 SUNY at Fort Schuyler	
First name	<i>Spirit of America</i>	
First country	USA	
Home port	New York, NY (USA)	
First sail number	US 34	
Other names		
Current location		
Condition		
Current sail number	US 34	

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1982 - 1983** Freedom Campaign '83 SUNY at Fort Schuylernome - name: *Spirit of America* - home port: New York, NY (USA).  
Designed by Bill Langan for the defender trials of the **1983 America's Cup**. She is a slow boat and she does not enter the trials. She will be redesigned and rebuilt as *Stars & Stripes '83*.



## STARS &amp; STRIPES '83

Design	B. Chance Jr., B. Nelson, D. Pedrick	
Builder	Geraghty Marine	
Year	1985 October	
LOA	(m.)	19.50
IWL	(m.)	13.84
Beam	(m.)	3.65
Draught	(m.)	3.63
Displacement	(t.)	
Sail area	(sq. m.)	164
Construction	Aluminum alloy	
Engine		
First owner	Sail America Foundation	
First name	<b>Stars &amp; Stripes</b>	
First country	USA	
Home port	San Diego, CA (USA)	
First sail number	US 53	
Other names		
Current location	Hilton Head Island	
Condition	Sailing	
Current sail number	US 53	

**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1985 - 1987** Sail America Foundation - name: **Stars & Stripes '83** - home port: San Diego, CA (USA).  
Sail America Foundation represents the New York Yacht Club effort to win back the America's Cup in the **1987** 26th Match in Fremantle. Dennis Conner is the skipper and helmsman with no involvement in the design of the four **Stars & Strips** Twelves; the design team is formed by Britton Chance, Bruce Nelson and David Pedrick; the budget is estimated at over \$ 16,000,000 (including over \$ 1,000,000 of sails created by North Sails and Sobstad); the training course is at Molokai Channel (Hawaii); the trial horse is *Liberty*. **Stars & Stripes '83** is the first of the four Twelves and she is the ex-*Spirit of America* completely re-designed by the Sail America design team and rebuilt at Geraghty Marine in San Diego.
- 1988 - 1989** America's Cup Organizing Committee.
- < 1993 - 1996** Intrepid Sailing Inc (Joseph G. Krawczyk) - home port: Seekonk, MA (USA).
- 1996 - 2000** S & M, Inc - home port: Hilton Head Island, SC.
- Since 2001** Vagabond Cruise (Captain Keith W. Watson) - homeport: Hilton Head Islands (USA). She is completing (May 2010) a \$ 250,000 refit at Thunderbolt Marine.

# STARS & STRIPES '85

Design		B. Chance Jr., B. Nelson, D. Pedrick
Builder		Robert E. Derecktor, Inc.
Year		1985 August 27
LOA	(m.)	20.12
LWL	(m.)	
Beam	(m.)	3.66
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		Aluminum alloy
Engine		
First owner		Sail America Foundation
First name		<b>Stars &amp; Stripes '85</b>
First country		USA
Home port		San Diego
First sail number		US 54
Other names		
Current location		Unknown
Condition		
Current sail number		US 54

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - 1987** Sail America Foundation - name: **Stars & Stripes '85** - home port: San Diego, CA (USA).  
Sail America Foundation represents the New York Yacht Club effort to win back the America's Cup in the **1987** 26th Match in Fremantle. Dennis Conner is the skipper and helmsman with no involvement in the design of the four **Stars & Strips** Twelves; the design team is formed by Britton Chance, Bruce Nelson and David Pedrick; the budget is estimated at over \$16,000,000 (including over \$1,000,000 of sails created by North Sails and Sobstad); the training course is at Molokai Channel (Hawaii); the trial horse is **Liberty**.  
**Stars & Stripes '85** is the second of the four Twelves and she proves immediately superior to S&S '83 which was already faster than **Liberty**.

**1988 - 1988** America's Cup Organising Committee.

**Since 1988** Pier 39 Yacht Club - home port: Tokyo Bay (Japan).

# STARS & STRIPES '86

Design	B. Chance Jr., B. Nelson, D. Pedrick	
Builder	Robert E. Derecktor, Inc.	
Year	1986 February 17	
LOA	(m.)	20.24
LWL	(m.)	
Beam	(m.)	3.68
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Aluminum alloy	
Engine		
First owner	Sail America Foundation	
First name	<b>Stars &amp; Stripes '86</b>	
First country	USA	
Home port	San Diego, CA (USA)	
First sail number	US 56	
Other names		
Current location	St. Maarten, NA	
Condition	Sailing, very good	
Current sail number	US 56	

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** Sail America Foundation - name: **Stars & Stripes '86** - home port: San Diego, CA (USA).  
Sail America Foundation represents the New York Yacht Club effort to win back the America's Cup in the **1987** 26th Match in Fremantle. Dennis Conner is the skipper and helmsman with no involvement in the design of the four **Stars & Strips Twelves**; the design team is formed by Britton Chance, Bruce Nelson and David Pedrick; the budget is estimated at over \$ 16.000.000 (including over \$ 1.000.000 of sails created by North Sails and Sobstad); the training course is at Molokai Channel (Haway); the trial-horse is **Liberty**.  
**Stars & Stripes '86** is the third of the four Twelves and she differs from the first two for a radical keel and more sail area.

**< 1995** Kona Kai Resort Associates.

**Since 1995** International Yacht Leasing Agency, Inc - home port: St. Marteen, NA.  
The yacht is leased to Colin Percy at St. Maarten where she is daily chartered together with **Canada I, True North I and II, Stars & Stripes '87**. The boat is original with no engine and original hardware; the only thing changed is a cut main and furling jib, sails are dacron and rod rigging has been replaced; once a year she is rigged back for a main race.



# STARS & STRIPES '87

THIRD RULE AC

3

Design	B. Chance, B. Nelson, D. Pedrick
Builder	Ropbert E. Derecktor, Inc.
Year	1986 July 14
LOA	(m.) 20.12
LWL	(m.) 13.91
Beam	(m.) 3.66
Draught	(m.)
Displacement	(t.) 28.18
Sail area	(sq. m.) 170.37
Construction	Aluminum alloy
Engine	
First owner	Sail America Foundation
First name	<b>Stars &amp; Stripes '87</b>
First country	USA
Home port	San Diego, CA (USA)
First sail number	US 55
Other names	
Current location	St. Maarten, NA
Condition	Sailing, very good
Current sail number	US 55

**Owners/history:** Built according to the **International Third Rule America's Cup**.

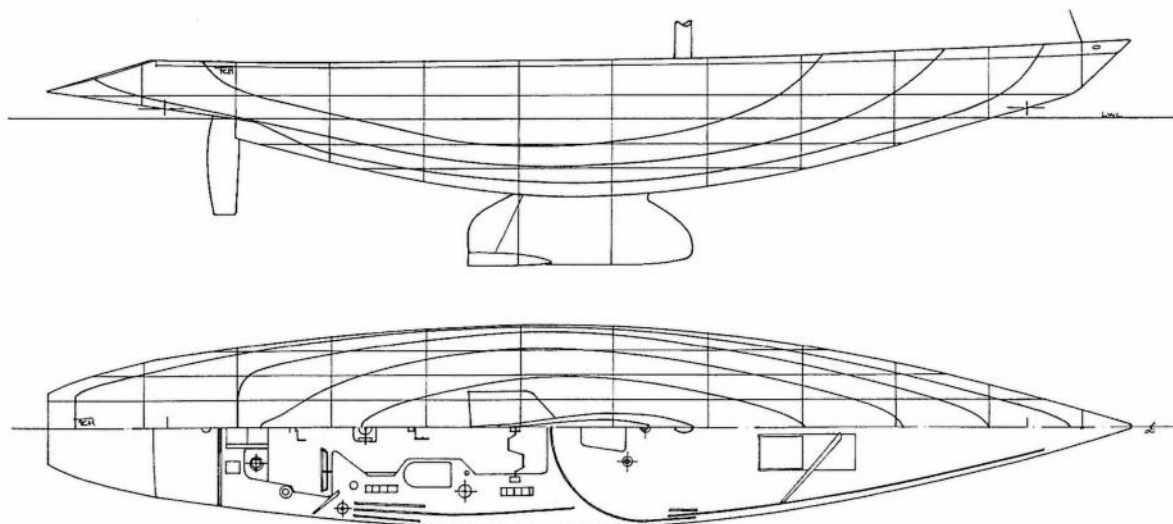
- 1986 - 1987** Sail America Foundation - name: **Stars & Stripes '87** - home port: San Diego, CA (USA).  
Sail America Foundation represents the New York Yacht Club effort to win back the America's Cup in the **1987** 26th Match in Fremantle. Dennis Conner is the skipper and helmsman with no involvement in the design of the four **Stars & Stripes** Twelves; the design team is formed by Britton Chance, Bruce Nelson and David Pedrick; the budget is estimated at over \$16,000,000 (including over \$1,000,000 of sails created by North Sails and Sobstad); the training course is at Molokai Channel (Hawaii); the trial horse is **Liberty**.  
**Stars & Stripes '87** is the last of the four Twelves and she is a refinement of the earlier ones and she is chosen for the Challengers Trials in Fremantle. She wins the Louis Vuitton Cup by a score of 4-1 over **New Zealand** (KZ 7) and the 26th Match for the America's Cup by a score of 4-0 on **Kookaburra III** (KA 15).
- 1988 - 1989** America's Cup Organising Committee.
- 1992 - 1994** George F. Jewett, Jr. - home port: San Francisco, CA (USA).
- < 1996** Dennis Conner Sports, Inc - home port: San Diego, CA (USA).
- Since 1996** International Yacht Leasing Agency, Inc - home port: St. Maarten, NA.  
The yacht is leased to Colin Percy at St. Maarten where she is daily chartered together with **Canada I**, **True North IV** and **V**, **Stars & Stripes '87**. The boat is original with no engine and original hardware; the only thing changed is a cut main and furling jib, sails are dacron and rod rigging has been replaced; once a year she is rigged back for a main race.

**America's Cup:**

**1987** 26st America's Cup Challenge: **Stars & Stripes** (skipper: Dennis Conner) - **Kookaburra III** (skipper Ian Murray): 4-1

**World Championships Results:**

**1987** in Porto Cervo: semifinal



## STEAK 'N KIDNEY

Design	Peter Cole
Builder	Consolidated Marine
Year	1986 April 21
LOA	(m.)
LWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	Aluminum alloy
Engine	
First owner	Eastern Australia America's Cup Defence
First name	<i>Steak 'n Kidney</i>
First country	Australia
Home port	Sidney (Australia)
First sail number	KA 14
Other names	
Current location	Aurlie Beach, Queensland (Australia)
Condition	Sailing
Current sail number	KA 14

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1986 - 1987** Eastern Australia America's Cup Defence - name: *Steak 'n Kidney* - home port: Sidney (Australia).  
The final design of *Steak 'n Kidney* is the product of 22 hull shapes and 11 winged keel variations; she is a powerful boat. She score the last position in the Defender Trials of the 26th America's Cup.

**1988** Syd Fischer - home port: Sydney (Australia).

**Since 2004** Philip Williamson - home port: Airlie Beach, Queensland (Australia).  
Refitted in **2004** for charter. For sale at \$ 199.000 (**2010**).

**World Championships Results:**  
1987 in Porto Cervo: semifinal

Design		P. Petterson, L. Wiklund & S. Westerdahl
Builder		Enoch & Elfstedt A.B.
Year		1976 September 1
LOA	(m.)	19.50
LWL	(m.)	13.95
Beam	(m.)	3.72
Draught	(m.)	2.72
Displacement	(t.)	25.3 (1976) - 26.05 (1980)
Sail area	(sq. m.)	162 (1977) - 174 (1980)
Construction		Aluminum alloy
Engine		
First owner		Sverige Syndicate
First name		<i>Sverige</i>
First country		Sweden
Home port		Goteborg (Sweden)
First sail number		S 3 - G 5
Other names	(c1986)	<i>Blue Magic or Blaupunkt</i>
	(1987)	<i>UWA</i>
Current location		Neustadt (Germany)
Condition		Not sailing, in need of restoration
Current sail number		S 3



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1976 - 1978** Sverige Syndicate - name: *Sverige* - home port: Goteborg (Sweden). Challenger for the 23rd **1977** America's Cup; under the ensign of the Royal Goteborg Yacht Club a large group of Swedish industries supports the project of the Syndicate having between the members King Gustav, Christer Salen and Pelle Petterson himself. Models are tested at the Experimental Tank of Goteborg with the assistance of the Volvo calculation center. *Sverige* has some peculiarities: foot-pedal coffee grinders, a double tiller and the bow design where the centreline is flat at the waterline reducing its length. She is a light displacement yacht. She performs well in the challenger trials losing the finals against *Australia*.
- 1978 - 1979** Pelle Petterson, Lars Wiklund & Stellan Westerdanz.
- 1979 - 1985** Swedish Challenge to the America's Cup, Inc. - in April **1980** altered by Pelle Petterson at Eriksberg Shipyard in occasion of the 24th **1980** America's Cup. The hull lines are modified with a new keel, stern and bow; the sail area is increased and also her displacement. The results are disappointing and Sweden renounce to enter in the America's Cup following editions.
- 1986** 12 ER Syndikat EV - new name: *Blue Magic/Blaupunkt* - home port: Travemunde (Germany).
- 1987 - 2005** Jurgen Rohl - new name: *Uwa* - new sail number: G 5 - home port: Hamburg (Germany). Engine installed.
- Since 2006** Gunther Zetsche - new name: *Sverige* - home port: Neustadt (Germany). Yacht not sailing in need of restoration.

## TRUE NORTH

Design		Steve Killing
Builder		Crockett-McDonnel, Inc
Year		1985 June
LOA	(m.)	19.84
LWL	(m.)	13.64
Beam	(m.)	3.79
Draught	(m.)	2.67
Displacement	(t.)	
Sail area	(sq. m.)	167
Construction		Aluminum alloy
Engine		
First owner		True North Yachting Challenges, Inc.
First name		<i>True North</i>
First country		Canada
Home port		Halifax, NS (Canada)
First sail number		KC 87
Other names		
Current location		St. Maarten (Netherland Antilles)
Condition		Sailing, modified for charter
Current sail number		KC 87



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - 1986** True North Yachting Challenges, Inc. - name: *True North* - home port: Halifax, NS (Canada).

**1986 - 1987** Canada's Challenge '87.  
She competes in the 12 Metre World Championship in Fremantle in February 1986. The True North Challenge of Canada subsequently combines their America's Cup challenge effort with that of the Secret Cove Challenge, also of Canada, the decision is made not to use *True North* but to compete with *Canada II*.

**Since < 1993** Colin Percy, 12 Metre Challenge - home port: St. Maarten, NA - together with other Twelves, she sails in the day charter business in St. Maarten.

# TRUE NORTH II

THIRD RULE AC

3

Design		Steve Killing
Builder		Crockett-McDonnel, Inc
Year		1985 June
LOA	(m.)	20.50
LWL	(m.)	14.02
Beam	(m.)	3.79
Draught	(m.)	2.68
Displacement	(t.)	
Sail area	(sq. m.)	164
Construction		Aluminum alloy
Engine		
First owner		True North Yachting Challenges, Inc.
First name		<b>True North II</b>
First country		Canada
Home port		Halifax, NS (Canada)
First sail number		not authorised or issued
Other names		
Current location		St. Maarten (Netherland Antilles)
Condition		Sailing, modified for charter
Current sail number		

**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1985 - 1993** True North Yachting Challenges, Inc. - name: **True North II** - home port: Halifax, NS (Canada)  
In **1986** the yacht that was to become **True North II** was under construction. This construction was halted in March **1986** when the True North Challenge of Canada combined with the Secret Cove Challenge. The unfinished yacht was later purchased for completion (**1993**) and used in the day charter business in the Netherlands Antilles. She has not completed post-construction measurement or Lloyds survey under the 12 Metre Rule.

Design		Gary Mull
Builder		Robert E. Derecktor, Inc.
Year		1986 February
LOA	(m.)	20.12
LWL	(m.)	
Beam	(m.)	3.66
Draught	(m.)	
Displacement	(t.)	
Sail area	(sq. m.)	
Construction		Aluminum alloy
Engine		
First owner		Golden Gate Challenge San Francisco
First name		USA (R-1)
First country		USA
Home port		San Francisco, CA (USA)
First sail number		US 61
Other names	(2000)	Ecosse
Current location		Newport, RI (USA)
Condition		Sailing
Current sail number		US 61



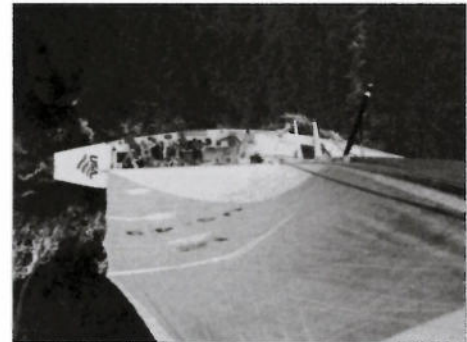
**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1986 - 1987** Golden Gate Challenge San Francisco - name: **USA (R-1)** - home port: San Francisco, CA (USA). She is nicknamed **R-1** for "Revolutionary"; her hull has a torpedo ballast keel and two rudders aft and forward canard type although very critical, she performs well, with Tom Blackaller as skipper and Paul Cayard as tactician, entering in the semi-finals of the 26th **1987** America's Cup; she is beaten by *Stars & Stripes '87* by a score of 4-0. Winner of the **1987** Lipton Memorial Trophy (NYYC).
- 1988 - 1989** The St. Francis 12 Foundation.
- < 1993 - 1994** Robert B. Cole - home port: Woodside, CA (USA).
- < 1996** The St. Francis 12 Foundation - home port: San Francisco, CA (USA).
- 2000 - 2005** Irvine Laidlaw - new name: **Ecosse** - home port: Monaco.
- 2005 - 2009** USA-61 LLC Syndicate (Jan Slee, Managing Director) - new name: **USA** - home port: Newport, RI (USA).
- Since 2010** Guy Heckman.

**World Championships Results:**

- 2001** in Cowes (America's Cup Jubilee): Grand Prix Division: fifth  
**2009** in Newport: third

Design	Gary Mull
Builder	Stephens Marine
Year	1985 August
LOA	(m.)
LWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	Aluminum alloy
Engine	
First owner	Golden Gate Challenge
First name	USA (E-1)
First country	USA
Home port	San Francisco, CA (USA)
First sail number	US 49
Other names	
Current location	
Condition	Scrapped in summer 2008
Current sail number	US 49



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1985 - 1987** Golden Gate Challenge - name: USA (E-1) - home port: San Francisco, CA (USA).  
She is the first out of two Twelves built by the Challenge, nicknamed "E-1" for "evolutionary", in view of the **1987** America's Cup.
- 1988 - 1998** Robert B. Cole - home port: Woodside, CA (USA).
- 1999 - 2008** Geoff Miller - home port: Molnar Marine, Richmond, CA (USA).  
Scrapped in summer **2008**.

# VAILANT

Design	Olin J. Stephens - project n° 1978	
Builder	Robert E. Derecktor Yacht Yard, Inc.	
Year	1970 May	
LOA	(m.)	19.63
LWL	(m.)	14.53
Beam	(m.)	3.66
Draught	(m.)	2.76
Displacement	(t.)	32.35
Sail area	(sq. m.)	163
Construction	Triple planked mahogany, laminated oak frames	
Engine		
First owner	12 US/24 Syndicate	
First name	<b>Valiant</b>	
First country	USA	
Home port	New York, NY (USA)	
First sail number	US 24	
Other names		
Current location	Marblehead, MA (USA)	
Condition	Perfect conditions	
Current sail number	US 24	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1970 - 1972** 12/US - 24 Syndicate (Robert W. McCullough) - name: **Valiant** - home port: New York, NY (USA). She is one of the so-called "jumbo" Twelves and the heaviest ever built; Olin Stephens considers her as the "poorest" he has ever designed; she enters the **1970** Defender Trials and she is second to **Intrepid** she wins the **1970** Lipton Memorial Trophy (NYYC).
- 1973 - 1978** Brown University - home port: Providence, RI (USA).
- < 1974** Kings Point Fund USMMA - home port: Kings Point, NY (USA). In **1974** she enters the Defender Trials of the **1974** 22nd America's Cup; as trial horse of **Mariner**, she is modified by Britton Chance in order to incorporate in her hull the same "fast back".
- 1978 - 1989** William Edwards - home port: St. Petersburg, FL (USA). Engine installed in **1978**.
- 1988 - 1989** Charles W. Kem - home port: Long Beach, CA (USA).
- Since 1989** Paul G. Gregory III - home port: Marblehead, MA (USA). He has done several modifications to improve successfully the yacht performances including several tests to discover why **Valiant** was performing better on port tack than starboard; he discovered that the lead in the ballast keel was asymmetric and its modification, and others more, improved her performance.

**World Championships Results:**

- 2001** in Cowes (America's Cup Jubilee): fifth in the Modern division
- 2005** in Newport: sixth in the Modern Division



# VICTORY '83

THIRD RULE AC **3**

Design		Ian Howlett
Builder		Fairey Allday Marine
Year		1983 March 30
LOA	(m.)	19.81
LWL	(m.)	13.79
Beam	(m.)	3.76
Draught	(m.)	2.69
Displacement	(t.)	25.2
Sail area	(sq. m.)	198
Construction		Aluminum alloy
Engine		
First owner		Victory Syndicate (Peter De Savary)
First name		Victory '83
First country		Great Britain
Home port		Burnham on Crouch (Great Britain)
First sail number		K 22
Other names		
Current location		Newport, RI (USA)
Condition		Sailing
Current sail number		K 22



**Owners/history:** Built according to the **International Third Rule America's Cup**.

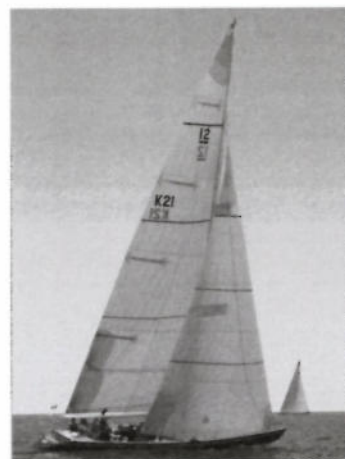
- 1982 - 1984** Victory Syndicate (Peter De Savary) - name: *Victory '83* - home port: Burnham on Crouch (Great Britain). After the not encouraging results of *Victory '82*, she is the second boat built for the Peter De Savary campaign for the **1983** 25th America's Cup; time is short and after launch she is shipped directly to Newport where she is tuned up against the two trial horses of the Syndicate: *Lionheart* and *Temeraire* (ex-*Australia*); *Victory '83* is a well balanced boat still considered being the fastest Twelve of the pre-winged period; just before the Trials she is fitted with some very strange winglets inspired by a David Hollom idea for his not built project *Royal Oak*; during the Challenger Trials she suffers of excesses: too many sails, too many helmsmen, too many indecisions from Peter De Savary. On average, she has good results and she enters in the Challenger Semi Finals being second only to *Australia II*.
- 1985 - 1987** Consorzio Italia - home port: Genova (Italy). She is bought for \$ 500,000 by Consorzio Italia as trial-horse in view of the 26th America's Cup; with the Yacht Club Italiano flag, she wins the **1984** World Championship in Porto Cervo.
- 1988 - 2007** Giovanni Gini - home port: Lecco, Como lake (Italy). Since **1996** she enters the Mediterranean circuit for the Twelve Metre Class with good average results.
- Since 2007 April** Dennis Williams - home port: Newport, RI (USA). She has been bought in april for \$ 95,000 and transferred to the United States. A complete refit has been done: new cockpit, winches, spars, standing and running rigging, rudder, instruments, etc. She has been relaunched in September **2008** and she has entered with good results in several regattas. In **2009**, she is 1st in the New York Yacht Club regatta, 2nd in the Newport Cup and she wins the Modern Division in the Worlds in Newport (September **2009**).

**World Championships Results:**

- 1982** in Porto Cervo: winner
- 1986** in Perth: fourteenth
- 1999** in Saint Tropez: fifth
- 2009** in Newport: winner of the Modern division

## VICTORY OF BURNHAM

Design	Edward Dubois
Builder	William A. Souter & Son
Year	1982 April 25
LOA	(m.) 19.96
LWL	(m.) 13.85
Beam	(m.) 3.76
Draught	(m.) 2.72
Displacement	(t.) 25.55
Sail area	(sq. m.) 168
Construction	Aluminum alloy
Engine	
First owner	Victory Syndicate (Peter De Savary)
First name	Victory '82
First country	Great Britain
Home port	Burnham on Crouch (Great Britain)
First sail number	K 21
Other names	(1993) <i>Victory of Burnham</i>
Current location	Benfleet, Essex (Great Britain)
Condition	Sailing
Current sail number	K 21



**Owners/history:** Built according to the **International Third Rule America's Cup**.

**1982 - 1983** Victory Syndicate (Peter de Savary) - name: *Victory '82* - home port: Burnham on Crouch (Great Britain). She is the first yacht ordered by Peter De Savary in view of the **1983** 25th America's Cup; her design is tested at the Wolfson tank of the University of Southampton; her results are not very encouraging and De Savary commissions a new Twelve, *Victory '83*, to Iain Howlett.

**1983 - 1993** Owner unknown - home port: Falmouth (Great Britain).

**Since 1993** Roy Hart - new name: *Victory of Burnham* - home port: Benfleet, Essex (Great Britain). He found *Victory* in Falmouth in sound but neglected conditions; he has restored her and since then she is maintained in good shape. In **2001** entered the America's Cup Jubilee with a third placement in its division. For sale (**2010**) at € 139.000.

**World Championships Results:**

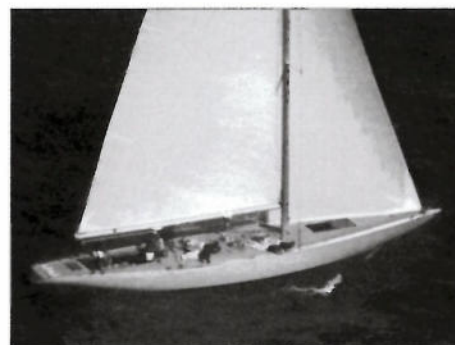
**2001** in Cowes (America's Cup Jubilee): third in the Modern Division

# WEATHERLY

THIRD RULE AC

3

Design	Philip L. Rhodes - project n° 676	
Builder	Luders Marine Construction Co. - n° 989	
Year	1958	
LOA	(m.)	21.00
LWL	(m.)	13.84
Beam	(m.)	3.55
Draught	(m.)	2.74
Displacement	(t.)	26.6 (1958) - 25.65 (1962)
Sail area	(sq. m.)	173 (1958) - 178 (1962)
Construction	Double planked mahogany on oak frames	
Engine		
First owner	Weatherly Syndicate	
First name	<i>Weatherly</i>	
First country	USA	
Home port	New York	
First sail number	US 17	
Other names		
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number	US 17	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1958 - 1965** Weatherly Syndicate: Henry D. Mercer, Arnold D. Frese & Cornelius S. Walsh (Mercer Syndicate) - name: *Weatherly* - home port: New York, NY.  
*Weatherly* was Rhodes' only design to the International Rule and until **1987** she was the only Twelve to have defended the Cup that was not originally designed by Olin Stephens. Using *Vim* as a yardstick, Rhodes opted for a slightly longer waterline length at a small cost in sail area, looking for greater speed potential and improved stability. He tested three different models in the Stevens Institute test tank and settled on the third one, which was smaller and lighter than the other two. She is one of three boats built for the **1958** Cup Defense; she is solidly built, with extensive use of laminated mahogany in the keel, the stem and the stern pieces, at her best in light airs. The laminated construction is approved by Lloyds as the scantling rules do not mention such type of construction for which Luders is well known; after demonstration and discussions by Al Masson in charge of construction and arrangement plans, the modification is accepted. - In the defender Trials (skipper was Arthur Knapp, Jr) she is eliminated but four years later both Rhodes and Luders collaborate in radical interventions: the stern is cut, weight reduced above deck and the wetted surface reduced by the hull; about 1000 lbs are stripped off from the structure and transferred to a redesigned ballast keel, below deck much is removed and simplified to remove weight, the rig is simplified and made more efficient by reducing the length of the upper spreaders, thus enabling to carry larger genoas. The boat increases her speed, but the decisive element is the new skipper. Arthur Knapp having decided to retire from 12-metre racing, a replacement is found in Emil (Bus) Mosbacher, Jr who had shown his match-racing talents during the **1958** Cup trials as skipper of *Vim*. *Weatherly* wins the Defender Trials and the Cup Match by a score of 4-1 although this result does not picture of the races, remembered among the most exciting and of *Gretel* capabilities.  
 She wins the Queen's Cup (NYYC) and of the Chandler Hovey Gold Bowl in **1959, 1960, 1961** and **1962** - winner of the **1961** Astor Cup.
- 1966 - 1971** U. S. Merchant Marine Academy - home port: King's Point, NY.  
 She is donated by Henry Mercer to be used as a training boat by the Merchant Marine cadets - trial horse for *Columbia* in **1967** and for *Valiant* in **1970**.
- 1971 - 1974** Douglas E. Jones - home port: King's Point, NY and Menomonee, WI - She is again altered to race again in the Great Lakes as an IOR racer - she wins the Mackinac Race) and then in Puget Sound.
- 1975** Off record
- 1975 - 1981** Lynn Summers & Alan Buchanan - home port: Seattle.
- c 1981 - 1986** Seattle Council Boy Scouts of America.
- Since 2/1986** Weatherly, Inc. (George Hill) - home port: Newport, RI - Hill sailed her from Seattle to Florida via the Panama Canal. There, she falls from a lift on her bow with severe damages to her stem planking and frames and to her rig. Hill set a stay-sail and a storm trysail from the mast stub to steady her and powered *Weatherly* to Newport for a complete restoration made right by her new owner.

**America's Cup:**

**1962** 18th America's Cup Challenge: *Weatherly* (skipper Emil "Bus" Mosbacher) - *Gretel* (skipper A.S. Shurrock): 4-1

**World Championships Results:**

**2005** in Newport: winner of the Traditional category

**2009** in Newport: third in the Traditional category

## WRIGHT ON WHITE

Design	Laurie Davidson, Bruce Farr, Ron Holland	
Builder	McMullen & Wing	
Year	1985 December 24	
LOA	(m.)	19.99
LWL	(m.)	14.02
Beam	(m.)	4.02
Draught	(m.)	2.74
Displacement	(t.)	
Sail area	(sq. m.)	
Construction	Glassfibre composite-glass reinfor. plastic	
Engine		
First owner	NZ America's Cup Challenge Trust	
First name	<i>New Zealand</i>	
First country	New Zealand	
Home port	Auckland (New Zealand)	
First sail number	KZ 3 changed to J 3 in Japan	
Other names	(1992)	<i>Nippon Challenge</i>
	(2000)	<i>Kiwi</i>
	(2005)	<i>Wright on White</i>
Current location	Newport, RI (USA)	
Condition	Sailing	
Current sail number	KZ 3	



**Owners/history:** Built according to the **International Third Rule America's Cup**.

- 1986 - 1987** NZ America's Cup Challenge Trust - name: *New Zealand* - home port: Auckland (New Zealand).  
 The budget for the New Zealander challenge is of \$ 15.000.000 and the Syndicate is chaired by Sir Michael Fay, a wealthy merchant banker; he decides to put together the three leading New Zealand designers to realize the first of a long lasting challenge for the Cup. First, two models are realized of *Victory '83* and *Australia II* (it is said that the lines of *Australia II* were acquired by the New Zealanders); tests are run at Wolfson Institute at the Southampton University and five other models are realised and there tank test data are verified with computer analysis; the fifth model will be chosen as a good heavy weather performer on which the first two Twelves will be realized: KZ 3 and KZ 5; both are identical and, after long consultations with the Lloyds, they are built, this is the first time in the International Rule history, in glassfibre composite (hence the nickname of "plastic fantastics"); the advantage is to have much more stiff boats, estimated by Laurie Davidson in the order of 20 times than aluminum with no flexing in the hull and especially in the mast region where the shrouds are attached. From the results of the two Twelves, KZ 7 takes shape after much more testing and other models; special attention is devoted to the keel design for which exhaustives tests are conducted in wind tunnel facilities.  
*New Zealand* KZ 3 is one of the two "Plastic fantastics"; she is the first glassfibre Twelve ever built; trial horses for KZ7 in view of the Challenger Trials.
- < 1992 - 1998** Nippon Yacht Club - new name: *Nippon Challenge* - home port: Tokyo (Japan) - new sail number: J 3.
- 1998 - 2005** Michael G. Smith - new name: *Kiwi* - home port: Melbourne - sail number: back to the original KZ 3.
- 2005 - 2009** Roger Wright - new name: *Wright on White* - Brazilian flag - home port: Newport.  
 In **2006** she was optimized and rebuilt for the 2007 Worlds with new keel, trim tab., rudder, mast, winch package, electronics and extensive inventory of new sails by North. In **2007** Worlds, she was leading after three races, before the event was cancelled. On May 22, **2009** he dies in an aircraft accident with the whole family (eight people), in Brasil. For sale (**2010**) at \$ 750.000.

**World Championships Results:**

- 1986 in Perth: tenth
- 2001 in Cowes (America's Cup Jubilee): tenth
- 2005 in Newport: second
- 2009 in Newport: second

Design	Paul Elvstrom & Jan Kjaerulff	
Builder	Herman Egger, Chantier AFCA	
Year		
LOA	(m.)	19.27
LWL	(m.)	13.94
Beam	(m.)	3.83
Draught	(m.)	2.74
Displacement	(t.)	26.05
Sail area	(sq. m.)	166
Construction	Aluminum alloy	
Engine		
First owner	Association Française pour La Coupe de l'America	
First name	France II	
First country	France	
Home port	Hyères (France)	
First sail number	None issued	
Other names		
Current location		
Condition		
Current sail number		

**Owners/history:** Project according to the **International Third Rule America's Cup**.

**1973**

L'Association Française pour "La Coupe de l'America".

This *France II* is not to be confused with the *France II* actually built and completed for A.F.C.A. in 1977. This yacht was to be an aluminum yacht but construction was stopped during setting-up her frames. Subsequently the framing was destroyed. The project was a radical one with a bulb realized by Paul Elvstrom, asked since 1971 by Baron Bich to form a new crew, and the Danish designer Jan Kjaerulff. The project was suddenly interrupted when Baron Bich had to face the objections coming from french opinion leaders who did not accepted to have a french challenger designed by a non french citizen.

## HELVETIA (project)

Design	
Builder	
Year	
LOA	(m.)
LWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	
Engine	
First owner	Association Suisse pour la Coupe de l'América
First name	
First country	Switzerland
Home port	
First sail number	
Other names	
Current location	
Condition	
Current sail number	

**Owners/history:** A Swiss project not built

Following the **1983** Match, in Switzerland, the "Association Suisse pour la Coupe de l'America" was established in **1984**.

Jean Grobety, a dentist from Geneva and successful designer of 5.5m I.R. and 6m I.R. boats, was requested to draft two projects for a Swiss challenger for the America's Cup; *Helvetia* is the first one. It was followed by an improved version, *Swissmade*.

Both were never built.

Design		John Swarbrick
Builder		Not built
Year		
LOA	(m.)	21.18
LWL	(m.)	13.60
Beam	(m.)	3.79
Draught	(m.)	2.68
Displacement	(t.)	
Sail area	(sq. m.)	167
Construction		
Engine		
First owner		Taskforce '87 America's Cup Defence Ltd.
First name		<b>Kookaburra</b>
First country		Australia
Home port		Perth (Australia)
First sail number		No sail number issued
Other names		
Current location		
Condition		
Current sail number		

**Owners/history:** Project according to the **International Third Rule America's Cup**.

**1987** Taskforce '87 America's Cup Defence Ltd. (Kevin Parry).  
Project, not built.

## MARIANNE (project)

Design	Guy Ribadeau Dumas & Philippe Briand
Builder	
Year	
LOA	(m.)
LWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	
Engine	
First owner	Société des Régates Rochelaises
First name	<i>Marianne</i>
First country	
Home port	
First sail number	
Other names	
Current location	
Condition	
Current sail number	

**Owners/history:** Project according to the **International Third Rule America's Cup**.

This yacht was never built.

No sail number authorized or issued.

*Marianne* was a French project of Société des Régates Rochelaises with a syndicate headed by Xavier Rouget Luchaire which had already bought *Columbia*. *Marianne* was designed by two young architects Guy Ribadeau Dumas and Philippe Briand, assisted by a computer program written by the Société Marcel Dassault. The computer program was quite ambitious and interesting but the challenge was not carried on due to lack of funds.



Design	David H.J. Hollam
Builder	
Year	
LOA	(m.)
LWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	
Engine	
First owner	
First name	Royal Oak
First country	Great Britain
Home port	
First sail number	
Other names	
Current location	
Condition	
Current sail number	

**Owners/history:** Project according to the **International Third Rule America's Cup**.

This yacht was never built.

No sail number authorized or issued.

**Royal Oak** is the first design ever made by David H.J. Hollom, better known as a valid model maker. His first full scale design will come later with, **Crusader II**, a radical boat for **1986/87** British challenge.

In **1982**, Hollom took part in the Acorn Project on request of Peter de Savary for his **Victory Challenge**. His project was rather surprising with a bulb keel and perplexing winglet. This is quite important as, following this project, the principle of winglets was approved by the I.Y.R.U. but the decision was kept secret until **1983** when it put an end to the controversy between Americans and Australians regarding **Australia II's** keel.

To realize **Royal Oak** Hollom took as a model the one of **Sverige**.

Design	Jean Grobety	
Builder		
Year		
LOA	(m.)	19.6
LWL	(m.)	13.75
Beam	(m.)	3.95
Draught	(m.)	2.70
Displacement	(t.)	
Sail area	(sq. m.)	162
Construction		
Engine		
First owner	Ass. Suisse pour "La Coupe de l'America"	
First name	Swissmade	
First country	Switzerland	
Home port		
First sail number		
Other names		
Current location		
Condition		
Current sail number		

**Owners/history:** A Swiss project not built

Following the **1983** Match, in Switzerland, the "Association Suisse pour la Coupe de l'America" was established in **1984**.

Jean Grobety, a dentist from Geneva and successful designer of 5.5m I.R. and 6m I.R. boats, was requested to draft two projects for a Swiss challenger for the America's Cup. *Swissmade* is an improved version of *Helvetia*. She was never built.

# WHITE STREAK

THIRD RULE AC - OTHERS

3

Design	Charles E Morgan Jr.
Builder	
Year	
LOA	(m.)
LWL	(m.)
Beam	(m.)
Draught	(m.)
Displacement	(t.)
Sail area	(sq. m.)
Construction	
Engine	
First owner	
First name	<i>White Streak</i>
First country	USA
Home port	
First sail number	
Other names	
Current location	
Condition	
Current sail number	

**Owners/history:** Project according to the **International Third Rule America's Cup**.

This yacht was never built.

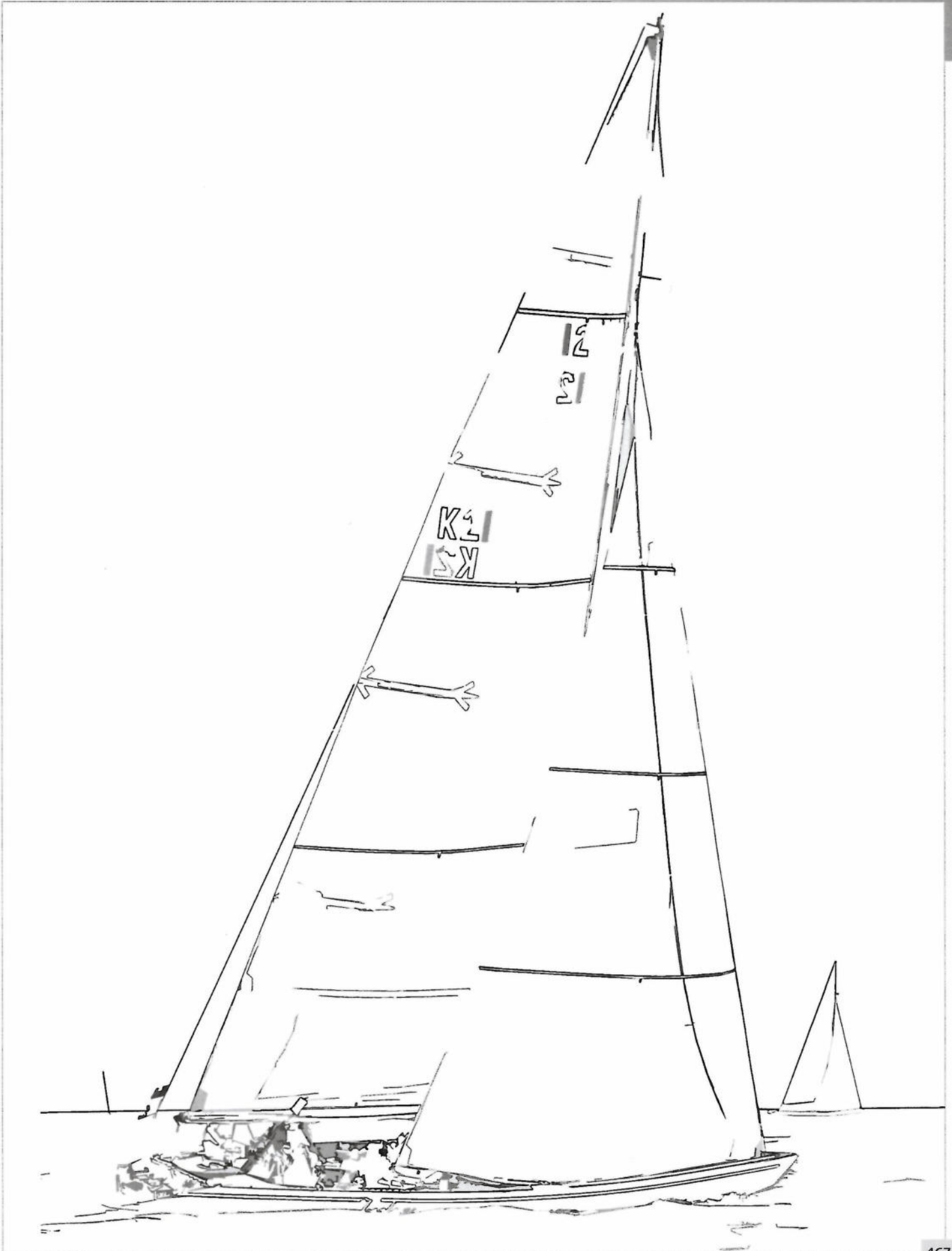
No sail number authorized or issued.

Charles E. Morgan, Jr did not have any experience in the America's Cup but as a member of the crew of *Columbia* in the **1962** selection trials. Architect, yacht builder, sailmaker, valuable ocean racer he decided to test his ideas with the project of a 12 Metre.

*White Streak* is the result of his efforts and it is a model on which, supported by Homer Denius, he carried some tank tests. The lack of time and money put an end to this project. It remains a model at the Amia Museum at Escondido, CA.

Out of this idea came the project and the building in **1970** of *Heritage*.





# ALPHABETICAL

sail number	present name	year	designer	builder	original name (if changed) and others
KA 7	<b>ADVANCE</b>	1983	Alan Payne	Aquacraft 6Co. Ltd.	
	<b>ALACHIE</b>	1908	William Fife III	W. Fife & Son	
US 42	<b>AMERICA II</b>	1984	Sparkman & Stephens	Williams & Manchester Shipyards	<i>Geronimo</i>
US 44	<b>AMERICA II</b>	1985	Sparkman & Stephens	Williams & Manchester Shipyards	
US 46	<b>AMERICA II</b>	1986	Sparkman & Stephens	Williams & Manchester Shipyards	<i>Nippon - Fiddler</i>
US 21	<b>AMERICAN EAGLE</b>	1964	E.A. Bill Luders	Luders Marine Construction Co.	<i>Golden Eagle - War Baby</i>
G 2	<b>ANITA</b>	1938	Henry Rasmussen	Abeking & Rasmussen	
US 5	<b>ANITRA</b>	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	
G 3	<b>ASCHANTI III</b>	1939	Henri Gruber	Burmester Yacht und Bootswerft	
K 5	<b>ATALANTA</b>	1917	Johan Anker	Anker & Jensen	
KA 5	<b>AUSTRALIA</b>	1977	Miller & Valentijn	Steve E. Ward & Brian Raley	<i>Temeraire - Australia</i>
KA 6	<b>AUSTRALIA II</b>	1983	Ben Lexcen	Steve E. Ward & Co.	
KA 9	<b>AUSTRALIA III</b>	1985	Ben Lexcen	Steve E. Ward & Co.	<i>Bengal 3</i>
KA 16	<b>AUSTRALIA IV</b>	1986	Ben Lexcen	Steve E. Ward & Co.	
I 4	<b>AZZURRA</b>	1982	Andrea Vallicelli	Off. Meccaniche Ing. Mario Cobau	
I 8	<b>AZZURRA II</b>	1985	Studio Andrea Vallicelli	S.A.I. Ambrosini	<i>Fritzz</i>
I 10	<b>AZZURRA III</b>	1986	Studio Andrea Vallicelli	IMS	<i>Fratz</i>
I 11	<b>AZZURRA IV</b>	1986	Sciomachen e Bertorello	S.A.I. Ambrosini	
S 2 - K 22	<b>BARRANQUILLA</b>	1930	Gustav Eslander	Stockholms Batbyggeri	<i>Princess Svanevit - Irene - Silvervingen X</i>
	<b>BLOODHOUND</b>	1936	Charles E. Nicholson	Camper & Nicholson Ltd.	
K 17	<b>BLUE MARLIN</b>	1937	Charles E. Nicholson	Camper & Nicholson Ltd.	<i>Hurricane - Alanna</i>
	<b>BRAND IV</b>	1909	Johan Anker	Anker & Jensen	<i>Isla II - Dora III - Brand IV - Ragna III - El mari - Solveig I</i>
	<b>CALEDONIA (project)</b>	1938	David Boyd		
KC 1	<b>CANADA I</b>	1982	Bruce Kirby	Fred McConnell Marine Ltd.	
KC 2	<b>CANADA II</b>	1985	Bruce Kirby	Fred McConnell Marine Ltd.	
K 12 - B 1	<b>CERIGO</b>	1926	W. & R.B. Fife	W. Fife & Son	
KA10 - F 5	<b>CHALLENGE 12</b>	1982	Ben Lexcen	Steve E. Ward & Co.	
F 8	<b>CHALLENGE FRANCE</b>	1986	Daniel Andrieu	Alsthom Chantier Atlantique	
	<b>CHANCEGGER</b>	1969	Britton Chance	Ch. Naval Hermann Egger	<i>Windrose</i>
	<b>CINTRA</b>	1909	William Fife III	W. Fife & Son	<i>Cintro</i>
US 32	<b>CLIPPER</b>	1980	David Pedrick	Newport Offshore, Ltd.	
K 10	<b>CLYMENE</b>	1924	Charles E. Nicholson	Camper & Nicholson Ltd.	<i>Moyana V - Alkor II</i>
US 16	<b>COLUMBIA</b>	1958	Olin Stephens	Nevins Yacht Yard Inc.	
US 20 - UK 20	<b>CONSTELLATION</b>	1964	Olin Stephens	Minneford Yacht Yard Inc.	
US 26	<b>COURAGEOUS</b>	1974	Olin Stephens	Minneford Yacht Yard Inc.	<i>Courageous II - Courageous III - Courageous IV</i>
K 24 - D 2	<b>CRUSADER</b>	1985	Ian Howlett	Cougar Marine	<i>White Crusader - Holger Danske</i>
K 25	<b>CRUSADER II</b>	1986	David Hollom	Cougar Marine	<i>White Crusader II - Crusader '88</i>
	<b>CYGNE</b>	1907	G. Duperron	G. De Coninck & Co.	<i>Ella - Maria</i>
	<b>CYRA</b>	1909	Alfred Mylne & Co.	A. Robertson (Sandbank)	<i>Lucella - Elfe II - Elsa</i>
KA 2 - KC 87	<b>DAME PATTIE</b>	1967	Warwick J. Hood	W.H. Barnett Pty.	<i>Endless Summer</i>
E 7	<b>DANSEUSE</b>	1911	Johan Anker	Anker & Jensen	<i>Beduin - Maud III - Gadie - Danseuse III</i>
	<b>DAVO II</b>	1907	Max Oertz	Max Oertz	
US 33	<b>DEFENDER</b>	1982	David Pedrick	Newport Offshore Ltd	
	<b>DESIREE</b>	1913	Anker & Jensen	Anker & Jensen	<i>Sybillan - Sirocco - Scirocco - Dux - Marisetta</i>
	<b>DEVONIA (project)</b>	1932	Morgan Giles		
K 2 - F 2	<b>DORIS</b>	1925	Charles E. Nicholson	Camper & Nicholson Lt.	
US 60	<b>EAGLE</b>	1986	Johan Valentijn	Williams & Manchester Shipyards	
US 18	<b>EASTERNER</b>	1958	C.R. Hunt & F.C. Williams Ass.	James E. Graves Inc.	<i>Newsboy</i>
E 21	<b>EILEEN (12m CR)</b>	1938	Christian Jensen	Soo Slip og Baat A/S	
I 2	<b>EMILIA</b>	1930	Attilio Costaguta	Cantiere Costaguta	
US 27	<b>ENTERPRISE</b>	1977	Sparkman & Stephens	Minneford Yacht Yard Inc.	
E 8	<b>ERNA SIGNE</b>	1911	William Fife III	Stockholms Batbyggeri Aktiebolag (Plym)	<i>Vogue - Marjorie</i>
K2 - K 12	<b>EVAINE</b>	1936	Charles E. Nicholson	Camper & Nicholson Ltd.	<i>Alanna</i>
N 1	<b>FIGARO III</b>	1918	Johan Anker	Anker & Jensen	<i>Electra - Irina III - Marjana</i>
N 6	<b>FIGARO IV</b>	1924	Johan Anker	Anker & Jensen	<i>Arrow - Sylvania - Solveig II</i>
N 12	<b>FIGARO VI</b>	1936	Johan Anker	Anker & Jensen	<i>Silvervingen XI</i>
K 16	<b>FLICA</b>	1929	Charles E. Nicholson	Camper & Nicholson Lt.	
K 14	<b>FLICA II</b>	1939	Laurent Giles & Partners	W. Fife & Son	

# ALPHABETICAL

# A

sail number	present name	year	designer	builder	original name (if changed) and others
	<b>FOXHOUND</b>	1935	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Foxhound of Lepe</i>
F 1	<b>FRANCE</b>	1970	André Mauric	Herman Egger, Chantier AFCA	<i>France I</i>
F 2	<b>FRANCE II</b>	1977	André Mauric	Herman Egger, Chantier AFCA	<i>Aquitaine</i>
	<b>FRANCE II (project)</b>	1973	Paul Elvstrom & Jan Kjaerulff		
F 3	<b>FRANCE III</b>	1979	J.W. Valentijn & Zonen	Chantiers Dufour	
E 20	<b>FRATERNITAS</b>	1937	Henrik Robert	Holmems Yachtwerft AS	<i>Vivo 8</i>
US 30	<b>FREEDOM</b>	1979	Sparkman & Stephens	Minneford Yacht Yard Inc.	
F 7	<b>FRENCH KISS</b>	1985	Briand, Perrier, Chaumette	Alubat	
US 11	<b>GLEAM</b>	1937	Clinton H. Crane	H.B. Nevins Inc.	<i>Akaba - Charlotte</i>
KA 1	<b>GRETEL</b>	1962	Alan Payne	Lars Holvorsen Sons. Pty. Ltd.	
KA 3	<b>GRETEL II</b>	1970	Alan Payne	William H. Barnett PtY	
US 51	<b>HEART OF AMERICA</b>	1986	Gretzy, Graham, McLane, Schalageter	Merrifield Roberts, Inc	
	<b>HEATHERBELL</b>	1907	Thomas C. Glen Coats	A. Robertson	<i>Teresita - Margit IV - Yolande - Sylva</i>
	<b>HEIRA II</b>	1919	Johan Anker	Anker & Jensen	<i>Nanette II - Mariella - Tove Lilian - Barcarolla</i>
	<b>HELVETIA (project)</b>	1986	Jean Grobety		
	<b>HERA</b>	1908	Thomas C. Glen Coats	R. McAlister & Son (Dumbarton)	
US 23	<b>HERITAGE</b>	1970	Charles E. Morgan jr.	Morgan Yacht Corp.	
E 3	<b>HETI</b>	1912	Max Oertz	Max Oertz Yachtwerf	<i>Traum - Nathurn - Seeschwalbe - Moby Dick</i>
KZ 5-J 5-US 62	<b>HISSAR</b>	1986	Davidson, Farr, Holland	Marten Marine	<i>New Zealand - Nippon - Cannonball - Fury</i>
N 5	<b>IERNE</b>	1911	William Fife III	W. Fife & Son	<i>Irene - Natascha</i>
K 3	<b>IKRA II</b>	1964	David Boyd	Alexr. Robertson & Sons (Y. Builders) Ltd.	<i>Kurrewa V - Levrier de Mer</i>
US 28	<b>INDEPENDENCE</b>	1977	Fred Hood	Minneford Yacht Yard Inc.	
G 1	<b>INGA</b>	1938	Henry Rasmussen	Abeking & Rasmussen	<i>Westwind</i>
US 22	<b>INTREPID</b>	1967	Olin Stephens	Minneford Yacht Yard Inc.	
K 6 - N 9	<b>IRIS</b>	1926	Thomas C. Glen Coats	Bute Slip Dock Ltd.	<i>Irina V</i>
US 4	<b>IRIS</b>	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	
US 2	<b>ISOLDE</b>	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Sally Ann - Ptarmigan - Soliloquy</i>
I 7	<b>ITALIA I</b>	1985	Giorgetti e Magrini	Cantieri Baglietto	
I 9	<b>ITALIA II</b>	1986	Giorgetti & Magrini	Cantiere Ferri	
	<b>IVANOHE</b>	1910	G.A. Heal	Summers & Payne (Southampton)	<i>Alborella ?</i>
K 11	<b>IYRUNA</b>	1927	Charles E. Nicholson	Camper & Nicholsons Lt.	
E 5 - S 1	<b>JAVOTTE</b>	1909	Alfred Mylne & Co.	R. McAlister & Son (Dumbarton)	<i>Betty II - Baccarat - Beduin II - Bettina</i>
K 1	<b>JENETTA</b>	1939	Alfred Mylne & Co.	Bute Slip Dock Co.	
	<b>KAHURANGI (12m CR)</b>	1952	Arthur C. Robb	P. Vos Ltd.	
	<b>KATE (replica)</b>	2006	Alfred Mylne	Philip Walwyn	
KZ 7	<b>KIWI MAGIC</b>	1986	Davidson, Farr, Holland	Marten Marine	
KA 11	<b>KOOKABURRA I</b>	1985	Iain Murray & John Swarbrick	Parry Boat Builder	
KA 12	<b>KOOKABURRA II</b>	1985	Iain Murray & John Swarbrick	Parry Boat Builder	<i>New Sweden</i>
KA 15	<b>KOOKABURRA III</b>	1986	Iain Murray & John Swarbrick	Parry Boat Builder	
	<b>KOOKABURRA (project)</b>	1987	John Swarbrick		
I 1	<b>LA SPINA</b>	1929	Vincenzo Vittorio Baglietto	Cantieri Baglietto	<i>La Vespa - Corsara</i>
NOR 63	<b>LADY</b>	1919	Christian Jensen	Jogensen & Vik	<i>Liv - Le</i>
	<b>LADY EDITH</b>	1925	W. & R.B. Fife	W. Fife & Son	<i>Kailua - Breit Atao</i>
	<b>LE CID (12m CR)</b>	1956	Eugene Cornu	Frankrike	<i>Hallali</i>
US 40	<b>LIBERTY</b>	1983	Johan Valentijn	Newport Offshore Ltd	
K 18	<b>LIONHEART</b>	1979	Ian Howlett	Joyce Marine Ltd.	
K 18	<b>LITTLE ASTRA</b>	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 17	<b>LUCILLA</b>	1930	Charles E. Nicholson	Camper & Nicholsons Ltd.	
	<b>MAGDA IX</b>	1912	Anker & Jensen	Anker & Jensen	<i>Moyana II - Liss V - Moyana - Moyana I</i>
N 7-US 7	<b>MAGDA XI</b>	1928	Johan Anker	Anker & Jensen	<i>Cantitoe</i>
US 38-G 7-NED 1	<b>MAGIC</b>	1982	Johan Valentijn	Custom Marine & Pilots Port Marina	<i>Maid of '88</i>
E 4	<b>MAGNOLIA</b>	1909	William Fife III	Anker & Jensen	<i>Magda VIII - Magnolia - Lucie VIII</i>
	<b>MARIANNE (project)</b>	1978	Ribadeau Dumas & Briand		
E 2	<b>MARILINE</b>	1914	William Fife III	Abeking & Rasmussen	<i>Skeaf VI- Treudeutsch</i>
K 6	<b>MARINA</b>	1935	Alfred Mylne & Co.	Bute Slip Dock Co. Ltd.	
US 25	<b>MARINER</b>	1974	Britton Chance jr	Robert E. Derecktor Yacht Yard	
K 14 - X 1	<b>MIQUETTE</b>	1934	W. & R.B. Fife	W. Fife & Son	
US 10	<b>MITENA</b>	1935	L. Francis Herreshoff	Herreshoff Mfg. Co.	

# ALPHABETICAL

sail number	present name	year	designer	builder	original name (if changed) and others
K 4	MODESTY	1926	W. & R.B. Fife	W. Fife & Son	<i>Roxana - La Pinta</i>
	MORNA	1913	William Fife III	Morrison and Sinclair (Sidney)	<i>Kurrewa IV</i>
	MOUCHETTE	1908	Alfred Mylne & Co.	R. McAlister & Son (Dumbarton)	
K 15-US 8	MOUETTE	1929	Charles E. Nicholson	Camper & Nicholsons Lt.	
K 8 - K 14	MOYANA II	1924	Alfred Mylne & Co.	Bute Slip Dock Co. Ltd.	<i>Westward ho - Maharana - Estrilda - Sagrace</i>
K 3 - K 5	MOYANA	1926	W. & R.B. Fife	W. Fife & Son	<i>Amity</i>
K 3	MOYANA	1929	W. & R.B. Fife	W. Fife & Son	<i>Morwenna - Kaylena</i>
	NAAGH (12m CR)	1951	André Mauric	Chantier Naval de l'Esterel	
	NARGIE	1908	Alfred Mylne & Co.	R. McAlister & Son (Dumbarton)	<i>Malva - Arrow XVI</i>
US 19	NEFERTITI	1962	Fred E. Hood	James E. Gravies Inc.	
	NOORDSTER III	1911	Max Oertz	Max Oertz Yachtwerf	<i>Davo III - Wulp</i>
K 9 - N 13	NORESCA	1924	Johan Anker	Anker & Jensen	<i>Faraway</i>
US 14	NORTHERN LIGHT	1938	Olin Stephens	Olin B. Nevins	<i>Nereus</i>
US 12	NYALA	1938	Olin Stephens	H.B. Nevins Inc.	
US 6	ONAWA	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Horizons - Lithuanica</i>
K 7	ORNSAY	1939	Charles E. Nicholson	Camper & Nicholsons Lt.	
E 15	RAAK	1914	Bjorne Aas	Fevigs Batbyg	<i>Ullabrand IV</i>
	RAFAGA	1908	Charles E. Nicholson	Camper & Nicholsons Lt.	
K 7 - N 10	RHONA	1927	W. & R.B. Fife	W. Fife & Son	<i>Hei II - Frisco VI</i>
	ROLLO	1911	Johan Anker	Anker & Jensen	<i>Caprice</i>
	ROYAL OAK (project)	1981	David H. J. Hollom		
K 17	SCEPTRE	1958	David Boyd	Alexr Robertson & Sons Yacht Builders Lt.	
	SCHWANHILD	1909	C. Scharstein	C. Scharstein	
US 9 - P 1 - K 26	SEVEN SEAS OF PORTO	1935	Clinton H. Crane	Henry B. Nevins Inc.	<i>Seven Seas - Sunday</i>
	SKEAF II	1908	G. Barg	Act. Ges. Neptun	<i>Mary II</i>
	SKEAF III	1909	G. Barg	Act. Ges. Neptun	
E 5	SKEAF IV	1911	G. Barg	Act. Ges. Neptun	<i>Sterna - Freya - Copeja - Emmeline - Maid of Astolat</i>
	SKEAF V	1912	G. Barg	Act. Ges. Neptun	<i>Istar</i>
	SKOIERN	1918	Christian Jensen	Jogensen & Vik	<i>Mars</i>
	SKUM III	1914	Charles E. Nicholson	J.M. Iversen (Soon-N)	<i>Alexandra III - Syrin - Cymbeline</i>
	KA 8	SOUTH AUSTRALIA	1985	Ben Lexcen	"Steve E. Ward & Co;"
KA 4	SOUTHERN CROSS	1974	Miller & Whitworth	Halvorsen, Morson & Gowland	
K 12	SOVEREIGN	1963	David Boyd	Alexr. Robertson & Sons(Y. Builders) Ltd.	
G 4	SPHINKS	1939	Henry Rasmussen	Abeking & Rasmussen	<i>Lobito - Ostwind</i>
US 34	SPIRIT OF AMERICA	1982	Sparkman & Stephens	Newport Offshore, Ltd	
US 53	STARS & STRIPES	1983	Chance Jr, Nelson, Pedrick	Geraghty Marine	
US 54	STARS & STRIPES	1985	Chance Jr, Nelson, Pedrick	Geraghty Marine	
US 56	STARS & STRIPES	1986	Chance Jr, Nelson, Pedrick	Geraghty Marine	
US 55	STARS & STRIPES	1987	Chance Jr, Nelson, Pedrick	Geraghty Marine	
KA 14	STEAK 'N KIDNEY	1986	Peter Cole	Consolidated Marine	
	STIARNA	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	
E 31	STORM	1913	Anker & Jensen	Anker & Jensen	
S 3 - G 5	SVERIGE	1977	Petterson, Wiklund & Westeranz	Enoch & Elfstedt A.B.	<i>Blue Magic/Blaupunkt - Uwa</i>
	SWISSMAID (project)	1986	Jean Grobety		
N 2	SYMRA	1914	Anker & Jensen	Anker & Jensen	
	TATJANA	1917	Johan Anker	Anker & Jensen	<i>Noreen</i>
N 4 - D 1	THEA	1918	Johan Anker	Anker & Jensen	<i>Santa - Tenderen III - Gavotte II - Santa - Nina</i>
	TITANIA	1910	Johan Anker	Anker & Jensen	
K 13	TOMAHAWK	1939	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 10-N 6 - US 16	TRIVIA	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Norsaga - Phoenix - Trivia of Gosport</i>
KC 87	TRUE NORTH I	1985	Steve Killing	Crockett-McConnell, Inc	
	TRUE NORTH II	1985	Steve Killing	Crockett-McConnell, Inc	
US 3	TYCOON	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Zio - Arundel - Trull</i>
	ULL II	1914	Bjorne Aas	Damsgaard Båtbig	
US 49	USA (E-1)	1985	Gary Mull	Stephens Marine	
US 61	USA (R-1)	1986	Gary Mull	Robert E. Derektor, Inc	
US 24	VALIANT	1970	Sparkman & Stephens	Robert E. Derektor Inc	
K 1	VANITY	1923	W. & R.B. Fife	W. Fife & Son	



# ALPHABETICAL

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sail number	present name	year	designer	builder	original name (if changed) and others
K 6	<b>VANITY V</b>	1936	W. & R.B. Fife	W. Fife & Son	<i>La Pinta</i>
	<b>VARUNA</b>	1909	A. Richardson	Philip & Son	<i>White Heather</i>
N 11	<b>VEMA III</b>	1933	Johan Anker	Anker & Jensen	<i>Varg VI - Diva III - Lakme VI</i>
K 10	<b>VERONICA</b>	1931	Alfred Mylne & Co.	Bute Slip Dock Ltd.	
	<b>VICTORIA</b> (project)	1932	Uffa Fox		
K 22 - I 6	<b>VICTORY '83</b>	1983	Ian Howlett	Fairey Allday Marine	
K 21	<b>VICTORY OF BURNHAM</b>	1982	Ed Dubois		<i>Victory '82</i>
US 15	<b>VIM</b>	1939	Olin J. Stephens	Henry B. Nevins, Inc.	
E 10	<b>VINETA</b>	1910	Johan Anker	Anker & Jensen	<i>Figaro - Figaro II - Bonita</i>
US 1	<b>WAINDANCE</b>	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Clytie - Cottom Blossom II</i>
US 17	<b>WEATHERLY</b>	1958	Philip L. Rhodes	Luders Marine Construction	
K 4	<b>WESTRA</b>	1934	Charles E. Nicholson	Camper & Nicholsons Ltd.	
	<b>WHITE STREAK</b> (project)	1963	Charles E. Morgan Jr		
K 15	<b>WINGS</b>	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Mohita II - Aile</i>
KZ 3	<b>WRIGHT ON WHITE</b>	1985	Davidson, Farr, Holland	McMullen & Wing	<i>New Zealand - Nippon Challenge - Kiwi</i>
	<b>XENON</b>	1913	Anker & Jensen	Anker & Jensen	<i>Corona - Hawaii VI - Oslo - Stormsvala</i>
	<b>YATSET</b>	1933	J. Burell	P. Arasa	
K 9	<b>ZELITA</b>	1933	W. & R.B. Fife	W. Fife & Son	
K 8 - N 8	<b>ZINITA</b>	1927	W. & R.B. Fife	W. Fife & Son	<i>Zinita of Chichester</i>
K 8	<b>ZORAIDA</b>	1931	W. & R.B. Fife	W. Fife & SoN	

designer	present name	year	builder
<b>AUSTRALIA</b>			
Peter Cole	STEAK 'N KIDNEY	1986	Consolidated Marine
Warwick J. Hood	DAME PATTIE	1967	W.H. Barnett Pty.
Miller & Whitworth	SOUTHERN CROSS	1974	Halvorsen, Morson & Gowland
Miller & Valentijn	AUSTRALIA	1977	Steve E. Ward & Brian Raley
Ben Lexcen	CHALLENGE 12	1982	"Steve E. Ward & Co.,"
Ben Lexcen	AUSTRALIA II	1983	S.E. Ward
Ben Lexcen	AUSTRALIA III	1985	"Steve E. Ward & Co.,"
Ben Lexcen	SOUTH AUSTRALIA	1985	"Steve E. Ward & Co.,"
Ben Lexcen	AUSTRALIA IV	1986	"Steve E. Ward & Co.,"
Iain Murray & John Swarbrick	KOOKABURRA I	1985	Parry Boat Builder
Iain Murray & John Swarbrick	KOOKABURRA II	1985	Parry Boat Builder
Iain Murray & John Swarbrick	KOOKABURRA III	1986	Parry Boat Builder
Alan Payne	GRETEL	1962	Lars Holvorsen Sons. Pty. Ltd.
Alan Payne	GRETEL II	1970	William H. Barnett PTY
Alan Payne	ADVANCE	1983	Aquacraft 6Co. Ltd.
John Swarbrick	KOOKABURRA (project)	1987	
<b>CANADA</b>			
Steve Killing	TRUE NORTH I	1985	Crockett-McConnell, Inc
Steve Killing	TRUE NORTH II	1985	Crockett-McConnell, Inc
Bruce Kirby	CANADA I	1982	Fred McConnell Marine Ltd.
Bruce Kirby	CANADA II	1985	Fred McConnell Marine Ltd.
<b>FRANCE</b>			
Daniel Andrieu	CHALLENGE FRANCE	1986	Alsthom Chantier Atlantique
Briand, Perrier, Chaumette	FRENCH KISS	1985	Alubat
Eugene Cornu	LE CID ex Hallali (12m CR)	1956	Frankrike
G. Duperron	CYGNE	1907	G. De Coninck & Co.
André Mauric	NAAGH (12m CR)	1951	Chantier Naval de l'Estereel
André Mauric	FRANCE	1970	Herman Egger, Chantier AFCA
André Mauric	FRANCE II	1977	Herman Egger, Chantier AFCA
Guy Ribadeau Dumas & Philippe Briand	MARIANNE (project)	1978	
<b>GERMANY</b>			
G. Barg	SKEAF II	1908	Act. Ges. Neptun
G. Barg	SKEAF III	1909	Act. Ges. Neptun
G. Barg	SKEAF IV	1911	Act. Ges. Neptun
G. Barg	SKEAF V	1912	Act. Ges. Neptun
Gustav Eslander	BARRANQUILLA	1930	Stockholms Batbyggeri
Henri Gruber	ASCHANTI III	1939	Burmester Yacht und Bootswerft
Max Oertz	DAVO II	1907	Max Oertz Yachtwerf
Max Oertz	NOORDSTER III	1911	Max Oertz Yachtwerf
Max Oertz	HETI	1912	Max Oertz Yachtwerf
Henry Rassmussen	ANITA	1938	Abeking & Rassmussen
Henry Rassmussen	INGA	1938	Abeking & Rassmussen
Henry Rassmussen	SPHINX	1939	Abeking & Rassmussen
C. Scharstein	SCHWANHILD	1909	C. Scharstein
<b>GREAT BRITAIN</b>			
David Boyd	CALEDONIA (project)	1938	
David Boyd	SCEPTRE	1958	Alexr Robertson & Sons Yacht Builders Lt.
David Boyd	SOVEREIGN	1963	Alexr. Robertson & Sons(Y. Builders) Ltd.
David Boyd	IKRA II	1964	Alexr. Robertson & Sons (Y. Builders) Ltd.
Thomas C. Glen Coats	HEATHERBELL	1907	A. Robertson
Thomas C. Glen Coats	HERA	1908	R. McAlister & Son
Thomas C. Glen Coats	IRIS	1926	Bute Slip Dock Ltd.
Ed Dubois	VICTORY OF BURNHAM	1982	Victory '82 (1982)

# by DESIGNER and COUNTRY

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designer	present name	year	builder
William Fife III	ALACHIE	1908	W. Fife & Son
William Fife III	CINTRA	1909	W. Fife & Son
William Fife III	MAGNOLIA	1909	Anker & Jensen
William Fife III	ERNA SIGNE	1911	Stockholms Batbyggeri Aktiebolag (Plym)
William Fife III	IERNE	1911	W. Fife & Son
William Fife III	MORNA	1913	Morrison and Sinclair (Sidney)
William Fife III	MARILINE	1914	Abeking & Rasmussen
W. & R.B. Fife	VANITY	1923	W. Fife & Son
W. & R.B. Fife	LADY EDITH	1925	W. Fife & Son
W. & R.B. Fife	CERIGO	1926	W. Fife & Son
W. & R.B. Fife	MODESTY	1926	W. Fife & Son
W. & R.B. Fife	MOYANA	1926	W. Fife & Son
W. & R.B. Fife	RHONA	1927	W. Fife & Son
W. & R.B. Fife	ZINITA	1927	W. Fife & Son
W. & R.B. Fife	MOYANA	1929	W. Fife & Son
W. & R.B. Fife	ZORAIDA	1931	W. Fife & Son
W. & R.B. Fife	ZELITA	1933	W. Fife & Son
W. & R.B. Fife	MIQUETTE	1934	W. Fife & Son
W. & R.B. Fife	VANITY V	1936	W. Fife & Son
Uffa Fox	VICTORIA (project)	1932	
Laurent Giles & Partners	FLICA II	1939	W. Fife & Son
Morgan Giles	DEVONIA (project)	1932	
G.A. Heal	IVANOHE	1910	Summers & Payne (Southampton)
David H. J. Hollom	ROYAL OAK (project)	1981	
David H. J. Hollom	CRUSADER II	1986	Cougar Marine
Ian Howlett	LIONHEART	1979	Joyce Marine Ltd.
Ian Howlett	VICTORY '83	1983	Fairey Allday Marine
Ian Howlett	CRUSADER	1985	Cougar Marine
Alfred Mylne & Co.	MOUCHETTE	1908	R. McAlister & Son
Alfred Mylne & Co.	NARGIE	1908	R. McAlister & Son
Alfred Mylne & Co.	CYRA	1909	A. Robertson
Alfred Mylne & Co.	JAVOTTE	1909	R. McAlister & Son
Alfred Mylne & Co.	MOYANA II	1924	Bute Slip Dock Co. Ltd.
Alfred Mylne & Co.	KATE (replica)	2006	Philip Walwyn
Alfred Mylne & Co.	VERONICA	1931	Bute Slip Dock Ltd.
Alfred Mylne & Co.	MARINA	1935	Bute Slip Dock Co. Ltd.
Alfred Mylne & Co.	JENETTA	1939	Bute Slip Dock Co.
Charles E. Nicholson	RAFAGA	1908	Camper & Nicholsons Ltd.
Charles E. Nicholson	SKUM III	1914	J.M. Iversen (Soon-N)
Charles E. Nicholson	CLYMENE	1924	Camper & Nicholsons Ltd.
Charles E. Nicholson	DORIS	1925	Camper & Nicholsons Ltd.
Charles E. Nicholson	IYRUNA	1927	Camper & Nicholsons Ltd.
Charles E. Nicholson	FLICA	1929	Camper & Nicholsons Ltd.
Charles E. Nicholson	MOUETTE	1929	Camper & Nicholsons Ltd.
Charles E. Nicholson	LUCILLA	1930	Camper & Nicholsons Ltd.
Charles E. Nicholson	WESTRA	1934	Camper & Nicholsons Ltd.
Charles E. Nicholson	FOXHOUND	1935	Camper & Nicholsons Ltd.
Charles E. Nicholson	BLOODHOUND	1936	Camper & Nicholsons Ltd.
Charles E. Nicholson	EVAINE	1936	Camper & Nicholsons Ltd.
Charles E. Nicholson	BLUE MARLIN	1937	Camper & Nicholsons Ltd.
Charles E. Nicholson	LITTLE ASTRA	1937	Camper & Nicholsons Ltd.
Charles E. Nicholson	STIARNA	1937	Camper & Nicholsons Ltd.
Charles E. Nicholson	TRIVIA	1937	Camper & Nicholsons Ltd.
Charles E. Nicholson	WINGS	1937	Camper & Nicholsons Ltd.
Charles E. Nicholson	ORNSAY	1939	Camper & Nicholsons Ltd.
Charles E. Nicholson	TOMAHAWK	1939	Camper & Nicholsons Ltd.
A. Richardson	VARUNA	1909	Philip & Son
Arthur C. Robb	KAHURANGI (12m CR)	1952	P. Vos Ltd.

designer	present name	year	builder
<b>ITALY</b>			
Vincenzo V. Baglietto	LA SPINA	1929	Cantieri Baglietto
Attilio Costaguta	EMILIA	1930	Cantiere Costaguta
Giorgetti & Magrini	ITALIA I	1985	Cantieri Baglietto
Giorgetti & Magrini	ITALIA II	1986	Cantiere Ferri
Sciomachen e Bertorello	AZZURRA IV	1986	S.A.I. Ambrosini
Andrea Vallicelli	AZZURRA	1982	Off. Meccaniche Ing. Mario Cobau
Andrea Vallicelli	AZZURRA II	1985	S.A.I. Ambrosini
Andrea Vallicelli	AZZURRA III	1986	IMS
Andrea Vallicelli	AZZURRA	1982	Off. Meccaniche Ing. Mario Cobau
<b>NEW ZEALAND</b>			
Davidson, Farr, Holland	WRIGHT ON WHITE	1985	McMullen & Wing
Davidson, Farr, Holland	HISSAR	1986	Marten Marine
Davidson, Farr, Holland	KIWI MAGIC	1986	Marten Marine
<b>NORWAY</b>			
Bjorne Aas	RAAK	1914	Fevigs Batbyg
Bjorne Aas	ULL II	1914	Damsgaard Båtbig
Johan Anker	BRAND IV	1909	Anker & Jensen
Johan Anker	TITANIA	1910	Anker & Jensen
Johan Anker	VINETA	1910	Anker & Jensen
Johan Anker	DANSEUSE	1911	Anker & Jensen
Johan Anker	ROLLO	1911	Anker & Jensen
Johan Anker	MAGDA IX	1912	Anker & Jensen
Johan Anker	CORONA	1913	Anker & Jensen
Johan Anker	DESIREE	1913	Anker & Jensen
Johan Anker	STORM	1913	Anker & Jensen
Johan Anker	SYMRA	1914	Anker & Jensen
Johan Anker	ATALANTA	1917	Anker & Jensen
Johan Anker	TATJANA	1917	Anker & Jensen
Johan Anker	FIGARO III	1918	Anker & Jensen
Johan Anker	THEA	1918	Anker & Jensen
Johan Anker	HEIRA II	1919	Anker & Jensen
Johan Anker	FIGARO IV	1924	Anker & Jensen
Johan Anker	NORESCA	1924	Anker & Jensen
Johan Anker	MAGDA XI	1928	Anker & Jensen
Johan Anker	VEMA III	1933	Anker & Jensen
Johan Anker	FIGARO VI	1936	Anker & Jensen
Christian Jensen	SKOIERN	1918	Jogensen & Vik
Christian Jensen	LADY	1919	Jogensen & Vik
Christian Jensen	EILEEN (12m CR)	1938	Soo Slip og Baat A/S
Henrik Robert	FRATERNITAS	1937	Holmems Yachtwerft AS
<b>SPAIN</b>			
J. Burell	YATSET	1933	P. Arasa
<b>SWEDEN</b>			
P. Petterson, L. Wiklund & S. Westerdanz	SVERIGE	1977	Enoch & Elfstedt A.B.
Paul Elvstrom & Jan Kjaerulff	FRANCE II (project)	1973	
<b>SWITZERLAND</b>			
Jean Grobety	HELVETIA (project)	1986	
Jean Grobety	SWISSMAID (project)	1986	

# by DESIGNER and COUNTRY

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designer	present name	year	builder
<b>UNITED STATES</b>			
Burgess, Rigg & Morgan Ld.	TYCOON	1928	Abeking & Rasmussen
Burgess, Rigg & Morgan Ld.	ANITRA	1928	Abeking & Rasmussen
Burgess, Rigg & Morgan Ld.	IRIS	1928	Abeking & Rasmussen
Burgess, Rigg & Morgan Ld.	ISOLDE	1928	Abeking & Rasmussen
Burgess, Rigg & Morgan Ld.	ONAWA	1928	Abeking & Rasmussen
Burgess, Rigg & Morgan Ld.	WAINDANCE	1928	Abeking & Rasmussen
Britton Chance Jr.	CHANCEGGER	1969	Ch. Naval Hermann Egger
Britton Chance Jr.	MARINER	1974	Robert E. Derecktor Yacht Yard
B. Chance Jr., B. Nelson, D. Pedrick	STARS & STRIPES	1983	Geraghty Marine
B. Chance Jr., B. Nelson, D. Pedrick	STARS & STRIPES	1985	Geraghty Marine
B. Chance Jr., B. Nelson, D. Pedrick	STARS & STRIPES	1986	Geraghty Marine
B. Chance Jr., B. Nelson, D. Pedrick	STARS & STRIPES	1987	Geraghty Marine
Clinton H. Crane	SEVEN SEAS OF PORTO	1935	Henry B. Nevins Inc.
Clinton H. Crane	GLEAM	1937	Henry B. Nevins Inc.
Gretzy, Graham, McLane, Schaalageter	HEART OF AMERICA	1986	Merrifield Roberts, Inc
L. Francis Herreshoff	MITENA	1935	Herreshoff Mfg. Co.
Fred E. Hood	NEFERTITI	1962	James E. Graves Inc.
Fred E. Hood	INDEPENDENCE	1977	Minneford Yacht Yard Inc.
C Raymond Hunt & F.C. Williams Assoc.	EASTERNER	1958	James E. Graves Inc.
E.A. Bill Luders	AMERICAN EAGLE	1964	Luders Marine Construction Co.
Charles E. Morgan Jr.	WHITE STREAK (project)	1963	
Charles E. Morgan Jr.	HERITAGE	1970	Morgan Yacht Corp.
Gary Mull	USA (E-1)	1985	Stephens Marine
Gary Mull	USA (R-1)	1986	Robert E- Derecktor, Inc
David Pedrick	CLIPPER	1980	Newport Offshore, Ltd
David Pedrick	DEFENDER	1982	Newport Offshore Ltd
Philip L. Rhodes	WEATHERLY	1958	Luders Marine Construction
Olin J. Stephens	NORTHERN LIGHT	1938	Henry B. Nevins Inc.
Olin J. Stephens	NYALA	1938	Henry B. Nevins Inc.
Olin J. Stephens	VIM	1939	Henry B. Nevins, Inc.
Olin J. Stephens	COLUMBIA	1958	Nevins Yacht Yard Inc.
Olin J. Stephens	CONSTELLATION	1964	Minneford Yacht Yard Inc.
Olin J. Stephens	INTREPID	1967	Minneford Yacht Yard Inc.
Olin J. Stephens	VALIANT	1970	Robert E. Derecktor Inc
Olin J. Stephens	COURAGEOUS	1974	Minneford Yacht Yard Inc.
Olin J. Stephens	ENTERPRISE	1977	Minneford Yacht Yard Inc.
Olin J. Stephens	FREEDOM	1979	Minneford Yacht Yard Inc.
Olin J. Stephens	SPIRIT OF AMERICA	1982	Newport Offshore, Ltd
Olin J. Stephens	AMERICA II	1984	Williams & Manchester Shipyards
Olin J. Stephens	AMERICA II	1985	Williams & Manchester Shipyards
Olin J. Stephens	AMERICA II	1986	Williams & Manchester Shipyards
J.W. Vallentijn & Zonen	FRANCE III	1979	Chantiers Dufour
Johan Valentijn	MAGIC	1982	Custom Marine & Pilots Port Marina
Johan Valentijn	LIBERTY	1983	Newport Offshore Ltd
Johan Valentijn	EAGLE	1986	Williams & Manchester Shipyards

sail number	present name	year	designer	builder	original name (if changed) and others
<b>FIRST VERSION - racing</b>					
	ALACHIE	1908	William Fife III	W. Fife & Son	
K 5	ATALANTA	1917	Johan Anker	Anker & Jensen	
	BRAND IV	1909	Johan Anker	Anker & Jensen	<i>Isla II - Dora III (?) - Brand IV - Ragna III - Elmari - Solveig I</i>
	CINTRA	1909	William Fife III	W. Fife & Son	<i>Cintro</i>
	CORONA	1913	Anker & Jensen	Anker & Jensen	<i>Hawaii VI - Oslo - Stormsvala - Xenos (?)</i>
	CYGNE	1907	G. Duperron	G. De Coninck & Co.	<i>Ella - Maria</i>
	CYRA	1909	Alfred Mylne & Co.	A. Robertson (Sandbank)	<i>Lucella - Elfe II - Elsa</i>
E 7	DANSEUSE	1911	Johan Anker	Anker & Jensen	<i>Beduin - Maud III - Gadie - Danseuse III</i>
	DAVO II	1907	Max Oertz	Max Oertz	
	DESIREE	1913	Anker & Jensen	Anker & Jensen	<i>Sybillan - Sirocco - Scirocco - Dux - Marisetta</i>
E 8	ERNA SIGNE	1911	William Fife III	Stockholms Batbyggeri Aktiebolag (Plym)	<i>Vogue - Marjorie</i>
	HEATHERBELL	1907	Thomas C. Glen Coats	A. Robertson	<i>Teresita (?) - Margit IV - Yolande - Sylva</i>
	HERA	1908	Thomas C. Glen Coats	R. McAlister & Son (Dumbarton)	
E 3	HETI	1912	Max Oertz	Max Oertz Yachtwerf	<i>Traum - Nathurn - Seeschwalbe - Moby Dick</i>
N 5	IERNE	1911	William Fife III	W. Fife & Son	<i>Irene - Natascha</i>
	IVANOHE	1910	G.A. Heal	Summers & Payne (Southampton)	<i>Alborella (?)</i>
E 5 - S 1	JAVOTTE	1909	Alfred Mylne & Co.	R. McAlister & Son (Dumbarton)	<i>Betty II - Baccarat - Beduin II - Bettina</i>
	MAGDA IX	1912	Anker & Jensen	Anker & Jensen	<i>Moyana II - Liss V - Moyana - Moyana II</i>
E 4	MAGNOLIA	1909	William Fife III	Anker & Jensen	<i>Magda VIII - Magnolia - Lucie VIII</i>
E 2	MARILINE	1914	William Fife III	Abeking & Rasmussen	<i>Skeaf IV - Treudeutsch</i>
	MORNA	1913	William Fife III	Morrison and Sinclair (Sidney)	<i>Kurrewa IV</i>
	MOUCHETTE	1908	Alfred Mylne & Co.	R. McAlister & Son (Dumbarton)	
	NARGIE	1908	Alfred Mylne & Co.	R. McAlister & Son (Dumbarton)	<i>Malva - Arrow XVI</i>
	NOORDSTER III	1911	Max Oertz	Max Oertz Yachtwerf (Ambugo)	<i>Davo III - Wulp</i>
	RAFAGA	1908	Charles E. Nicholson	Camper & Nicholsons Ltd.	
	ROLLO	1911	Johan Anker	Anker & Jensen	<i>Caprice</i>
	SCHWANHILD	1909	C. Scharstein	C. Scharstein (Kiel)	
	SKEAF II	1908	G. Barg	Act. Ges. Neptun (Rostock)	<i>Mary II</i>
	SKEAF III	1909	G. Barg	Act. Ges. Neptun	
E 5	SKEAF IV	1911	G. Barg	Act. Ges. Neptun (Rostok)	<i>Sterna - Freya - Copeja - Emmeline - Maid of Astolat</i>
	SKEAF V	1912	G. Barg	Act. Ges. Neptun	<i>Istar</i>
	SKUM III	1914	Charles E. Nicholson	J.M. Iversen (Soon-N)	<i>Alexandra III - Syrin - Cymbeline</i>
N 2	SYMRA	1914	Anker & Jensen	Anker & Jensen	
	TITANIA	1910	Johan Anker	Anker & Jensen	
	VARUNA	1909	A. Richardson	Philip & Son	<i>White Heather</i>
E 10	VINETA	1910	Johan Anker	Anker & Jensen	<i>Figaro - Figaro II - Bonita</i>
<b>FIRST VERSION - others</b>					
NOR 63	LADY	1919	Christian Jensen	Jogensen & Vik	<i>Liv (?) - Le</i>
	KATE (replica)	2006	Alfred Mylne	Philip Walwyn	
E 15	RAAK	1914	Bjorne Aas	Fevigs Batbyg	<i>Ullabrand IV</i>
	SKOIERN	1918	Christian Jensen	Jogensen & Vik	<i>Mars</i>
E 31	STORM	1913	Anker & Jensen	Anker & Jensen	
	ULL II	1914	Bjorne Aas	Damsgaard Båtbig	
<b>SECOND VERSION - racing</b>					
US 5	ANITRA	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	
S2 - K 22	BARRANQUILLA	1930	Gustav Eslander	Stockholms Batbyggeri	<i>Princess Svanevit - Irene - Silvervingen X</i>
K 12 - B 1	CERIGO	1926	W. & R.B. Fife	W. Fife & Son	
K 10	CLYMENE	1924	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Moyana V - Alkor II</i>
K 2 - F 2	DORIS	1925	Charles E. Nicholson	Camper & Nicholsons Ltd.	
I 2	EMILIA	1930	Attilio Costaguta	Cantiere Costaguta	
N 1	FIGARO III	1918	Johan Anker	Anker & Jensen	<i>Electra - Irina III - Marjana (?)</i>
N 6	FIGARO IV	1924	Johan Anker	Anker & Jensen	<i>Arrow - Sylvana - Solveig II</i>
K 16	FLICA	1929	Charles E. Nicholson	Camper & Nicholsons Ltd.	
	HEIRA II	1919	Johan Anker	Anker & Jensen	<i>Nanette II - Mariella - Tove Lilian - Barcarolla</i>
K 6 - N 9	IRIS	1926	Thomas C. Glen Coats	Bute Slip Dock Ltd.	<i>Irina V</i>

sail number	present name	year	designer	builder	original name (if changed) and others
US 4	IRIS	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	
US 2	ISOLDE	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Sally Ann - Ptarmigan - Soliloquy</i>
K 11	IYRUNA	1927	Charles E. Nicholson	Camper & Nicholsons Ltd.	
I 1	LA SPINA	1929	Vincenzo Vittorio Baglietto	Cantieri Baglietto	<i>La Vespa - Corsara</i>
	LADY EDITH	1925	W. & R.B. Fife	W. Fife & Son	<i>Kailua - Breitza Atao (?)</i>
K 17	LUCILLA	1930	Charles E. Nicholson	Camper & Nicholsons Ltd.	
N 7 - US 7	MAGDA XI	1928	Johan Anker	Anker & Jensen	<i>Cantitoe</i>
K 4	MODESTY	1926	W. & R.B. Fife	W. Fife & Son	<i>Roxana - La Pinta</i>
K 15 - US 8	MOUETTE	1929	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 3 - K 5	MOYANA	1926	W. & R.B. Fife	W. Fife & Son	<i>Amity</i>
K 3	MOYANA	1929	W. & R.B. Fife	W. Fife & Son	<i>Morwenna - Kaylena</i>
K 8 - K 14	MOYANA II	1924	Alfred Mylne & Co.	Bute Slip Dock Co. Ltd.	<i>Westward ho - Maharana - Estrilda - Sagrace</i>
K 9 - N 13	NORESCA	1924	Johan Anker	Anker & Jensen	<i>Faraway</i>
US 6	NOAWA	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Horizons - Lithuanica</i>
K 7 - N 10	RHONA	1927	W. & R.B. Fife	W. Fife & Son	<i>Hei II - Frisco VI</i>
	TATJANA	1917	Johan Anker	Anker & Jensen	<i>Noreen</i>
N 4 - D 1	THEA	1918	Johan Anker	Anker & Jensen	<i>Santa - Tenderen III - Gavotte II - Santa - Nina</i>
US 3	TYCOON	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Zio - Arundel - Trull</i>
K 1	VANITY	1923	W. & R.B. Fife	W. Fife & Son	
K 10	VERONICA	1931	Alfred Mylne & Co.	Bute Slip Dock Ltd.	
US 1	WAINDANCE	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Clytie - Cottom Blossom II</i>
K 8 - N 8	ZINITA	1927	W. & R.B. Fife	W. Fife & Son	<i>Zinita of Chichester</i>
K 8	ZORAIDA	1931	W. & R.B. Fife	W. Fife & Son	
<b>SECOND VERSION - others</b>					
	DEVONIA (project)	1932	Morgan Giles		
	VICTORIA (project)	1932	Uffa Fox		
<b>THIRD VERSION - racing</b>					
G 2	ANITA	1938	Henry Rasmussen	Abeking & Rasmussen	
G 3	ASCHANTI III	1939	Henri Gruber	Burmester Yacht und Bootswerft	
K 17	BLUE MARLIN	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Hurricane - Alanna</i>
K 2 and K 12	EVAINE	1936	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Alanna</i>
N 12	FIGARO VI	1936	Johan Anker	Anker & Jensen	<i>Silvervingen XI</i>
K 14	FLICA II	1939	Laurent Giles & Partners	W. Fife & Son	
E 20	FRATERNITAS	1937	Henrik Robert	Holmems Yachtwerft AS	<i>Vivo 8</i>
US 11	GLEAM	1937	Clinton H. Crane	H.B. Nevins Inc.	<i>Akaba - Charlotte</i>
G 1	INGA	1938	Henry Rasmussen	Abeking & Rasmussen	<i>Westwind</i>
K 1	JENETTA	1939	Alfred Mylne & Co.	Bute Slip Dock Co.	
K 18	LITTLE ASTRA	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 6	MARINA	1935	Alfred Mylne & Co.	Bute Slip Dock Co. Ltd.	
K 14 - X 1	MIQUETTE	1934	W. & R.B. Fife	W. Fife & Son	
US 10	MITENA	1935	L. Francis Herreshoff	Herreshoff Mfg. Co.	
US 14	NORTHERN LIGHT	1938	Olin Stephens	Olin B. Nevins	<i>Nereus</i>
US 12	NYALA	1938	Olin Stephens	H.B. Nevins Inc.	
K 7	ORNSAY	1939	Charles E. Nicholson	Camper & Nicholsons Ltd.	
US 9 - P 1 - K 26	SEVEN SEAS OF PORTO	1935	Clinton H. Crane	Henry B. Nevins Inc.	<i>Seven Seas - Sunday</i>
G 4	SPHINKS	1939	Henry Rasmussen	Abeking & Rasmussen	<i>Lobito - Ostwind</i>
K 13	TOMAHAWK	1939	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 10 - N 6 - US 16	TRIVIA	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Norsaga - Phoenix - Trivia of Gosport</i>
K 6	VANITY V	1936	W. & R.B. Fife	W. Fife & Son	<i>La Pinta</i>
N 11	VEMA III	1933	Johan Anker	Anker & Jensen	<i>Varg VI - Diva III - Lakme VI</i>
US 15	VIM	1939	Olin J. Stephens	Henry B. Nevins, Inc.	
K 4	WESTRA	1934	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 15	WINGS	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Mohita II - Aile</i>
	YATSET	1933	J. Burrell	P. Arasa	
K 9	ZELITA	1933	W. & R.B. Fife	W. Fife & Son	

sail number	present name	year	designer	builder	original name (if changed) and others
<b>THIRD VERSION - others</b>					
	<b>BLOODHOUND</b>	1936	Charles E. Nicholson	Camper & Nicholsons Ltd.	
	<b>CALEDONIA</b> (project)	1938	David Boyd		
E 21	<b>EILEEN</b> (12m CR)	1938	Christian Jensen	Soo Slip og Baat A/S	
	<b>FOXHOUND</b>	1935	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Foxhound of Lepe</i>
	<b>KAHURANGI</b> (12m CR)	1952	Arthur C. Robb	P. Vos Ltd	
	<b>LE CID</b> (12m CR)	1956	Eugene Cornu	Frankrike	<i>Hallali</i>
	<b>NAAGH</b> (12m CR)	1951	André Mauric	Chantier Naval de l'Estérel	
	<b>STIARNA</b>	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	
<b>THIRD VERSION - America's Cup</b>					
KA 7	<b>ADVANCE</b>	1983	Alan Payne	Aquacraft 6Co. Ltd.	
US 42	<b>AMERICA II</b>	1984	Sparkman & Stephens	Williams & Manchester Shipyards	<i>Geronimo</i>
US 44	<b>AMERICA II</b>	1985	Sparkman & Stephens	Williams & Manchester Shipyards	
US 46	<b>AMERICA II</b>	1986	Sparkman & Stephens	Williams & Manchester Shipyards	<i>Nippon - Fiddler</i>
US 21	<b>AMERICAN EAGLE</b>	1964	E.A. Bill Luders	Luders Marine Construction Co.	<i>Golden Eagle - War Baby</i>
KA 5	<b>AUSTRALIA</b>	1977	Miller & Valentijn	Steve E. Ward & Brian Raley	<i>Temeraire - Australia</i>
KA 6	<b>AUSTRALIA II</b>	1983	Ben Lexcen	S.E. Ward	
KA 9	<b>AUSTRALIA III</b>	1985	Ben Lexcen	"Steve E. Ward & Co.,"	<i>Bengal 3</i>
KA 16	<b>AUSTRALIA IV</b>	1986	Ben Lexcen	"Steve E. Ward & Co.,"	
I 4	<b>AZZURRA</b>	1982	Andrea Vallicelli	Off. Meccaniche Ing. Mario Cobau	
I 8	<b>AZZURRA II</b>	1985	Studio Andrea Vallicelli	S.A.I. Ambrosini	<i>Fritzz</i>
I 10	<b>AZZURRA III</b>	1986	Studio Andrea Vallicelli	IMS	<i>Fratz</i>
I 11	<b>AZZURRA IV</b>	1986	Sciomachen e Bertorello	S.A.I. Ambrosini	
KC 1	<b>CANADA I</b>	1982	Bruce Kirby	Fred McConnell Marine Ltd.	
KC 2	<b>CANADA II</b>	1985	Bruce Kirby	Fred McConnell Marine Ltd.	
KA 10 - F 5	<b>CHALLENGE 12</b>	1982	Ben Lexcen	"Steve E. Ward & Co.,"	
F 8	<b>CHALLENGE FRANCE</b>	1986	Daniel Andrieu	Alsthom Chantier Atlantique	
	<b>CHANCEGGER</b>	1969	Britton Chance	Ch. Naval Hermann Egger	<i>Windrose</i>
US 32	<b>CLIPPER</b>	1980	David Pedrick	Newport Offshore, Ltd	
US16	<b>COLUMBIA</b>	1958	Olin Stephens	Nevins Yacht Yard Inc.	
US 20 - UK 20	<b>CONSTELLATION</b>	1964	Olin Stephens	Minneford Yacht Yard Inc.	
US 26	<b>COURAGEOUS</b>	1974	Olin Stephens	Minneford Yacht Yard Inc.	<i>Courageous II - Courageous III - Courageous IV</i>
K 24 - D 2	<b>CRUSADER</b>	1985	Ian Howlett	Cougar Marine	<i>White Crusader - Holger Danske</i>
K 25	<b>CRUSADER II</b>	1986	David Hollom	Cougar Marine	<i>White Crusader II - Crusader '88</i>
KA 2 - KC 87	<b>DAME PATTIE</b>	1967	Warwick J. Hood	W.H. Barnett Pty.	<i>Endless Summer</i>
US 33	<b>DEFENDER</b>	1982	David Pedrick	Newport Offshore Ltd	
US 60	<b>EAGLE</b>	1986	Johan Valentijn	Williams & Manchester Shipyards	
US 18	<b>EASTERNER</b>	1958	C Raymond Hunt & F.C. Williams As.	James E. Graves Inc.	<i>Newsboy</i>
US 27	<b>ENTERPRISE</b>	1977	Sparkman & Stephens	Minneford Yacht Yard Inc.	
F 1	<b>FRANCE</b>	1970	André Mauric	Herman Egger, Chantier AFCA	<i>France I</i>
F 2	<b>FRANCE II</b>	1977	André Mauric	Herman Egger, Chantier AFCA	<i>Aquitaine</i>
F 3	<b>FRANCE III</b>	1979	J.W. Valentijn & Zonen	Chantiers Dufour	
US 30	<b>FREEDOM</b>	1979	Sparkman & Stephens	Minneford Yacht Yard Inc.	
F 7	<b>FRENCH KISS</b>	1985	Briand, Perrier, Chaumette	Alubat	
KA 1	<b>GRETEL</b>	1962	Alan Payne	Lars Holvorsen Sons. Pty. Ltd.	
KA 3	<b>GRETEL II</b>	1970	Alan Payne	William H. Barnett Pty	
US 51	<b>HEART OF AMERICA</b>	1986	Gretzy, Graham, McLane, Schalageter	Merrifield Roberts, Inc	
US 23	<b>HERITAGE</b>	1970	Charles E. Morgan jr.	Morgan Yacht Corp.	
KZ 5 - J 5 - US 62	<b>HISSAR</b>	1986	Davidson, Farr, Holland	Marten Marine	<i>New Zealand - Nippon - Cannonball - Fury</i>
K 3	<b>IKRA II</b>	1964	David Boyd	Alexr. Robertson & Sons (Y. Builders) Ltd.	<i>Kurrewa I - Levrier de Mer</i>
US 28	<b>INDEPENDENCE</b>	1977	Fred Hood	Minneford Yacht Yard Inc.	
US 22	<b>INTREPID</b>	1967	Olin Stephens	Minneford Yacht Yard	
I 7	<b>ITALIA I</b>	1985	Giorgetti e Magrini	Cantieri Baglietto	
I 9	<b>ITALIA II</b>	1986	Giorgetti & Magrini	Cantiere Ferri di Fano	
KZ 7	<b>KIWI MAGIC</b>	1986	Davidson, Farr, Holland	Marten Marine	
KA 11	<b>KOOKABURRA I</b>	1985	Iain Murray & John Swarbrick	Parry Boat Builder	
KA 12	<b>KOOKABURRA II</b>	1985	Iain Murray & John Swarbrick	Parry Boat Builder	<i>New Sweden</i>



sail number	present name	year	designer	builder	original name (if changed) and others
KA 15	<b>KOOKABURRA III</b>	1986	Iain Murray & John Swarbrick	Parry Boat Builder	
US 40	<b>LIBERTY</b>	1983	Johan Valentijn	Newport Offshore Ltd	
K 18	<b>LIONHEART</b>	1979	Ian Howlett	Joyce Marine Ltd.	
US 38 - G 7 - NED 1	<b>MAGIC</b>	1982	Johan Valentijn	Custom Marine & Pilots Port Marina	<i>Maid of '88</i>
US 25	<b>MARINER</b>	1974	Britton Chance jr	Robert E. Derecktor Yacht Yard	
US 19	<b>NEFERTITI</b>	1962	Fred E. Hood	James E. Gravies Inc.	
K 17	<b>SCEPTRE</b>	1958	David Boyd	Alexr Robertson & Sons Yacht Builders Lt.	
KA 8	<b>SOUTH AUSTRALIA</b>	1985	Ben Lexcen	"Steve E. Ward & Co,"	
KA 4	<b>SOUTHERN CROSS</b>	1974	Miller & Whitworth	Halvorsen, Morson & Gowland	
K 12	<b>SOVEREIGN</b>	1963	David Boyd	Alexr. Robertson & Sons(Y. Builders) Ltd.	
US 34	<b>SPIRIT OF AMERICA</b>	1982	Sparkman & Stephens	Newport Offshore, Ltd	
US 53	<b>STARS &amp; STRIPES</b>	1983	Chance Jr, Nelson, Pedrick	Geraghty Marine	
US 54	<b>STARS &amp; STRIPES</b>	1985	Chance Jr, Nelson, Pedrick	Geraghty Marine	
US 56	<b>STARS &amp; STRIPES</b>	1986	Chance Jr, Nelson, Pedrick	Geraghty Marine	
US 55	<b>STARS &amp; STRIPES</b>	1987	Chance Jr, Nelson, Pedrick	Geraghty Marine	
KA 14	<b>STEAK 'N KIDNEY</b>	1986	Peter Cole	Consolidated Marine	
S 3 - G 5	<b>SVERIGE</b>	1977	Petterson, Wikiund & Westerdanz	Enoch & Elfstedt A.B.	<i>Blue Magic/Blaupunkt - Uwa</i>
KC 87	<b>TRUE NORTH I</b>	1985	Steve Killing	Crockett-McConnell, Inc	
	<b>TRUE NORTH II</b>	1985	Steve Killing	Crockett-McConnell, Inc	
US 49	<b>USA (E-1)</b>	1985	Gary Mull	Stephens Marine	
US 61	<b>USA (R-1)</b>	1986	Gary Mull	Robert E- Derecktor, Inc	
US 24	<b>VALIANT</b>	1970	Sparkman & Stephens	Robert E. Derecktor Inc	
K 22 - I 6	<b>VICTORY '83</b>	1983	Ian Howlett	Fairey Allday Marine	
K 21	<b>VICTORY OF BURNHAM</b>	1982	Ed Dubois	Victory '82 (1982)	
US 17	<b>WEATHERLY</b>	1958	Philip L. Rhodes	Luders Marine Construction	
KZ 3	<b>WRIGHT ON WHITE</b>	1985	Davidson, Farr, Holland	McMullen & Wing	<i>New Zealand - Nippon Challenge - Kiwi</i>

### THIRD VERSION - America's Cup others - NOT BUILT

	<b>FRANCE II (project)</b>	1973	Paul Elvstrom & Jan Kjaerulff		
	<b>MARIANNE (project)</b>	1978	Guy Ribadeau Dumas & Philippe Briand		
	<b>ROYAL OAK (project)</b>	1981	David H. J. Hollom		
	<b>HELVETIA (project)</b>	1986	Jean Grobety		
	<b>SWISSMAID (project)</b>	1986	Jean Grobety		
	<b>KOOKABURRA (project)</b>	1987	John Swarbrick		
	<b>WHITE STREAK (project)</b>	1963	Charles E. Morgan, Jr.		

sail number	present name	year	designer	builder	original name and others
	CYGNE	1907	G. Duperron	G. De Coninck & Co.	<i>Ella - Maria</i>
	DAVO II	1907	Max Oertz	Max Oertz Yachtwerf	
	HEATHERBELL	1907	Thomas C. Glen Coats	A. Robertson	<i>Teresita (?) - Margit IV - Yolande - Sylva</i>
	ALACHIE	1908	William Fife III	W. Fife & Son	
	HERA	1908	Thomas C. Glen Coats	R. McAlister & Son	
	MOUCHETTE	1908	Alfred Mylne & Co.	R. McAlister & Son	
	NARGIE	1908	Alfred Mylne & Co.	R. McAlister & Son	<i>Malva - Arrow XVI</i>
	RAFAGA	1908	Charles E. Nicholson	Camper & Nicholsons Ltd.	
	SKEAF II	1908	G. Barg	Act. Ges. Neptun	<i>Mary II</i>
	BRAND IV	1909	Johan Anker	Anker & Jensen	<i>Isla II - Dora III (?) - Brand IV - Ragna III - El mari - Solveig I</i>
	CINTRA	1909	William Fife III	W. Fife & Son	<i>Cintro</i>
	CYRA	1909	Alfred Mylne & Co.	A. Robertson	<i>Lucella - Cyra - Elfe II - Elsa</i>
E5 - S1	JAVOTTE	1909	Alfred Mylne & Co.	R. McAlister & Son	<i>Betty II - Baccarat - Javotte - Beduin II - Bettina</i>
E4	MAGNOLIA	1909	William Fife III	Anker & Jensen	<i>Magda VIII - Magnolia - Lucie VIII - Magnolia</i>
	SCHWANHILD	1909	C. Scharstein	C. Scharstein	
	SKEAF III	1909	G. Barg	Act. Ges. Neptun	
	VARUNA	1909	A. Richardson	Philip & Son	<i>White Heather</i>
	IVANOHE	1910	G.A. Heal	Summers & Payne	<i>Alborella (?)</i>
	TITANIA	1910	Johan Anker	Anker & Jensen	
E 10	VINETA	1910	Johan Anker	Anker & Jensen	<i>Figaro - Figaro II - Bonita - Vineta</i>
E 7	DANSEUSE	1911	Johan Anker	Anker & Jensen	<i>Beduin - Maud III - Gadie - Danseuse III</i>
E 8	ERNA SIGNE	1911	William Fife III	Stockholms Batbyggeri Aktiebolag (Plym)	<i>Vogue - Marjorie</i>
N 5	IERNE	1911	William Fife III	W. Fife & Son	<i>Irene - Natascha</i>
	NOORDSTER III	1911	Max Oertz	Max Oertz Yachtwerf	<i>Davo III - Wulp</i>
	ROLLO	1911	Johan Anker	Anker & Jensen	<i>Caprice</i>
E 5	SKEAF IV	1911	G. Barg	Act. Ges. Neptun	<i>Sterna - Freya - Copeja - Emmeline - Maid of Astolat</i>
E 3	HETI	1912	Max Oertz	Max Oertz Yachtwerf	<i>Traum - Nathurn - Seeschwalbe - Moby Dick</i>
	MAGDA IX	1912	Anker & Jensen	Anker & Jensen	<i>Moyana II - Liss V - Moyana - Moyana II</i>
	SKEAF V	1912	G. Barg	Act. Ges. Neptun	<i>Istar</i>
	CORONA	1913	Anker & Jensen	Anker & Jensen	<i>Hawaii VI - Oslo - Stormsvala - Xenos (?)</i>
	DESIREE	1913	Anker & Jensen	Anker & Jensen	<i>Sybillan - Sirocco - Scirocco - Dux - Marisetta</i>
	MORNA	1913	William Fife III	Morrison and Sinclair (Sidney)	<i>Kurrewa IV</i>
E 31	STORM	1913	Anker & Jensen	Anker & Jensen	
E 2	MARILINE	1914	William Fife III	Abeking & Rasmussen	<i>Skeaf - Treudeutsch - Mariline</i>
E 15	RAAK	1914	Bjorne Aas	Fevigs Batbyg	<i>Ullabrand IV - Raak</i>
	SKUM III	1914	Charles E. Nicholson	J.M. Iversen (Soon-N)	<i>Alexandra III - Syrin - ymbeline</i>
N 2	SYMRA	1914	Anker & Jensen	Anker & Jensen	
	ULL II	1914	Bjorne Aas	Damsgaard Båtbig	
K 5	ATALANTA	1917	Johan Anker	Anker & Jensen	
	TATJANA	1917	Johan Anker	Anker & Jensen	<i>Noreen</i>
N 1	FIGARO III	1918	Johan Anker	Anker & Jensen	<i>Electra - Irina III - Marjana (?)</i>
	SKOIERN	1918	Christian Jensen	Jogensen & Vik	<i>Mars</i>
N 4 - D 1	THEA	1918	Johan Anker	Anker & Jensen	<i>Santa - Tenderen III - Gavotte II - Santa - Nina</i>
	HEIRA II	1919	Johan Anker	Anker & Jensen	<i>Nanette II - Mariella - Tove Lilian - Barcarolla</i>
NOR 63	LADY	1919	Christian Jensen	Jogensen & Vik	<i>Liv (?) - Le</i>
K 1	VANITY	1923	W. & R.B. Fife	W. Fife & Son	
K 10	CLYMENE	1924	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Moyana V - Alkor II</i>
N 6	FIGARO IV	1924	Johan Anker	Anker & Jensen	<i>Arrow - Sylvana - Solveig II</i>
K 8 - K 14	MOYANA II	1924	Alfred Mylne & Co.	Bute Slip Dock Co. Ld.	<i>Westward ho - Maharana - Estrilda - Sgrace</i>
K 9 - N 13	NORESCA	1924	Johan Anker	Anker & Jensen	<i>Faraway - Noresca</i>
K 2 - F 2	DORIS	1925	Charles E. Nicholson	Camper & Nicholsons Ltd.	
	LADY EDITH	1925	W. & R.B. Fife	W. Fife & Son	<i>Kailua - Breitz Atao (?)</i>
K 12 - B 1	CERIGO	1926	W. & R.B. Fife	W. Fife & Son	
K 6 - N 9	IRIS	1926	Thomas C. Glen Coats	Bute Slip Dock Ld.	<i>Irina V</i>
K 4	MODESTY	1926	W. & R.B. Fife	W. Fife & Son	<i>Roxana - La Pinta - Roxana</i>
K 3 - K 5	MOYANA	1926	W. & R.B. Fife	W. Fife & Son	<i>Amity</i>
K 11	IYRUNA	1927	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 7 - N 10	RHONA	1927	W. & R.B. Fife	W. Fife & Son	<i>Hei II - Frisco VI</i>

sail number	present name	year	designer	builder	original name and others
K 8 - N 8	ZINITA	1927	W. & R.B. Fife	W. Fife & Son	<i>Zinita of Chichester</i>
US 5	ANITRA	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	
US 4	IRIS	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	
US 2	ISOLDE	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Sally Ann - Ptarmigan - Soliloquy</i>
N 7 - US 7	MAGDA XI	1928	Johan Anker	Anker & Jensen	<i>Cantitoe</i>
US 6	ONAWA	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Horizons - Lithuanica - Onawa</i>
US 3	TYCOON	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Zio Arundel - Trull</i>
US 1	WAINDANCE	1928	Burgess, Rigg & Morgan Lt.	Abeking & Rasmussen	<i>Clytie - Cottom Blossom II</i>
K 16	FLICA	1929	Charles E. Nicholson	Camper & Nicholsons Ltd.	
I 1	LA SPINA	1929	Vincenzo Vittorio Baglietto	Cantieri Baglietto	<i>La Vespa</i>
K 15 - US 8	MOUETTE	1929	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 3	MOYANA	1929	W. & R.B. Fife	W. Fife & Son	<i>Morwenna - Kaylena</i>
S 2 - K 22	BARRANQUILLA	1930	Gustav Eslander	Stockholms Batbyggeri	<i>Princess Svanevit - Irene - Silvervingen X</i>
I 2	EMILIA	1930	Attilio Costaguta	Cantiere Costaguta	
K 17	LUCILLA	1930	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 10	VERONICA	1931	Alfred Mylne & Co.	Bute Slip Dock Ltd.	
K 8	ZORAIDA	1931	W. & R.B. Fife	W. Fife & Son	
	DEVONIA (project)	1932	Morgan Giles		
	VICTORIA (project)	1932	Uffa Fox		
N 11	VEMA III	1933	Johan Anker	Anker & Jensen	<i>Varg VI - Diva III - Lakme VI - Vema III</i>
	YATSET	1933	J. Burell	P. Arasa	
K 9	ZELITA	1933	W. & R.B. Fife	W. Fife & Son	
K 14 - X 1	MIQUETTE	1934	W. & R.B. Fife	W. Fife & Son	
K 4	WESTRA	1934	Charles E. Nicholson	Camper & Nicholsons Ltd.	
	FOXHOUND	1935	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Foxhound of Lepe</i>
K 6	MARINA	1935	Alfred Mylne & Co.	Bute Slip Dock Co. Ltd.	
US 10	MITENA	1935	L. Francis Herreshoff	Herreshoff Mfg. Co.	
US 9 - P 1 - K 26	SEVEN SEAS OF PORTO	1935	Clinton H. Crane	Henry B. Nevins Inc.	<i>Seven Seas - Sunday - Seven Seas of Porto</i>
	BLOODHOUND	1936	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 2 and K 12	EVAINE	1936	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Alanna</i>
N 12	FIGARO VI	1936	Johan Anker	Anker & Jensen	<i>Silvervingen XI</i>
K 6	VANITY V	1936	W. & R.B. Fife	W. Fife & Son	<i>La Pinta</i>
K 17	BLUE MARLIN	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Hurricane - Alanna</i>
E 20	FRATERNITAS	1937	Henrik Robert	Holmems Yachtwerft AS	<i>Vivo 8</i>
US 11	GLEAM	1937	Clinton H. Crane	H.B. Nevins Inc.	<i>Akaba - Charlotte</i>
K 18	LITTLE ASTRA	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	
	STIARNA	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	
K 10 - N 6 - US 16	TRIVIA	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Norsaga - Phoenix - Trivia of Gosport</i>
K 15	WINGS	1937	Charles E. Nicholson	Camper & Nicholsons Ltd.	<i>Mohita II - Aile</i>
G 2	ANITA	1938	Henry Rassmussen	Abeking & Rassmussen	
	CALEDONIA (project)	1938	David Boyd		<i>Solveig I</i>
E 21	EILEEN (12m CR)	1938	Christian Jensen	Soo Slip og Baat A/S	
G 1	INGA	1938	Henry Rassmussen	Abeking & Rassmussen	<i>Westwind</i>
US 14	NORTHERN LIGHT	1938	Olin Stephens	Henry B. Nevins, Inc.	<i>Nereus</i>
US 12	NYALA	1938	Olin Stephens	Henry B. Nevins, Inc.	
G 3	ASCHANTI III	1939	Henri Gruber	Burmester Yacht und Bootswerft	
K 14	FLICA II	1939	Laurent Giles & Partners	W. Fife & Son	
K 1	JENETTA	1939	Alfred Mylne & Co.	Bute Slip Dock Co.	
K 7	ORNSAY	1939	Charles E. Nicholson	Camper & Nicholsons Ltd.	
G 4	SPHINKS	1939	Henry Rassmussen	Abeking & Rassmussen	<i>Lobito - Ostwind</i>
K 13	TOMAHAWK	1939	Charles E. Nicholson	Camper & Nicholsons Ltd.	
US 15	VIM	1939	Olin J. Stephens	Henry B. Nevins, Inc.	
	NAAGH (12m CR)	1951	André Mauric	Chantier Naval de l'Esterel	
	KAHURANGI (12m CR)	1952	Arthur C. Robb	P. Vos Ltd	
	LE CID ex Hallali (12m CR)	1956	Eugene Cornu	Frankrike	
US 16	COLUMBIA	1958	Olin Stephens	Henry B. Nevins, Inc.	
US 18	EASTERNER	1958	C. Raymond Hunt & F.C. Williams Ass.	James E. Graves Inc.	<i>Newsboy</i>
K 17	SCEPTRE	1958	David Boyd	Alexr Robertson & Sons Yacht Builders Lt.	

sail number	present name	year	designer	builder	original name and others
US 17	WEATHERLY	1958	Philip L. Rhodes	Luders Marine Construction	
KA 1	GRETEL	1962	Alan Payne	Lars Holvorsen Sons. Pty. Ltd.	
US 19	NEFERTITI	1962	Fred E. Hood	James E. Gravies Inc.	
K 12	SOVEREIGN	1963	David Boyd	Alexr. Robertson & Sons(Y. Builders) Ltd.	
	WHITE STREAK (project)	1963	Charles E. Morgan, Jr.		
US 21	AMERICAN EAGLE	1964	E.A. Bill Luders	Luders Marine Construction Co.	<i>Golden Eagle - War Baby</i>
US 20 - UK 20	CONSTELLATION	1964	Olin Stephens	Minneford Yacht Yard Inc.	
K 3	IKRA II	1964	David Boyd	Alexr. Robertson & Sons (Y. Builders) Ltd.	<i>Levrier de Mer - Ikra</i>
KA 2 - KC 87	DAME PATTIE	1967	Warwick J. Hood	W.H. Barnett Pty.	<i>Endless Summer</i>
US 22	INTREPID	1967	Olin Stephens	Minneford Yacht Yard	
	CHANCEGGER	1969	Britton Chance	Ch. Naval Hermann Egger	<i>Windrose</i>
F 1	FRANCE	1970	André Mauric	Herman Egger, Chantier AFCA	<i>France I</i>
KA 3	GRETEL II	1970	Alan Payne	William H. Barnett PtY	
US 23	HERITAGE	1970	Charles E. Morgan Jr.	Morgan Yacht Corp.	
US 24	VALIANT	1970	Sparkman & Stephens	Robert E. Derecktor Inc	
	FRANCE II (project)	1973	Paul Elvstrom & Jan Kjaeruff		
US 26	COURAGEOUS	1974	Olin Stephens	Minneford Yacht Yard Inc.	<i>Courageous II - Courageous III - Courageous IV</i>
US 25	MARINER	1974	Britton Chance Jr.	Robert E. Derecktor Yacht Yard	
KA 4	SOUTHERN CROSS	1974	Miller & Whitworth	Halvorsen, Morson & Gowland	
KA 5	AUSTRALIA	1977	Miller & Valentijn	Steve E. Ward & Brian Raley	<i>Temeraire - Australia</i>
US 27	ENTERPRISE	1977	Sparkman & Stephens	Minneford Yacht Yard Inc.	
F 2	FRANCE II	1977	André Mauric	Herman Egger, Chantier AFCA	<i>Aquitaine - France II</i>
US 28	INDEPENDENCE	1977	Fred Hood	Minneford Yacht Yard Inc.	
S 3 - G 5	SVERIGE	1977	Petterson, Wiklund & Westerdanz	Enoch & Elfstedt A.B.	<i>Blue Magic/Blaupunkt - Uwa</i>
	MARIANNE (project)	1978	Guy Ribadeau Dumas & Philippe Briand		
F 3	FRANCE III	1979	J.W. Vallentijn & Zonen	Chantiers Dufour	
US 30	FREEDOM	1979	Sparkman & Stephens	Minneford Yacht Yard Inc.	
K 18	LIONHEART	1979	Ian Howlett	Joyce Marine Ltd.	
US 32	CLIPPER	1980	David Pedrick	Newport Offshore, Ltd	
	ROYAL OAK (project)	1981	David H. J. Hollom		
I 4	AZZURRA	1982	Andrea Vallicelli	Off. Meccaniche Ing. Mario Cobau	
KC 1	CANADA I	1982	Bruce Kirby	Fred McConnell Marine Ltd.	
KA 10 - F 5	CHALLENGE 12	1982	Ben Lexcen	"Steve E. Ward & Co.,"	
US 33	DEFENDER	1982	David Pedrick	Newport Offshore Ltd	
US 38 - G7 - NED 1	MAGIC	1982	Johan Valentijn	Custom Marine & Pilots Port Marina	<i>Maid of '88</i>
US 34	SPIRIT OF AMERICA	1982	Sparkman & Stephens	Newport Offshore, Ltd	
K 21	VICTORY OF BURNHAM	1982	Ed Dubois	Victory '82 (1982)	
KA 7	ADVANCE	1983	Alan Payne	Aquacraft 6Co. Ltd.	
KA 6	AUSTRALIA II	1983	Ben Lexcen	S.E. Ward	
US 40	LIBERTY	1983	Johan Valentijn	Newport Offshore Ltd	
US 53	STARS & STRIPES	1983	Chance Jr., Nelson, Pedrick	Geraghty Marine	
K 22 - I 6	VICTORY '83	1983	Ian Howlett	Fairey Allday Marine	
US 42	AMERICA II	1984	Sparkman & Stephens	Williams & Manchester Shipyards	<i>Geronimo</i>
US 44	AMERICA II	1985	Sparkman & Stephens	Williams & Manchester Shipyards	
KA 9	AUSTRALIA III	1985	Ben Lexcen	"Steve E. Ward & Co.,"	<i>Bengal 3</i>
I 8	AZZURRA II	1985	Studio Andrea Vallicelli	S.A.I. Ambrosini	<i>Fritzz</i>
KC 2	CANADA II	1985	Bruce Kirby	Fred McConnell Marine Ltd.	
K 24 - D 2	CRUSADER	1985	Ian Howlett	Cougar Marine	<i>White Crusader - Holger Danske - Crusader</i>
F 7	FRENCH KISS	1985	Briand, Perrier, Chaumette	Alubat	
I 7	ITALIA I	1985	Giorgetti e Magrini	Cantieri Baglietto	
KA 11	KOOKABURRA I	1985	Iain Murray & John Swarbrick	Parry Boat Builder	
KA 12	KOOKABURRA II	1985	Iain Murray & John Swarbrick	Parry Boat Builder	<i>New Sweden</i>
KA 8	SOUTH AUSTRALIA	1985	Ben Lexcen	"Steve E. Ward & Co.,"	
US 54	STARS & STRIPES	1985	Chance Jr., Nelson, Pedrick	Geraghty Marine	
KC 87	TRUE NORTH I	1985	Steve Killing	Crockett-McConnell, Inc	
	TRUE NORTH II	1985	Steve Killing	Crockett-McConnell, Inc	
US 49	USA (E-1)	1985	Gary Mull	Stephens Marine	
KZ 3	WRIGHT ON WHITE	1985	Davidson, Farr, Holland	McMullen & Wing	<i>New Zealand - Nippon Challenge - Kiwi</i>

# by YEAR

# A

sail number	present name	year	designer	builder	original name and others
US 46	AMERICA II	1986	Sparkman & Stephens	Williams & Manchester Shipyards	<i>Nippon - Fiddler</i>
KA 16	AUSTRALIA IV	1986	Ben Lexcen	"Steve E. Ward & Co,"	
I 10	AZZURRA III	1986	Studio Andrea Vallicelli	IMS	<i>Fratz</i>
I 11	AZZURRA IV	1986	Sciomachen e Bertorello	S.A.I. Ambrosini	
F 8	CHALLENGE FRANCE	1986	Daniel Andrieu	Alsthom Chantier Atlantique	
K 25	CRUSADER II	1986	David Hollom	Cougar Marine	<i>White Crusader II - Crusader '88</i>
US 60	EAGLE	1986	Johan Valentijn	Williams & Manchester Shipyards	
US 51	HEART OF AMERICA	1986	Gretzy, Graham, McLane, Schalageter	Merrifield Roberts, Inc	
	HELVETIA (project)	1986	Jean Grobety		
KZ 5 - J 5 - US 62	HISSAR	1986	Davidson, Farr, Holland	Marten Marine	<i>New Zealand - Nippon - Cannonball - Fury</i>
I 9	ITALIA II	1986	Giorgetti & Magrini	Cantieri Ferri di Fano	
KZ 7	KIWI MAGIC	1986	Davidson, Farr, Holland	Marten Marine	
KA 15	KOOKABURRA III	1986	Iain Murray & John Swarbrick	Parry Boat Builder	
US 56	STARS & STRIPES	1986	Chance Jr., Nelson, Pedrick	Geraghty Marine	
KA 14	STEAK 'N KIDNEY	1986	Peter Cole	Consolidated Marine	
	SWISSMAID (project)	1986	Jean Grobety		
US 61	USA (R-1)	1986	Gary Mull	Robert E- Derecktor, Inc	
	KOOKABURRA (project)	1987	John Swarbrick		
US 55	STARS & STRIPES	1987	Chance Jr., Nelson, Pedrick	Geraghty Marine	
	KATE (replica)	2006	Alfred Mylne	Philip Walwyn	

IYRU sail #	first yacht name	present yacht name	year issued	remarks
E 2	SKEAF VI	<i>Mariline</i>		
E 3	HETI	<i>Heti</i>		
E 4	MAGDA VIII	<i>Magnolia</i>		
E 5	JAVOTTE	<i>Beduin II</i>		later S 1
E 5	SKEAF IV	<i>Copeja</i>		when owned by van Rietschoten
E 7	BEDUIN	<i>Danseuse III</i>		
E 8	ERNA SIGNE	<i>Erna Signe</i>		
E 10	FIGARO	<i>Vineta</i>		
E 15	RAAK	<i>Raak</i>		
E 20	FRATERNITAS	<i>Fraternitas</i>		
E 31	STORM	<i>Storm</i>		

National sail #	yacht name	present or other name	year issued as found in Lloyd's	remarks
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### AUSTRALIA - KA

KA 1	GRETEL		1962	
KA 2	DAME PATTIE		1966	also KC 87
KA 3	GRETEL II		1970	
KA 4	SOUTHERN CROSS		1974	
KA 5	AUSTRALIA		1977	
KA 6	AUSTRALIA II		1982	
KA 7	ADVANCE		1983	
KA 8	SOUTH AUSTRALIA		1985	
KA 9	AUSTRALIA III		1985	
KA 10	CHALLENGE 12		1982	later F 5
KA 11	KOOKABURRA		1985	
KA 12	KOOKABURRA II		1985	
KA 14	STEAK 'N KIDNEY		1986	
KA 15	KOOKABURRA III		1986	
KA 16	AUSTRALIA IV		1986	

### BELGIUM - B

B 1	CERIGO		1926-34	also issued K 12
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### BERMUDA - KB

KB 1	WAR BABY	<i>American Eagle</i>	1975-80	ex US 21 <i>American Eagle</i>
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### CANADA - KC

KC 1	JENETTA		1956 - 60	probably not official number
KC 1	CANADA		1982	rebuilt as number KC 2 <i>Canada II</i>
KC 2	CANADA II		1985	
KC 4	TRUE NORTH II		?	
KC 87	TRUE NORTH		1985	
KC 87	DAME PATTIE		1970 - 2007	ex KA 12

### CHILE - X

X 1	MIQUETTE		1935-37	original number K 14
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### DENMARK - D

D 1	THEA		1998	ex N 4 <i>Santa</i>
D 2	HOLGER DANSKE		1988	ex K 24 <i>Crusader I</i>

### FRANCE - F

F 1	DORIS		1930-34	also issued number K 2
F 1	FRANCE		1970	
F 2	ROXANA		1933-39	also issued number K 4

# by SAIL NUMBER and COUNTRY

# A

National sail #	yacht name	present or other name	year issued as found in Lloyd's	remarks
F 2	FRANCE II		1977	
F 3	FRANCE III		1979	
F 5	CHALLENGE 12		< 1985	ex KA 10 Challenge 12
F 7	FRENCH KISS		1985	
F 8	CHALLENGE FRANCE		1986	
<b>GERMANY - G</b>				
G 1	INGA			formerly Westwind (1958 - 2006)
G 2	ANITA			
G 3	ASCHANTI III			
G 4	SPHINX			formerly Lobito (1956 - 1960) - Ostwind (1961 - 2006)
G 5	BLUEMAGIC or BLAUPUNKT		< 1986	ex S 3 Sverige - then UWA (1987 - 2005)
G 6	FRITZZZ	Azzurra II	1993	ex I 8 Azzurra II
G 7	FRATZZ		1993	ex I 10 Azzurra III
<b>ITALY - I</b>				
I 1	LA SPINA		1929-31	
I 2	EMILIA			
I 3	ENTERPRISE		1981	ex US 27 Enterprise
I 4	AZZURRA		1982	
I 6	VICTORY '83		< 1985	ex K 22 Victory '83
I 7	ITALIA		1985	
I 8	AZZURRA II	Azzurra II	1985	recovered from G 6
I 9	ITALIA II		1986	
I 10	AZZURRA III	Fratzz	1986	later G 7
I 11	AZZURRA IV		1986	
<b>JAPAN - J</b>				
J 3	NIPPON CHALLENGE	Wright on White	1988	ex KZ 3 New Zealand
J 5	NIPPON CHALLENGE	Hissar	1988	ex KZ 5 New Zealand
<b>NEW ZEALAND - KZ</b>				
KZ 3	NEW ZEALAND	Wright on White	1985	
KZ 5	NEW ZEALAND	Hissar	1986	
KZ 7	NEW ZEALAND (Kiwi Magic)	Kiwi Magic	1986-96	
<b>NORWAY - N</b>				
N 1	FIGARO III		1919	
N 2	SYMRA		1931	
N 4	SANTA	Thea Santa	1928-31 1936-39, 56-67, 69-72	number issued to Tenderen III number re-issued to Santa
N 5	IERNE		1928-31, 35-36, 38-39	
N 6	FIGARO IV		1926-35	
		Arrow	1936-39	
N 7	MAGDA XI		1929-31	
N 8	ZINITA		1931-39, 56-66, 69-72	ex K 8 Zinita
N 9	IRINA V		1932-39	ex K 6 Iris
N 10	HEI II		1932-39, 56-59	ex K 7 Rhona
		Frisco VI	1963-66, 68-70	
N 11	VEMA III	Varg VI Diva III Lakmé VI Vema III	1933-36 1937-38 1952-54 1955-67, 69-79 1980	
N 12	FIGARO VI		1936-39, 48-60	
N 13	NORESCA		1938-39, 56-67, 69-72	ex K 9 Noresca
N 16	NORSAGA		1956-60	ex K 10 Trivia
NOR 63	LADY	Lady		to day number - original name: Liv

National sail #	yacht name	present or other name	year issued as found in Lloyd's	remarks
<b>SWEDEN - S</b>				
S 1	BEDUIN II		1928-38	ex E 5 <i>Javotte</i>
S 2	PRINCESS SVANEVIT	<i>Barranquilla</i>	1931-34	
		<i>Irene</i>	1935-39, 53-58	
		<i>Silvervingen X</i>	1959	
S 3	SVERIGE		1976-80	
S 12	SILVERVINGEN XI		1961	ex N 12 <i>Figaro VI</i> possibly not official # S 12
<b>UNITED KINGDOM - K</b>				
K 1	VANITY		1926-38	
K 1	JENETTA	<i>Jenetta</i>	1939 - 1956	also issued as KC 1 since 1956
K 2	DORIS		1926-35	also issued as F 1
K 2	ALANNA		1936-37	
K 2	EVAINE	<i>Evaine</i>	1938-39, 74-80	
K 3	MOYANA ('26)		1926-28	
K 3	MOYANA ('29)		1929-31	
K 3	MORWENNA	<i>Ikra II</i>	1932-35	
K 3	KURREWA V		1964-67, 73-80	
K 4	MODESTY		1926-32	
K 4	WESTRA		1934-39	
K 5	ATALANTA		1926-28	
K 5	AMITY		1929-31	ex K 3 <i>Moyanna '26</i>
K 5	VANITY V	<i>Vanity V</i>	1936-39, 62-63	
K 6	IRIS		1926-31	
K 6	MARINA		1935-39	
K 7	RHONA		1927-32	
K 8	WESTWARD HO		1926	ex <i>Moyana II</i>
K 8	ZINITA		1927-31	
K 8	ZORAIDA		1932-35	
K 9	NORESCA		1926-33	
K 9	ZELITA		1934-38	
K 10	CLYMENE		1926-29	
K 10	VERONICA		1931-35	
K 10	HURRICANE		1936-37	
K 10	TRIVIA		1938-39	
K 11	NANETTE II		1926	
K 11	IYRUNA		1927-37	
K 11	KAYLENA		1966-75	
K 12	CERIGO		1928-35	also issued B 1
K 12	SOVEREIGN		1964-65, 72-79	
K 12	EVAINE		1970-73	
K 13	TOMAHAWK		1966-80	
K 14	MAHARANA		1928	formerly <i>Moyana II</i> , ex K 8 <i>Westward Ho</i>
K 14		<i>Estrilda</i>	1930-31	formerly <i>Moyana II</i> , ex K 8 <i>Westward Ho</i> , ex K 14 <i>Maharanao</i>
K 14	MIQUETTE		1934-38	also issued number X 1
K 14	FLICA II	<i>Flica II</i>	1960-62	
K 15	MOUETTE		1928-31	
K 15	WINGS	<i>Wings</i>	1960, 72-80	
K 16	FLICA		1929-39	
K 16	NORSAGA		1961-62, 64-67, 70-80	ex N 16, ex K 10 <i>Trivia</i>
K 17	LUCILLA		1930	
K 17	ALANNA		1938	
K 17		<i>Blue Marlin</i>	1939	
K 17	SCEPTRE	<i>Sceptre</i>	1958-60, 67, 69-80	
K 18	LITTLE ASTRA		1938-39	
K 18	LIONHEART	<i>Lionheart</i>	1980-96	
K 20	CONSTELLATION		1980	ex US 20 <i>Constellation</i>
K 21	VICTORY '82		1982	



# by SAIL NUMBER and COUNTRY

# A

National sail #	yacht name	present or other name	year issued as found in Lloyd's	remarks
K 21		<i>Blue Arrow</i>	1987	
K 22	BARRANQUILLA		1969-80	ex S 2 <i>Princess Svanevit</i> probably not official # K 22
K 22	VICTORY '83		1983	also used by <i>Victory '82</i>
K 24	CRUSADER I	<i>White Crusader</i>	1985-86	
K 25	CRUSADER II (Hippo)		1986-88	
K 26	SEVEN SEAS OF PORTO		1994-96	ex US 9 <i>Seven Seas</i>
<b>UNITED STATES - US</b>				
US 1	WAIANDANCE		1928	
		<i>Clytie</i>		
		<i>Night Wind</i>		
		<i>Cotton Blossom III</i>		
US 2	ISOLDE		1928	
		<i>Sally Ann</i>		
		<i>Ptarmigan</i>		
		<i>Soliloquy</i>		
US 3	TYCOON		1928	
		<i>Zio</i>		
		<i>Arundel</i>		
		<i>Trull</i>		
US 4	IRIS		1928	
US 5	ANITRA		1928	
US 6	ONAWA		1928	
		<i>Horizons</i>		
		<i>Lithuanica</i>		
		<i>Onawa</i>		
US 7	CANTITOE		1931	ex N 7 <i>Magda XI</i>
US 8	MOUETTE		1932	ex K 15 <i>Mouette</i>
US 9	SEVEN SEAS	<i>Seven Seas of Porto</i>	1935	Later issued with number K 26
US 10	MITENA		1935	
US 11	GLEAM		1937-49	
		<i>Charlotte II</i>	1950-52	
		<i>Gleam</i>	1953	
US 12	NYALA		1938	
US 13	Not Issued			
US 14	NORTHERN LIGHT		1938-41	
		<i>Nereus</i>	1941-71	
		<i>Northern Light</i>	1971	
US 15	VIM		1939	
US 16	NORSAGA		1952	ex K 10 <i>Trivia</i> probably not issued officially number US 16
US 16	COLUMBIA		1958	
US 17	WEATHERLY		1958	
US 18	EASTERNER		1958-67	
		<i>Newsboy</i>		
		<i>Easterner</i>	1995-2001	
US 19	NEFERTITI		1962	
US 20	CONSTELLATION		1964	Later issued number K 20
US 21	AMERICAN EAGLE		1964	
US 22	INTREPID		1967	
US 23	HERITAGE		1970	
US 24	VALIANT		1970	
US 25	MARINER		1974	
US 26	COURAGEOUS		1974	
US 27	ENTERPRISE		1976	

National sail #	yacht name	present or other name	year issued as found in Lloyd's	remarks
US 28	INDEPENDENCE		1976	rebuilt as US 32 <i>Clipper</i>
US 29	Not Issued			
US 30	FREEDOM		1979	
US 31	Not Issued			
US 32	CLIPPER		1980	ex US 28 <i>Independence</i>
US 33	DEFENDER		1982	
US 34	SPIRIT of AMERICA		1982	rebuilt as US 53 <i>Stars &amp; Stripes '83</i>
US 35	Not Issued			
US 36	Not Issued			
US 37	Not Issued			
US 38	MAGIC		1982	
US 39	Not Issued			
US 40	LIBERTY		1983	
US 41	Not Issued			
US 42	AMERICA II (Lego)		1984	
US 43	Not Issued			
US 44	AMERICA II		1985	
US 45	Not Issued			
US 46	AMERICA II		1986	
		<i>Fiddler</i>	1994-2001	
US 47	Blue Dolphin YC - Return America's Cup Syndicate			Issued - not built
US 48	Courageous Syndicate		Issued - not built	
US 49	USA (E-1)		1985	
US 50	Courageous Syndicate		Issued - not built	
US 51	HEART of AMERICA		1986	
US 52	St. Petersburg YC		Issued - not built	
US 53	STARS & STRIPES '83		1985	ex US 34 <i>Spirit of America</i>
US 54	STARS & STRIPES '85		1985	
US 55	STARS & STRIPES '87		1986	
US 56	STARS & STRIPES '86		1986	
US 57	Eagle Syndicate		Issued - not built	
US 58	Eagle Syndicate		Issued - not built	
US 59	Eagle Syndicate		Issued - not built	
US 60	EAGLE		1986	
US 61	USA (R-1)		1986	
US 62	CANNONBALL		1993-95	ex KZ 5 <i>New Zealand</i> & J 5 <i>Nippon Challenge</i>
		<i>Fury</i>	1995-2000	
		<i>Hissar</i>	2000-01	

# CROSS NAME LIST

# A

sail number	name	present name	first name	other names
KA 7	ADVANCE	ADVANCE	ADVANCE	
K 15	AILE	WINGS	WINGS	MOHITA II
	ALACHIE		ALACHIE	
K 2 - K 10 - K 17	ALANNA	BLUE MARLIN	HURRICANE	
	ALEXANDRA III		SKUM III	SYRIN
K 10	ALKOR II	CLYMENE	CLYMENE	MOYANA V
US 42	AMERICA II	AMERICA II	AMERICA II	ROYAL BLUE
US 44	AMERICA II	AMERICA II	AMERICA II	
US 46	AMERICA II	AMERICA II	AMERICA II	FIDDLER, NIPPON
US 21	AMERICAN EAGLE	AMERICAN EAGLE	AMERICAN EAGLE	WAR BABY, GOLDEN EAGLE
K ?	AMITY		MOYANA	
G 2	ANITA	ANITA	ANITA	
US 5 - G 5	ANITRA	ANITRA	ANITRA	
F 2	AQUITAINE	FRANCE II	FRANCE II	
N 6	ARROW		FIGARO IV	SYLVANA, SOLVEIG II
	ARROW XVI		NARGIE	MALVA
US 3	ARUNDEL		TYCOON	TROLL, ZIO
G 3	ASCHANTI		ASCHANTI	
K 5	ATALANTA		ATALANTA	
KA 5	AUSTRALIA	AUSTRALIA	AUSTRALIA	TEMAIRE
KA 6	AUSTRALIA II	AUSTRALIA II	AUSTRALIA II	
KA 9	AUSTRALIA III	AUSTRALIA III	AUSTRALIA III	BENGAL III
KA 16	AUSTRALIA IV	AUSTRALIA IV	AUSTRALIA IV	
I 4	AZZURRA	AZZURRA	AZZURRA	
I 8 - G 6	AZZURRA II	AZZURRA II	AZZURRA II	FRITZZ
I 10 - G 7	AZZURRA III	AZZURRA III	AZZURRA III	FRATZZ
I 11	AZZURRA IV	AZZURRA IV	AZZURRA IV	
E 5	BACCARAT		JAVOTTE	BETTY II, BEDUIN II
	BARCAROLLA		HEIRA II	NANETTE II, MARIELLA, TOVE LILIAN
K 22	BARRANQUILLA	BARRANQUILLA	PRINCESS SVANIVET	IRENE, SILVERVINGEN X
E 7	BEDUIN	DANSEUSE	BEDUIN	MAUD III, GADIE, DANSEUSE III
S 1	BEDUIN II		JAVOTTE	BACCARAT, BETTY II
J 2	BENGAL III	AUSTRALIA III	AUSTRALIA III	
E 5	BETTY II		JAVOTTE	BACCARAT, BEDUIN II
S 3	BLAUPUNKT	UWA	SVERIGE	BLUE MAGIC
	BLOODHOUND	BLOODHOUND	BLOODHOUND	
S 3	BLUE MAGIC	UWA	SVERIGE	BLAUPUNKT
K 2 - K 10 - K 17	BLUE MARLIN	BLUE MARLIN	HURRICANE	ALANNA
E 10	BONITA	VINETA	FIGARO	FIGARO II
	BRAND IV		BRAND IV	ISLA II, DORA III, RAGNA III, ELMARI, SOLVEIG I
	BREITZ ATAO	LADY EDITH	LADY EDITH	KAILUA
	CALEDONIAN		CALEDONIAN	
KC 1	CANADA I	CANADA I	CANADA I	
KC 2	CANADA II	CANADA II	CANADA II	
US 62	CANNONBALL	HISSAR	NEW ZEALAND KZ 5	NIPPON, FURY
US 7	CANTITOE		MAGDA XI	
	CAPRICE		ROLLO	
K12 - B1 - F 2	CERIGO		CERIGO	
KA 10 - F 5	CHALLENGE 12	CHALLENGE 12	CHALLENGE 12	
F 8	CHALLENGE FRANCE	CHALLENGE FRANCE	CHALLENGE FRANCE	
	CHANCEGGER	WINDROSE	CHANCEGGER	
US 11	CHARLOTTE II	GLEAM	GLEAM	
	CINTRA	CINTRA	CINTRA	CINTRO
	CINTRO	CINTRA	CINTRA	
US 32	CLIPPER	CLIPPER	CLIPPER	
K 10	CLYMENE	CLYMENE	CLYMENE	MOYANA V, ALKOR II
US 1	CLYTIE		WAINDANCE	COTTOM BLOSSOM II, NIGHT WIND
US 16	COLUMBIA	COLUMBIA	COLUMBIA	

# CROSS NAME LIST

sail number	name	present name	first name	other names
US 20	CONSTELLATION		CONSTELLATION	
E 5	COPEJA		SKEAF IV	STERNA, FREYA, EMMELINE, MAID OF ASTOLAT, CYMBELINE, GIFT OF THE WIND
	CORONA	XENON	CORONA	HAWAII VI, OSLO, STORMSVALA, XENON
I 1	CORSARA	LA SPINA	LA SPINA	LA VESPA
US 1	COTTOM BLOSSOM III		WAINDANCE	CLYTIE, NIGHT WIND
US 26	COURAGEOUS	COURAGEOUS	COURAGEOUS	COURAGEOUS II, COURAGEOUS III, COURAGEOUS IV
US 26	COURAGEOUS II	COURAGEOUS	COURAGEOUS	COURAGEOUS III, COURAGEOUS IV
US 26	COURAGEOUS III	COURAGEOUS	COURAGEOUS	COURAGEOUS II, COURAGEOUS IV
US 26	COURAGEOUS IV	COURAGEOUS	COURAGEOUS	COURAGEOUS II, COURAGEOUS III
K 24	CRUSADER	CRUSADER	CRUSADER I	WHITE CRUSADER, HOLGER DANSKE
K 24	CRUSADER I	CRUSADER	CRUSADER I	WHITE CRUSADER, HOLGER DANSKE
K 25	CRUSADER II (HIPPO)		CRUSADER II (HIPPO)	WHITE CRUSADER II, CRUSADER '88
K 25	CRUSADER '88		CRUSADER II	WHITE CRUSADER II
	CYGNE		CYGNE	ELLA, MARIA
E 5	CYMBELINE		SKEAF IV	STERNA, FREYA, COPEJA, EMMELINE, MAID OF ASTOLAT, GIFT OF THE WIND
	CYRA		CYRA	LUCELLA, ELFE II, ELSA
KA 2	DAME PATTIE	DAME PATTIE	DAME PATTIE	ENDLESS SUMMER
E 7	DANSEUSE	DANSEUSE	BEDUIN	MAUD III, GADIE, DANSEUSE III
E 7	DANSEUSE III	DANSEUSE	BEDUIN	MAUD III, GADIE,
	DAVO II		DAVO II	
	DAVO III	NOORDSTER III	DAVO IIIi	WULP
	NORDSTER III	NOORDSTER III	DAVO III	WULP, NOORDSTER III
US 33	DEFENDER	DEFENDER	DEFENDER	
	DESIREE	DESIREE	SIBYLLAN	SIROCCO, SCIROCCO, DUX, MARISSETTA, VALERIA
	DEVONIA		DEVONIA	
N 11	DIVA III	VEMA III	VEMA III	VARG VI, LAKME VI
	DORA II		BRAND IV	ISLA II, RAGNA III, ELMARI, SOLVEIG I
K 2 - F 2	DORIS		DORIS	
	DUX	DESIREE	SIBYLLAN	SIROCCO, SCIROCCO, MARISSETTA, VALERIA
US 60	EAGLE	EAGLE	EAGLE	
US 18	EASTERNER	EASTERNER	EASTERNER	NEWSBOY
US 61	ECOSSE	USA	USA (R 1)	
N 1	ELEKTRA		FIGARO III	IRINA III, MARJANA
	ELFE II		CYRA	LUCELLA, ELSA
E 21	EILEEN	EILEEN	EILEEN	
	ELLA		CYGNE	MARIA
	ELMARI		BRAND IV	ISLA II, DORA III, RAGNA III, SOLVEIG I
	ELSA		CYRA	LUCELLA, ELFE II
I 2	EMILIA	EMILIA	EMILIA	
	EMMELINE		SKEAF IV	STERNA, FREYA, COPEJA, MAID OF ASTOLAT, CYMBELINE, GIFT OF THE WIN
KA 2	ENDLESS SUMMER	ENDLESS SUMMER	DAME PATTIE	
US 27 - 13	ENTERPRISE	ENTERPRISE	ENTERPRISE	
E 8	ERNA SIGNE	ERNA SIGNE	ERNA SIGNE	VOGUE, MARJORIE
K 14	ESTRILDA		MOYANA II	WESTWARDHO, MAHARANA, SAGRACE
K 2	EVAINÉ	EVAINÉ	EVAINÉ	
K 9	FARAWAY		NORESCA	
US 46	FIDDLER	AMERICA II	AMERICA II	NIPPON
E 10	FIGARO	VINETA	FIGARO	FIGARO II, BONITA
E 10	FIGARO II	VINETA	FIGARO	BONITA
N 1	FIGARO III		FIGARO III	ELEKTRA, IRINA III, MARJANA
N 6	FIGARO IV		FIGARO IV	ARROW, SYLVANA, SOLVEIG II
N 12	FIGARO VI		FIGARO VI	SILVERVINGEN
K 16	FLICA	FLICA	FLICA	
K 14	FLICA II	FLICA II	FLICA II	
	FOXHOUND	FOXHOUND	FOXHOUND	FOXHOUND OF LEPE

# CROSS NAME LIST

# A

sail number	name	present name	first name	other names
	FOXHOUND OF LEPE	FOXHOUND	FOXHOUND	
F 1	FRANCE	FRANCE I	FRANCE	
F 1	FRANCE I	FRANCE I	FRANCE I	
F 2	FRANCE II	FRANCE II	FRANCE II	AQUITAINE
F 3	FRANCE III	FRANCE III	FRANCE III	
E 20	FRATERNITAS	FRATERNITAS	VIVO 8	
I 10 - G 7	FRATZZ	AZZURRA III	AZZURRA III	
US 30	FREEDOM	FREEDOM	FREEDOM	
F 7	FRENCH KISS	FRENCH KISS	FRENCH KISS	
	FREYA		SKEAF IV	STERNA, COPEJA, EMMELINE, MAID OF ASTOLAT, CYMBELINE, GIFT OF THE WIND
N 10	FRISCO VI		RHONA	HEI II
I 8 - G 6	FRITZZ	AZZURRA II	AZZURRA II	
US 62	FURY	HISSAR	NEW ZEALAND KZ5	NIPPON, CANNONBALL
E 7	GADIE	DANSEUSE	BEDUIN	MAUD III, DANSEUSE III
N 4 - D 1	GAVOTTE II	THEA	SANTA	NINA, TENDEREN II
E 5	GIFT OF THE WIND		SKEAF IV	STERNA, FREYA, COPEJA, EMMELINE, MAID OF ASTOLAT, CYMBELINE, GIFT OF THE WIND
US 11	GLEAM	GLEAM	GLEAM	CHARLOTTE II
US 21	GOLDEN EAGLE	AMERICAN EAGLE	AMERICAN EAGLE	WAR BABY
KA 1 - F 5	GRETEL	GRETEL	GRETEL	
KA 3	GRETEL II	GRETEL II	GRETEL II	
	GURI	GURI	GURI	
	HAWAII VI	XENON	CORONA	OSLO, STORMSVALA, XENON
US 51	HEART OF AMERICA	HEART OF AMERICA	HEART OF AMERICA	
	HEATHERBELL		HEATHERBELL	TERESITA, MARGIT IV, YOLANDE, SYLVA
N 10	HEI II		RHONA	FRISCO VI
	HEIRA II		HEIRA II	NANETTE II, MARIELLA, TOVE LILIAN, BARCAROLLA
	HERA		HERA	
US 23	HERITAGE	HERITAGE	HERITAGE	
E 3	HETI	HETI	HETI	TRAUM, NATHURN, SEESCHWALBE, MOBY DICK, SATURN, ROMEO
KZ 5 - J 5 - US 62	HISSAR	HISSAR	NEW ZEALAND KZ5	NIPPON, CANNONBALL, FURY
D 2	HOLGER DANSKE	CRUSADER	CRUSADER II	WHITE CRUSADER
US 6	HORIZONS	ONAWA	ONAWA	LITHUANICA
K 2 - K 10 - K 17	HURRICANE	BLUE MARLIN	HURRICANE	ALANNA
	IERNE		IERNE	NATASCHA
K 3	IKRA II	IKRA II	KURREWA V	LEVRIER DE MER
US 28	INDEPENDENCE	INDEPENDENCE	INDEPENDENCE	
G 1	INGA	INGA	INGA	WESTWIND
US 22	INTREPID	INTREPID	INTREPID	WINDANCER
S 2	IRENE	BARRANQUILLA	PRINCESS SVANIVET	SILVERVINGEN X
N 1	IRINA III		FIGARO III	ELEKTRA, MARJANA
K 6	IRINA V		IRIS	
K 6	IRIS		IRIS	IRINA V
US 4	IRIS		IRIS	
	ISLA II		BRAND IV	DORA III, RAGNA III, ELMARI, SOLVEIG I
US 2	ISOLDE		ISOLDE	SALLY ANN, PTARMIGAN, SOLILOQUY
	ISTAR		SKEAF V	
I 7	ITALIA I	ITALIA I	ITALIA I	
I 9	ITALIA II	ITALIA II	ITALIA II	
	IVANHOE		IVANHOE	
K 11	IYRUNA		IYRUNA	
E 5 - S 1	JAVOTTE		JAVOTTE	BETTY II, BACCARAT, BEDUIN II, BETTINA
K 1 - KC 1	JENETTA	JENETTA	JENETTA	
	KAHURANGI	KAHURANGI	KAHURANGI	
K 3	KAILENA		MOYANA	MORWENNA
	KAILUA		LADY EDITH	BREITZ ATAO
KZ 3	KIWI	WRIGHT ON WHITE	NEW ZEALAND KZ 3	NIPPON CHALLENGE

# CROSS NAME LIST

sail number	name	present name	first name	other names
KZ 7	KIWI MAGIC	KIWI MAGIC	NEW ZEALAND	
KA 11	KOOKABURRA I	KOOKABURRA I	KOOKABURRA I	
KA 12	KOOKABURRA II	KOOKABURRA II	KOOKABURRA II	NORDSTJERNAN
KA 15	KOOKABURRA III	KOOKABURRA III	KOOKABURRA III	
K 3	KURREWA V	IKRA II	KURREWA V	LEVRIER DE MER
K 4	LA PINTA		MODESTY	ROXANA
K 5	LA PINTA	VANITY V	VANITY V	
I 1	LA SPINA	LA SPINA	LA SPINA	LA VESPA, CORSARA
I 1	LA VESPA	LA SPINA	LA SPINA	CORSARA
	LADY EDITH		LADY EDITH	KAILUA, BREITZ ATAO
N 11	LAKME VI	VEMA III	VEMA III	DIVA III, VARG VI
	LE	LE	LE	
K 3	LEVRIER DE MER	IKRA II	KURREWA V	
US 40	LIBERTY	LIBERTY	LIBERTY	
K 18	LIONHEART	LIONHEART	LIONHEART	LIONHEART OF WESSEX
K 18	LIONHEART OF WESSEX	LIONHEART	LIONHEART	
E 11	LISS V		MAGDA IX	MOYANA, MOYANA II
US 6	LITHUANICA	ONAWA	ONAWA	HORIZONS
K 18	LITTLE ASTRA		LITTLE ASTRA	
G 4	LOBITO	SPHINX	SPHINX	OSTWIND
	LUCELLA		CYRA	ELFE II, ELSA
K 17	LUCILLA		LUCILLA	
E 4	LUCIE VIII	MAGNOLIA	MAGDA VIII	
E 11	MAGDA IX		MAGDA IX	MOYANA, MOYANA II, LISS V
E 4	MAGDA VIII	MAGNOLIA	MAGDA VIII	LUCIE VIII
N 7 - US 7	MAGDA XI		MAGDA XI	CANTITOE
US 38 - G 7	MAGIC	MAGIC	MAGIC	MAID OF '88
E 4	MAGNOLIA	MAGNOLIA	MAGDA VIII	LUCIE VIII
K 14	MAHARANA		MOYANA II	WESTWARD HO, ESTRILDA, SAGRACE
E 5	MAID OF ASTOLAT		SKEAF IV	STERNA, FREYA, COPEJA, EMMELINE, CYMBELINE, GIFT OF THE WIND
G 7	MAID OF '88	MAGIC	MAGIC	
	MALVA		NARGIE	ARROW XVI
	MARGIT IV		HEATHERBELL	TERESITA, YOLANDE, SYLVA
	MARIA		CYGNE	ELLA
N 1	MARJANA		FIGARO III	ELEKTRA, IRINA III
	MARIANNE		MARIANNE	
	MARIELLA		HEIRA II	BARCAROLLA, NANETTE II, TOVE LILIAN
E 2	MARILINE	MARILINE	SKEAF VI	TREUDEUTSCH
K 6	MARINA		MARINA	
US 25	MARINER	MARINER	MARINER	
	MARISSETTA	DESIREE	SIBYLLAN	SIROCCO, SCIROCCO, DUX, VALERIA
E 8	MARJORIE	ERNA SIGNE	ERNA SIGNE	VOGUE
	MARY II		SKEAF II	
E 7	MAUD III	DANSEUSE	BEDUIN	BEDUIN, DANSEUSE, DANSEUSE III, GADIE
K 14 - X 1	MIQUETTE	MIQUETTE	MIQUETTE	
US 10	MITENA	MITENA	MITENA	
E 3	MOBY DICK	HETI	HETI	TRAUM, NATHURN, SEESCHWALBE, SATURN, ROMEO
K 4	MODESTY		MODESTY	ROXANA, LA PINTA
K 15	MOHITA II	WINGS	WINGS	AILE
K 3	MORWENNA		MOYANA	KAYLENA
	MOUCHETTE		MOUCHETTE	
K15 - US 8	MOUETTE		MOUETTE	
K 3	MOYANA		MOYANA	MORWENNA, KAYLENA
K 3 - K 5	MOYANA		MOYANA	AMITY
E 11	MOYANA		MAGDA IX	MOYANA II, LISS V,
E 11	MOYANA II		MAGDA IX	MOYANA, LISS V
K 8 - K 14	MOYANA II		MOYANA II	WESTWARDHO, MAHARANA, ESTRILDA, SAGRACE

# CROSS NAME LIST

# A

sail number	name	present name	first name	other names
K 10	MOYANA V	CLYMENE	CLYMENE	ALKOR II
	NANETTE II		HEIRA II	MARIELLA, TOVE LILIAN, BARCAROLLA
	NAAGH		NAAGH	
	NARGIE		NARGIE	MALVA, ARROW XVI
	NATASCHA		IERNE	
E 3	NATHURN	HETI	HETI	TRAUM, SEESCHWALBE, MOBY DICK, SATURN, ROMEO
US 19	NEFERTITI	NEFERTITI	NEFERTITI	
US 14	NEREUS	NORTHERN LIGHT	NORTHERN LIGHT	
S 5	NEW SWEDEN	SOUTH AUSTRALIA	SOUTH AUSTRALIA	
KZ 5 - J 5 - US 62	NEW ZEALAND KZ5	HISSAR	NEW ZEALAND KZ5	CANNONBALL, FURY, NIPPON
KZ 3 - J 3	NEW ZEALAND KZ3	WRIGHT ON WHITE	NEW ZEALAND KZ3	NIPPON CHALLENGE, KIWI
KZ 7	NEW ZEALAND Kiwi Magic	KIWI MAGIC	NEW ZEALAND Kiwi Magic	
US 18	NEWS BOY	EASTERNER	EASTERNER	
US 1	NIGHT WIND		WAIANDANCE	CLYTIE, COTTOM BLOSSOM III
N 4	NINA	THEA	SANTA	TENDEREN II, GAVOTTE II
US 46	NIPPON	AMERICA II	AMERICA II	FIDDLER
J 5	NIPPON	HISSAR	NEW ZEALAND KZ 5	CANNONBALL, FURY
J 3	NIPPON CHALLENGE	WRIGHT ON WHITE	NEW ZEALAND KZ 3	KIWI
KA 12	NORDST	SOUTH AUSTRALIA	SOUTH AUSTRALIA	
	NOORDSTER III	NOORDSTER III	DAVO III	WULP
K 2	NOREEN		TATJANA	
K 9	NORESCA		NORESCA	FARAWAY
N 16	NORSAGA	TRIVIA	TRIVIA	TRIVIA OF GOSPORT, PHOENIX
US 14	NORTHERN LIGHT	NORTHERN LIGHT	NORTHERN LIGHT	NEREUS
US 12	NYALA	NYALA	NYALA	
US 6	ONAWA	ONAWA	ONAWA	HORIZONS, LITHUANICA
K 7	ORNSAY		ORNSAY	
	OSLO	XENON	CORONA	HAWAII VI, STORMSVALA
G 4	OSTWIND	SPHINX	SPHINX	LOBITO
US 16	PHOENIX	TRIVIA	TRIVIA	TRIVIA OF GOSPORT
S 2 - K 22	PRINCESS SVANIVET	BARRANQUILLA	PRINCESS SVANIVET	IRENE, SILVERVINGEN X
US 2	PTARMIGAN		ISOLDE	SALLY ANN, SOLILOQUY
E 15	RAAK	RAAK	RAAK	ULLABRAND IV, VICI
	RAFAGA		RAFAGA	
	RAGNA III		BRAND IV	ISLA II, DORA III, ELMARI, SOLVEIG I
K 7	RHONA		RHONA	FRISCO VI, HEI II
	ROLLO		ROLLO	CAPRICE
E 3	ROMEO	HETI	HETI	TRAUM, NATHURN, SEESCHWALBE, MOBY DICK, SATURN
K 4	ROXANA		MODESTY	LA PINTA
US 42	ROYAL BLUE	AMERICA II	AMERICA II	
	ROYAL OAK		ROYAL OAK	
K 8 - K 14	SAGRACE		MOYANA II	WESTWARD HO, MAHARANA, ESTRILDA
US 2	SALLY ANN		ISOLDE	PTARMIGAN, SOLILOQUY
N 4	SANTA	THEA	SANTA	TENDEREN II, GAVOTTE II, NINA
E 3	SATURN	HETI	HETI	TRAUM, NATHURN, SEESCHWALBE, MOBY DICK, ROMEO
K 17	SCEPTRE	SCEPTRE	SCEPTRE	
	SCHAWANHILD		SCHAWANHILD	
	SCIROCCO	DESIREE	SIBYLLAN	SIROCCO, DUX, MARISSETTA, VALERIA
N 3	SEESCHWALBE	HETI	HETI	TRAUM, NATHURN, MOBY DICK, SATURN, ROMEO
US 9	SEVEN SEAS	SEVEN SEAS OF PORTO	SEVEN SEAS	SUNDAY, SEVEN SEAS OF PORTO
GBR 26	SEVEN SEAS OF PORTO	SEVEN SEAS OF PORTO	SEVEN SEAS	SUNDAY
	SIBYLLAN	DESIREE	SIBYLLAN	SIROCCO, SCIROCCO, DUX, MARISSETTA, VALERIA
S 2 - K 22	SILVERVINGEN X	BARRANQUILLA	PRINCESS SVANIVET	IRENE
N 6	SILVERVINGEN XI		FIGARO VI	
	SIROCCO	DESIREE	SIBYLLAN	SCIROCCO, DUX, MARISSETTA, VALERIA
	SKEAF II		SKEAF II	MARY II
	SKEAF III		SKEAF III	
E 5	SKEAF IV		SKEAF IV	STERNA, FREYA, COPEJA, EMMELINE, MAID OF ASTOLAT

# CROSS NAME LIST

sail number	name	present name	first name	other names
				CYMBELINE, GIFT OF THE WIND
	SKEAF V		SKEAF V	ISTAR
E 2	SKEAF VI	MARILINE	SKEAF VI	TREUDEUTSCH
	SKUM III		SKUM III	ALEXANDRA III, SYRIN
US 2	SOLILOQUY		ISOLDE	PTARMIGAN, SALLY ANN
	SOLVEIG I		BRAND IV	ISLA II, DORA III, RAGNA III, ELMARI
N 6	SOLVEIG II		FIGARO IV	ARROW, SYLVANIA
KA 8 - S 5	SOUTH AUSTRALIA	SOUTH AUSTRALIA	SOUTH AUSTRALIA	NEW SWEDEN
KA 4	SOUTHERN CROSS	SOUTHERN CROSS	SOUTHERN CROSS	
K 12	SOVEREIGN	SOVEREIGN	SOVEREIGN	
G 4	SPHINX	SPHINX	SPHINX	LOBITO, OSTWIND
US 34	SPIRIT OF AMERICA		SPIRIT OF AMERICA	
US 53	STARS & STRIPES '83	STARS & STRIPES '83	STARS & STRIPES '83	
US 54	STARS & STRIPES '85	STARS & STRIPES '85	STARS & STRIPES '85	
US 56	STARS & STRIPES '86	STARS & STRIPES '86	STARS & STRIPES '86	
US 55	STARS & STRIPES '87	STARS & STRIPES '87	STARS & STRIPES '87	
KA 14	STEAK 'N KIDNEY	STEAK 'N KIDNEY	STEAK 'N KIDNEY	
E 5	STERNA		SKEAF IV	FREYA, COPEJA, EMMELINE, MAID OF ASTOLAT, CYMBELINE,
	STIARNA		STIARNA	GIFT OF THE WIND
E 31	STORM	STORM	STORM	
	STORMSVALA	XENON	CORONA	HAWAII VI, OSLO
US 9	SUNDAY	SEVEN SEAS OF PORTO	SEVEN SEAS	
S 3	SVERIGE	UWA	SVERIGE	BLUE MAGIC, BLAUPUNKT
	SYLVA		HEATHERBELL	TERESITA, MARGIT IV, YOLANDE
N 6	SYLVANIA		FIGARO IV	ARROW, SOLVEIG II
N 2	SYMRA		SYMRA	
	SYRIN		SKUM III	ALEXANDRA III
K 2	TATJANA		TATJANA	NOREEN
	TEMAIRE	AUSTRALIA	AUSTRALIA	
N 4	TENDEREN II	THEA	SANTA	GAVOTTE II, NINA
	TERESITA		HEATHERBELL	MARGIT IV, YOLANDE, SYLVA
D 1	THEA	THEA	SANTA	NINA, TENDEREN II, GAVOTTE II
	TITANIA		TITANIA	
K 13	TOMAHAWK	TOMAHAWK	TOMAHAWK	
	TOVE LILIAN		HEIRA II	NANETTE II, MARIELLA, BARCAROLLA
E 3	TRAUM	HETI	HETI	NATHURN, SEESCHWALBE, MOBY DICK, SATURN, ROMEO
E 2	TREUDEUTSCH	MARILINE	SKEAF VI	
K 10	TRIVIA	TRIVIA	TRIVIA	NORSAGA, PHOENIX, TRIVIA OF GOSPORT
K 10	TRIVIA OF GOSPORT	TRIVIA	TRIVIA	NORSAGA, PHOENIX
KC 87	TRUE NORTH	TRUE NORTH	TRUE NORTH	
	TRUE NORTH II	TRUE NORTH II	TRUE NORTH II	
US 3	TRULL		TYCOON	ARUNDEL, ZIO
US 3	TYCOON		TYCOON	ARUNDEL, ZIO, TRULL
US 61	USA (R 1)	USA (R 1)	USA (R 1)	ECOSSE
	ULL II		ULL II	
E 15	ULLABRAND IV	RAAK	RAAK	VICI
US 40	USA (E 1)		USA (E 1)	
S 3	UWA	UWA	SVERIGE	BLUE MAGIC, BLAUPUNKT
	VALERIA	DESIREE	SIBYLLAN	SIROCCO, SCIROCCO, DUX, MARISSETTA
US 24	VALIANT	VALIANT	VALIANT	
K 1	VANITY		VANITY	
K 5	VANITY V	VANITY V	VANITY V	LA PINTA
N 11	VARG VI	VEMA III	VEMA III	DIVA III, LAKME VI
	VARUNA	VARUNA	WHITE HEATHER	
N 11	VEMA III	VEMA III	VEMA III	VARG VI, DIVA III, LAKME VI
K10	VERONICA		VERONICA	
E 15	VICI	RAAK	RAAK	ULLABRAND IV
	VICTORIA		VICTORIA	



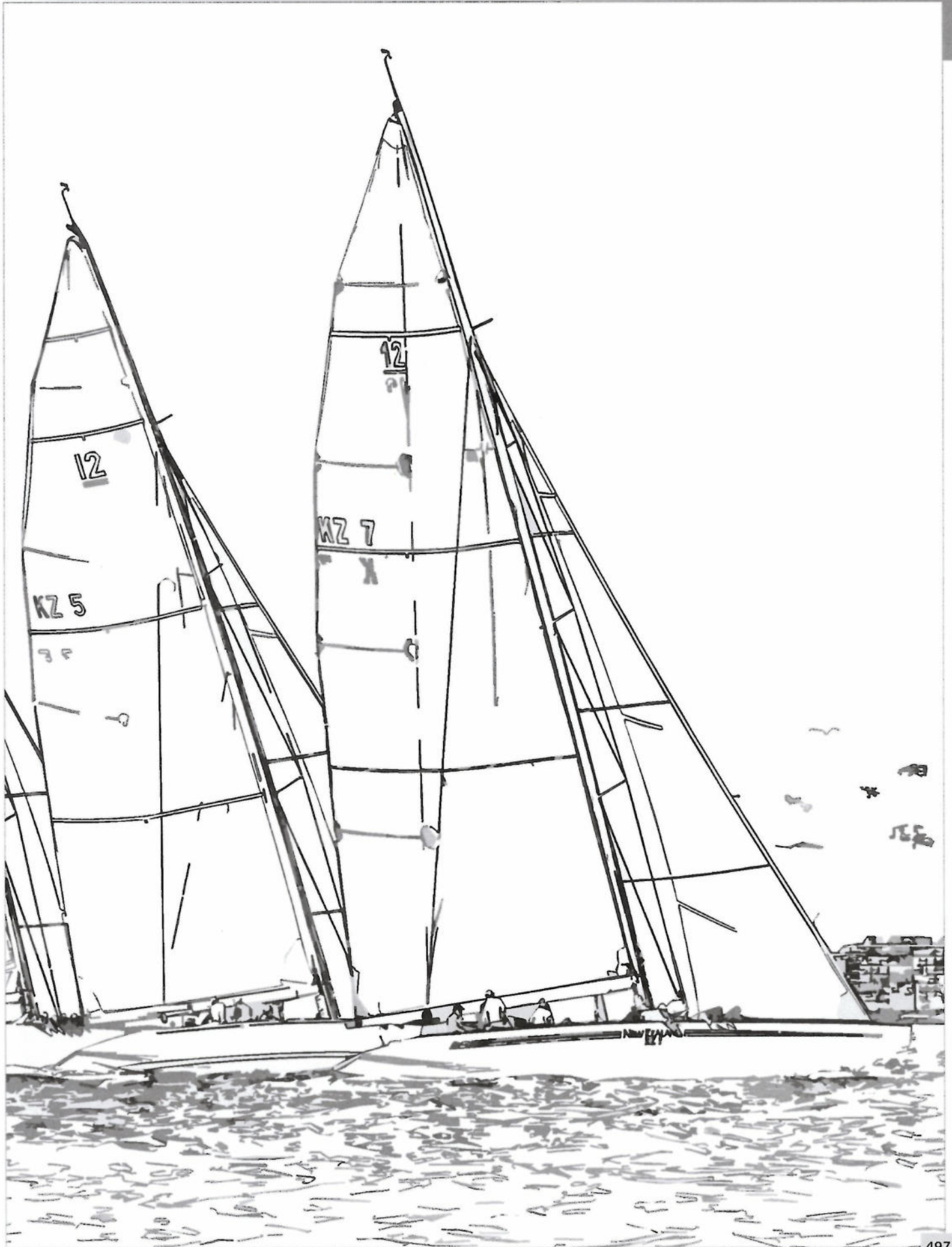
# CROSS NAME LIST

A

sail number	name	present name	first name	other names
K 21		VICTORY OF BURNHAM	VICTORY '82	
K 22 - 16	<b>VICTORY '83</b>	VICTORY '83	VICTORY '83	
K 21	<b>VICTORY OF BURNHAM</b>	VICTORY OF BURNHAM	VICTORY '82	
US 15	<b>VIM</b>	VIM	VIM	
E 10	<b>VINETA</b>		FIGARO	FIGARO, FIGARO II, BONITA
E 20	<b>VIVO 8</b>	FRATERNITAS	VIVO 8	
E 8	<b>VOGUE</b>	ERNA SIGNE	ERNA SIGNE	MARJORIE
US 1	<b>WAINDANCE</b>		WAINDANCE	CLYTIE, NIGHT WIND, COTTOM BLOSSOM II
US 21	<b>WAR BABY</b>	AMERICAN EAGLE	AMERICAN EAGLE	GOLDEN EAGLE
US 17	<b>WEATHERLY</b>	WEATHERLY	WEATHERLY	
K 4	<b>WESTRA</b>		WESTRA	
K 8 - K 14	<b>WESTWARD HO</b>		MOYANA II	MAHARANA, ESTRILDA, SAGRACE
G 1	<b>WESTWIND</b>	INGA	INGA	
K 24	<b>WHITE CRUSADER</b>	CRUSADER	CRUSADER I (HIPPO)	CRUSADER '88
K 25	<b>WHITE CRUSADER II</b>		CRUSADER II	
	<b>WHITE HEATHER</b>	VARUNA	WHITE HEATHER	
	<b>WHITE STREAK</b>		WHITE STREAK	
US 22	<b>WINDANCER</b>	INTREPID	INTREPID	
	<b>WINDROSE</b>	WINDROSE	CHANCEGGER	
K 15	<b>WINGS</b>	WINGS	WINGS	MOHITA II, AILE
	<b>WULP</b>	NOORDSTER III	DAVO III	
	<b>XENON</b>	XENON	CORONA	HAWAII VI, OSLO, STORMSVALA
	<b>YATSET</b>		YATSET	
	<b>YOLANDE</b>		HEATHERBELL	TERESITA, MARGIT IV, SYLVA
K 9	<b>ZELITA</b>		ZELITA	
K 8 - N 8	<b>ZINITA</b>		ZINITA	ZINITA OF CHICHESTER
K 8 - N 8	<b>ZINITA OF CHICHESTER</b>		ZINITA	ZINITA
US 3	<b>ZIO</b>		TYCOON	ARUNDEL, TRULL
K 8	<b>ZORAIDA</b>		ZORAIDA	



# 12 METRE RACING RECORDS



# 17th America's Cup - 1958

(September 20-26, 1958 - Newport RI, USA)

## Defender Preliminary Trials

	Date	Winner	Loser	Delta	Winds
Day 1	July 12, 1958	Vim	Columbia	01:03	SW 10
		Weatherly	Easterner	DNF	SW 10
Day 2	July 16, 1958	Columbia		1	SW 14
			Vim	2	
			Easterner	3	
			Weatherly	DNS	
Day 3	July 17, 1958	Columbia		1	NW 10
			Vim	2	
			Weatherly	3	
			Easterner	DNS	
Day 4	July 19, 1958	Vim	Weatherly	03:56	SW 16
		Columbia	Easterner	06:54	SW 16

## Defender Observation Trials

	Date	Winner	Loser	Delta	Winds
Day 1	August 16, 1958	Vim	Weatherly	02:23	NE 6
		Columbia	Easterner	04:31	NE 6
Day 2	August 17, 1958	Vim	Columbia	00:16	SW 10
		Weatherly	Easterner	03:39	SW 10
Day 3	August 18, 1958	Columbia	Weatherly	01:22	NW 8
		Vim	Easterner	01:01	NW 8
Day 4	August 19, 1958	Columbia	Easterner	00:47	NW 15
		Weatherly	Vim	00:26	NW 15
Day 5	August 20, 1958	Weatherly	Easterner	00:23	SW 10
		Columbia	Vim	03:41	SW 10
Day 6	August 21, 1958	Weatherly	Columbia	00:17	SW 18
		Vim	Easterner	01:36	SW 18
Day 7	August 22, 1958	Columbia	Easterner	02:18	SW 8
		Weatherly	Vim	00:51	SW 8
Day 8	August 23, 1958	Vim	Columbia	04:49	NW 9
		Weatherly	Easterner	00:07	NW 9

## Defender Final Trials

	Date	Winner	Loser	Delta	Winds
Day 1	September 1, 1958	Vim	Easterner	02:58	SW 10
		Columbia	Weatherly	04:05	SW 10
Day 2	September 2, 1958	Vim	Weatherly	00:18	NW 20
		Columbia	Easterner	02:06	NW 20
Day 3	September 3, 1958	Columbia	Weatherly	05:56	SE 8
		Vim	Easterner	02:35	SE 8
Day 4	September 4, 1958	Columbia	Vim	04:21	SW 15
Day 5	September 5, 1958	Vim	Columbia	00:10	SW 9
Day 6	September 7, 1958	Columbia	Vim	02:22	SW 22
Day 7	September 8, 1958	Vim	Columbia	01:35	W 10
Day 8	September 13, 1958	Columbia	Vim	02:49	SW 15
Day 9	September 14, 1958	Columbia	Vim	00:12	NW 20

## America's Cup defender Series

Yacht	Sail		US 15	US 16	US 17	US 18	Total
			losses	losses	losses	losses	
Vim	US 15	Wins		5	3	4	12
Columbia	US 16	Wins	5		3	5	13
Weatherly	US 17	Wins	2	1		4	7
Easterner	US 18	Wins	0	0	0		0

## Race for the America's Cup - Finals - Best of Seven Races

	Date	Winner	Loser	Delta
Day 1	September 20, 1958	Columbia	Sceptre	07:44
Day 2	September 24, 1958	Columbia	Sceptre	11:42
Day 3	September 25, 1958	Columbia	Sceptre	08:20
Day 4	September 26, 1958	Columbia	Sceptre	06:52

# 18th America's Cup - 1962

(September 15-25, 1962 - Newport RI, USA)

## Defender Observation Trials

Date	Winner	Loser	Delta	Winds
Day 1	July 2, 1962	Weatherly	03:12	E 11
		Nefertiti	01:12	E 11
Day 2	July 3, 1962	Weatherly	02:44	S 8
		Nefertiti	02:37	S 8
Day 3	July 4, 1962	Nefertiti	04:17	SW 12
		Columbia	01:40	SW 12
Day 4	July 5, 1962	Nefertiti	05:47	NE 16
		Weatherly	09:52	NE 16
Day 5	July 6, 1962	Nefertiti	00:59	SW 19
		Columbia	01:37	SW 19
Day 6	July 7, 1962	Columbia	01:51	NW 12
		Nefertiti	00:43	NW 12
Day 7	July 9, 1962	Easterner	01:14	SW 22
		Nefertiti	DNF	SW 22
Day 8	July 10, 1962	Nefertiti	00:10	NW 17
Day 9	July 11, 1962	Weatherly	04:44	SW 14
Day 10	July 12, 1962	Nefertiti	01:23	SW 12
		Weatherly	01:38	SW 12
Day 11	July 13, 1962	Nefertiti	01:31	SW 12
		Weatherly	00:09	SW 12
Day 12	July 14, 1962	Columbia	01:55	SW 16
		Nefertiti	00:53	SW 16

## Defender Final Trials

Date	Winner	Loser	Delta	Winds
Day 1	August 15, 1962	Weatherly	02:11	W 10
		Columbia	05:43	W 10
Day 2	August 16, 1962	Columbia	02:36	SW 10
		Weatherly	04:11	SW 10
Day 3	August 17, 1962	Nefertiti	01:26	W 10
		Weatherly	01:13	W 10
Day 4	August 18, 1962	Nefertiti	00:12	NW 8
		Weatherly	02:22	NW 8
Day 5	August 20, 1962	Nefertiti	03:21	SW 25
		Columbia	00:27	SW 25
Day 6	August 21, 1962	Weatherly	02:25	W 20
		Nefertiti	02:17	W 20
Day 7	August 22, 1962	Weatherly	01:26	S 10
Day 8	August 24, 1962	Weatherly	04:43	S 7
Day 9	August 25, 1962	Weatherly	05:39	SW 11

## America's Cup defender Series

Yacht	Sail		US 16	US 17	US 18	US 19	Total
			losses	losses	losses	losses	
Columbia	US 16	Wins		1	5	1	7
Weatherly	US 17	Wins	4		5	5	14
Easterner	US 18	Wins	0	1		0	1
Nerertiti	US 19		5	4	6		15

Date	Winner	Loser	Delta	Winds
Day 1	August 23, 1962	Weatherly	01:26	E 8-10
Day 2	August 24, 1962	Weatherly	04:41	S 7
Day 3	August 25, 1962	Weatherly	05:39	SW 11

## Race for the America's Cup - Finals - Best of Seven Races

Date	Winner	Loser	Delta	Winds
Day 1	September 15, 1962	Weatherly	03:43	W 10
Day 2	September 18, 1962	Gretel	00:47	SW 20-25
Day 3	September 20, 1962	Weatherly	08:40	NE 9-12
Day 4	September 22, 1962	Weatherly	00:26	S 8-10
Day 5	September 25, 1962	Weatherly	03:40	SW 8-10

# 19th America's Cup - 1964

(September 15-21, 1964 - Newport RI, USA)

## Defender Preliminary Trials

	Date	Winner	Loser	Delta	Winds
Day 1	June 9, 1964	American Eagle	Nefertiti	02:59	NE 5
		Constellation	Columbia	07:13	NE 5
Day 2	June 10, 1964	Columbia	Nefertiti	01:57	WSW 8
		American Eagle	Constellation	01:27	WSW 8
Day 3	June 11, 1964	American Eagle	Columbia	02:31	N 8
		Constellation	Nefertiti	01:52	N 8
Day 4	June 12, 1964	American Eagle	Nefertiti	01:26	SW 5
		Columbia	Constellation	00:09	SW 5
Day 5	June 13, 1964	Nefertiti	Columbia	09:22	S 3
		American Eagle	Constellation	05:39	S 3
Day 6	June 14, 1964	American Eagle	Columbia	DNF	NW 25
		Nefertiti	Constellation	00:02	NW 25

## Defender Observation Trials

	Date	Winner	Loser	Delta	Winds
Day 1	July 8, 1964	Constellation	Easterner	14:51	SW 8
		American Eagle	Columbia	07:44	SW 8
Day 2	July 9, 1964	Constellation	Nefertiti	01:32	ESE 11
		American Eagle	Easterner	02:27	ESE 11
Day 3	July 10, 1964	Constellation	Columbia	07:46	NE 15
		Nefertiti	Easterner	DNF	NE 15
Day 4	July 11, 1964	Nefertiti	Columbia	05:24	S 10
		American Eagle	Constellation	00:55	S 10
Day 5	July 12, 1964	Columbia	Easterner	06:26	S 6
		American Eagle	Nefertiti	04:25	S 6
Day 6	July 13, 1964	Constellation	Easterner	03:45	E 17
		American Eagle	Columbia	DNF	E 17
Day 7	July 16, 1964	Constellation	Nefertiti	00:02	SW 8
		American Eagle	Easterner	05:23	SW 8

## Defender Final Trials

	Date	Winner	Loser	Delta	Winds
Day 1	August 17, 1964	Constellation	Columbia	10:21	SE 9
		American Eagle	Nefertiti	05:14	SE 9
Day 2	August 18, 1964	Nefertiti	Columbia	09:45	WSW 6
		Constellation	American Eagle	04:17	WSW 6
Day 3	August 19, 1964	American Eagle	Columbia	00:33	SW 8
		Constellation	Nefertiti	04:01	SW 8
Day 4	August 20, 1964	Constellation	Columbia	05:51	WSW 6
		American Eagle	Nefertiti	01:39	WSW 6
Day 5	August 21, 1964	Constellation	American Eagle	07:45	SW 8
Day 6	August 24, 1964	Constellation	American Eagle	02:58	SW 8
Day 7	August 26, 1964	Constellation	American Eagle	02:05	S 6
Day 8	August 28, 1964	Constellation	American Eagle	03:51	SE 12
Day 9	September 1, 1964	American Eagle	Constellation	01:27	NE 4
Day 10	September 2, 1964	Constellation	American Eagle	04:29	ENE 9

## America's Cup defender Series

Yacht	Sail		US 16	US 18	US 19	US 20	US 21	Total
			losses	losses	losses	losses	losses	
Columbia	US 16	Wins		1	1	1	0	3
Easterner	US 18	Wins	0		0	0	0	0
Nerertiti	US 19	Wins	3	1		1	0	5
Constellation	US 20	Wins	4	2	4		6	16
American Eagle	US 21	Wins	5	2	5	4		16

## Race for the America's Cup - Finals - Best of Seven Races

	Date	Winner	Loser	Delta	Winds
Day 1	September 15, 1964	Constellation	Sovereign	05:34	W 6-8
Day 2	September 17, 1964	Constellation	Sovereign	20:24	SSW 15-17
Day 3	September 19, 1964	Constellation	Sovereign	06:33	E 15-17
Day 4	September 21, 1964	Constellation	Sovereign	15:40	E 8

# 20th America's Cup - 1967

(September 12-18, 1967 - Newport RI, USA)

## Defender Preliminary Trials

	Date	Winner	Loser	Delta	Winds
Day 1	June 5, 1967	American Eagle	Constellation	00:50	NE 7
		Intrepid	Weatherly	00:50	NE 7
Day 2	June 6, 1967	American Eagle	Intrepid	01:02	
		Constellation	Weatherly	00:49	
		American Eagle	Weatherly	00:21	
		Intrepid	Constellation	01:44	
Day 3	June 7, 1967	American Eagle	Constellation	03:01	SW 8
		Intrepid	Weatherly	06:04	SW 8
		Intrepid	American Eagle	02:26	SW 15
		Constellation	Weatherly	01:59	SW 15
Day 4	June 8, 1967	American Eagle	Weatherly	03:09	SW 8
		Intrepid	Constellation	02:11	SW 8
		American Eagle	Constellation	00:12	SW 12
		Intrepid	Weatherly	02:48	SW 12
Day 5	June 9, 1967	Intrepid	American Eagle	05:34	SW 12
		Constellation	Weatherly	08:54	SW 12

## Defender Observation Trials

	Date	Winner	Loser	Delta	Winds
Day 1	July 6, 1967	Columbia	Constellation	01:01	SW 10
		Intrepid	American Eagle	00:39	SW 10
Day 2	July 7, 1967	Intrepid	Constellation	01:57	SW 10
		Columbia	American Eagle	03:10	SW 10
Day 3	July 8, 1967	Constellation	American Eagle	00:14	SW 18
		Intrepid	Columbia	03:46	SW 18
Day 4	July 12, 1967	Constellation	Columbia	02:13	SW 12
		Intrepid	American Eagle	03:45	SW 12
Day 5	July 13, 1967	Intrepid	Constellation	04:07	SW 20
		Columbia	American Eagle	02:11	SW 20
Day 6	July 15, 1967	Constellation	American Eagle	03:39	SW 5
		Intrepid	Columbia	04:38	SW 5

## America's Cup defender Series

Yacht	Sail		US 16	US 17	US 20	US 21	US 22	Total
			losses	losses	losses	losses	losses	
Columbia	US 16	Wins		0	2	4	0	6
Weatherly	US 17	Wins	0		0	0	0	0
Constellation	US 20	Wins	1	3		3	0	7
American Eagle	US 21	Wins	0	2	3		1	6
Intrepid	US 22	Wins	5	3	6	5		19

## Race for the America's Cup - Finals - Best of Seven Races

	Date	Winner	Loser	Delta
Day 1	September 12, 1967	Intrepid	Dame Pattie	05:58
Day 2	September 13, 1967	Intrepid	Dame Pattie	03:36
Day 3	September 14, 1967	Intrepid	Dame Pattie	04:41
Day 4	September 18, 1967	Intrepid	Dame Pattie	03:35

# 21th America's Cup - 1970

(September 15-28, 1970 - Newport RI, USA)

## Defender Preliminary Trials

	Date	Winner	Loser	Delta	Winds
Day 1	June 8, 1970	Intrepid	Valiant	02:17	SE 2
		Intrepid	Valiant	00:49	S 12
Day 2	June 9, 1970	Valiant	Intrepid	01:23	SW 7
		Valiant	Intrepid	00:10	S 17
Day 3	June 10, 1970	Valiant	Intrepid	02:22	S 5
Day 4	June 11, 1970	Intrepid	Heritage	01:57	SW 8
		Valiant	Heritage	05:52	S 8
Day 5	June 12, 1970	Valiant	Intrepid	01:03	E 7

## Defender Observation Trials

	Date	Winner	Loser	Delta	Winds
Day 1	July 7, 1970	Valiant	Heritage	09:36	SW 10
		Intrepid	Weatherly	03:35	SW 10
Day 2	July 8, 1970	Intrepid	Heritage	05:37	SW 11
		Valiant	Weatherly	02:23	SW 11
Day 3	July 11, 1970	Intrepid	Valiant	02:14	SW 9
		Weatherly	Heritage	02:02	SW 9
Day 4	July 12, 1970	Heritage	Valiant	01:08	N 5
		Intrepid	Weatherly	01:28	N 5
Day 5	July 13 1970	Intrepid	Heritage	09:02	E 7
		Valiant	Weatherly	05:57	E 7
Day 6	July 14 1970	Intrepid	Valiant	01:44	S 6
		Weatherly	Heritage	03:59	S 6
Day 7	July 15 1970	Intrepid	Valiant	02:36	S 14
		Heritage	Weatherly	00:29	S 14
Day 8	July 17 1970	Intrepid	Heritage	10:18	SW 7
		Weatherly	Valiant	00:35	SW 7
Day 9	July 18 1970	Valiant	Intrepid	01:50	SW 12
		Heritage	Weatherly	03:41	SW 12

## Defender Final Trials

	Date	Winner	Loser	Delta	Winds
Day 1	August 18, 1970	Heritage	Weatherly	06:19	NW 5
		Valiant	Intrepid	00:42	NW 5
Day 2	August 19, 1970	Intrepid	Weatherly	07:31	E 14
		Valiant	Heritage	03:47	E 14
Day 3	August 20, 1970	Valiant	Weatherly	03:42	S 14
		Intrepid	Heritage	01:12	S 14
Day 4	August 21, 1970	Intrepid	Valiant	00:23	W 5
Day 5	August 22, 1970	Valiant	Heritage	02:49	E 6
Day 6	August 24, 1970	Intrepid	Heritage	07:28	N 11
Day 7	August 25, 1970	Intrepid	Valiant	03:24	SW 7
Day 8	August 26, 1970	Intrepid	Valiant	02:08	SW 8
Day 9	August 27, 1970	Intrepid	Valiant	00:40	SW 5
Day 10	August 28, 1970	Intrepid	Valiant	02:34	NW 15
Day 11	August 29, 1970	Intrepid	Valiant	01:51	S 12

## America's Cup defender Series

Yacht	Sail		US 17 losses	US 22 losses	US 23 losses	US 24 losses	Total
Weatherly	US 17	Wins		0	2	1	3
Intrepid	US 22	Wins	3		5	12	20
Heritage	US 23	Wins	3	0	0	1	4
Valiant	US 24	Wins	3	7	3		13

## Race for the America's Cup - Finals - Best of Seven Races

	Date	Winner	Loser	Delta
Day 1	September 15, 1970	Intrepid	Gretel II	05:58
Day 2	September 20, 1970	Intrepid	Gretel II	01:07
Day 3	September 22, 1970	Intrepid	Gretel II	01:18
Day 4	September 24, 1970	Gretel II	Intrepid	01:02
Day 5	September 28, 1970	Intrepid	Gretel II	01:47



# 22th America's Cup - 1974

(September 10-17, 1974 - Newport RI, USA)

## Defender Preliminary Trials

	Date	Winner	Loser	Delta	Winds
Day 1	June 24, 1974	Courageous	Intrepid	00:13	E 8
		Mariner	Valiant	01:53	E 8
		Intrepid	Mariner	02:52	E 14
Day 2	June 26, 1974	Intrepid	Valiant	10:20	NE 15
		Courageous	Mariner	09:46	NE 15
Day 3	June 27, 1974	Courageous	Intrepid	01:57	E 6
		Mariner	Valiant	01:48	E 6
Day 4	June 28, 1974	Intrepid	Mariner	02:48	E 15
		Courageous	Valiant	03:14	E 15
Day 5	June 29, 1974	Intrepid	Courageous	01:22	S 12
		Intrepid	Courageous	03:10	SW 16

## Defender Observation Trials

	Date	Winner	Loser	Delta	Winds
Day 1	July 13, 1974	Courageous	Intrepid	00:56	S 5
		Courageous	Intrepid	00:48	
Day 2	July 14, 1974	Courageous	Valiant	01:12	SW 4
		Courageous	Valiant	02:43	S 7
Day 3	July 15, 1974	Valiant	Intrepid	03:02	SW 14
		Valiant	Intrepid	01:52	SW 16
Day 4	July 16, 1974	Intrepid	Courageous	01:24	SE 7
Day 5	July 17, 1974	Courageous	Valiant	01:04	SW 8
Day 6	July 18, 1974	Intrepid	Valiant	03:16	SW 11
		Intrepid	Valiant	00:28	S 18
Day 7	July 20, 1974	Courageous	Intrepid	04:32	N 5
Day 8	July 21, 1974	Courageous	Valiant	03:40	S 6
		Courageous	Valiant	04:56	S 11
Day 9	July 22, 1974	Intrepid	Courageous	01:00	S 6
Day 10	July 24, 1974	Intrepid	Courageous	01:58	SE 12
		Intrepid	Valiant	02:54	SE 6
		Intrepid	Valiant	07:57	S 6

## Defender Final Trials

	Date	Winner	Loser	Delta	Winds
Day 1	August 15, 1974	Intrepid	Courageous	00:31	S 9
		Mariner	Valiant	01:32	S 9
Day 2	August 16, 1974	Intrepid	Courageous	01:27	S 6
		Courageous	Valiant	05:32	S 6
		Intrepid	Valiant	02:44	S 15
		Courageous	Mariner	02:48	S 15
Day 3	August 17, 1974	Courageous	Intrepid	00:02	S 15
		Mariner	Valiant	00:46	S 15
Day 4	August 19, 1974	Intrepid	Mariner	02:39	S 6
		Courageous	Valiant	06:48	S 6
Day 5	August 20, 1974	Intrepid	Valiant	10:10	E 10
		Courageous	Mariner	08:10	E 10
Day 8	August 21, 1974	Courageous	Intrepid	01:31	E 5
Day 9	August 23, 1974	Courageous	Intrepid	04:51	E 6
		Courageous	Intrepid	00:10	S 10
Day 10	August 27, 1974	Intrepid	Courageous	01:12	S 15
		Intrepid	Courageous	00:52	SW 15
		Intrepid	Courageous	00:54	E 12
		Courageous	Intrepid	01:47	NE 18

## America's Cup defender Series

Yacht	Sail		US 22	US 24	US 25	US 26	Total
			losses	losses	losses	losses	
Intrepid	US 22	Wins		8	4	11	23
Valiant	US 24	Wins	1		0	0	1
Mariner	US 25	Wins	0	4		0	4
Courageous	US 26	Wins	12	8	3		23

## Race for the America's Cup - Finals - Best of Seven Races

	Date	Winner	Loser	Delta
Day 1	September 10, 1974	Courageous	Southern Cross	04:54
Day 2	September 12, 1974	Courageous	Southern Cross	00:51
Day 3	September 16, 1974	Courageous	Southern Cross	05:27
Day 4	September 17, 1974	Courageous	Southern Cross	07:19

# 23th America's Cup - 1977

(September 13-18, 1977 - Newport RI, USA)

## Defender Preliminary Trials

	Date	Winner	Loser	Delta	Winds
Day 1	June 18, 1977	Independence	Enterprise	00:07	SW 15
		Enterprise	Independence	00:27	SW 15
Day 2	June 19, 1977	Courageous	Enterprise	00:45	SW 10
		Enterprise	Courageous	00:23	SW 15
Day 3	June 20, 1977	Courageous	Independence	01:07	SW 10
		Courageous	Independence	00:54	SW 12
Day 4	June 21, 1977	Independence	Enterprise	01:57	NW 8
		Enterprise	Independence	02:41	NW 10
Day 5	June 23, 1977	Enterprise	Courageous	00:07	S 5
		Enterprise	Courageous	00:22	SW 12
Day 6	June 25, 1977	Enterprise	Courageous	02:34	S 17
		Courageous	Independence	00:27	SW 15
		Independence	Enterprise	01:28	SW 15

## Defender Observation Trials

	Date	Winner	Loser	Delta	Winds
Day 1	July 16, 1977	Courageous	Enterprise	00:27	W 8
		Courageous	Enterprise	00:49	SW 8
Day 2	July 17, 1977	Courageous	Independence	00:46	SW 8
		Courageous	Independence	00:17	SW 11
Day 3	July 18, 1977	Enterprise	Independence	02:19	S 6
		Independence	Enterprise	00:49	SW 5
Day 4	July 20, 1977	Enterprise	Courageous	02:46	SW 10
		Enterprise	Courageous	01:24	SW 7
Day 5	July 21, 1977	Courageous	Independence	00:06	SW 11
		Courageous	Independence	00:18	SW 14
Day 6	July 22, 1977	Independence	Enterprise	00:41	N 20
		Independence	Enterprise	01:45	NE 13
Day 7	July 23, 1977	Enterprise	Courageous	00:07	N 13
		Enterprise	Courageous	01:36	S 9
Day 8	July 24, 1977	Independence	Courageous	00:28	SW 10
		Courageous	Independence	00:57	SW 17
Day 9	July 26, 1977	Enterprise	Independence	01:03	NE 12
		Enterprise	Independence	01:59	NE 16
Day 10	July 27, 1977	Courageous	Enterprise*	00:43	S 5

## Defender Final Trials

	Date	Winner	Loser	Delta	Winds
Day 1	August 16, 1977	Courageous	Enterprise	00:56	S 12
		Courageous	Enterprise	00:33	S 11
Day 2	August 17, 1977	Courageous	Independence	00:50	SW 15
Day 3	August 18, 1977	Enterprise	Independence	01:02	SW 13
		Independence	Enterprise	00:58	W 18
Day 4	August 19, 1977	Courageous	Enterprise	08:21	E 6
Day 5	August 20, 1977	Courageous	Independence	00:54	SW 11
		Independence	Courageous	00:43	SW 16
Day 6	August 21, 1977	Enterprise	Independence	00:52	S 8
		Independence	Enterprise	00:49	SW 14
Day 7	August 25, 1977	Courageous	Enterprise	00:48	N 12
		Courageous	Enterprise	01:11	NW 12
Day 8	August 26, 1977	Courageous	Independence	00:48	S 6
Day 9	August 27, 1977	Enterprise	Independence	00:09	SW 13
		Enterprise	Independence	00:15	SW 10
Day 10	August 29, 1977	Courageous	Independence	01:23	SW 18
Day 11	August 30, 1977	Courageous	Enterprise	01:26	W 10

## America's Cup Defender Series

Yacht	Sail		US 26	US 27	US 28	Total
Courageous	US 26	Wins				23
Enterprise	US 27	Wins	7	11	12	17
Independence	US 28	Wins	2	7	10	9
		losses				

## Challenger Series

### Round Robin

Australia	6 wins
Gretel II	4 Wins
Sverige	4 wins
France	0 wins

### Semifinals

Australia defeated France 4-0
Sverige defeated Gretel II 4-3

### Challenger finals

Australia defeated Sverige 4-0
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## Race for the America's Cup - Finals - Best of Seven Races

	Date	Winner	Loser	Delta
Day 1	September 13, 1977	Courageous	Australia	01:48
Day 2	September 16, 1977	Courageous	Australia	01:03
Day 3	September 17, 1977	Courageous	Australia	02:32
Day 4	September 18, 1977	Courageous	Australia	02:25

# 24th America's Cup - 1980

(September 16-25, 1980 - Newport RI, USA)

## Defender Preliminary Trials

	Date	Winner	Loser	Delta	Winds
Day 1	June 21, 1980	Courageous	Freedom	01:25	NW 12
		Freedom	Courageous	00:59	W 14
Day 2	June 22, 1980	Clipper	Courageous	01:33	SW 4
		Clipper	Courageous	00:32	S 8
Day 3	June 23, 1980	Freedom	Clipper	00:57	SW 7
		Clipper	Freedom	00:23	SW 4
Day 4	June 24, 1980	Freedom	Courageous	00:54	W 17
		Freedom	Courageous	00:35	SW 20
		Freedom	Courageous	00:42	SW 15
Day 5	June 25, 1980	Courageous	Clipper	01:37	SW 15
		Courageous	Clipper	00:28	SW 15
		Courageous	Clipper	00:20	SW 18
Day 6	June 26, 1980	Freedom	Clipper	01:03	SW 13
		Freedom	Clipper	00:38	S 14
		Freedom	Clipper	03:15	S 7
Day 7	June 27, 1980	Freedom	Courageous	01:25	SW 18
		Freedom	Courageous	00:23	SW 16
Day 8	June 28, 1980	Courageous	Clipper	00:53	S 10
		Courageous	Clipper	01:13	SW 17

## Defender Observation Trials

	Date	Winner	Loser	Delta	Winds
Day 1	July 19, 1980	Freedom	Clipper	02:27	S 6
		Freedom	Clipper	02:21	S 4
		Freedom	Clipper	01:12	S 6
Day 2	July 20, 1980	Courageous	Clipper	00:30	SW 15
		Clipper	Courageous	00:10	SW 15
Day 3	July 21, 1980	Freedom	Courageous	00:37	SW 8
		Freedom	Courageous	00:50	SW 10
Day 4	July 22, 1980	Freedom	Clipper	01:14	SW 14
		Freedom	Clipper	01:23	SW 17
Day 5	July 23, 1980	Clipper	Freedom	01:43	N 5
		Freedom	Clipper	03:27	NE 8
		Freedom	Clipper	00:48	SW 6
Day 6	July 25, 1980	Freedom	Courageous	03:06	SW 5
		Freedom	Courageous	00:45	SW 8
		Freedom	Courageous	00:12	SW 16
Day 7	July 26, 1980	Clipper	Courageous	00:53	SW 6
		Clipper	Courageous	00:26	S 9
		Courageous	Clipper	01:31	SW 15
Day 8	July 27, 1980	Freedom	Clipper	01:54	SW 12
		Freedom	Clipper	01:03	SW 9
		Freedom	Clipper	00:36	SW 14
Day 9	July 28, 1980	Freedom	Clipper	01:05	SW 18
		Freedom	Courageous	00:34	SE 11
		Freedom	Courageous	03:15	SE 12
Day 10	July 29, 1980	Freedom	Clipper	00:40	SE 8
		Freedom	Clipper	01:01	
		Freedom	Clipper	00:22	SE 16

## Defender Final Trials

	Date	Winner	Loser	Delta	Winds
Day 1	August 19, 1980	Freedom	Clipper	01:27	S 18
		Freedom	Clipper	00:26	S 10
Day 2	August 20, 1980	Courageous	Clipper	00:37	N 20
		Clipper	Courageous	00:51	NE 27
Day 3	August 22, 1980	Freedom	Courageous	01:25	NE 15
Day 4	August 27, 1980	Freedom	Clipper	02:20	SW 11
Day 5	August 29, 1980	Freedom	Clipper	02:37	SE 10

## America's Cup defender Series

Yacht	Sail		US 26	US 30	US 32	Total
			losses	losses	losses	
Courageous	US 26	Wins		1	9	10
Freedom	US 30	Wins	19		28	47
Clipper	US 32	Wins	11	4		15

## Challenger Series

### Round Robin

Australia	6 wins 3 losses
France III	5 wins 4 losses
Lionheart	4 wins 5 losses
Sverige	3 wins 6 losses

### Semifinals - Race 1

Australia defeated Sverige (broken mast)  
France III defeated Lionheart

### Semifinals - Race 2

Sverige defeated Australia

### Challenger finals

Australia defeated France III 4-1

## Race for the America's Cup - Finals - Best of Seven Races

	Date	Winner	Loser	Delta
Day 1	September 16, 1980	<b>Freedom</b>	Australia	02:12
Day 2	September 18, 1980	Australia	<b>Freedom</b>	00:28
Day 3	September 19, 1980	<b>Freedom</b>	Australia	00:53
Day 4	September 21, 1980	<b>Freedom</b>	Australia	03:48
Day 5	September 25, 1980	<b>Freedom</b>	Australia	03:38

# 25th America's Cup - 1983

(September 14-26, 1983 - Newport RI, USA)

## Defender Preliminary Trials

	Date	Winner	Loser	Delta	Winds
Day 1	June 18, 1983	Courageous	Liberty	00:34	SW 10
Day 2	June 19, 1983	Courageous	Defender	01:56	SW 11
Day 3	June 20, 1983	Defender	Liberty	00:32	E 5
		Defender	Liberty	00:36	E 8
Day 4	June 21, 1983	Liberty	Courageous	00:19	SW 8
		Courageous	Defender	00:30	SW 6
Day 5	June 22, 1983	Courageous	Defender	01:00	SW 12
		Defender	Courageous	00:06	SW 12
		Liberty	Defender	01:17	W 8
Day 6	June 23, 1983	Liberty	Defender	01:16	SW 15
		Defender	Liberty	01:25	SW 14
Day 7	June 24, 1983	Liberty	Courageous	00:42	SW 8
		Liberty	Courageous	00:32	SW 12
		Liberty	Courageous	00:10	SW 12
Day 8	June 25, 1983	Defender	Courageous	00:59	N 16
		Courageous	Defender	00:44	NE 12

## Defender Observation Trials

	Date	Winner	Loser	Delta	Winds
Day 1	July 16, 1983	Liberty	Defender	01:09	W 14
		Liberty	Defender	02:39	SW 12
Day 2	July 17, 1983	Courageous	Liberty	00:08	SW 10
		Defender	Courageous	01:33	SW 8
Day 3	July 18, 1983	Defender	Courageous	01:07	SW 11
		Courageous	Defender	00:29	SW 14
		Defender	Liberty	02:40	S 9
Day 4	July 19, 1983	Defender	Liberty	02:40	S 9
Day 5	July 20, 1983	Liberty	Courageous	01:09	W 12
		Liberty	Courageous	00:46	SW 14
		Liberty	Courageous	00:12	SW 15
Day 6	July 21, 1983	Defender	Courageous	00:28	SW 8
		Defender	Courageous	01:12	SW 15
Day 7	July 23, 1983	Liberty	Defender	00:37	SW 9
		Defender	Liberty	00:30	SW 11
		Liberty	Defender	00:13	SW 17
Day 8	July 24, 1983	Liberty	Courageous	00:15	SE 12
Day 9	July 25, 1983	Liberty	Defender	01:05	NE 20
		Liberty	Defender	00:43	N 9
Day 10	July 26, 1983	Liberty	Courageous	00:40	SW 7
		Liberty	Courageous	02:03	SW 10
Day 11	July 27, 1983	Liberty	Courageous	01:34	SW 8
		Liberty	Courageous	01:10	SW 10
		Liberty	Courageous	00:42	SW

## Defender Final Trials

	Date	Winner	Loser	Delta	Winds
Day 1	August 16, 1983	Defender	Courageous	00:10	SW 13
		Courageous	Defender	01:19	SW 14
Day 2	August 17, 1983	Liberty	Courageous	00:05	SW 11
		Liberty	Defender	03:11	SW 8
Day 3	August 18, 1983	Liberty	Defender	00:01	S 9
		Courageous	Defender	01:24	W 25
Day 4	August 20, 1983	Courageous	Defender	01:24	W 25
Day 5	August 23, 1983	Courageous	Liberty	02:08	N 15
Day 6	August 24, 1983	Liberty	Defender	01:05	E 7
Day 7	August 26, 1983	Courageous	Liberty	00:39	SW 20
Day 8	August 27, 1983	Liberty	Defender	01:10	W 14
Day 8	August 27, 1983	Liberty	Defender	01:16	SW 14
Day 9	August 31, 1983	Liberty	Courageous	00:42	SW 11
Day 10	September 1, 1983	Liberty	Courageous	00:26	SW 7

## America's Cup Defender Series

Yacht	Sail		US 26	US 33	US 40	Total
			losses	losses	losses	
Courageous	US 26	Wins		8	11	19
Defender	US 33	Wins	10		6	16
Liberty	US 40	Wins	22	12		34

### Challenger Trials - Round Robin "A" - June 18-26, 1983

		KA 9	K 22	I 4	KC 1	KA 10	F 3	KA 7	Pts	Pos
Australia II	KA 9		W/W	W/W	W/W	W/L	W/W	W/W	11	1
Victory '83	K 22	L/L		W/L	W/W	L/W	W/W	W/W	8	2
Azzurra	I 4	L/L	L/W		L/W	L/L	W/L	W/W	5	4
Canada I	KC 1	L/L	L/L	W/L		W/L	L/L	W/W	4	6
Challenge 12	KA 10	L/W	W/L	W/W	W/W		W/W	W/W	10	2
France III	F 3	L/L	L/L	L/W	L/W	L/L		W/W	4	4
Advance	KA 7	L/L	L/L	L/L	L/L	L/L	L/L		0	7

### Challenger Trials - Round Robin "B" - July 2-15, 1983

		KA 9	K 22	I 4	KC 1	KA 10	F 3	KA 7	Pts	Pos
Australia II	KA 9		L/W	W/L	W/W	W/W	W/W	W/W	10	1
Victory '83	K 22	W/L		W/W	W/W	W/L	W/W	W/L	9	2
Azzurra	I 4	L/W	L/L		W/L	W/L	L/W	W/W	6	4
Canada I	KC 1	L/L	L/L	L/W		W/L	W/W	W/L	5	5
Challenge 12	KA 10	L/L	L/W	W/W	L/W		W/W	W/W	8	3
France III	F 3	L/L	L/L	W/L	L/L	L/L		W/W	3	6
Advance	KA 7	L/L	L/W	L/L	L/W	L/L	L/L		2	7

### Challenger Trials - Round Robin "C" - July 20 - August 3, 1983

		KA 9	K 22	I 4	KC 1	KA 10	F 3	KA 7	Pts	Pos
Australia II	KA 9		W/W/W	W/W/W	W/W/L	W/W/W	W/W/W	W/W	16	1
Victory '83	K 22	L/L/L		W/L/W	W/W/W	L/W/W	W/W	W/W	11	2
Azzurra	I 4	L/L/L	L/W/L		L/W/W	W/W/W	W/W	W/W/W	11	2
Canada I	KC 1	L/L/W	L/L/L	W/L/L		W/L/W	W/W	W/W	8	4
Challenge 12	KA 10	L/L/L	W/L/L	L/L/L	L/W/W		W/W	W/W	7	5
France III	F 3	L/L/L	L/L	L/L	L/L	L/L		W/W/W	3	6
Advance	KA 7	L/L	L/L	L/L	L/L/L	L/L	L/L/L		0	7

### Challenger Semifinals

	Date	Winner	Loser	Delta	Winds
Day 1	August 11, 1983	Australia II	Canada I	DNF	SE 14
		Victory '83	Azzurra	DNF	SE 14
Day 2	August 14, 1983	Victory '83	Canada I	DNF	E 16
		Australia II	Azzurra	03:20	E 16
Day 3	August 15, 1983	Azzurra	Canada I	08:53	N 9
		Australia II	Victory '83	01:54	NW 8
Day 4	August 16, 1983	Victory '83	Azzurra	00:28	W 8
		Australia II	Canada I	01:19	W 8
Day 5	August 17, 1983	Australia II	Azzurra	01:26	W 9
		Victory '83	Canada I	01:58	SW 9
Day 6	August 18, 1983	Victory '83	Australia II	02:50	SW 7
		Azzurra	Canada I	03:56	S 9
Day 7	August 20, 1983	Australia II	Canada I	01:11	W 12
		Azzurra	Victory '83	00:50	W 12
Day 8	August 21, 1983	Victory '83	Canada I	02:26	SW 9
		Australia II	Azzurra	01:39	SW 5
Day 9	August 22, 1983	Azzurra	Canada I	00:29	S 8
		Australia II	Victory '83	01:21	S 7

### Challenger Finals

	Date	Winner	Loser	Delta	Winds
Day 1	August 29, 1983	Australia II	Victory '83	0:02:31	SE 8
Day 2	August 31, 1983	Victory '83	Australia II	0:00:13	W 15
Day 3	September 1, 1983	Australia II	Victory '83	0:04:53	SW 7
Day 4	September 3, 1983	Australia II	Victory '83	0:03:57	SW 8
Day 5	September 4, 1983	Australia II	Victory '83	0:02:20	SW 8
Day 6	September 5, 1983	Australia II	Victory '83	0:03:19	SW 10

### Race for the America's Cup - Finals - Best of Seven Races

	Date	Winner	Loser	Delta
Day 1	September 14, 1983	Liberty	Australia II	01:10
Day 2	September 15, 1983	Liberty	Australia II	01:33
Day 3	September 18, 1983	<b>Australia II</b>	Liberty	03:14
Day 4	September 20, 1983	Liberty	Australia II	00:43
Day 5	September 21, 1983	<b>Australia II</b>	Liberty	01:47
Day 6	September 22, 1983	<b>Australia II</b>	Liberty	03:25
Day 7	September 26, 1983	<b>Australia II</b>	Liberty	00:41

# 26th America's Cup - 1987

(January 31-February 4, 1987 - Freemantle, Australia)

## Defender Rounds A, B and C

		Races	Won	Lost	Pts
Australia III (withdrew after B)	KA 9	20	8	12	12
Australia IV	KA 16	38	27	11	38
Kookaburra II	KA 12	38	22	16	70
Kookaburra III	KA 15	38	29	9	77
South Australia (withdrew after C)	KA 8	23	5	18	8
Steak 'n Kidney	KA 14	36	5	31	24

## Defender Semifinals Qualifiers - Match Race Results

Day	Date	Winner	Loser	Delta
Day 1	December 27, 1986	Australia IV	Steak 'n Kidney	00:19
		Kookaburra II	Kookaburra III	00:12
Day 2	December 28, 1986	Australia IV	Kookaburra III	00:12
		Kookaburra II	Steak 'n Kidney	00:41
Day 3	December 29, 1986	Kookaburra II	Australia IV	00:59
		Kookaburra III	Steak 'n Kidney	02:06
Day 4	December 30, 1986	Australia IV	Steak 'n Kidney	00:14
		Kookaburra II	Kookaburra III	00:50

## Defender Finals

Day	Date	Winner	Loser	Delta
Day 1	January 15, 1987	Kookaburra III	Australia IV	01:32
Day 2	January 16, 1987	Kookaburra III	Australia IV	00:46
Day 3	January 17, 1987	Kookaburra III	Australia IV	02:06
Day 4	January 19, 1987	Kookaburra III	Australia IV	01:13
Day 5	January 20, 1987	Kookaburra III	Australia IV	00:55

## Challenger Trials - Round Robin "1" - October 5-20, 1986

	US 46	I 10	KC 2	F 8	US 26	K 24	US 60	F 7	US 51	I 7	KZ 7	US 55	US 61	Pts	Pos
America II	US 46	W	W	W	W	W	W	W	W	L	W	W		11	1
Azzurra III	I 10	L	L	L	L	L	L	L	L	L	L	L	L	1	12
Canada II	KC 2	L	W		W	W	L	W	W	L	L	L	L	6	7
Challenge France	F 8	L	W	L	L	L	L	W	L	L	L	L	L	2	11
Courageous IV	US 26	L	L	L	W		L	L	L	L	L	L	L	1	12
White Crusader	K 24	L	W	W	W	W		W	W	L	L	L	W	8	4
Eagle	US 60	L	W	L	W	W	L		L	W	L	L	L	4	9
French Kiss	F 7	L	W	L	L	W	L	W		W	W	L	L	5	8
Heart of America	US 51	K	W	L	W	W	L	L	L		L	L	L	3	10
Italia	I 7	L	W	W	W	W	W	L	W		L	L	L	7	6
Kiwi Magic	KZ 7	W	W	W	W	W	W	W	W	W		L	W	11	1
Star & Stripes '87	US 55	W	W	W	W	W	W	W	W	W	W		W	11	1
USA	US 61	L	W	W	W	W	L	W	W	W	L	L		8	4

## Challenger Trials - Round Robin "2" - November 2-19, 1986

	US 46	I 10	KC 2	F 8	US 26	K 24	US 60	F 7	US 51	I 7	KZ 7	US 55	US 61	C. Forw.	Pts	Pos
America II	US 46	W	W	W	W	W	W	W	W	L	L	W	11	56	2	
Azzurra III	I 10	L	L	L	W		L	L	L	W	L	L	L	1	11	11
Canada II	KC 2	L	W		W		L	W	L	W	L	W	L	6	31	7
Challenge France	F 8	L	L	L			L	L	L	L	L	L	L	2	2	12
Courageous IV	US 26													1	1	13
White Crusader	K 24	L	W	W	W		W	L	W	W	L	W	L	8	43	5
Eagle	US 60	L	W	L	W		L	L	W	L	L	L	W	4	24	9
French Kiss	F 7	L	W	W	W		W	W		W	L	L	W	5	45	4
Heart of America	US 51	L	W	L	W		L	L	L		L	L	L	3	13	10
Italia	I 7	L	L	W	W		L	W	L	W		L	L	7	27	8
Kiwi Magic	KZ 7	W	W	W	W		W	W	W	W		W	W	11	66	1
Star & Stripes '87	US 55	W	W	L	W		L	W	W	W		L	L	11	46	3
USA	US 61	L	W	W	W		W	L	L	W	L	W		8	43	5



### Challenger Trials - Round Robin "3" - December 2-19, 1986

	US 46	I 10	KC 2	F 8	US 26	K 24	US 60	F 7	US 51	I 7	KZ 7	US 55	US 61	C. Forw.	Pts	Pos
America II	US 46		W	W	W		W	L	L	W	L	L	L	56	128	5
Azzurra III	I 10	L		L	W		LL	L	L	L	L	L	L	11	23	11
Canada II	KC 2	L	W		W		K	W	L	L	W	L	L	31	79	9
Challenge France	F 8	L	L	L			L	L	L	L	L	L	L	2	2	12
Courageous IV	US 26													1	1	13
White Crusader	K 24	L	W	W	W			W	L	W	W	L	L	43	115	6
Eagle	US 60	L	W	L	W		L		L	L	L	L	L	24	28	10
French Kiss	F 7	W	W	W	W		W	W		W	L	L	L	45	129	4
Heart of America	US 51	W	W	W	W		L	W	L		L	L	W	13	85	8
Italia	I 7	L	W	L	W		L	W	W	W		L	W	27	99	7
Kiwi Magic	KZ 7	W	W	W	W		W	W	W	W	W		W	66	198	1
Star & Stripes '87	US 55	W	W	W	W		W	W	W	W	W		L	46	154	2
USA	US 61	W	W	W	W		W	W	W	L	L	L	W	43	139	3

### Challenger Semifinals Qualifiers

Day	Date	Winner	Loser	Delta
Day 1	December 28, 1986	Star & Stripes '87	USA	00:10
Day 2	December 29, 1986	Star & Stripes '87	USA	03:02
Day 3	December 30, 1986	Star & Stripes '87	USA	02:23
Day 4	January 2, 1987	Star & Stripes '87	USA	00:43
Day 1	December 28, 1986	Kiwi Magic	French Kiss	02:46
Day 2	December 29, 1986	Kiwi Magic	French Kiss	02:04
Day 3	December 30, 1986	Kiwi Magic	French Kiss	DSQ
Day 4	January 2, 1987	Kiwi Magic	French Kiss	02:44

### Challenger Finals

Day	Date	Winner	Loser	Delta
Day 1	January 13, 1987	Star & Stripes '87	Kiwi Magic	01:20
Day 2	January 14, 1987	Star & Stripes '87	Kiwi Magic	01:36
Day 3	January 16, 1987	Kiwi Magic	Star & Stripes '87	00:38
Day 4	January 17, 1987	Star & Stripes '87	Kiwi Magic	03:38
Day 5	January 19, 1987	Star & Stripes '87	Kiwi Magic	01:29

### Race for the America's Cup - Finals - Best of Seven Races

Day	Date	Winner	Loser	Delta
Day 1	January 31, 1987	Stars & Stripes '87	Kookaburra III	01:41
Day 2	February 1, 1987	Stars & Stripes '87	Kookaburra III	01:10
Day 3	February 2, 1987	Stars & Stripes '87	Kookaburra III	01:46
Day 4	February 4, 1987	Stars & Stripes '87	Kookaburra III	01:59

# 12 Metre - Olympic Games

## 1908 - Dunoon (Scotland)\*

Place	Boat	Nation	Owner	Skipper	Race 1	Race 2
1st	HERA	Great Britain	Andrew Coats	T.C. Glen Coates	1	1
2nd	MOUCHETTE	Great Britain	Charles McIver	Charles MacIver	2	2

\* When it became clear that the only 12-Meter participants would be Hera and Mouchette, both from the Clyde, it was decided that the Olympics for the 12-Meter International Rule would be held from August 11th until the 13th on the Clyde. In so doing the yachts were able to avoid the lengthy delivery from Scotland to down to Ryde on the Solent, where the other classes were to race.

## 1912 - Stockholm (Sweden)

Place	Boat	Nation	Owner	Skipper	Race 1	Race 2	Total
1st	MAGDA IX	Norway	Alfred Larsen	Johan Anker	7	7	14
2nd	ERNA SIGNE	Sweden	Nils Persson / Nils Asp	Per Bergman	3	3	6
3 rd	HEATHERBELL	Finland	Ernst Krogius	Max Alfthan	1	1	2

## 1920 - Antwerp (Belgium)

Place	Boat	Nation	Owner	Skipper	
1st	ATALANTA (1907)	Norway	Henrik Ostervold	Henrik Ostervold	winner of the I.R. First Version Division
1st	HEIRA II (1919)	Norway	Olaf Orvig	Johan Fiele	winner of the I.R. Second Version Division

# 12 Metre - Europe Week

## 1911

### Cowes (Great Britain)

Yacht	Owner	designer	1	2
Rollo	Johan Anker	Anker	1	1
Javotte	Charles McIver	Mylne	2	4
Alachie	George Coats	Fife	3	1
lerne	A.F. Sharman - Crawford	Fife	4	3
Cintra	Major A. Coats	Fife	5	2

## 1914

### Oslo (Norway)

Yacht	Owner	designer	1	2
Symra	Axel Isdhal	Anker	1	1
Sibyllan	Carl D. Danielsson	Anker	2	DNF
Rollo	P.H. Mathiessen	Anker	3	3
lerne	A.F. Sharman - Crawford	Fife	4	2
Figaro	Fritz Olsen	Anker	5	4
Magnolia	Olaf Brown	Anker	6	6
Maud III	Finn Bugge	Anker	7	5
Skum III	Dr. John Friele	Nicholson	8	DNF
Skeaf Vi	Henry Horn	Fife	DNF	DNF
Erna Signe	Nils Persson	Fife	DNF	DNF
Magda IX	Alfred W.G. Larsen	Anker	DNF	DNF

## 1930

### Sandhamn (Sweden)

Yacht	Owner	designer	1	2	3	4	5	6	Pts
Magda Xi	Alfred W.G. Larsen	Anker	1	1	3	1	3	2	11
Princess Svanevit	Erik Akerlund	Eslander	3	3	1	3	1	1	12
Lucilla	J. Lawriston Lewis	Nicholson	2	2	4	2	2	DNS	17
Iyruna	Glynn Terrell	Nicholson	4	4	2	DNS	4	DNS	24

# 12 Metre - Racing Records

## FRANCE 1995

### Saint Tropez Rolex Cup (June 1995)

Place	Yacht	Sail #
1	Flica II	K 14
2	French Kiss	F 7
3	Challenge France	F 8
4	Columbia	US 16

## FRANCE 1996

### Saint Tropez Rolex Cup (June 1996)

	Place	Yacht	Sail #	Skipper
<b>Over-all</b>	1	French Kiss	F 7	F. Pailloux
	2	Italia	I 7	L. Santella
	3	Nyala	US 12	P. Bertelli
	4	Flica II	K 14	G. Russo
	5	Freedom	US 30	F. Fontés
	6	Victory '83	I 6	G. Gini
	7	Vim	US 15	E. Giorguli
	8	Sovereign	K 12	J. Fauroux
	9	Challenge France	F 8	L. Angels
	10	France II	F 2	Y. Pollet
	11	Ikra	F 6273	O. de Rosny
	12	Columbia	US 16	B. Pollet
	13	Tomahawk	K 13	F. Bugliani
<b>Modern</b>	1	French Kiss	F 7	F. Pailloux
	2	Italia	I 7	L. Santella
	3	Victory '83	I 6	G. Gini
	4	Freedom	US 30	F. Fontés
	5	Challenge France	F 8	L. Angels
<b>Veteran</b>	1	Flica II	K 14	G. Russo
	2	Nyala	US 12	P. Bertelli
	3	Vim	US 15	E. Giorguli
	4	Sovereign	K 12	J. Fauroux
	5	Ikra	F 6273	O. de Rosny
	6	Columbia	US 16	B. Pollet
	7	Tomahawk	K 13	F. Bugliani

### Cannes Régates Royales (September 1996)

	Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	Total	Net
<b>Over-all</b>	1	Italia	I 7	Luca Santella	1	2	2	1	1	1	7	5
	2	French Kiss	F 7	F. Pailloux	2	DSQ	1	2	2	2	20,75	8,75
	3	Victory '83	I 6	Gianni Gini	3	1	RET	3	3	3	24,75	12,75
	4	Vim	US 15	Enrico Giorguli	4	3	5	5	5	7	29	22
	5	Sovereign	K 12	Jacques Fauroux	6	6	8	4	4	4	32	24
	6	Flica II	K 14	R. Brissolèse	5	5	3	6	7	6	32	25
	7	Tomahawk	K 13	F. Bugliani	9	4	6	8	6	5	38	29
	8	Freedom	US 30	François Fontés	7	7	RET	7	8	8	49	37
	8	Ikra	F 6273	Olivier de Rosny	8	8	7	9	10	9	51	41
	10	France II	F 2	Yannick Pollet	11	10	4	11	RET	11	59	47
	11	Seven Seas	GBR 26	R. Macedo Silva	10	9	RET	10	9	10	60	48
<b>Classic</b>	1	Vim	US 15	Enrico Giorguli	1	1	2	1	1	3	8	5
	2	Flica II	K 14	R. Brissolèse	2	3	1	2	2	2	12,75	9,75
	3	Tomahawk	K 13	F. Bugliani	3	2	3	3	3	1	13,75	20
	4	Seven Seas	GBR 26	R. Macedo Silva	4	4	RET	4	4	4	25	20

# 12 Metre - Racing Records

## FRANCE 1997

### Saint Tropez Rolex Cup (June 1997)

	Place	Yacht	Sail #	Skipper
<b>Over-all</b>	1	French Kiss	F 7	Pailloux
	2	Italia	I 7	L. Santella
	3	Victory '83	I 6	G. Gini
	4	Nyala	US 12	A. Marrai
	5	Sovereign	K 12	J. Fauroux
	6	Freedom	US 30	F. Fontés
	7	Vim	US 15	A. Migliaccio
	8	France II	F 2	B. Pollet
	9	Tomahawk	K 13	E. Maltagliati
	10	Trivia of Gosport	K 10	Barberis
<b>Modern</b>	1	French Kiss	F 7	F Pailloux
	2	Italia	I 7	L. Santella
	3	Victory '83	I 6	G. Gini
	4	Freedom	US 30	F. Fontés
<b>Veteran</b>	1	Nyala	US 12	A. Marrai
	2	Sovereign	K 12	J. Fauroux
	3	Vim	US 15	A. Migliaccio
	4	Tomahawk	K 13	E. Maltagliati
	5	Trivia of Gosport	K 10	Barberis

### Cannes Régates Royales (September 1997)

	Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	Total	Net
<b>Over-all</b>	1	French Kiss	F 7	F. Pailloux	2	DSQ	2	1	15	4
	2	Italia	I 7	Luca Santella	2	1	1	2	6	4
	3	Flica II	K 14	R. Brissolese	6	3	4	3	6	4
	4	Sovereign	K 12	Jacques Fauroux	3	2	5	5	15	10
	5	Nyala	US 12	Antonio Marrai	4	4	3	6	17	11
	6	Victory '83	I 6	Gianni Gini	5	5	6	4	20	14
	7	Tomahawk	K 13	F. della Pina	7	7	7	8	29	21
	8	Ikra	F 6273	Olivier de Rosny	8	6	8	9	31	22
	9	France II	F 2	Yannick Pollet	10	8	9	7	34	24
	10	Seven Seas	GBR 26	R. Macedo Silva	9	9	RET	OCS	40	29
<b>Classic</b>	1	Sovereign	K 12	Jacques Fauroux	1	1	3	2	7	4
	2	Flica II	K 14	R. Brissolese	3	2	2	1	8	5
	3	Nyala	US 12	Antonio Marrai	2	3	1	3	9	6
	4	Tomahawk	K 13	F. della Pina	4	5	4	4	17	12
	5	Ikra	F 6273	Olivier de Rosny	5	4	5	5	19	14
	6	Seven Seas	GBR 26	R. Macedo Silva	6	6	Ret	ocs	26	19

# 12 Metre - Racing Records

## FRANCE 1998

### Saint Tropez Rolex Cup (June 1998)

	Place	Yacht	Sail #	Skipper
Over-all	1	Kiwi Magic	KZ 7	P. Bertelli
	2	Italia	I 7	L. Santella
	3	Tomahawk	K 13	E. Giorguli
	4	Sovereign	K 12	J. Fauroux
	5	Ikra	F 6273	O. de Rosny
	6	France II	F 2	Y. Pollet
Modern	1	Kiwi Magic	KZ 7	P. Bertelli
	2	Italia	I 7	L. Santella
Veteran	1	Sovereign	K 12	J. Fauroux
	2	Tomahawk	K 13	E. Maltagliati
	3	Ikra	F 6273	O. de Rosny

### Cannes Régates Royales (September 1998)

	Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	Total	Net
Over-all	1	Kiwi Magic	KZ 7	Patrizio Bertelli	2	1	1	1	5	3
	2	Sovereign	K 12	Jacques Fauroux	3	2	2	2	10	7
	3	Tomahawk	K 3	F. della Pina	5	OCS	4	4	20	11
	4	Flica II	K 14	R. Brissolese	4	OCS	3	3	20	11
	5	Ikra	F 6273	Olivier de Rosny	6	3	5	5	19	13
	6	France II	F 2	Yannick Pollet	7	4	6	6	23	16
	7	Seven Seas	GBR 26	R. Macedo Silva	8	5	7	7	27	19
	8	Italia	I 7	Luca Santella	1	DSQ	RET	DNC	28	19
Grand Prix	1	Kiwi Magic	KZ 7	Patrizio Bertelli	2	1	1	1	5	3
	2	Italia	I 7	Luca Santella	1	DSQ	RET	DNC	28	19
Classic	1	Sovereign	K 12	Jacques Fauroux	1	1	1	2	5	3
	2	Tomahawk	K 3	F. della Pina	3	OCS	3	1	12	7
	3	Flica II	K 14	R. Brissolese	2	OCS	2	3	12	7
	4	Ikra	F 6273	Olivier de Rosny	4	2	4	4	14	10
	5	France II	F 2	Yannick Pollet	5	3	5	5	18	13
Vintage	1	Seven Seas	GBR 26	R. Macedo Silva	1	1	1	1	4	3

## FRANCE 1999

### Saint Tropez Rolex Cup (June 1999)

### 7th ITMA World Championships (14th - 19th June 1999)

	Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	Total	Net
Over-all	1	South Australia	KA 8	François Brenac	3	1	1	2	1	2	10	7
	2	Kiwi Magic	KZ 7	G. Arrivabene	1	3	4	3	2	6	19	13
	3	French Kiss	F 7	F. Pailloux	2	2	3	5	3	4	19	14
	4	Italia	I 7	Luca Santella	RET	DNF	2	1	4	1	28	18
	5	Challenge 12	KA 10	Markus Lubken	RET	5	6	4	6	3	34	24
	6	Sovereign	K 12	Philippe Durr	4	4	5	7	7	5	32	25
	7	Enterprise	US 27	Francis Stanley	5	RET	7	6	5	7	40	30
	8	Ikra	F 6273	Olivier de Rosny	DNS	7	8	8	8	8	49	39
	9	Tomahawk	K 13	Enrico Giorguci	RET	RET	RET	DNC	DNC	DNC	50	40
Modern	1	South Australia	KA 8	François Brenac	3	1	1	2	1	2	10	7
	2	Kiwi Magic	KZ 7	G. Arrivabene	1	3	4	3	2	5	18	13
	3	French Kiss	F 7	F. Pailloux	2	2	3	5	3	4	19	14
	4	Italia	I 7	Luca Santella	RET	DNF	2	1	4	1	22	15
	5	Challenge 12	KA 10	Markus Lubken	RET	4	5	4	6	3	29	22
	6	Enterprise	US 27	Francis Stanley	4	RET	6	6	5	6	34	27
Classic	1	Sovereign	K 12	Philippe Durr	1	1	1	1	1	1	6	5
	2	Ikra	F 6273	Olivier de Rosny	RET	4	2	2	2	2	14	10
	3	Tomahawk	K 13	Enrico Giorguci	RET	RET	RET	DNC	DNC	DNC	24	20

# 12 Metre - Racing Records

## FRANCE 2000

### Saint Tropez Rolex Cup (June 2000)

Place	Yacht	Sail #
1	French Kiss	F 7
2	New Zealand	KZ 7
3	Challenge 12	KA 10
4	Victory '83	I 6
5	Enterprise	US 27

### Cannes Régates Royales (September 2000)

	Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	Total	Net
<b>Over-all</b>	1	Kiwi Magic	KZ 7	Daniele Gabrielli	1	1	5	4	1	12	7
	2	South Australia	KA 8	F. Pailoux	3	2	4	1	3	13	9
	3	French Kiss	F 7	L. Santella	2	3	2	2	4	13	9
	4	Ecosse	US 61	Irving Laidlaw	4	4	3	3	2	16	12
	5	Sovereign	K 12	Philippe Durr	5	5	1	6	7	24	17
	6	Challenge 12	KA 10	Markus Lubken	RET	6	6	5	5	32	22
	7	Enterprise	US 27	Francis Stanley	6	7	7	7	6	33	26
	8	Vanity V	K 5	Marc Pajot	7	8	8	8	8	39	31
	9	Ikra	F 6273	Olivier de Rosny	8	9	9	9	9	44	35
	10	Flica II	K 14	Alexander Falk	9	10	10	10	10	49	39
<b>Classic</b>	1	Sovereign	K 12	Philippe Durr	1	1	1	1	1	5	4
	2	Ikra	F 6273	Olivier de Rosny	2	2	2	2	2	10	9
<b>Vintage</b>	1	Vanity V	K 5	Marc Pajot	1	1	1	1	1	5	4
	2	Flica II	K 14	Alexander Falk	2	2	2	2	2	10	8

## FRANCE 2001

### Cannes Régates Royales (September 2001)

	Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	Total	Net
<b>Over-all</b>	1	Hissar	KZ 5	Edgar Cato	1	1	2	2	1	DNC	24	7
	2	Ecosse	US 61	Irvine Laidlaw	2	2	3	1	3	1	12	9
	3	Challenge 12	KA 10	Markus Lubken	3	3	4	3	2	3	18	14
	4	Sovereign	K 12	Jacques Fauroux	5	4	1	4	4	2	20	15
	5	Vanity V	K 5	V. Bandolowski	6	7	OCS	5	6	4	45	28
	6	Enterprise	US 27	Gerard Krier	7	5	5	6	5	OCS	45	28
	7	Flica II	K 14	Alexander Falk	4	6	6	8	10	5	39	29
	8	Wings	K 15	John Lister	8	8	OCS	7	7	9	56	39
	9	Gleam	US 11	Mills Annalea	9	11	7	9	9	7	52	41
	10	Columbia	US 16	A. MacGowan	12	9	8	10	8	8	55	43
	11	Ikra	F 6273	Olivier de Rosny	10	10	OCS	11	11	6	65	48
	12	Onawa	US 6	Casey Fasciano	11	12	9	12	12	OCS	73	56
	13	Seven Seas	GBR 26	Mark Holt	13	13	10	13	DNF	DNF	83	66
<b>Classic</b>	1	Sovereign	K 12	Jacques Fauroux	2	1	1	1	1	1	7	5
	2	Vanity V	K 5	V. Bandolowski	3	3	OCS	2	2	2	23	12
	3	Flica II	K 14	Alexander Falk	1	2	2	4	6	3	18	12
	4	Wings	K 15	John Lister	4	4	OCS	3	3	4	29	18
	5	Gleam	US 11	Mills Annalea	5	7	3	5	5	5	30	23
	6	Columbia	US 16	A. MacGowan	8	5	4	6	4	6	33	25
	7	Ikra	F 6273	Olivier de Rosny	6	6	OCS	7	7	7	44	33
	8	Onawa	US 6	Casey Fasciano	7	8	5	8	8	OCS	47	36
	9	Seven Seas	GBR 26	Mark Holt	9	9	6	9	DNF	DNF	55	44

# 12 Metre - Racing Records

## FRANCE 2002

### Cannes Régates Royales (September 2002)

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	Total	Net
1	Kookaburra II	KA 12	Daniele Gabrielli	1	1	1	1	1	1	1	1	1	9	8
2	Sovereign	K 12	Lionel Pean	2	2	3	2	2	3	2	2	4	22	18
3	Challenge 12	KA 10	Markus Lubken	3	4	2	3	4	2	3	4	3	28	24
4	Enterprise	US 27	Gerard Krier	5	3	5	4	3	5	4	3	2	34	29
5	Wings	K 15	Guy Ribadeau-Dumas	4	5	4	6	DSQ	4	6	6	5	47	40
6	Ikra	F 6273	Olivier de Rosny	6	DSQ	6	5	7	6	5	5	6	53	46

## FRANCE 2003

### Cannes Régates Royales (September 2003)

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	Total	Net
1	Kookaburra II	KA 12	Patrizio Bertelli	1	2	1	1	1	1	1	1	DNS	15	9
2	Enterprise	US 27	Christian Tréhard	3	1	3	2	3	2	2	2	1	19	16
3	Challenge 12	KA 10	Markus Lubken	2	3	2	3	2	3	3	3	2	23	20
4	Sovereign	K 12	Philippe Durr	4	5	4	4	4	4	4	4	3	36	31
5	Ikra	F 6273	Olivier de Rosny	5	4	5	5	5	5	5	5	4	43	38

## FRANCE 2004

### Cannes Régates Royales (September 2004)

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	R 10	R 11	R 12	Total	Net
1	Kookaburra II	KA 12	Daniele Gabrielli	1	1	3	OCS	2	1	1	1	2	1	1	1	18	12
2	Challenge 12	KA 10	William Borel	2	2	1	1	1	3	3	2	1	3	3	2	21	18
3	Sovereign	K 12	Philippe Durr	3	DNF	2	3	3	2	3	3	3	2	2	3	31	25
4	Enterprise	US 27	Jacques Krier	4	3	5	2	4	4	5	4	4	4	DNF	4	44	38
5	Ikra	F 6273	Olivier de Rosny	5	4	4	4	5	5	4	5	5	5	DNF	5	52	46

## FRANCE 2005

### Les Voiles d'Antibes (June 2005)

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	R 10	R 11	Total	Net
1	South Australia	KA 8	Jacques Fauroux	1	1	2	2	1	2	1	1	1	1	2	15	13
2	Challenge 12	KA 10	William Borel	2	2	1	1	2	1	2	2	2	2	1	20	18
3	Enterprise	US 27	Christian Tréhard	3	3	3	3	3	3	3	3	3	3	DNS	35	30
4	Ikra	F 6273	Olivier de Rosny	4	4	OCS	4	DNF	4	4	4	4	4	3	45	40

### Cannes Régates Royales (September 2005)

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	R 7	Total	Net
1	South Australia	K 12	Jacques Fauroux	1	1	1	1	1	1	1	7	6
2	Enterprise	US 27	Christian Tréhard	2	2	2	2	2	3	2	15	12
3	Ikra	F 6273	Olivier de Rosny	3	3	3	3	3	2	3	20	17



# 12 Metre - Racing Records

## FRANCE 2006

### Les Voiles d'Antibes (June 2006)

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	Total	Net
1	Challenge 12	KA 10	William Borel	1	1	1	1	2	6	4
2	South Australia	KA 8	Jacques Fauroux	2	2	2	2	1	9	7
3	Enterprise	US 27	Christian Tréhard	3	DNF	3	DNF	3	19	14
4	Ikra	F 6273	Olivier de Rosny	4	3	4	OCS	4	20	15

### Cannes Régates Royales (September 2006)

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	R 7	R 8	R 9	R 10	Total	Net
1	South Australia	KA 8	Lionel Pean	1	1	1	(2)	1	1	1	2	1	(4)	15	9
2	Challenge 12	KA 10	William Borel	(2)	(2)	2	1	2	2	2	1	2	1	17	13
3	Sovereign	K 12	Philippe Durr	(4)	(3)	3	3	3	3	3	3	3	2	30	23
4	Enterprise	US 27	Jacques Krier	3	4	4	4	4	(5)	4	(5)	4	3	40	30
5	Ikra	F 6273	Olivier de Rosny	(5)	(5)	5	5	5	4	5	4	5	5	49	38

### Les Voiles de Saint Tropez (4th-8th October 2006)

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	Total
1	French Kiss	F 7	Idea Argo	1	1	1	3
2	Challenge 12	KA 10	William Borel	2	4	2	8
3	Ikra	K 3		5	2	4	11
4	Sovereign	K 12	Jacques Fauroux	3	6	3	12
5	Emilia	I 2		6	3	6	14
6	Enterprise	US 27	Christian Tréhard	4	5	DNS	16
7	Seven Seas	GBR 26		DNF	7	DNS	23

### Mediterranean Championship

Yacht	Sail #	Porquerolles	Voiles d'Antibes	Régates Royales	Voiles de Saint Tropez	Best 3 results
Challenge 12	KA 10	4	4	6	6	16
South Australia	KA 8	3	3	7,5	-	13,5
Sovereign	K 12	-	-	4,5	4	8,5
Ikra	K 3	1	1	1,5	5	7,5
French Kiss	F 7	-	-	-	7	7
Enterprise	US 27	2	2	3	2	7
Emilia	I 2	-	-	-	3	3
Seven Seas	GBR 26	-	-	-	1	1

# 12 Metre - Racing Records

## FRANCE 2007

### Porquerolles Cup (L'Isle de Porquerolles, 23rd - 27th May)

Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	Total	Net
South Australia	KA 8	Lionel Pean	1	1	1	1	1	1	6	5
Challenge 12	KA 10	William Borel	2	2	2	4	2	2	14	10
Sovereign	K 12	Jacques Fauroux	3	3	3	2	3	3	17	14
Ikra	K 3		DNC	4	DNC	3	4	4	27	21

### Cannes Régates Royales (September 2007)

	Yacht	Sail #	R 1	R 2	R 3	R 4	R 5	R 6	Total
<b>Grand Prix</b>	Wright on White	KZ 3	1	1	3				5
	Kookaburra II	KA 12	4	3	1				8
	Hissar	KZ 5	3	2	4				9
	Kiwi Magic	KZ 7	5	4	2				11
	South Australia	KA 8	2	5	5				12
	French Kiss	F 7	6	4	DNF				19
<b>Modern</b>	Courageous	US 26	2	3	1				6
	Challenge 12	KA 10	1	2	4				7
	Freedom	US 30	3	1	3				7
	Valiant	US 24	4	4	2				10
<b>Classic Traditional</b>	Ikra	F 6273	2	1	1				4
	Sovereign	K 12	1	2	2				5
<b>Classic Vintage</b>	Trivia	K 10	1	2	1				4
	Vanity V	K 5	2	2	2				6
	Wings	K 15	4	1	3				8
	Emilia	I 2	3	4	4				11
	Seven Seas	GBR 26	5	5	DNF				17
	Zinita	NED 1	6	6	DNF				19

### Les Voiles de Saint Tropez (October 2007)

	Yacht	Sail #	R 1	R 2	R 3	R 4	R 5	R 6	Total	Rank
<b>Grand Prix</b>	Kookaburra II	KA 12	5	1	1				7	1
	Wright on White	KZ 3	1	4	2				7	2
	Hissar	KZ 5	2	2	4				8	3
	Kiwi Magic	KZ 7	3	3	3				9	4
	French Kiss	F 7	DNF	5	5				16	5
<b>Modern</b>	Freedom	US 30	1	2	1				4	1
	Challenge 12	KA 10	2	1	2				5	2
	Courageous	US 26	3	3	3				9	3
	Valiant	US 24	4	4	4				12	4
<b>Classic Traditional</b>	Ikra	F 6273	1	1	1				3	1
<b>Classic Vintage</b>	Wings	K 15	1	2	1				4	1
	Vanity V	K 5	2	1	2				5	2
	Trivia	K 10	3	3	4				10	3
	Emilia	I 2	4	4	3				11	4
	Seven Seas	GBR 26	5	DNF	5				17	5
	Zinita	NED 1	6	DNF	6				19	6

# 12 Metre - Racing Records

## FRANCE 2007

### Mediterranean Championship

Yacht	1 Porquerolles Results/Points	2 Centennial Regatta Results/Points	2 SNG Regatta Results/Points	4 Coupe d'Automne Results/Points	5 Total 1,2,3,4 Points	6 Cent. Tour Points	Overall Med. Tour 5+6 Champ
Wright On White	DNC/0	3/4	DNC/0	2/1	5	16	21
Kiwi Magic	DNC/0	1/6	1/3	1/2	11	8	19
Kookaburra II	DNC/0	DNF/1	2/2	DNC/0	3	13	16
Hissar	Dnc/0	2/5	Dnc/0	Dnc/0	5	10	15
South Australia	1/1	Dnf/1	3/1	Dnc/0	3	3	6
French Kiss	DNC/0	DNF	DNC/0	DNC/0	1	2	3
Challenge 12	1/1	3/2	½	1/3	8	9	17
Freedom	DNC/0	2/3	2/1	DNC/0	4	12	16
Courageous	DNC/0	1/4	DNC/0	3/1	5	7	12
Valiant	DNC/0	4/1	DNC/0	2/1	3	4	7
Ikra	2/1	2/1	½	1/1	5	5	10
Sovereign	1/2	1/2	2/1	DNC/0	5	3	8
Trivia	DNC/0	2/5	3/3	3/4	12	16	28
Vanity V	DNC/0	3/4	2/4	4/3	11	16	27
Emilia	DNC/0	1/6	1/6	1/6	17	6	23
Wings	DNC/0	DNF/1	4/1	2/5	7	12	19
Seven Seas	DNC/0	4/3	DNC/0	5/2	5	4	9
Zinita	DNC/0	DNF/1	4/1	6/1	3	4	7

## FRANCE 2008

### Porquerolles Cup (L'Isle de Porquerolles, 22nd - 25th May)

Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	Total	Net
South Australia	KA 8	Jacques Fauroux	1	1	1	1	1	5	4
Challenge 12	KA 10	William Borel	2	2	2	2	2	10	8
Kookaburra III	KA 15	Christian Tréhard	3	3	3	DNF	3	17	12
Ikra	K 3	Olivier de Rosny	4	4	DNF	3	4	20	15

### Les Voiles d'Antibes (June 2008)

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	R 4	R 5	R 6	R 7	Total	Net
1	South Australia	KA 8	Jacques Fauroux	1	2	1	1	2	1	1	9	7
2	Challenge 12	KA 10	William Borel	2	1	2	3	1	2	3	14	11
3	Kookaburra III	KA 15	Christian Tréhard	3	3	3	2	3	3	2	19	16

### Mediterranean Championship

Yacht	1 Porquerolles Results/Points	2 Voiles d'Antibes Results/Points	2 Tour des Iles SNG Regatta Results/Points	4 Régates Royales de Cannes Results/Points	5 Coupe d'Automne YC de France Results/Points	6 Voiles de Saint Tropez Results/Points	Overall Med. Tour
Challenge 12	2/3	2/2	1/2	1/2	2/3	3/3	15
Kookaburra III	3/2	3/1	2/1	2/1	1/4	2/4	13
South Australia	1/4	1/3	DNC	DNC	DNC	1/5	12
Ikra	4/1	DNC	DNC	DNC	4/1	4/2	4
Seven Seas	DNC	DNC	DNC	DNC	5/2	DNC	2
Sovereign	DNC	DNC	DNC	DNC	DNC	5/1	1

## FRANCE 2009

### Porquerolles Cup (L'Isle de Porquerolles, 20nd - 24th May)

Yacht	Sail #	Skipper	Net
South Australia	KA 8	Claude Perdriel	5
Ikra	KA 3	Yves-Marie Morault	12
Kookaburra III	KA 15	Christian Tréhard	12

# 12 Metre - Racing Records

## GERMANY

### Kieler Woche, Kiel (Germany)

Year	Yacht	Owner	Results																	
1908	Skeaf	H. & F. Horn	26/6																	
	Valuta	C. Ivers	1																	
	Dora	H. Bichoff	2																	
			-																	
1909 - Seeregatta	Brand IV	R. Van Rees	25/6		27/6															
	Skeaf	H. & F. Horn	1		2															
			2		2															
1910	list of yachts entered - records not found																			
	Brand IV																			
	Magda VIII																			
	Skeaf III																			
	Schwanhild																			
	Ivanhoe																			
1911	Rollo	Johan Anker	23/6		25/6		27/6													
	Skeaf	H. & F. Horn					1													
	Paula II (15m I.R.)						2													
	Sophie Elisabeth (15m I.R.)						4													
1912	Davo III	C. Vermeer	23/6		26/6		27/6		28/6		30/6		1/7							
	Skeaf	A.F. Sharmar-Crawford	2		1		1		-		-		-							
	Skeaf	H. Eschenburg	-		-		2		-		-		1							
	Skeaf V	H. & F. Horn	-		-		-		-		-		-							
	Magda IX	A. Larsen	1		2		-		1		1		-							
1913	Skeaf	H. Eschenburg	26/6		27/6		28/6		29/6		30/6		1/7							
	Skeaf V	H. & F. Horn	-		-		-		-		-		-							
	Sibyllan	C.D. Danielsson	-		1		-		1		-		1							
1914	Heti	H. Eschenburg	25/6		26/6		27/6		30/6		1/7		3/7		5/7		6/7		7/7	
	Skeaf V	H. & F. Horn	1		1		2		2		-		2		2		-		-	
	Sibyllan	C.D. Danielsson	2		2		1		1		1		1		1		1		1	
	Istar	Frhr. V. Pohl	-		-		-		-		-		-		-		-		-	
	Ierne	G.A. Estlander	-		-		-		-		-		-		-		-		-	

## GERMANY

### Flensburg (Germany)

Year	Yacht	Owner	Results									
1910	Brand IV	R. van Rees	19/6									
	Schwanhild	H. Schreiner	-									
	Skeaf	H. & F. Horn	2									
			1									
1913	Heti	H. Eschenburg	21/6		22/6		23/6					
	Skeaf V	H. & F. Horn	3		1		1					
	Sibyllan	C.D. Danielsson	2		2		2					
			1		3		3					
1914	Skeaf VI	H. & F. Horn	20/6		21/6							
	Sibyllan	C.D. Danielsson	2		2							
	Istar	Frhr. V. Pohl	1		1							
			3		3							
1914 (Vor-Regatta)	Heti	H. Eschenburg	13/6		14/6							
	Skeaf V	H. & F. Horn	3		1							
	Istar	Frhr. V. Pohl	2		2							
			1		3							

# 12 Metre - Racing Records

## GREAT BRITAIN

Year	Yacht	Owner	Designer	Starts	1st	2nd	3rd	Point
1909	Cintra	Major A. Coats	Fife	33	13	7	4	70
	Javotte	Chas. McIver	Myline	33	6	11	11	57
	Alachie	George Coats	Fife	29	7	9	3	49
	Hera	T.C. Glen-Coats	Glen Coats	34	9	5	4	50
	Cyra	A.F.S. Crawford	Myline	32	6	5	1	35
1910	Cintra	Major A. Coats	Fife	43	14	12	2	82
	Javotte	Chas. McIver	Myline	47	12	13	4	78
	Alachie	George Coats	Fife	37	12	11	3	73
	Hera	T.C. Glen-Coats	Glen Coats	36	5	5	3	33
	Nargie	Jack Little	Myline	28	3	3	5	23
	Cyra	A.F.S. Crawford	Myline	24	-	-	1	1
1911	Alachie	George Coats	Fife	41	13	14	4	84
	Ierne	A.F.S. Crawford	Fife	39	13	8	4	72
	Javotte	Chas. McIver	Myline	42	8	6	3	47
	Cintra	Major A. Coats	Fife	27	4	7	5	35
	Hera	J.H. Gubbins	Glen Coats	23	4	5	1	27
	Rollo	J. Anker	Anker	7	4	-	1	17
	Davo III	C. Vermeer	Oertz	2	-	-	-	-
1912	Ierne	A.F.S. Crawford	Fife	30	25	2	-	104
	Cintra	Major A. Coats	Fife	21	5	4	-	28
	Hera	J.H. Gubbins	Glen Coats	19	3	4	-	20
1932	Flica	C.R. Fairey	Nicholson	39	21	8	6	106
	Veronica	Sir W.P. Burton	Myline	41	6	12	8	56
	Zoraida	A.C. Connell	Fife	31	6	9	2	44
	Morwenna	Capt. R.I.B. Bolitho	Fife	37	4	4	2	26
	Iyruna	G.G. Terrelò	Nicholson	26	2	5	1	19
	Vanity	J.R. Payne	Fife	7	2	-	1	9
	Noreen	H.M. Crankshaw	Anker	3	-	-	1	1
	Doris	L. Breguet	Nicholson	4	-	-	1	1
1933	Flica	C.R. Fairey	Nicholson	45	27	10	2	130
	Veronica	Sir W.P. Burton	Myline	50	22	13	7	121
	Iyruna	G.G. Terrelò	Nicholson	43	6	9	4	46
	Morwenna	Capt. R.I.B. Bolitho	Fife	31	5	5	8	38
	Zelita	A.C. Connell	Fife	29	3	8	6	34
	Verna III	G. Unger Vetiesen	Anker	17	2	1	3	13
	Doris	L. Breguet	Nicholson	13	1	-	1	5
	Princess Svanivet	E. Akerlund	Eslander	4	1	-	-	4
	Zoraida	J.R. Payne	Fife	10	-	3	3	9
1934	Westra	A.C. Connell	Nicholson	35	15	10	2	82
	Flica	H.L. Goodson	Nicholson	33	14	8	-	72
	Miquette	Maj. R.S. Grigg	Fife	37	10	9	8	66
	Veronica	Sir W.P. Burton	Myline	40	5	6	6	38
	Zelita	A.C. Connell	Fife	27	1	4	3	15
	Zoraida	J.R. Payne	Fife	5	1	1	2	8
	Iyruna	G.G. Terrell & C.E.A. Hartridge	Nicholson	19	1	1	1	7

# 12 Metre - Racing Records

## GREAT BRITAIN

1935	Yacht	Owner	Designer	Starts	1st	2nd	3rd	Point
	Marina	Sir W.P. Burton	Mylne	39	14	10	5	81
	Westra	A.C. Connell	Nicholson	37	12	9	5	71
	Flica	H.L. Goodson	Nicholson	39	10	12	4	68
	Miquette	Maj. R.S. Grigg	Fife	29	3	3	5	23
	Vanity	J.R. Payne	Fife	21	1	3	3	13
	Iyruna	G.G. Terrell &	Nicholson	7	1	-	2	6
1936	Yacht	Owner	Designer	Starts	1st	2nd	3rd	Point
	Marina	Sir W.P. Burton	Mylne	40	13	11	-	74
	Westra	A.C. Connell	Nicholson	33	11	13	1	71
	Evaine	C.R. Farey	Nicholson	31	7	10	1	49
	Flica	H.L. Goodson	Nicholson	31	6	2	-	28
	Vanity V	J.R. Payne	Fife	11	2	1	1	11
	Vanity	W.R. Westhead	Fife	8	1	1	-	6
1937	Yacht	Owner	Designer	Starts	1st	2nd	3rd	Point
	Trivia	W.V. McAndrew	Nicholson	41	13	11	6	80
	Evaine	C.R. Farey	Nicholson	44	11	10	10	74
	Marina	Sir W.P. Burton	Mylne	44	9	11	11	69
	Westra	A.C. Connell	Nicholson	30	7	6	3	43
	Little Astra	H.F. Paul	Nicholson	41	3	1	9	23
	Flica	H.L. Goodson	Nicholson	26	2	5	2	20
	Vanity V	J.R. Payne	Fife	10	-	1	2	4
	Alanna	C.E.A. Hartridge	Nicholson	7	-	-	1	1
1938	Yacht	Owner	Designer	Starts	1st	2nd	3rd	Point
	Trivia	W.V. McAndrew	Nicholson	48	20	15	4	114
	Marina	Sir W.P. Burton	Mylne	41	4	7	7	37
	Little Astra	H.F. Paul	Nicholson	38	2	8	5	29
	Blue Marlin	T.O.M. Sopwith	Nicholson	31	0	2	9	13
	Flica	H.L. Goodson	Nicholson	20	1	1	7	13
	Vanity V	J.R. Payne	Fife	10	1	1	3	9
1939	Yacht	Owner	Designer	Starts	1st	2nd	3rd	Point
	Vim	H. Vanderbilt	Stephens	27	19	4	2	86
	Tomahawk	T.O.M. Sopwith	Nicholson	41	11	11	5	71
	Blue Marlin	W.R. Westhead	Nicholson	28	6	2	3	31
	Trivia	W.V. McAndrew	Nicholson	32	3	9	6	36
	Evaine	C.R. Farey	Nicholson	31	2	4	5	21
	Jenetta	Sir W.P. Burton	Mylne	38	1	9	10	32
	Flica II	H.L. Goodson	Fife	24	1	1	5	11
	Ornsay	A.C. Connell	Nicholson					

# 12 Metre - Racing Records

## USA - 1928

### Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
TYCOON	Mallory	Burgess	6	3	3	-
IRIS	Stewart	Burgess	6	1	2	
ONAWA	Forbes	Burgess	4	1	1	1
ISOLDE	Maxwell	Burgess	4	1		3
ANITRA	Hardy	Burgess	3			

Yacht name	Club Place Event Cup name Class Date	Manhasset Bay YC LI Sound Spring regatta 12 M June 10	NYYC Vineyard Haven NYYC Cruise V-Commo. Cups 12 M Aug 13	NYYC Marblehead NYYC Cruise Commo. Cup 12 M Aug 14	NYYC Cape Cod NYYC Cruise Navy Cups 12 M Aug 17	NYYC Newport NYYC Cruise Navy Alumni Cups 12 M Aug 11	Seawanhaka YC Oyster Bay Fall Regatta Allen Cup 12 M Sept. 24	NYYC Newport NYYC Cruise Astor Cup Sloops Aug 11	NYYC Newport NYYC Cruise Special Sloops Aug 20
ISOLDE	US 2		1	3	3	3		DNF	2
TYCOON	US 3	1	2	1	1	2	2	5	3
IRIS	US 4	2	4	2	4	4	1	6	6
ANITRA	US 5		5		DNF	5		3	
ONAWA	US 6		3	4	2	1		10	4

## USA - 1929

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
TYCOON	Mallory	Burgess	6	3	1	
ANITRA	Harding	Burgess	6	1	2	
ONAWA	Forbes	Burgess	7	1		3
ISOLDE	Maxwell	Burgess	7	1		1
IRIS	Stewart	Burgess	7		3	2

Yacht name	Club Place Event Cup name Class Date	NYYC Glen Cove Special 12 M June 13	NYYC Glen Cove Annual Regatta 12 M June 14	NYYC Greenport NYYC Cruise Navy Cups 12 M Aug 9	NYYC Fort Pond NYYC Cruise Navy Alumni 12 M Aug 10	NYYC Newport NYYC Cruise Vanderbilt Cups 12 M Aug 12	NYYC Mattapoisett NYYC Cruise Commo. Cups 12 M Aug 14	NYYC Newport NYYC Cruise V.Commo. Cups 12 M Aug 15	NYYC Newport NYYC Cruise Astor Cup Sloops Aug 16	NYYC Newport NYYC Cruise Special Sloops Aug 17
ISOLDE	US 2	4	3	1	4	DNF	5	4		3
TYCOON	US 3	1	1	2	1	DNF	2			
IRIS	US 4	2	2	4	3	DNF	3	2	1	5
ANITRA	US 5		4	DSQ	2	DNF	4	1	8	2
ONAWA	US 6	3	DNF	3	5	DNF	1	3	9	1

## USA - 1930

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
TYCOON	Mallory	Burgess	6	5		1
IRIS	Stewart	Burgess	6	1	2	1
ANITRA	Harding	Burgess	6		4	
SALLY ANN	Spencer Borden	Burgess	5		2	
ONAWA	Forbes	Burgess	4		1	

Yacht name	Club Place Event Cup name Class Date	NYYC Glen Cove Annual Regatta 12 M June 12	NYYC Newport NYYC Cruise Navy Cups 12 M Aug 2	NYYC Mattapoisett NYYC Cruise R.Commo. Cups 12 M Aug 4	NYYC Mattapoisett NYYC Cruise Special 12 M Aug 5	NYYC Vineyard Haven NYYC Cruise V.Commo. Cups 12 M Aug 6	NYYC Newport NYYC Cruise Commo. Cups 12 M Aug 7	NYYC Newport NYYC Cruise Astor Cup Sloops Aug 8	NYYC Newport NYYC Cruise Special Sloops Aug 9
SALLY ANN	US 2		4	3	3	4	5	8	
TYCOON	US 3	1	3	1	1	1	1	4	
IRIS	US 4	3	1	4	2	2	4	6	3
ANITRA	US 5	2	2	2	4	5	3		2
ONAWA	US 6	4			5	3	2	DNF	1

# 12 Metre - Racing Records

## USA - 1931

### NYCC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
ANITRA	Harding	Burgess	5	2	1	1
CLYTIE	Plant	Burgess	5	1	3	
CANTITOE	Litchfield	Anker	6	1	1	1
IRIS	Stewart	Burgess	6	1		3

Yacht name	Club Place Event Cup name Class Date	NYCC Glen Cove Special 12 M June 11	NYCC Glen Cove Annual Regatta 12 M June 12	NYCC Vineyard Haven NYCC Cruise V. Commo. Cups 12 M Aug 14	NYCC Provincetown NYCC Cruise Commo Cups 12 M Aug 15	NYCC Marblehead NYCC Cruise Navy Cups 12 M Aug 17	NYCC Newport NYCC Cruise R. Commo. Cups 12 M Aug 7	NYCC Newport NYCC Cruise Astor Cup Sloops Aug 21
CLYTIE	US 1	1		2	DNF	2	2	DNF
IRIS	US 4	3	3	3	DNF	1	4	8
ANITRA	US 5		2	1	DNF	3	1	10
CANTITOE	US 7	2	4	4	1	4	3	11

## USA - 1932

### NYCC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
MOUETTE	Havemeyer	Nicholson	7	4	1	2
CLYTIE	Plant	Burgess	5	2	1	1
CANTITOE	Litchfield	Anker	7	1	2	2
IRIS	Stewart	Burgess	7		3	2

Yacht name	Club Place Event Cup name Class Date	NYCC Glen Cove Special 12 M June 16	NYCC Glen Cove Annual Regatta 12 M June 17	NYCC Morris Cove NYCC Cruise Navy Cups 12 M Aug 10	NYCC New London NYCC Cruise Navy Alumni Cups 12 M Aug 11	NYCC Newport NYCC Cruise Commo Cups 12 M Aug 12	NYCC Mattapoisett NYCC Cruise V. Commo. Cups 12 M Aug 13	NYCC Newport NYCC Cruise R. Commo. Cups 12 M Aug 15	NYCC Newport NYCC Cruise Astor Cup Sloops Aug 16
CLYTIE	US 1			1	1	2	3	4	4
IRIS	US 4	3	2	4	2	3	4	2	8
CANTITOE	US 7	2	3	3	4	4	2	1	6
MOUETTE	US 8	1	1	2	3	1	1	3	3

## USA - 1933

### NYCC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
CANTITOE	Litchfield	Anker	7	4	1	2
MOUETTE	Havemeyer	Nicholson	8	3	2	2
IRIS	Stewart	Burgess	8		3	2
ANITRA	Harding	Burgess	6	1	3	2

Yacht name	Club Place Event Cup name Class Date	NYCC Glen Cove Special 12 M June 22	NYCC Glen Cove Annual Regatta 12 M June 23	NYCC Newport NYCC Cruise Navy Alumni Cups 12 M Aug 10	NYCC Vineyard Haven NYCC Cruise V. Commo. Cups 12 M Aug 12	NYCC Provincetown NYCC Cruise Commo Cups 12 M Aug 14	NYCC Marblehead NYCC Cruise Navy Cups 12 M Aug 16	NYCC Cape Cod NYCC Cruise 12 M Aug 17	NYCC Newport NYCC Cruise R-Commo. Cups 12 M Aug 18	NYCC Newport NYCC Cruise Astor Cup Sloops Aug 11
IRIS	US 4	2	4	2	3	2	3	4	4	1
ANITRA	US 5	1	3	3	4			2	2	4
CANTITOE	US 7		2	1	1	1	1	3	3	3
MOUETTE	US 8	3	1	4	2	3	2	1	1	5



# 12 Metre - Racing Records

## USA - 1934

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
ANITRA	Harding	Burgess	3	2	1	
IRIS	Stewart	Burgess	3	1	2	

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Newport NYYC Cruise R-Commo. Cups 12 M Aug 10	NYYC Mattapoisett NYYC Cruise V. Commo. Cups 12 M Aug 11	NYYC Newport NYYC Cruise Commo. Cups 12 M Aug 15	NYYC Newport NYYC Cruise Astor Cup Sloops Aug 10
IRIS	US 4	2	2	1	1
ANITRA	US 5	1	1	2	4

## USA - 1935

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
CANTITOE	Litchfield	Anker	7	3	2	2
SEVEN SEAS	Merle Smith	Clinton Crane	7	3	1	2
MOUETTE	Havemeyer	Nicholson	7	1	4	
MITEMA	Mallory	Herreshoff	6			2
ANITRA	Harding	Burgess	4			

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Glen Cove Annual Regatta 12 M June 27	NYYC Fort Pond NYYC Cruise Navy Cups 12 M Aug 15	NYYC Newport NYYC Cruise Navy Alumni Cups 12 M Aug 16	NYYC Vineyard Haven NYYC Cruise Commo. Cups 12 M Aug 17	NYYC Mattapoisett NYYC Cruise R-Commo Cups 12 M Aug 19	NYYC Newport NYYC Cruise V-Commo Cups 12 M Aug 20	NYYC Newport NYYC Cruise Morgan Cup 12 M Aug 22	NYYC Newport NYYC Cruise Astor Cup Sloops Aug 21
ANITRA	US 5		5	4	DNF	DNF			
CANTITOE	US 7	3	2	3	1	1	2	1	8
MOUETTE	US 8	2	4	2	DNF	2	1	2	3
SEVEN SEAS	US 9	1	1	1	2	4	3	3	4
MITENA	US 10		3	DNF	DNF	3	4	4	8

## USA - 1936

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
SEVEN SEAS	Merle Smith	Clinton Crane	5	5		
NIGHT WIND	Manny	Burgess	4		2	
ANITRA	Harding	Burgess	3		1	2
IRIS	Maxwell	Burgess	4		1	1
MITEMA	Mallory	Herreshoff	2		1	
CANTITOE	Litchfield	Anker	4			3
ZIO	Von Frankenberg	Burgess	2			
ONAWA	Smith	Burgess	1			

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Newport NYYC Cruise R-Commo. Cups 12 M Ago 13	NYYC Edgartown NYYC Cruise Commo Cups 12 M Aug 15	NYYC Mattapoisett NYYC Cruise Navy Cups 12 M Aug 17	NYYC Buzzard Bay Annual Regatta 12 M Aug 18	NYYC Newport NYYC Cruise V-Commo Cups 12 M Aug 20	NYYC Newport NYYC Cruise Astor Cup Sloops Aug 14
NIGHT WIND	US 1	2	5	2	4		13
ZIO	US 3	7	4				DNF
IRIS	US 4	3=	DNF		5	2	6
ANITRA	US 5	3=	2	3			5
ONAWA	US 6	8					
CANTITOE	US 7	5	3		3	3	8
SEVEN SEAS	US 9	1	1	1	1	1	7
MITENA	US 10	6			2		9

# 12 Metre - Racing Records

## USA - 1937

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
GLEAM	Clinton Crane	Clinton Crane	4	3	1	
NIGHT WIND	Manny	Burgess	4	1		1
SEVEN SEAS	Merle Smith	Clinton Crane	4		3	1
MOUETTE	Havermeyer	Nicholson	4			2
ZIO	Von Frankenberg	Burgess	3			
ANITRA	Harding	Burgess	3			

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Newport NYC Cruise R-Commo. Cups 12 M Ago 17	NYYC Mattapoisett NYC Cruise V-Commo. Cups 12 M Aug 19	NYYC Buzzard Bay Annual Regatta 12 M Aug 20	NYYC Edgartown NYC Cruise Navy Cups 12 M Aug 21	NYYC Newport NYC Cruise Astor Cup Sloops Aug 18
NIGHT WIND	US 1	1	6	4	3	10
ZIO	US 3	5	5		6	17
ANITRA	US 5	6	4	5		
MOUETTE	US 8	4	3	3	4	5
SEVEN SEAS	US 9	3	2	2	2	4
GLEAM	US 11	2	1	1	1	2

## USA - 1938

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
NYALA	Bedford	Stephens	5	2	1	2
SEVEN SEAS	Merle Smith	Clinton Crane	5	1	2	1
NORTHERN LIGHT	Loomis	Stephens	5	1	2	
GLEAM	Clinton Crane	Clinton Crane	4	1		2
NIGHT WIND	Manny	Burgess	4			
ANITRA	Harding	Burgess	2			

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Newport NYC Cruise R-Commo. Cups 12 M Aug 10	NYYC Vineyard Haven NYC Cruise V-Commo Cups 12 M Aug 12	NYYC Marblehead NYC Cruise Commo Cups 12 M Aug 13	Eastern YC Marblehead Joint Regatta 12 M Aug 15	NYYC Cape Cod NYC Cruise Navy Alumni Cups 12 M Aug 17	NYYC Newport NYC Cruise Astor Cup Sloops Aug 11
NIGHT WIND	US 1	5	5	4	5		
ANITRA	US 5	6	6				
SEVEN SEAS	US 9	2	3	1	4	2	5
GLEAM	US 11	3	1	5	3		4
NYALA	US 12	1	2	3	1	3	3
NORTHERN LIGHT	US 14	4	4	2	2	1	2

# 12 Metre - Racing Records

## USA - 1939

NYYC Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Old Division</b>						
NIGHT WIND	Manny	Burgess	3	2		
ZIO	Havermeyer	Burgess	4	1	1	
ANITRA	Harding	Burgess	1		1	
<b>New Division</b>						
NYALA	Bedford	Stephens	12	8	3	1
VIM	Vanderbilt	Stephens	5	3	2	
SEVEN SEAS	Merle Smith	Clinton Crane	11	1	4	4
GLEAM	Clinton Crane	Clinton Crane	11		3	5

Yacht name	Club Place Event Cup name Class Date	NYCC New Haven NYC Cruise R. Commo. Cups 12 M Aug 8	NYCC New London NYC Cruise Navy Alumni Cups 12 M Aug 9	NYCC Newport NYC Cruise V. Commo. Cups 12 M Aug 10	NYCC Vineyard Haven NYC Cruise Commo. Cups 12 M Aug 12	NYCC Mattapoiset NYC Cruise 12 M Aug 14	NYCC Buzzards Bay Annual Regatta 12 M Aug 15	NYCC Newport NYC Cruise Navy Cups 12 M Aug 16
<b>"Old Division"</b>								
NIGHT WIND	US 1	1	1	6				
ZIO	US 3	DNF	2	7	1			
ANITRA	US 5				2			
<b>"New Division"</b>								
SEVEN SEAS	US 9	1	2	2	2	DSQ	2	
GLEAM	US 11	3	3	3	3	2	3	2
NYALA	US 12	2	1	1	1	1	1	1
VIM	US 15							

Yacht name	Club Place Event Cup name Class Date	NYCC LI Sound Special Race 1 12 M Sept 25	NYCC LI Sound Special Race 2 12 M Sept 26	NYCC LI Sound Special Race 3 12 M Sept 27	NYCC LI Sound Special Race 4 12 M Sept 29	NYCC LI Sound Special Race 5 12 M Sept 30	NYCC Newport NYC Cruise Astor Cup Sloops Aug 11
<b>"Old Division"</b>							
NIGHT WIND	US 1						6
ZIO	US 3						7
ANITRA	US 5						
<b>"New Division"</b>							
SEVEN SEAS	US 9	4	3	3	3	3	2
GLEAM	US 11	2		4	4	4	3
NYALA	US 12	3	1	2	2	1	1
VIM	US 15	1	2	1	1	2	

## USA - 1940

NYYC Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
VIM	Vanderbilt	Stephens	8	6	2	
NORTHERN LIGHT	Merle Smith	Stephens	8	1	3	4
NYALA	Bedford	Stephens	6	1	3	2

Yacht name	Club Place Event Cup name Class Date	NYCC Block Island NYC Cruise R. Commo. Cups 12 M Aug 12	NYCC Newport NYC Cruise Navy Cups 12 M Aug 13	NYCC Mattapoiset NYC Cruise Commo. Cups 12 M Aug 15	NYCC Buzzards Bay Annual Regatta 12 M Aug 16	NYCC Provincetown NYC Cruise Navy Alumni Cruise 12 M Aug 17	NYCC Marblehead NYC Cruise V. Commo. Cups 12 M Aug 20	NYCC LI Sound Special Race 1 12 M Sept. 29	NYCC LI Sound Special Race 2 12 M Sept. 30	NYCC Newport NYC Cruise Astor Cup Sloops Aug. 20
NYALA	US 12	1	3	2	2	3	2			3
NORTHERN LIGHT	US 14	3	1	3	3	2	3	2	2	4
VIM	US 15	2	2	1	1	1	1	1	1	1

# 12 Metre - Racing Records

## USA - 1947

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
NEREUS	Sterling Inc.	Stephens	6	6		
COTTOM BLOSSOM	Plant	Burgess	6		5	1
GLEAM	Devereux Barker	Stephens	1		1	

Yacht name	Club Place Event Cup name Class Date Sail #	NYCC Fishers Island NYCC Cruise R.Commo Cups 12 M Aug 2	NYCC Newport NYCC Cruise Navy Cups 12 M Aug 4	NYCC Mattapoisett NYCC Cruise Navy Alumni.Cups 12 M Aug 6	NYCC Buzzards Bay Annual Regatta Fales Cups 12 M Aug 7	NYCC Provincetown NYCC Cruise V-Commo. Cups 12 M Aug 8	NYCC Marblehead NYCC Cruise V. Commo. Cups 12 M Aug 9	NYCC Newport NYCC Cruise Astor Cup Sloops Aug. 5
COTTOM BLOSSOM	US 1	2	2	2	3	2	2	1
GLEAM	US 11				2			
NEREUS	US 14	1	1	1	1	1	1	2

## USA - 1952

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
NEREUS	Sterling Inc.	Stephens	4	2	1	
CHARLOTTE II	Plant	Burgess	4	1	2	
VIM	Vanderbilt	Stephens	2	1	1	2
NYALA	Bedford	Stephens	4			2

Yacht name	Club Place Event Cup name Class Date Sail #	NYCC Block Island NYCC Cruise Navy Cups 12 M Aug 4	NYCC Newport NYCC Cruise R-Commo. Cups 12 M Aug 5	NYCC Mattapoisett NYCC Cruise Navy Alumni.Cups 12 M Aug 7	NYCC Edgartown NYCC Cruise Commo. Cups 12 M Aug 9	NYCC Newport NYCC Cruise Astor Cup Sloops Aug. 11
CHARLOTTE II	US 11	1	2	4	2	DSQ
NYALA	US 12	3	4	3	4	14
NEREUS	US 14	4	1	2	1	7
VIM	US 15	2	3	1	3	1

## USA - 1953

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
VIM	Vanderbilt	Stephens	2	2		
ASHANTI III	Burmester	Gruber	2		2	
NEREUS	Sterling Inc.	Stephens	2			2

Yacht name	Club Place Event Cup name Class Date Sail #	NYCC Padanaram NYCC Cruise Navy Cups 12 M July 29	NYCC Marion NYCC Cruise R-Commo. Cups 12 M July 30
NEREUS	US 14	3	3
VIM	US 15	1	1
ASCHANTI III	US 11	2	2

# 12 Metre - Racing Records

## USA - 1958

### Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
VIM			8	5	1	1
COLUMBIA			8	3	1	3
EASTERNER			7		4	
WEATHERLY			8		2	3
NEREUS			6			1

Yacht name	Club Place Event Cup name Class Date	NYCC Newport Special 12 M July 17	NYCC Newport Annual Cruise V-Commo. Cups 12 M Aug 2	NYCC Newport Annual Cruise Caritas. Cup 12 M Aug 3	NYCC Padanaram Annual Regatta Navy Cups 12 M Aug 4	NYCC Edgartown Annual Cruise Commo. Cruise 12 M Aug 5	NYCC Hadley Harbor Annual Cruise R-Commo. Cups 12 M Aug 7	NYCC Buzzards Bay Annual Regatta 12 M Aug 8	NYCC Buzzards Bay Annual Cruise NYCC Cup 12 M Aug 9
NEREUS	US 14		5		3	5	5	5	5
VIM	US 15	2	1	4	1	1	3	1	1
COLUMBIA	US 16	1	3	1	5	3	1	2	3
WEATHERLY	US 17	3	2	3	2	4	4	3	4
EASTERNER	US 18		4	2	4	2	2	4	2

## USA - 1959

### Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
WEATHERLY			6	6		
EASTERNER			6		6	

Yacht name	Club Place Event Cup name Class Date	NYCC Mattapoisett Annual Cruise Commo. Cups 12 M Aug 2	NYCC Marblehead Annual Cruise V-Commo. Cups 12 M Aug 4	NYCC Provincetown Annual Cruise Navy Cups 12 M Aug 7	NYCC Newport Fall Regatta Newport Cup 12 M Aug 21	NYCC Newport Fall Regatta Newport Cup 12 M Aug 22	NYCC Newport Fall Regatta Newport Cup 12 M Aug 23
WEATHERLY	US 17	1	1	1	1	1	1
EASTERNER	US 18	2	2	2	2	2	2

## USA - 1960

### Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
WEATHERLY			5	5		
EASTERNER			5		5	

Yacht name	Club Place Event Cup name Class Date	NYCC Nantucket Annual Cruise R-Commo. Cups 12 M Aug 1	NYCC Edgartown Annual Cruise Navy Cups 12 M Aug 2	NYCC Padanaram Annual Cruise V-Commodore Cups 12 M Aug 3	NYCC Buzzards Bay Annual Cruise NYCC Cup 12 M Aug 4	NYCC Newport Annual Cruise NYCC Cup 12 M Aug 5
WEATHERLY	US 17	1	1	1	1	1
EASTERNER	US 18	2	2	2	2	2

# 12 Metre - Racing Records

## USA - 1961

### Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
WEATHERLY			7	4	2	1
EASTERNER			7	3	4	
COLUMBIA			7	2	3	2

Yacht name	Club Place Event Cup name Class Date	NYYC Block Island Annual Cruise Navy Cups 12 M July 28	NYYC Edgartown Annual Cruise NYYC Cup 12 M July 31	NYYC Newport Annual Cruise Navy Cups 12 M Aug 4	NYYC Newport Fall Regatta Newport Cup 12 M Aug 12	NYYC Newport Fall Regatta Newport Cup 12 M Aug 13	NYYC Padanaram Annual Cruise R-Commo. Cups 12 M Sept 29	NYYC Block Island Annual Cruise Astor Cup All Rigs July 30
COLUMBIA	US 16	2	2	3	1 2	2 1	3	3
WEATHERLY	US 17	1	3	1	2 1	2 1	1	1
EASTERNER	US 18	3	1	2	1 2	1 2	2	2

## USA - 1962

### Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
NEFERTITI			5	2	2	1
EASTERNER			5	2	1	
WEATHERLY			5	1	1	2
COLUMBIA			6		1	2
VIM			3			

Yacht name	Club Place Event Cup name Class Date	NYYC Block Island Annual Cruise Navy Cup 12 M July 27	NYYC Newport Annual Cruise Race Comm. Cups 12 M July 28	NYYC Hedley Harbor Annual Cruise NYYC Cups 12 M Aug 1	NYYC Marion Annual Cruise V-CommoCups 12 M Aug 2	NYYC Padanaram Annual Annual Cruise Commo Cups 12 M Aug 12	NYYC Buzzards Bay Annual Cruise Astor Cup All Rigs Aug 4
VIM	US 15			4	5	4	
COLUMBIA	US 16	3	DSQ	3	4	2	4
WEATHERLY	US 17	2	DSQ	1	3	3	2
EASTERNER	US 18	4	1	5	2	1	1
NEFERTITI	US 19	1	2	2	1	5	3

## USA - 1964

### Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
AMERICAN EAGLE			9	4	4	1
CONSTELLATION			8	4	3	
COLUMBIA			2	1		1
EASTERNER			6			1
NEFERTITI			7		2	4
NORSAGA			7			1

Yacht name	Club Place Event Cup name Class Date	NYYC Long Island Sound Annual Regatta 12 M June 6	NYYC Long Island Sound Annual Regatta 12 M June 7	NYYC Block Island NYYC Cruise R-Commo. Cups 12 M July 24	NYYC Newport NYYC Cruise Caritas Cup 12 M July 26	NYYC Padanaram NYYC Cruise NYYC Cup 12 M July 27	NYYC Nantucket NYYC Cruise NYYC Cups 12 M July 30	NYYC Wood's Hole NYYC Cruise Commo. Cup 12 M July 31	NYYC Buzzards Bay NYYC Cruise NYYC Cup 12 M Aug 13	IDA Lewis Y Newport Special 12 M Sept.13
COLUMBIA	US 16		3							1
EASTERNER	US 18			3		4	5	4	5	4
NEFERTITI	US 19			2	3	3	3	3	4	2
CONSTELLATION	US 20	2	2	DNF	1	2	1	1	1	
AMERICAN EAGLE	US 21	1	1	1	2	1	2	2	2	3
NORSAGA	K 18			4	4	5	4	5	3	5

# 12 Metre - Racing Records

## USA - 1967

Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
INTREPID			5	3	1	
AMERICAN EAGLE			8	3		
CONSTELLATION			6	1	3	1
COLUMBIA			3	1	1	1
NEFERTITI			4		2	1
SCEPTRE			5		1	1
WEATHERLY			4			2

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Long Island Sound Annual Regatta 12 M June 3	NYYC Long Island Sound Annual Regatta 12 M June 4	NYYC Newport NYYC Cruise Caritas Cups 12 M July 28	NYYC Buzzards Bay NYYC Cruise NYYC Cup 1926 12 M August 3	NYYC Marion NYYC Cruise Commo. Cups 12 M August 4	NYYC Padanaram NYYC Cruise R-Commo Cups 12 M August 6	NYYC Newport NYYC Cruise IDA Lewis Trophy 12 M August 8	IDA Lewis YC Newport Special Newport Trophy 12 M Sept.9
COLUMBIA	US 16			1	3				2
WEATHERLY	US 17	3	3	7					4
NEFERTITI	US 19			6		2	3	2	
CONSTELLATION	US 20	2	2	3	2	DNF			1
AMERICAN EAGLE	US 21	DNF	DSQ	4	4	1	1	1	3
INTREPID	US 22	1	1	2	1	DNF			
SCEPTRE	K 17			5	5		2	3	5

## USA - 1970

Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
INTREPID			2	2		
VALIANT			2		2	
WEATHERLY			2			2
HERITAGE			2			

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Newport NYYC Cruise Caritas Cups 12 M August 1	NYYC Newport NYYC Cruise NYYC Cup 1926 12 M August 2
WEATHERLY	US 17	3	3
INTREPID	US 22	1	1
HERITAGE	US 23	4	4
VALIANT	US 24	2	2

## USA - 1974

Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
COURAGEOUS			4	2	2	
INTREPID			2	2		
FRANCE			1	1		
MARINER			3		3	
VALIANT			4			4

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Long Island Sound Annual Regatta 12 M June 1	NYYC Long Island Sound Annual Regatta 12 M June 2	NYYC Newport NYYC Cruise Caritas Cup 12 M July 27	NYYC Newport NYYC Cruise NYYC Cup 1926 12 M August 3	IDA Lewis YC Newport Special Newport Trophy 12 M Sept.7
INTREPID	US 22			1	1	
VALIANT	US 24	3	3	3	3	
MARINER	US 25	2	2			2
COURAGEOUS	US 26	1	1	2	2	
FRANCE	F 1					1

# 12 Metre - Racing Records

## USA - 1977

### Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
AUSTRALIA			6	3	1	
FRANCE			8	3		
ENTERPRISE			6	1	3	1
COURAGEOUS			3	1	1	1
FRANCE II			4		2	1
GRETEL II			4		1	1
INDIPENDENCE			4			2

Yacht name	Club Place Event Cup name Class Date	Sail #	NYYC Newport Annual Cruise Governor's Cup 12 M July 30	NYYC Newport Annual Cruise Caritas Cup 12 M July 30	IDA Lewis YC Newport Special Newport Trophy 12 M
AUSTRALIA		KA 5	1		
COURAGEOUS		US 26		2	
ENTERPRISE		US 27		1	
FRANCE I		F 1			1
FRANCE II		F 2			2
GRETEL II		KA 3	2		

## USA - 1978

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
INTREPID			1	1		
FRANCE			1		1	

Yacht name	Club Place Event Cup name Class Date	Sail #	NYYC Newport Annual Cruise Governor's Cup 12 M July 28
INTREPID		US 22	1
FRANCE		F 1	2

## USA - 1980

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
ENTERPRISE			2	2		
COURAGEOUS			1		1	
SVERIGE			1		1	
FRANCE III			1			1
FREEDOM			1			1
INTREPID			2			
CLIPPER			1			

Yacht name	Club Place Event Cup name Class Date	Sail #	NYYC Newport Annual Cruise Governor's Cup 12 M August 2	NYYC Newport Annual Cruise Caritas Cup 12 M August 9
ENTERPRISE		US 27	1	1
SVERIGE		S 3	2	
FRANCE III		F 3	3	
INTREPID		US 22	4	5
COURAGEOUS		US 26		2
FREEDOM		US 30		3
CLIPPER		US 32		4

Museum of Yachting, Newport - 1st Classic Yacht Regatta - 12 Metre Class

GLEAM - US 21: first to finish overall



# 12 Metre - Racing Records

## USA - 1981

Museum of Yachting, Newport - 2nd Classic Yacht Regatta - 12 Metre Class

GLEAM - US 21: first to finish overall

## USA - 1982

Museum of Yachting, Newport - 3rd Classic Yacht Regatta - 12 Metre Class

GLEAM - US 21: first to finish overall

## USA - 1983

Museum of Yachting, Newport - 4th Classic Yacht Regatta - 12 Metre Class

GLEAM - US 21: first to finish overall

other entries by NEFERTITI and AMERICAN EAGLE

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
FREEDOM			1	1		
COURAGEOUS			1		1	

Yacht name	Club Place Event Cup name Class Date	NYYC Newport Annual Cruise Caritas Cup 12 M July 30
COURAGEOUS	US 26	2
FREEDOM	US 30	1

## USA - 1984

Museum of Yachting, Newport - 5th Classic Yacht Regatta - 12 Metre Class

No results found

## USA - 1985

Museum of Yachting, Newport - 6th Classic Yacht Regatta - 12 Metre Class

GLEAM - US 21: first to finish overall on NYALA - US 12

## USA - 1992

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
GLEAM			2	2		
WEATHERLY			2		2	
NORTHERN LIGHT			2			1
AMERICAN EAGLE			1			

Yacht name	Club Place Event Cup name Class Date	NYYC Newport Annual Regatta 12 M June 13	NYYC Newport Annual Regatta 12 M June 14
GLEAM	US 11	1	1
NORTHERN LIGHT	US 14	3	DNF
WEATHERLY	US 17	2	2
AMERICAN EAGLE	US 21	4	

# 12 Metre - Racing Records

## USA - 1993

### Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
WEATHERLY			2	1	1	
GLEAM			2	1		1
NORTHERN LIGHT			2			2

Yacht name	Club Place Event Cup name Class Date	Sail #	NYYC Newport Annual Regatta  12 M June 18	NYYC Newport Annual Regatta  12 M June 19
GLEAM		US 11	1	3
NORTHERN LIGHT		US 14	3	2
WEATHERLY		US 17	2	1

## USA - 1994

### NYYC Racing records 12 Metre Class - Annual and Fall regatta

Yacht	Owner	Designer	Starts	1st	2nd	3rd
GLEAM			2			1
AMERICAN EAGLE			2			1
VALIANT			2		1	1
FIDDLER			4	4		
CANNONBALL			4		3	

Yacht name	Club Place Event Cup name Class Date	Sail #	NYYC Newport Annual Regatta  12 M June 11	NYYC Newport Annual Regatta  12 M June 12	NYYC New York Harbor Fall Regatta  12 M Sept 17	NYYC New York Harbor Fall Regatta  12 M Sept 18
GLEAM		US 11	3	4		
AMERICAN EAGLE		US 21	4	3		
VALIANT		US 24			2	3
FIDDLER		US 46	1	1	1	1
CANNONBALL		US 62	2	2	DNF	2

# 12 Metre - Racing Records

## USA - 1994

### NYYC Racing records 12 Metre Class - Sesquicentennial regatta

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Modern Division</b>						
KIWI MAGIC			6	4	1	1
STARS & STRIPES '87			4	2	2	
FIDDLER			6		2	2
CANNONBALL			6		1	3
STARS & STRIPES '83			4			
<b>Modern Division</b>						
DEFENDER			6	6		
VALIANT			6		6	
<b>Classic Division</b>						
GLEAM			6	4	1	1
WEATHERLY			6	1	3	2
AMERICAN EAGLE			6	1	2	2
NORTHERN LIGHT			6			

SESQUICENTENNIAL REGATTA	Club Place Event Cup name Class Date	NYYC Newport Ryl Yacht Squadron 12 M July 24	NYYC Newport Ryl Bermuda YC 12 M July 25	NYYC Newport Ryl Perth YC 12 M July 26	NYYC Newport Ryl Sidney YC 12 M July 28	NYYC Newport Ryl Thames YC 12 M July 29	NYYC Newport Caritas Cup 12 M
Yacht name	Sail #						
<b>Modern Division</b>							
CANNONBALL	US 62	3	2	3	3	4	4
FIDDLER	US 46	4	4	2	2	3	3
KIWI MAGIC	KZ 7	1	3	1	1	2	1
STARS & STRIPES '83	US 53	5	5	DNF		DNF	
STARS & STRIPES '87	US 55	2	1			1	2
<b>Traditional Division</b>							
VALIANT	US 24	2	2	2	2	2	2
DEFENDER	US 33	1	1	1	1	1	1
<b>Classic Division</b>							
GLEAM	US 11	1	1	1	1	2	3
NORTHERN LIGHT	US 14	4	4	4	4	4	4
WEATHERLY	US 17	2	2	3	3	1	2
AMERICAN EAGLE	US 21	4	3	2	2	3	1

## USA - 1995

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Modern Division</b>						
CANNONBALL			6	4	2	
FIDDLER			5	2	4	
<b>Classic Division</b>						
WEATHERLY			7	4	1	1
GLEAM			7	3	3	1
AMERICAN EAGLE			8	1	3	4
NORTHERN LIGHT			6			

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Newport NBVA Regatta 12 M June 17	NYYC Newport NBVA Regatta 12 M June 17	NYYC Newport NBVA Regatta 12 M June 18	NYYC Newport Annual Regatta 12 M June 23	NYYC Newport NYYC Cruise Caritas Cup 12 M July 29	NYYC Newport NYYC Cruise Oriole Trophy 12 M July 29	NYYC Hadley Harbor NYYC Cruise Navy Cups 12 M July 30	NYYC Nantucket NYYC Cruise V-Commo. Cups 12 M July 31	NYYC Edgartown NYYC Cruise R-Commo. Cups 12 M August 2
<b>Modern Division</b>										
FIDDLER	US 46	2	2	1	2					
CANNONBALL	US 62	1	1	2	1	1				
<b>Classic Division</b>										
GLEAM	US 11				2		1		3	1
NORTHERN LIGHT	US 14				4					
WEATHERLY	US 17				1		DNF		1	3
AMERICAN EAGLE	US 21				3		2	1	2	2

# 12 Metre - Racing Records

## USA - 1996

NYYC Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Modern Division</b>						
FURY			2	1	1	
FIDDLER			2	1	1	
<b>Classic Division</b>						
GLEAM			1	1		
WEATHERLY			1		1	

Yacht name	Club Place Event Cup name Class Date__	Sail #	NYYC Newport Annual Regatta	
			12 M June 15	12 M June 15
<b>Modern Division</b>				
FIDDLER		US 46		2
FURY		US 62		1
<b>Classic Division</b>				
GLEAM		US 11		1
WEATHERLY		US 17		2

## USA - 1997

NYYC Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
FIDDLER			4	3	1	
NEFERTITI			2	1		1
GLEAM			2		1	
COURAGEOUS			1		1	
FURY			1		1	
WEATHERLY			2			1
NORTHERN LIGHT			2			
EASTERNER			1			

Yacht name	Club Place Event Cup name Class Date__	Sail #	NYYC Newport Annual Regatta		NYYC Newport Annual Regatta		NYYC Newport NYYC Cruise Caritas Cup	
			12 M June 20	12 M June 21	12 M July 26	12 M August 2		
GLEAM		US 11	2		4			
NORTHRN LIGHT		US 14	5		5			
WEATHERLY		US 17	4		3			
EASTERNER		US 18			6			
NEFERTITI		US 19	3		1			
COURAGEOUS		US 26					2	
FIDDLER		US 46	1		2	1	1	
FURY		US 62				2		

# 12 Metre - Racing Records

## USA - 1998

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
FURY			7	4	1	1
FIDDLER			8	3	3	1
NEFERTITI			9	2	4	3
COURAGEOUS			6	1		1

Yacht name	Club Place Event Cup name Class Date__ Sail #	NYYC Newport Annual Regatta 12 M June 13	NYYC Newport Race Week Race 1 12 M July 17	NYYC Newport Race Week Race 2 12 M July 17	NYYC Newport Race Week Race 3 12 M July 18	NYYC Newport Race Week Race 4 12 M July 18	NYYC Newport Race Week Race 5 12 M July 19	NYYC Newport Race Week Race 6 12 M July 19	NYYC Newport Race Week Race 7 12 M July 20	NYYC Newport Volvo Race 12 M July 22
NEFERTITI	US 19	2	3	2	3	2	3	2	1=	1
COURAGEOUS	US 26	1	4	4	4	3			4	
FIDDLER	US 46		2	3	2	DNF	1	1	1=	2
FURY	US 62		1	1	1	1	2	DNF	3	

## USA - 1999

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
FIDDLER			2	1	1	
FURY			1	1		
COURAGEOUS			2		1	1
WEATHERLY			2			1
NEFERTITI			2			

Yacht name	Club Place Event Cup name Class Date__ Sail #	NYYC Newport Annual Regatta 12 M June 18	NYYC Newport Annual Regatta 12 M June 19
WEATHERLY	US 17	3	4
NEFERTITI	US 19	4	5
COURAGEOUS	US 26	2	3
FIDDLER	US 46	1	2
FURY	US 62		1

## USA - 2000

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
COURAGEOUS			9	5	1	2
FIDDLER			9	2	2	3
FURY			3	1	1	1
COLUMBIA			9	1	1	1
NEFERTITI			7		3	1
INTREPID			2		1	1
WEATHERLY			2			

Yacht name	Club Place Event Cup name Class Date__ Sail #	NYYC Newport Annual Regatta 12 M June 10	NYYC Newport Annual Regatta 12 M July 11	NYYC Newport Race Week Race 1 12 M July 14	NYYC Newport Race Week Race 2 12 M July 15	NYYC Newport Race Week Race 3 12 M July 16	NYYC Newport Race Week Race 4 12 M July 16	NYYC Newport Race Week Race 5 12 M July 17	NYYC Newport Race Week Race 6 12 M July 18	NYYC Newport Race Week Race 7 12 M July 18
COLUMBIA	US 16	5	5	4	4	1	2	4	4	3
WEATHERLY	US 17	4	4							
NEFERTITI	US 19			2	3	5	4	5	2	2
INTREPID	US 22	2	3							
COURAGEOUS	US 26	1	2	1	1	4	3	3	1	1
FIDDLER	US 46	3	1	3	2	2	5	1	3	4
FURY	US 62					3	1	2		

# 12 Metre - Racing Records

## USA - 2001

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Class 1</b>						
ISSAR			3	3		
FIDDLER			4	1	3	
VALIANT			3			2
COURAGEOUS			3			1
FREEDOM			3			
LIONHEART			3			
<b>Class 2</b>						
AMERICAN EAGLE			3	2	1	
COLUMBIA			3	1	1	1
NEFERTITI			3		1	2

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Newport Annual Regatta	NYYC Newport Annual Regatta	NYYC Newport Annual Regatta	NYYC Newport Cruise Queens Cup
		12 M June 23	12 M June 23	12 M June 23	12 M July 14
<b>CLASS 1</b>					
HISSAR	KZ 5	1	1	1	
FIDDLER	US 46	2	2	2	1
VALIANT	US 24	3	3	4	
COURAGEOUS	US 26	4	6	3	
FREEDOM	US 30	5	4	DNC	
LIONHEART	K 18	6	5	DNF	
<b>CLASS 2</b>					
AMERICAN EAGLE	US 21	1	2	1	
COLUMBIA	US 16	2	1	3	
NEFERTITI	US 19	3	3	2	

# 12 Metre - Racing Records

## USA - 2002

NYYC Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
HISSAR			11	9	1	
INTREPID			11	2	5	1
FIDDLER			3		1	2
AMERICAN EAGLE			3			
COLUMBIA			3			
GLEAM			3			
ONAWA			3	2		

Yacht name	Club Place Event Cup name Class Date__ Sail #	NYYC Newport Annual Regatta 12 M June 8	NYYC Newport Annual Regatta 12 M June 8	NYYC Newport Annual Regatta 12 M June 8	NYYC Newport Race Week Race 1 12 M July 12	NYYC Newport Race Week Race 2 12 M July 13	NYYC Newport Race Week Race 3 12 M July 14	NYYC Newport Race Week Race 4 12 M July 14	NYYC Newport Race Week Race 5 12 M July 15
HISSAR	KZ 5	1	2	1	1	1	1	1	
INTREPID	US 22	3	1	2	DNC	2	2	DNF	
FIDDLER	US 46	2	3	3					
AMERICAN EAGLE	US 21	4	4	4					
COLUMBIA	US 16	5	5	5					
GLEAM	US 11	6	6	6					
ONAWA	US 6	7	7	7					

Yacht name	Club Place Event Cup name Class Date__ Sail #	NYYC Newport Race Week Race 6 12 M July 15	NYYC Newport Race Week Race 7 12 M July 16	NYYC Newport Race Week Distance Race 12 M July 17	NYYC Newport NYYC Cruise Queens Cup 12 M August 11	NYYC Newport NYYC Cruise Commodore's Cup 12 M August 11
HISSAR	KZ 5	1	1	DNC		
INTREPID	US 22	DNC	2	1		
FIDDLER	US 46					
AMERICAN EAGLE	US 21					
COLUMBIA	US 16					
GLEAM	US 11					
ONAWA	US 6				1	1

## USA - 2003

NYYC Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
HISSAR			4	3	1	
KIWI MAGIC			3	1		
INTREPID			4		1	1
COURAGEOUS			4		1	1
FIDDLER			4		1	1
FREEDOM			3			1
COLUMBIA			3			
NEFERTITI			3			
AMERICAN EAGLE			3			

Yacht name	Club Place Event Cup name Class Date__ Sail #	NYYC Newport Annual Regatta 12 M June 23	NYYC Newport Annual Regatta 12 M June 23	NYYC Newport Annual Regatta 12 M June 23	NYYC Newport NYYC Cruise Queens Cup 12 M July 14
HISSAR	KZ 5	1	1	1	2
INTREPID	US 22	3	4	2	4
COURAGEOUS	US 26	4	2	4	3
FIDDLER	US 46	2	3	6	5
FREEDOM	US 30	5	5	3	
COLUMBIA	US 16	7	6	5	
NEFERTITI	US 19	6	7	8	
AMERICAN EAGLE	US 21	8	8	7	
KIWI MAGIC	KZ 7				1

# 12 Metre - Racing Records

## USA - 2004

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
HISSAR			12	11	1	
COURAGEOUS			12	1	7	4
FREEDOM			12		1	4
INTREPID			12		3	4
COLUMBIA			12			
GLEAM			9			
ONAWA			9			
AMERICAN EAGLE			3			
NEFERTITI			3			

Yacht name	Club Place Event Cup name Class Date__ Sail #	NYYC Newport Annual Regatta 12 M June 12	NYYC Newport Annual Regatta 12 M June 12	NYYC Newport Annual Regatta 12 M June 13	NYYC Newport Race Week Race 1 12 M July 17	NYYC Newport Race Week Race 2 12 M July 17	NYYC Newport Race Week Race 3 12 M July 17	NYYC Newport Race Week Race 4 12 M July 17	NYYC Newport Race Week Race 5 12 M July 18
HISSAR	KZ 5	2	1	1	1	1	1	1	
COURAGEOUS	US 26	1	2	2	2	2	3	2	
FREEDOM	US 30	3	3	5	4	3	4	3	
INTREPID	US 22	4	4	3	3	4	2	4	
AMERICAN EAGLE	US 21	5	7	4					
COLUMBIA	US 16	6	5	7	5	5	5	5	
NEFERTITI	US 19	7	6	6					
GLEAM	US 11				7	6	6	DNF	
ONAWA	US 6				6	7	7	DNF	

Yacht name	Club Place Event Cup name Class Date__ Sail #	NYYC Newport Race Week Race 6 12 M July 18	NYYC Newport Race Week Race 7 12 M July 18	NYYC Newport Race Week Race 8 12 M July 18	NYYC Newport Race Week Race 9 12 M July 18
HISSAR	KZ 5	1	1	1	1
COURAGEOUS	US 26	3	2	2	3
FREEDOM	US 30	4	4	DNF	DNF
INTREPID	US 22	2	3	3	2
AMERICAN EAGLE	US 21				
COLUMBIA	US 16	5	5	4	4
NEFERTITI	US 19				
GLEAM	US 11	DNC	DNC	DNC	DNC
ONAWA	US 6	DNC	DNC	DNC	DNC



# 12 Metre - Racing Records

## USA - 2005

### NYYC Racing records 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
KIWI MAGIC			8	6	1	1
USA			8	1	3	
COURAGEOUS			8	1		3
INTREPID			8		3	2
FREEDOM			8		1	
NEFERTITI			8			2
AMERICAN EAGLE			8			
COLUMBIA			8			

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Newport Annual Regatta ATI 12 M June 10	NYYC Newport Annual Regatta Race 1 12 M June 11	NYYC Newport Annual Regatta Race 2 12 M June 11	NYYC Newport Race Week Race 3 12 M July 11	NYYC Newport Race Week Race 4 12 M July 11	NYYC Newport Race Week Race 5 12 M July 12	NYYC Newport Race Week Race 6 12 M July 12	NYYC Newport Race Week Race 7 12 M July 12	TOTAL
KIWI MAGIC	KZ 7	1	2	1	3	1	1	1	1	10
INTREPID	US 22	6	3	3	2	2	2	4	DNC	25
USA	US 61	2	7	2	1	DNC	5	2	4	30
NEFERTITI	US 19	3	5	4	5	3	6	6	6	34
COURAGEOUS	US 26	7	1	DNF	DNC	DNC	3	3	3	37
AMERICAN EAGLE	US 21	5	6	RAF	4	4	7	5	5	39
COLUMBIA	US 16	4	4	5	DNF	5	8	7	7	44
FREEDOM	US 30	8	DNF	DNS	DNS	DNC	4	DNF	2	51

### Oxbow Regatta Race Results

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Grand Prix</b>						
HISSAR			3	3		
KIWI MAGIC			3		3	
USA			3			2
WRIGHT ON WHITE			3			1
<b>Modern</b>						
COURAGEOUS			3	2		1
FREEDOM			3	1		2
INTREPID			3		3	
LIONHEART			3			
<b>Classic</b>						
COLUMBIA			3	3		

Yacht name	Skipper	Club Place Event Cup name Class Date Sail #	Newport Oxbow 12 Metre Regatta Race 1 12 M August 12	Newport Oxbow 12 Metre Regatta Race 2 12 M August 13	Newport Oxbow 12 Metre Regatta Race 3 12 M August 14	TOTAL
			Position/Delta	Position/Delta	Position/Delta	
<b>Grand Prix Division</b>						
HISSAR	Edgar Cato	KZ 5	1	1	1	3
KIWI MAGIC	Bill Koch	KZ 7	2/0:02:15	2/0:00:20	2/0:01:06	6
USA	Andy McGwan	US 61	4/0:03:46	3/0:00:39	3/0:01:39	10
WRIGHT ON WHITE	Eduardo Cerido	KZ 3	3/0:02:21	4/0:00:41	4/RFT	12
<b>Modern</b>						
COURAGEOUS	Crain Millard	US 26	3/0:02:08	1	1	5
INTREPID	John P. Curtin, Jr	US 22	2/0:00:21	2/0:01:33	2/0:00:50	6
FREEDOM	Rob Oulette	US 30	1	3/0:01:40	3/0:01:03	7
LIONHEART	Harry P. Graves	K 18	4/0:04:32	4/0:08:55	4/0:01:46	12
<b>Classic</b>						
COLUMBIA	Alain Hanover	K 16	1	1	1	3

# 12 Metre - Racing Records

## USA - 2005

### Edgartown YC - Annual 12 Metre Regatta

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Grand Prix</b>						
KIWI MAGIC			3	2		1
USA			3	1		
HISSAR			3		3	
WRIGHT ON WHITE			3			2
<b>Modern</b>						
COURAGEOUS			3	1	2	
FREEDOM			3	2		
VALIANT			3		1	
CHALLENGE 12			3			1
INTREPID			3			1
<b>Classic</b>						
GLEAM			3	2	1	
ONAWA			3	1	2	

Yacht name	Skipper	Club Place Event Cup name Class Date__ Sail #	Edgartown YC Edgartown Annual 12 Metre Regatta Race 1 12 M August 12	Edgartown YC Edgartown Annual 12 Metre Regatta Race 2 12 M August 13	Edgartown YC Edgartown Annual 12 Metre Regatta Race 3 12 M August 14	TOTAL
<b>Grand Prix Division</b>						
KIWI MAGIC	Bill Koch	KZ 7	1	3	1	5
HISSAR	Jason Karr	KZ 5	2	2	2	6
USA	Andy McGwan	US 61	4	1/RAF	4	9
WRIGHT ON WHITE	Lars Grael	KZ 3	3	5/OCS	3	11
<b>Modern</b>						
COURAGEOUS	Jamie Hamilton	US 26	1	2	2	5
FREEDOM	Ernst Jacquest	US 30	6/DSQ	1	1	8
VALIANT	Gary Gregory	US 24	2	6/RAF	3	11
CHALLENGE 12	William Borel	KA 10	3	4	4	11
INTREPID	Mike Patterson	Us 22	4	3	5	12
<b>Classic Traditional</b>						
AMERICAN EAGLE	Jeff Randall	US 21	1	1	1	3
COLUMBIA	Jamie Marshall	Us 16	2	2	2	6
<b>Classic Vintage</b>						
GLEAM	Larry Norton	US 11	2	1	1	4
ONAWA	Chuck Parrish1	US 6	1	2	2	6

# 12 Metre - Racing Records

## USA - 2005

### Nantucket Race Week - 12 Metre Regatta

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Grand Prix</b>						
HISSAR			4	3	1	
USA			4	1	1	2
KIWI MAGIC			4		2	2
<b>Classic Traditional</b>						
COLUMBIA			4	2	2	
WEATHERLY			4	2	2	
NEFERTITI			4			3
AMERICAN EAGLE			4			1
<b>Classic Vintage</b>						
GLEAM			4	3		1
NORTHERN LIGHT			4	1	1	2
ONAWA			4		3	1

Yacht name	Club Place Event Cup name Class Date Sail #	Nantucket YC Nantucket Annual Regatta Race 1 12 M August 18	Nantucket YC Nantucket Annual Regatta Race 2 12 M August 18	Nantucket YC Nantucket Annual Regatta Race 3 12 M August 19	Nantucket YC Nantucket Annual Regatta Race 4 12 M August 19	TOTAL
<b>Classic Traditionl Division</b>						
WEATHERLY	US 17	2	1	2	1	6
COLUMBIA	US 16	1	2	1	2	6
NEFERTITI	US 19	3	3	3	4	13
AMERICAN EAGLE	US 21	4	4	4	3	15
<b>Classic Vintage Division</b>						
GLEAM	US 11	1	3	1	1	6
NORTHERN LIGHT	US 14	3	1	3	2	9
ONAWA	US 6	2	2	2	3	9
<b>Grand Prix Division</b>						
HISSAR	KZ 5	1	1	1	2	5
USA	US 61	3	3	2	1	9
KIWI MAGIC	KZ 7	2	2	3	3	10

## USA - 2006

### NYC Racing records 12 Metre Class - Annual regatta

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Class 1</b>						
AMERICAN EAGLE			5	4	1	
NEFERTITI			5	1	3	1
WEATHERLY			5		1	4
COLUMBIA			5			
<b>Class 2</b>						
COURAGEOUS			4	3	1	
INTREPID			4	1	2	1
FREEDOM			4		1	3

Yacht name	Club Place Event Cup name Class Date Sail #	NYC Newport Annual Regatta ATI 12 M June 9	NYC Newport Annual Regatta Race 1 12 M June 10	NYC Newport Annual Regatta Race 2 12 M June 10	NYC Newport Race Week Race 3 12 M July 11	NYC Newport Race Week Race 4 12 M July 11
<b>Class 1</b>						
AMERICAN EAGLE	US 21	2	1	1	1	1
NEFERTITI	US 19	1	2	2	2	3
WEATHERLY	US 17	3	3	3	3	2
COLUMBIA	US 16	4	4	4	4	4
<b>Class 2</b>						
COURAGEOUS	US 26		1	1	2	1
INTREPID	US 22		3	2	1	2
FREEDOM	US 30		2	3	3	3

# 12 Metre - Racing Records

## USA - 2006

### NYYC Racing records 12 Metre Class - Race Week

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Grand Prix</b>						
WRIGHT ON WHITE			11	8	2	
KIWI MAGIC			11	3	8	
USA			11			10
<b>Modern</b>						
COURAGEOUS			11	5	2	4
INTREPID			11	2	6	3
FREEDOM			11	3	4	4
<b>Classic Traditional</b>						
COLUMBIA			11	11		

Yacht name	Club Place Event Cup name Class Date	Sail #	NYYC	NYYC	NYYC	NYYC	NYYC	NYYC	NYYC	NYYC	NYYC	NYYC	NYYC	
			Newport Race Week Race 1 12 M July 15	Newport Race Week Race 2 12 M July 15	Newport Race Week Race 3 12 M July 15	Newport Race Week Race 4 12 M July 15	Newport Race Week Race 5 12 M July 16	Newport Race Week Race 6 12 M July 16	Newport Race Week Race 7 12 M July 17	Newport Race Week Race 8 12 M July 17	Newport Race Week Race 9 12 M July 17	Newport Race Week Race 10 12 M July 18	Newport Race Week Race 11 12 M July 18	
<b>Grand Prix</b>														
Wright on White	KZ 3		2	1	1	1	1	1	1	1	2	1	1	DNC
KIWI MAGIC	KZ 7		1	2	2	2	2	2	2	2	1	2	2	1
USA	US 61		DNF	3	3	3	3	3	3	3	3	3	3	3
<b>Modern</b>														
COURAGEOUS	US 26		1	3	3	3	1	1	1	1	3	2	2	1
INTREPID	US 22		2	2	2	2	2	3	2	2	1	1	3	3
FREEDOM	US 30		3	1	2	1	3	2	3	2	2	3	1	2
<b>Classic Tradit.</b>														
COLUMBIA	US 16		1	1	1	1	1	1	1	1	1	1	1	1

# 12 Metre - Racing Records

## USA - 2006

### Museum of Yachting - 27th Classic Yacht Regatta - 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Grand Prix</b>						
WRIGHT ON WHITE			3	3		
USA			3			
<b>Modern</b>						
FREEDOM			3	2		
VALIANT						
<b>Classic Traditional</b>						
AMERICAN EAGLE			4	4		
COLUMBIA			4		4	
<b>Classic Vintage</b>						
NORTHERN LIGHT			3	2		
GLEAM			3	1	2	
ONAWA			3		1	2

ROBERT H. TIEDEMANN AWARD: AMERICAN EAGLE US 21

WINNERS OF THE PANERAI WATCHES: WRIGHT ON WHITE KZ 3 AND AMERICAN EAGLE US 2Q1

Yacht name	Club Place Event Cup name Class Date__  Sail #	Skipper	Museum of Yachting YC Newport 12 Metre Class  12 M July 29	Museum of Yachting Newport Robert H Tiedemann  12 Metre Regatta  Race 1 12 M July 29	Museum of Yachting Newport Robert H Tiedemann 12 Metre Regatta  Race 2 12 M July 30	Museum of Yachting Newport Robert H Tiedemann 12 Metre Regatta  Race 3 12 M July 30	TOTAL
<b>Classic Tradition Division</b>							
AMERICAN EAGLE	US 21	Jan Slee	1	1	1	1	3
COLUMBIA	US 16	Alain Hanover	2	2	2	2	6
<b>Classic Vintage Division</b>							
GLEAM	US 11	Carol Swift		1	2	2	5
NORTHERN LIGHT	US 14	Andy Segal		RAF	1	1	6
ONAWA	US 6	Earl McMillen		2	3	3	8
<b>Modern</b>							
FREEDOM	US 30	Ernest Jacques		DNS	1	1	5
VALIANT	US 24	Gary Gregory		1	2	2	5
<b>Grand Prix Division</b>							
WRIGHT ON WHITE	KZ 3	Roger White		1	1	1	3
USA	US 61	Andy MacGowan		DNF	DNS	DNS	9

# 12 Metre - Racing Records

## USA - 2006

### Edgartown YC - Annual 12 Metre Regatta

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Grand Prix</b>						
HISSAR			4	2	1	1
WRIGHT ON WHITE			4	1	3	
KIWI MAGIC			4	1		3
USA			4			
<b>Modern</b>						
COURAGEOUS			4	3	1	
INTREPID			4	1	1	2
FREEDOM			4		2	2
<b>Classic Traditional</b>						
WEATHERLY			4	3	1	
NEFERTITI			4	1	1	
ONAWA			4		1	1
COLUMBIA			4		1	
AMERICAN EAGLE			4			3
<b>Classic Vintage</b>						
ONAWA			4	4		

Yacht name	Skipper	Club Place Event Cup name Class Date__	Sail #	Edgartown YC Edgartown Annual 12 Metre Regatta Race 1 12 M August 12	Edgartown YC Edgartown Annual 12 Metre Regatta Race 2 12 M August 12	Edgartown YC Edgartown Annual 12 Metre Regatta Race 3 12 M August 13	Edgartown YC Edgartown Annual 12 Metre Regatta Race 4 12 M August 13	TOTAL
<b>Grand Prix Division</b>								
HISSAR	Edgar Cato		KZ 5	1	2	3	1	7
WRIGHT ON WHITE	Roger White		KZ3	2	1	2	2	7
KIWI MAGIC	Bill Koch		KZ 7	3	3	1	3	10
USA	Ralph Isham		US 61	4	4	4	4	16
<b>Moderno</b>								
COURAGEOUS	Craig Millard		US 26	2	1	1	1	5
INTREPID	John Curtin		Us 22	1	2	3	3	9
FREEDOM	Ernst Jacquest		US 30	3	3	2	2	10
<b>Classic Traditional</b>								
WEATHERLY	David Edwards		US 17	1	1	2	1	5
NEFERTITI	Sears Wullschleger		US 19	5	2	1	4	12
AMERICAN EAGLE	Jeff Randall		US 21	4	3	3	3	13
ONAWA	Chuck Parrish1		US 6	3	5	5	2	15
COLUMBIA	Alain Hannover		Us 16	2	4	4	5	15
<b>Classic Vintage</b>								
ONAWA	Chuck Parrish1		US 6	1	1	1	1	4

# 12 Metre - Racing Records

## USA - 2006

Nantucket Race Week 12 Metre Regatta						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Grand Prix</b>						
HISSAR			3	1	2	
KIWI MAGIC			3	1	1	1
USA			3	1		2
<b>Classic Traditional</b>						
WEATHERLY			3	3		
COLUMBIA			3		2	1
NEFERTITI			3		1	
AMERICAN EAGLE			3			2
<b>Classic Vintage</b>						
NORTHERN LIGHT			3	2	1	
ONAWA			3	1	1	1
GLEAM			3		1	2

Yacht name	Club Place Event Cup name Class Date Sail #	Nantucket YC Nantucket Annual Regatta Race 1 12 M August 17	Nantucket YC Nantucket Annual Regatta Race 2 12 M August 17	Nantucket YC Nantucket Annual Regatta Race 3 12 M August 18	TOTAL
<b>Classic Traditionl Division</b>					
WEATHERLY	US 17	1	1	1	3
COLUMBIA	US 16	3	2	2	7
NEFERTITI	US 19	2	4	4	10
AMERICAN EAGLE	US 21	4	3	3	10
<b>Classic Vintage Division</b>					
NORTHERN LIGHT	US 14	1	2	1	4
ONAWA	US 6	3	1	2	6
GLEAM	US 11	2	3	3	7
<b>Grand Prix Division</b>					
HISSAR	KZ 5	1	2	2	5
KIWI MAGIC	KZ 7	2	1	3	6
USA	US 61	3	3	1	7

## USA - 2007

NYYC Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
USA			5	3	2	
COURAGEOUS			5	2	3	
NEFERTITI			5			3
AMERICAN EAGLE			5			1
ENTERPRISE			1			1
COLUMBIA			5			

Yacht name	Club Place Event Cup name Class Date Sail #	NYYC Newport Annual Regatta ATI 12 M June 8	NYYC Newport Annual Regatta Race 1 12 M June 9	NYYC Newport Annual Regatta Race 2 12 M June 9	NYYC Newport Race Week Race 3 12 M July 10	NYYC Newport Race Week Race 4 12 M July 10	TOTAL
USA	US 61	2	1	2	1	1	5
COURAGEOUS	US 26	1	2	1	2	2	7
NEFERTITI	US 19	4	4	3	3	3	13
AMERICAN EAGLE	US 21	5	3	5	4	4	16
COLUMBIA	US 16	6	5	4	5	5	19
ENTERPRISE	US 27	3					

# USA - 2007

## Museum of Yachting - 28th Classic Yacht Regatta - 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
COLUMBIA			1	1		
ENTERPRISE			1		1	
ONAWA			2	1	1	
NORTHERN LIGHT			2	1	1	
GLEAM			2			2

Yacht name	Club Place Event Cup name Class Date	Skipper	Museum of Yachting Newport 12 Metre Class 12 M July 7	Museum of Yachting Newport Robert H Tiedemann Classic Yachting Weekend Race 1 12 M July 7	Museum of Yachting Newport Robert H Tiedemann Classic Yachting Weekend Race 2 12 M July 8	TOTAL
COLUMBIA	US 16	Alain Hanover	1			1
ENTERPRISE	US 27	Jan Slee	2			2
NORTHERN LIGHT	US 14	Elisabeth Tiedemann		2	1	3
ONAWA	US 6	Earl McMillen		1	2	3
GLEAM	US 11	Elisabeth Tiedemann		3	3	6

## Nantucket Race Week - 12 Metre Regatta

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Classic Traditional</b>						
WEATHERLY			4	2	1	
NEFERTITI			4	1	2	
AMERICAN EAGLE			4	1	1	1
COLUMBIA			3			3
<b>Classic Vintage</b>						
NORTHERN LIGHT			4	4		
ONAWA			4		2	2
GLEAM			4		2	2

Yacht name	Skipper	Club Place Event Cup name Class Date Sail #	Nantucket YC Nantucket Annual Regatta Race 1 12 M August 16	Nantucket YC Nantucket Annual Regatta Race 2 12 M August 16	Nantucket YC Nantucket Annual Regatta Race 3 12 M August 17	Nantucket YC Nantucket Annual Regatta Race 3 12 M August 17	TOTAL
<b>Classic Traditionl Division</b>							
WEATHERLY	Edward Kennedy	US 17	1	1	4	2	8
NEFERTITI	Sears Wullschleger	US 19	4	2	2	1	9
AMERICAN EAGLE	Green	US 21	2	4	1	3	10
COLUMBIA	Tausig/Edwards	US 16	3	3	3	DNC	14
<b>Classic Vintage Division</b>							
NORTHERN LIGHT		US 14	1	1	1	1	4
ONAWA		US 6	3	3	2	2	10
GLEAM		US 11	2	2	3	3	10



# 12 Metre - Racing Records

## USA - 2007

Edgartown YC - Annual 12 Metre Regatta						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Grand Prix</b>						
USA			3	3		
<b>Classic Traditional</b>						
AMERICAN EAGLE			3	1	1	1
WEATHERLY			3	1	1	
NEFERTITI			3	1		
COLUMBIA			3		1	1
<b>Classic Vintage</b>						
NORTHERN LIGHT			3	1		
GLEAM			3		1	
ONAWA			3			1

Yacht name	Skipper	Club Place Event Cup name Class Date	Edgartown YC Edgartown Annual 12 Metre Regatta Race 1 12 M August 11	Edgartown YC Edgartown Annual 12 Metre Regatta Race 2 12 M August 11	Edgartown YC Edgartown Annual 12 Metre Regatta Race 3 12 M August 12	TOTAL
<b>Grand Prix Division</b>						
USA	Ralph Isham	US 61	1	1	1	
<b>Classic Traditional</b>						
AMERICAN EAGLE	Jeff Randall	US 21	1	3	2	6
WEATHERLY	David Edwards	US 17	DNF	2	1	8
COLUMBIA	Alain Hannover	US 16	2	4	3	9
NEFERTITI	Sears Wullschleger	US 19	DNF	1	DNC	11
<b>Classic Vintage</b>						
NORTHERN LIGHT	Elisabeth Tiedemann	US 14	DNF	DNF	1	9
GLEAM	Larry Norton	US 6	DNF	DNF	2	10
ONAWA	Chuck Parrish1	US 6	DNF	DNF	3	11

## USA - 2008

NYC Racing records 12 Metre Class						
Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Division B - Modern</b>						
INTREPID			7	4	3	
COURAGEOUS			7	3	3	1
ENTERPRISE			7		1	6
<b>Division C - Traditional</b>						
AMERICAN EAGLE			7	1	4	2
NEFERTITI			7	5	1	
COLUMBIA			7		2	5

Yacht name	Sail #	Club Place Event Cup name Class Date	NYC Newport Annual Regatta Race 1 12 M June 14	NYC Newport Annual Regatta Race 2 12 M June 14	NYC Newport Annual Regatta Race 3 12 M June 14	NYC Newport Annual Regatta Race 4 12 M June 14	NYC Newport Annual Regatta Race 5 12 M June 15	NYC Newport Annual Regatta Race 6 12 M June 15	NYC Newport Annual Regatta Race 7 12 M June 15	TOTAL
<b>Division B - Modern</b>										
INTREPID	US 22		1	1	1	1	2	2	2	10
COURAGEOUS	US 26		2	2	2	3	1	1	1	12
ENTERPRISE	US 27		3	3	3	2	3	3	3	20
<b>Division C - Traditional</b>										
NEFERTITI	US 19		1	1	2	1	1	1	1	8
AMERICAN EAGLE	US 21		2	3	1	2	2	2	3	15
COLUMBIA	US 16		3	2	3	3	3	3	2	19

# USA - 2008

## NYYC Race Week 12 Metre Regatta

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Division A - Grand Prix</b>						
USA			6	6		
AMERICA II			6		5	
<b>Division B - Modern</b>						
COURAGEOUS			6	4	2	
INTREPID			6	2	2	2
FREEDOM			6		2	3
VALIANT			6			1
ENTERPRISE			6			
<b>Division C - Traditional</b>						
AMERICAN EAGLE			6	3	2	1
NEFERTITI			6	2	3	1
COLUMBIA			6	1	1	4
<b>Division D - Vintage</b>						
NORTHERN LIGHT			6	6		
ONAWA			6		5	1
GLEAM			6		1	5

Yacht name	Club Place Event Cup name Class Date__	Sail #	NYYC Newport Race Week Race 1 12 M June 18	NYYC Newport Race Week Race 2 12 M June 18	NYYC Newport Race Week Race 3 12 M June 19	NYYC Newport Race Week Race 4 12 M June 19	NYYC Newport Race Week Race 5 12 M June 20	NYYC Newport Race Week Race 6 12 M June 20	TOTAL
<b>Division A - Grand Prix</b>									
USA		US 61	1	1	1	1	1	1	6
AMERICA II		US 46	2	2	DNS	2	2	2	13
<b>Division B - Modern</b>									
COURAGEOUS		US 26	2	1	1	1	1	2	8
INTREPID		US 22	1	2	3	3	2	1	12
FREEDOM		US 30	3	3	2	2	3	DNS	19
VALIANT		US 24	5	4	5	4	5	3	26
ENTERPRISE		US 27	4	5	4	5	4	4	26
<b>Division C - Traditional</b>									
AMERICAN EAGLE		US 21	2	3	2	1	1	1	10
NEFERTITI		US 19	3	1	1	2	2	2	11
COLUMBIA		US 16	1	2	3	3	3	3	15
<b>Division D - Vintage</b>									
NORTHERN LIGHT		US 14	1	1	1	1	1	1	6
ONAWA		US 6	2	3	2	2	2	2	13
GLEAM		US 11	3	2	3	3	3	3	17

## Museum of Yachting - Robert H. Tiedemann - 12 Metre Class

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Division C - Traditional</b>						
AMERICAN EAGLE			2	1	1	
COLUMBIA			2	1	1	
<b>Division D - Vintage</b>						
NORTHERN LIGHT			2	1	1	
GLEAM			2	1	1	

Yacht name	Club Place Event Cup name Class Date__	Skipper	Museum of Yachting Newport Robert H Tiedemann Classic Yachting Weekend Race 1 12 M July 5	Museum of Yachting Newport Robert H Tiedemann Classic Yachting Weekend Race 2 12 M July 6	TOTAL
<b>Division C - Traditional</b>					
COLUMBIA	US 16	Alain Hanover		1	3
AMERICAN EAGLE	US 21	Carol Swift		2	3
<b>Division D - Vintage</b>					
NORTHERN LIGHT	US 14	Elisabeth Tiedemann	1	2	3
GLEAM	US 11	Elisabeth Tiedemann	2	1	3

# 12 Metre - Racing Records

## USA - 2009

### Edgartown YC - Annual 12 Metre Regatta

Yacht	Owner	Designer	Starts	1st	2nd	3rd
<b>Classic Traditional</b>						
WEATHERLY			7	5	1	1
COLUMBIA			7	1	4	2
AMERICAN EAGLE			7	1	2	4
EASTERNER			DNC			
<b>Classic Modern</b>						
INTREPID			6	4	2	
COURAGEOUS			6	2	4	

Yacht name	Skipper	Club Place Event Cup name Class Date__	Sail #	Edgartown YC Edgartown Annual 12 Metre Regatta Race 1 12 M August 8	Edgartown YC Edgartown Annual 12 Metre Regatta Race 2 12 M August 8	Edgartown YC Edgartown Annual 12 Metre Regatta Race 3 12 M August 8	Edgartown YC Edgartown Annual 12 Metre Regatta Race 3 12 M August 8	Edgartown YC Edgartown Annual 12 Metre Regatta Race 3 12 M August 9	Edgartown YC Edgartown Annual 12 Metre Regatta Race 3 12 M August 9	Edgartown YC Edgartown Annual 12 Metre Regatta Race 3 12 M August 9	TOTAL
<b>Classic Traditional</b>											
WEATHERLY	Andrew Greene	US 17		1	2	1	1	3	1	1	10
COLUMBIA	Alain Hannover	US 16		2	1	2	3	2	2	3	15
AMERICAN EAGLE	Jeffrey Randall	US 21		3	3	3	2	1	3	2	17
EASTERNER	Paul Callahan	US 19		5/DNC	5/DNC	5/DNC	5/DNC	5/DNC	5/DNC	5/DNC	35
<b>Modern</b>											
INTREPID	Jack Curtin	US 22		2	1	1	1	2	1		8
COURAGEOUS	Stephen Glascock	US 26		1	2	2	2	1	2		10

### Candy Store Cup Results (september 26, 2009) - Newport RI, USA

#### World Championships & North American Championships

Place	Boat Name	Sail No.	Time
1	Victory '83	K 22	3:30:45
2	Wright on White	KZ 3	3:34:00
3	Kiwi Magic	KZ 7	3:34:20
4	Freedom	US 30	3:34:40
5	Courageous	US 26	3:34:50
6	USA	US 61	3:37:11
7	Onawa	US 6	3:37:41
8	Intrepid	US 22	3:37:57
9	Gleam	US 11	3:38:15
10	Northern Light	US 14	3:40:43
11	Weatherly	US 17	3:42:28
12	American Eagle	US 21	3:42:48
13	Challenge 12	KA 10	3:44:08
14	America II	US 46	3:44:24
15	Easterner	US 18	3:46:15

#### Division Winners:

Grand Prix - WRIGHT ON WHITE

Modern - VICTORY '83

Traditional - WEATHERLY

Vintage - ONAWA



# 12 Metre - World Championship

## 1st World Championships - 1979

Hovey Trophy (19th September 1979 - Brighton, Great Britain)

Place	Yacht	Sail #	Skipper	Designer	Score
1	Lionheart	K 18	John Oakley	Ian Howlett	2
2	Sverige	S 3	Pelle Petterson	Pelle Peterson	8
3	Gretel II	KA 3	Gordon Ingrate / Graham Newland	Alan Payne	9
4	Constellation	K 20	Guy Gurney	Sparkman & Stephens	12
5	Windrose (Chancegger)	H 1	Tjerk Romke De Vries	Britton Chance - Egger	16
6	Columbia	US 16	Andy Cassel	Olin Stephens	18

The regatta was organized by John Oakley on a two weeks program with one fleet race and 32 match races. Due to heavy weather and high winds the match racing was stopped after 12 rounds. The regatta was boycotted by American Twelves.

## 2nd World Championships - 1982

(20th-25th September 1982 - Newport RI, USA)

Place	Yacht	Sail #	Skipper	Designer	Score
1	Victory	K 21	Phil Crebbin	Ed Dubois	8.5
2	Clipper	US 32	Terry McLaaughlin	David Pedrick	10.5
3	Lionheart	K 18	Laurie Smith	Ian Howlett	15
4	Australia	KA 5	Peter de Savary	Miller & Valentijn	16.75
5	Canada I	KC 1	Kevin Singleton	Bruce Kirby	21
6	Intrepid	US 22	Paul Phelen	Olin Stephens	22
7	France III	F 3	Patrick Haegli	J.W. Valentijn	26

The regatta was organized by Peter de Savary's Victory Syndicate and run by IDA Lewis Yacht Club. It consisted in fleet racing including a «round the island race», the regatta was sponsored by Xerox and boycotted by the Americans. It was raced on five races.

## 3rd World Championships - 1982

(15th September 1982 - Porto Cervo, Italy)

Place	Yacht	Sail #	Skipper	Designer	Score
1	Victory '83	I 6 - K 22	Flavio Scala	Ian Howlett	
2	Azzurra	I 4		Andrea Vallicelli & Co.	
	Canada I	KC 1		Bruce Kirby	
	Challenge 12	KA 10		Ben Lexcen	
	Enterprise	US 27	Chris Dickson	Olin Stephens	
	France III	F 3		J.W. Valentijn	
	Freedom	US 30	Conner / Blackaler	Olin Stephens	
	Gretel II	KA 3		Alan Payne	

## 4th World Championships - 1986

Hovey Trophy (26th January - 16th february 1986 - Freemantle, Australia)

Place	Yacht	Sail #	Australia Day Trophy	RPYC Trophy	Race 1 Hovey Trophy	Race 2 Hovey Trophy	Race 3 Hovey Trophy	Race 4 Hovey Trophy	Race 5 Hovey Trophy	Race 6 Hovey Trophy	Race 7 Hovey Trophy	Score
1	Australia III	KA 9	6	DSQ	4	4	4	6	1	1	DNC	22.7
2	New Zealand KZ 5	KZ 5	4	2	1	3	5	3	3	7	3	32.8
3	America II	US 42	1	DSQ	2	7	4	2	6	4	2	36.7
4	Australia II	KA 6	2	OCS	3	4	7	1	5	2	6	38.4
5	French Kiss	F 7	DNS	DNF	7	1	6	7	2	6	1	39.4
6	True North	KC 87	3	5	6	6	3	8	4	3	4	50.8
7	New Zealand KZ 3	KZ 3	5	OCS	9	9	2	9	11	10	DNF	81
8	Italia	I 7	7	1	5	5	8	10	DNF	DSQ	10	87
8	South Australia	KA 8	9	3	10	8	10	4	10	12	9	87
10	Azzurra II	I 8	DSQ	DSQ	11	DNF	9	11	9	8	5	88
11	Victory '83	I 6	8	4	DNF	11	OCS	5	DNF	5	7	92
12	Courageous	US 26	10	DNF	8	DNF	12	12	8	11	8	95
13	Challenge 12	F 5	DNS	6	12	10	11	13	7	9	DSQ	98
14	Gretel II	KA 3	DNF	7	13	12	13	14	12	13	11	110

# 12 Metre - World Championship

## 5th World Championships - 1987

Hovey Trophy (5th - 10th July 1987 - Porto Cervo, Italy)

### Semifinal 1

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	Total
1	New Zealand	KZ 7	David Barnes	1	1	1	3
2	Kookaburra II	KA 15	Peter Gilmour	0	1	1	2
3	Italia	I 7	Mauro Pelaschier	1	0	0	1
4	White Horse	K 24	Phillip Crebbin	0	0	0	0

### Semifinal 2

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	Total
1	Bengal III	KA 9	Colin Beashel	1	1	1	3
2	Entertainer 12	S 5	Pelle Pettersson	1	0	1	2
3	Steak 'n Kidney	KA 14	Philip Thomson	0	1	DSQ	1
4	Stars & Stripes	US 55	Dennis Conner	0	0	0	0

### Final

Place	Yacht	Sail #	Skipper	R 1	R 2	R 3	Total
1	New Zealand	KZ 7	David Barnes	1	DSQ	1	2
2	Bengal III	KA 9	Colin Beashel	0	1	DSQ	1

## 6th World Championships - 1988

(1988 - Lulea, Sweden)

Place	Yacht	Sail #	Skipper	Scoring
1	Kookaburra III	KA 15	Peter Gilmour	First
2	Bengal III	J 2	Skip Lissiman	Second
3	New Sweden (South Australia)	S 5 (KA 8)	Ollie Johansson	Third
4	Nordstjernen (Kookaburra II)	KA 12	Dennis Conner	
5	Crusader '88	D 2	Eddie Owen	
6	Steak 'n Kidney	KA 14	Pil Thompson5	
7	Nippon (America II - US 46)	US 46	Gary Jobson	
8	Holger Danske	F 5	V. Bandolowski	
	Maid of '88 (Magic)	G 7 (US 38)	Uwe Mares	
	Royal Blue (America II)	IUS 42	Pelle Pettersson	

## 7th World Championships - 1999

(14th - 19th June 1999 - Saint Tropez, France)

Place	Yacht	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
1	Kiwi Magic	KZ 7	4	3	4	1	1	1	1	11
2	Italia	I 7	1	1	1	4	2	4	2	11
3	French Kiss	F 7	2	4	2	2	3	2	3	14
4	South Australia	KA 8	3	2	3	3	4	3	4	16
5	Victory '83	I 8	5	5	6	5	5	5	6	31
6	Challenge 12	KA 10	6	7	5	8	7	DSQ	5	38
7	Sovereign	K 12	7	9	8	6	10	9	8	47
8	Tomahawk	K 13	8	6	OCS	7	8	8	10	47
9	Enterprise	US 27	DNF	11	7	10	6	7	7	48
10	Ikra	K 3	9	8	10	11	11	6	11	55
11	Trivia of Gosport	K 10	10	10	9	9	9	10	9	56
12	Italia II	I 9	DNF	DNS	11	12	12	11	DNC	72

# 12 Metre - World Championship

## 8th World Championships - 2001

America's Cup Jubelee (August 2001 - Cowes, Great Britain)

### Grand Prix Division

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Best 5
1	South Australia	KA 8	1	1	2	1	4	DNF	21	9
2	Kiwi Magic	KZ 7	5	2	3	3	6	1	20	14
3	Australia II	KA 6	2	4	5	2	3	4	20	14
4	Crusader	K 24	6	8	1	6	2	3	26	18
5	Ecosse	US 61	3	5	7	4	1	6	26	19
6	Hissar	KZ 5	4	3	6	DNF	5	2	32	20
7	Fiddler	US 46	8	7	6	RET	7	5	45	33
8	Italia	I 7	7	6	8	5	8	7	41	33
9	Kookaburra I	KA 11	9	9	10	DNF	9	8	57	48
10	Kiwi	KZ 3	10	10	9	DNF	10	9	60	48
11	Magic	NED 05	11	DNF	DNF	DNF	DNF	DNF	71	59

### Modern Division

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Best 5
1	Freedom	US 30	1	1	3	1	1	1	9	6
2	Intrepid	Us 22	6	3	1	1	2	DNF	20	13
3	Victory	K 21	2	2	6	4	2	4	21	15
4	Lionheart	K 18	3	4	4	3	4	3	21	17
5	Valiant	US 24	4	4	2	5	5	2	24	18
6	Enterprise	US 27	5	5	5	DNF	6	DNF	35	28

### Classic Division

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Best 5
1	Sovereign	K 12	DSQ	3	1	5	1	1	30	11
2	Nyala	US 12	DSQ	1	6	1	4	2	33	14
3	Flica II	K 14	8	2	3	2	2	5	23	15
4	Trivia	K 10	4	5	4	7	3	DNF	42	23
5	American Eagle	US 21	1	7	5	10	8	3	34	24
6	Vanity V	K 5	3	6	13	2	6.5	7	37.5	24
7	Wings	K 15	6	4	OCS	4	5	8	46	27
8	Columbia	US 16	2	8	11	8	6.5	4	39.5	28.5
9	Gleam	US 11	5	9	7	6	9	6	42	33
10	Northern Light	KZ 3	10	11	6	14	10	9.3	60.3	46.3
11	Onawa	US 6	11	13	8	11	11	9	63	50
12	Nefertiti	US 19	7	12	10	12	12	DNF	72	53
13	Thea	N 4	DSQ	10	13	9	14	DSQ	84	65
14	Verna III	N 11	11	17	14	17	15	12	86	69
15	Erna Signe	E 8	14	16	16	15	17	13	91	74
16	Anita	G 2	13	16	15	16	16	19	95	76
17	Zinita	K 8	DNF	18	17	18	18	13	103	84
18	Sceptre	K 17	DNF	19	18	19	19	14	108	89

# 12 Metre - World Championship

## 9th World Championships - 2005

Hovey Trophy (15th - 18th June 2005 - Newport RI, USA)

### Grand Prix Division

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total	Best 5
1	Hissar	KZ 5	1	1	1	1	1	1	1	3T	2	9
2	Wright on White	KZ 3	3	4T	2	2	3	2	3	2	1	18
3	Kiwi Magic	KZ 7	2	2	4	4	2	4T	2	1	3	20
4	USA	US 61	4	3	3	3	4	3	4	4	4T	28

### Modern Division

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total	Best 5
1	Courageous	US 26	1	1	3	2	4	2	1	2	5T	16
2	Challenge 12	KA 10	3	4	1	1	2	5	2	5T	2	20
3	Intrepid	US 22	4	3	4	4	1	3	4T	1	1	21
4	Freedom	US 30	2	2	2	5	3	1	6	6	6T	27
5	Lionheart	K 18	6T	5	5	3	5	4	3	3	3	31
6	Valiant	US 24	5	6	6	6	6	6T	5	4	4	42

### Classic Traditional

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total	Best 5
1	Weatherly	US 17	1	1	1	1	1	2	1	1	1	8
2	American Eagle	US 21	2	2	2	2	2	1	4T	2	2	16
3	Columbia	US 16	3	4	3	3	3	4T	3	3	3	24
4	Nefertiti	US 19	4	3	4	4	4	3	2	4	4T	28

### Classic Vintage

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total	Best 5
1	Onawa	US 6	2T	1	1	1	1	1	1	1	1	8
2	Gleam	US 11	1	2	2	2	2	2	2	2	2	15

HISSAR, COURAGEOUS, WEATHERLY, ONAWA winners of the North American Championship

## 10th World Championships - 2007

(September 2007 - Cannes, France)

Title not awarded

## Classic Twelve Metre World Championships - 2008

(7th - 11th July 2008 - Flensburg, Germany)

### Division D - Vintage

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total
1	Nyala	US 12	1	1	1	(2)	2	2	2	1	10
2	Trivia	K 10	2	2	(4)	3	1	1	4	2	15
3	Sphinx	G 4	3	(4)	2	1	3	3	1	3	16
4	Evaine	K 2	4	3	(5)	4	4	5	5	4	29
5	Vanity V	K 5	(5)	5	3	5	5	4	3	5	30
6	Thea	D 1	6	6	6	(7)	6	6	6	7	43
7	Anita	G 2	(7)	7	7	6	7	7	7	6	47

### Division E - Antique

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total
	Heti	E 1		1	1	1	1	1	1	RET	7

### Division B - Modern

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Total
	Magic	US 38	1	1	1	1	1	1	1	(1)	7



# 12 Metre - World Championship

## 11th World Championships - 2009

Hovey Trophy (23rd - 26th June 2009 - Newport RI, USA)

### Division 1 - Grand Prix

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Total Net
1	Kiwi Magic	KZ 7	2	2	1	1	1	(3)	10	7
2	Wright on White	KZ 3	1	1	2	2	(3)	2	11	8
3	USA	US 61	3	3	3	(3)	2	1	15	12
4	America II	US 46	4	4	(DNF)	4	4	4	25	20

### Division 2 - Modern

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Total Net
1	Victory '83	K 22	1	1	2	1	3	(3)	11	8
2	Courageous	US 26	3	2	(DSQ)	2	2	1	16	10
3	Freedom	US 30	4	5	1	4	1	(5)	20	15
4	Intrepid	US 22	2	3	4	5	(5)	2	21	16
5	Challenge 12	KA 10	(DSQ)	4	3	3	4	4	24	18

### Division 3 - Traditional

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Total Net
1	American Eagle	US 21	(4)	2	2	1	1	2	12	8
2	Weatherly	US 17	2	1	1	2	2	(3)	11	8
3	Columbia	US 16	1	3	3	3	3	2.5	15.5	12.5
4	Nefertiti	US 19	3	4	4	4	4	(DNF)	25	19
5	Easterner	US 18	5	5	(DNS)	5	5	1	27	21

### Division 4 - Vintage

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total	Total Net
1	Gleam	US 11	(3)	1	2	1	1	1	9	6
2	Northern Light	US 14	1	2	1	2	3	(3)	12	9
3	Onawa	US 6	2	DNF	(DNS)	3	2	2	17	13



# 12 Metre - Other Championship

## North American Championships - 2003

(21st-24th September 2003 - Newport RI, USA)

### Grand Prix Division

Place	Yacht	Sail #	Skipper
1	Hissar	KZ 5	Edgard Cato
2	Kiwi Magic	KZ 7	William Koch
3	Fiddler	US 46	

### Modern Division

Place	Yacht	Sail #	Skipper
1	Intrepid	US 22	John P. Curtin Jr.12
2	Courageous	US 26	Craig Millard
3	Lionheart	K 18	Harry P. Graves

### Classic Traditional

Place	Yacht	Sail #	Skipper
1	American Eagle	US 21	Herb Marshall
2	Columbia	US 16	Alain Hanover

### Classic Vintage

Place	Yacht	Sail #	Skipper
1	Onawa	US 6	Earl McMillan

## North American Championships - 2006

(21st-24th September 2006 - Newport RI, USA)

### Grand Prix Division

Place	Yacht	Sail #	Race 1		Race 2		Race 3		Race 4		Race 5		Total
			Pos	Delta	Pos	Delta	Pos	Delta	Pos	Delta	Pos	Delta	
1	Hissar	KZ 5	1		1		1		3	01:29	1		
2	Wright on White	KZ 3	2	00:44	3	01:23	2	01:49	1		DSQ		
3	Kiwi Magic	KZ 7	3	01:33	(4)	06:57	3	04:48	2	01:10	2	00:33	
4	USA	US 61	4	03:08	2	01:05	4	07:26	4	02:27	3	00:45	
Place	Yacht	Sail #	Race 6		Race 7		Race 8		Race 9		Total		
			Pos	Delta	Pos	Delta	Pos	Delta	Pos	Delta			
1	Hissar	KZ 5	1		1		(4)	02:09	3	00:55	12		
2	Wright on White	KZ 3	2	00:21	2	00:59	1		1		14		
3	Kiwi Magic	KZ 7	3	00:36	3	01:11	3	01:20	2	00:20	21		
4	USA	US 61	4	00:38	4	02:04	2	01:03	(5)	DNS	27		

### Modern Division

Place	Yacht	Sail #	Race 1		Race 2		Race 3		Race 4		Race 5		Total
			Pos	Delta	Pos	Delta	Pos	Delta	Pos	Delta	Pos	Delta	
1	Courageous	US 26	1		1		1		3	01:29	1		
2	Freedom	US 30	2	00:44	3	01:23	2	01:49	1		DSQ		
3	Intrepid	US 22	3	01:33	(4)	06:57	3	04:48	2	01:10	2	00:33	
4	Lionheart	K 18	4	03:08	2	01:05	4	07:26	4	02:27	3	00:45	
Place	Yacht	Sail #	Race 6		Race 7		Race 8		Race 9		Total		
			Pos	Delta	Pos	Delta	Pos	Delta	Pos	Delta			
1	Courageous	US 26	1		1		(4)	02:09	3	00:55	12		
2	Freedom	US 30	2	00:21	2	00:59	1		1		14		
3	Intrepid	US 22	3	00:36	3	01:11	3	01:20	2	00:20	21		
4	Lionheart	K 18	4	00:38	4	02:04	2	01:03	(5)	DNS	27		

### Classic Traditional

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Total
1	Weatherly	US 17	1	1	1	1	1	2	1	1	1	8
2	American Eagle	US 21	2	2	2	2	2	1	4T	2	2	16
3	Columbia	US 16	3	4	3	3	3	4T	3	3	3	24

### Classic Vintage

Place	Yacht	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Total
1	Onawa	US 6	2T	1	1	1	1	1	1	1	1	8

# 12 Metre - Other Championship

## North American Championships - 2007

(Newport RI, USA)

### Grand Prix Division

Place	Yacht	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4
1	USA	US 61	Ralph Isham	1	1	1	1

### Modern Division

Place	Yacht	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Total
1	Courageous	US 26	Jimmy Gubelmann	2	1	1	2	6
2	Intrepid	US 22	John P. Curtin, Jr	1	2 (p)	2	1	7
3	Enterprise	US 27	Jan D. Slee	3	3	DNS	3	14

### Classic Traditional

Place	Yacht	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Total
1	American Eagle	US 21	Anthony Chiurco	1	2	2	1	6
2	Weatherly	US 17	Clay Deutsch	2	1	1	2	6
3	Columbia	US 16	Alain Hanover	3	3	3	3	12

### Classic Vintage

Place	Yacht	Sail #	Skipper	Race 1	Race 2	Race 3	Race 4
1	Onawa	US 6	Earl McMillen	1	1	1	DNS

# Golden Year Trophy Standings

## 2009

(5th October 2009 - Final)

### Division 1 - Grand Prix

Place	Yacht	Sail #	Newport Trophy Regatta	Edgartown Regatta	Nantucket Regatta	12 Metre Worlds	12 Metre Challenge	Total
1	America II	US 46	1	DNC	DNC	4	1	16
2	Kiwi Magic	KZ 7	DNC	DNC	DNC	1	DNC	21
3	Wright on White	KZ 3	DNC	DNC	DNC	2	DNC	22
4	USA	US 61	DNC	DNC	DNC	3	DNC	23

### Division 2 - Modern

Place	Yacht	Sail #	Newport Trophy Regatta	Edgartown Regatta	Nantucket Regatta	12 Metre Worlds	12 Metre Challenge	Total
1	Courageous	US 26	3	2	1	2	1	9
2	Intrepid	US 22	1	1	DNC	4	2	14
3	Victory '83	K 22	2	DNC	DNC	1	DNC	21
4	Freedom	US 30	DNC	DNC	DNC	3	DNC	27
5	Challenge 12	KA 10	DNC	DNC	DNC	5	DNC	29

### Division 3 - Traditional

Place	Yacht	Sail #	Newport Trophy Regatta	Edgartown Regatta	Nantucket Regatta	12 Metre Worlds	12 Metre Challenge	Total
1	American Eagle	US 21	1	3	1	1	DNC	12
2	Columbia	US 16	2	2	2	3	DNC	15
3	Weatherly	US 17	DNC	1	DNC	2	DNC	21
4	Easterner	US 18	DNC	4	4	5	DNC	25
5	Nefertiti	US 19	DNC	DNC	3	4	DNC	25

### Division 4 - Vintage

Place	Yacht	Sail #	Newport Trophy Regatta	Edgartown Regatta	Nantucket Regatta	12 Metre Worlds	12 Metre Challenge	Total
1	Gleam	US 11	1	DNC	2	1	DNC	12
2	Onawa	US 6	2	DNC	3	2	DNC	14
3	Northern Light	US 14	DNC	DNC	1	3	DNC	16

A DNC is scored as the total number of boats to have competed at all plus one for a given Division ...i.e.if 5 boats complete the score is 6

# the 12 Metre Class Trophies

## World Championships Trophies

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### Division A (Grand Prix)

the Azzurra Trophy

the Chandler Hovey Memorial Trophy

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### Division B (Modern)

the Enterprise Trophy

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### Division C (Traditional)

the Kennedy Cup

## North American Championships Trophies

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the North American Trophy

the Newport Trophy

the Ted Hood Trophy

# the Azzurra Trophy



The trophy was presented to the 12 Metre Class in 1984 by the Yacht Club Costa Smeralda.  
It is presented at the 12 Metre Worlds Championships to the yacht club representing the winning yacht in

## Division A - Grand Prix

### Winners

#### **1984 World Championships - Porto Cervo**

Victory '83 - I 6 representing Yacht Club Italiano

#### **1986 World Championships - Fremantle**

Australia III - KA 9 representing Royal Perth Yacht Club

#### **1987 World Championships - Porto Cervo**

Kiwi Magic - KZ 7 representing Mercury Bay Yacht Club

#### **1988 World Championships - Lulea**

Kookaburra III - KA 15 representing The Royal Perth Yacht Club

#### **1999 World Championships - Saint Tropez**

Kiwi Magic - KZ 7 representing Yacht Club Punta Ala

#### **2001 World Championships - Cowes**

South Australia - KA 8 representing Societe Nautique de Geneve

#### **2005 World Championships - Newport**

Hissar - KZ 5 representing the New York Yacht Club

#### **2009 World Championships - Newport**

Kiwi Magic - KZ 7 representing the New York Yacht Club

# the Chandler Hovey Memorial Trophy



The trophy was presented to the 12 Metre Class in 1979 by the Hovey Family.

It is presented at the 12 Metre Worlds Championships to the owner of the winning yacht in

## Division A - Grand Prix

### Winners

**1979 World Championships - Brighton**  
Lionheart - K 18

**1982 World Championships - Newport**  
Victory '82 - K 21

**1984 World Championships - Porto Cervo**  
Victory '83 - I 6

**1986 World Championships - Fremantle**  
Australia III - KA 9

**1987 World Championships - Porto Cervo**  
Kiwi Magic - KZ 7

**1988 World Championships - Lulea**  
Kookaburra III - KA 15

**1991 San Diego**  
New Zealand

**1999 World Championships - Saint Tropez**  
Kiwi Magic - KZ 7

**2001 World Championships - Cowes**  
South Australia - KA 8

**2005 World Championships - Newport**  
Hissar - KZ 5

**2009 World Championships - Newport**  
Kiwi Magic - KZ 7



# the Enterprise Trophy



The trophy was presented to the 12 Metre Class in 2009 by Lowell North.

It is presented at the 12 Metre Worlds Championships to the yacht club representing the winning yacht in

**Division B - Modern**

## Winners

**2001 World Championships - Cowes**  
Freedom - US 30

**2005 World Championships - Newport**  
Courageous - US 26

**2009 World Championships - Newport**  
Victory '83 - K 22

# the Kennedy Cup



The trophy was presented to the 12 Metre Class in 2009 by the late Senator Ted Kennedy. It is presented at the 12 Metre Worlds Championships to the owner of the winning yacht in

## **Division C - Traditional**

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### Winners

**2001 World Championships - Cowes**  
Sovereign - K 12

**2005 World Championships - Newport**  
Weatherly - US 17

**2009 World Championships - Newport**  
American Eagle - US 21

# the Robert H. Tiedemann Memorial Trophy



The trophy was presented to the 12 Metre Class in 2009 by Elisabeth Tiedemann.

It is presented at the 12 Metre Worlds Championships to the yacht club representing the winning yacht in

**Division D - Vintage**

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## Winners

**2001 World Championships - Cowes**  
Nyala - US 12

**2005 World Championships - Newport**  
Onawa - US 6

**2009 World Championships - Newport**  
Gleam - US 11

# the North American Championship Trophy



The trophy was donated by Jame Gubelmann to the America's Fleet in 2004.

**Winners are listed by division**

## Winners

### Division A - Grand Prix

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2006 Hissar	- KZ 5
2007	-
2008 Hissar	- KZ 5
2009 Kiwi Magic	- KZ 7

### Division B - Modern

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2006 Courageous	- US 26
2007 Courageous	- US 26
2008 Courageous	- US 26
2009 Victory '83	- K 22

### Division C - Traditional

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2006 Weatherly	- US 17
2007 American Eagle	- US 21
2008 Weatherly	- US 17
2009 American Eagle	- US 21

### Division D - Vintage

---

2006 Onawa	- US 6
2007 Onawa	- US 6
2008	-
2009 Gleam	- US 11

# the Newport Trophy



The trophy is presented annually by the 12 Metre Class – Americas Fleet to the yacht with the best overall results in a regatta designated as the Newport Trophy Regatta.

Competition for the Newport Trophy was originally held during selected America's Cup years as a fleet race between non-finalist 12 Metres yachts. Last competed for in 1983, the whereabouts of the original trophy is unknown.

In 2007, the 12 Metre class revived the trophy. The new trophy was donated to the Class by the English Speaking Union - Newport Branch.

2007 Courageous - US 26 & American Eagle - US 21  
Northern Light - US 14  
2009 American Eagle - US 21

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## Winners

**2001 World Championships - Cowes**  
Freedom - US 30

**2005 World Championships - Newport**  
Courageous - US 26

**2009 World Championships - Newport**  
Victory '83 - K22

# the Ted Hood Trophy



The trophy is presented annually by the 12 Metre Class - Americas Fleet to the winner of a series of regattas.

Winners are listed by division

## Winners

### Division A - Grand Prix

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2006 USA	- US 61
2007 USA	- US 61
2008 Hissar	- KZ 5
2009 Kiwi Magic	- KZ 7

### Division B - Modern

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2006 Freedom	- US 30
2007 Courageous	- US 26
2008 Courageous	- US 26
2009 Victory '83	- K 22

### Division C - Traditional

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2006 American Eagle	- US 21
2007 American Eagle	- US 21
2008 American Eagle	- US 21
2009 American Eagle	- US 21

### Division D - Vintage

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2006 Onawa	- US 6
2007 Northern Light	- US 14
2008 Northern Light	- US 14
2009 Gleam	- US 11



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RA • AZZURRA II • AZZURRA III • AZZURRA IV • BACCARAT • BARCAROLLA • BARRANQUILLA  
BRAND IV • CALEDONIAN • CANADA I • CANADA II • CANNONBALL • CANTITOE • CAPRICE  
INTRO • CLIPPER • CLYMENE • CLYTIE • COLUMBIA • CONSTELLATION • COPEJA • CORONA  
COURAGEOUS IV • CRUSADER • CRUSADER I • CRUSADER II • CRUSADER '88 • CYGNE  
ENDER • DESIREE • DEVONIA • DIVA III • DORA II • DORIS • DUX • EAGLE • EASTERNER  
DLESS SUMMER • ENTERPRISE • ERNA SIGNE • ESTRILDA • EVAINE • FARAWAY • FIDDLER  
HOUND OF LEPE • FRANCE • FRANCE I • FRANCE II • FRANCE III • FRATERNITAS • FRATZZ  
GIFT OF THE WIND • GLEAM • GOLDEN EAGLE • GRETTEL • GRETTEL II • GURI • HAWAII VI  
• HORIZONS • HURRICANE • IERNE • IKRA II • INDEPENDENCE • INGA • INTREPID • IRENE  
VOTTE • JENETTA • KAHURANGI • KAILENA • KAILUA • KIWI • KIWI MAGIC • KOOKABURRA I  
MTH • LAKME VI • LE • LEVRIER DE MER • LIBERTY • LIONHEART • LIONHEART OF WESSEY  
• MAGDA IX • MAGDA XI • MAGIC • MAGNOLIA • MAHARANA • MAID OF ASTOLAT • MALVA  
R • MARISETTA • MARJORIE • MARY II • MAUD III • MIQUETTE • MITENA • MOBY DICK  
• MOYANA V • NANETTE II • NAAGH • NARGIE • NATASCHA • NEFERTITI • NEREUS  
M • NOREEN • NORESKA • NORSAGA • NORTHERN LIGHT • NYALA • ONAWA • ORNSAY • OSLO  
NA • ROLLO • ROMEO • ROXANA • ROYAL OAK • SAGRACE • SALLY ANN • SANTA • SATURN  
• SIBYLLAN • SILVERVINGEN X • SILVERVINGEN XI • SIROCCO • SKEAF II • SKEAF III • SKEAF IV  
SOUTHERN CROSS • SOVEREIGN • SPHINX • SPIRIT OF AMERICA • STARS & STRIPES '83  
NA • STIARNA • STORM • STORMSVALA • SUNDAY • SVERIGE • SYLVA • SYLVANIA • SYMRA  
AHAWK • TOVE LILIAN • TRAUM • TREUDEUTSCH • TRIVIA • TRIVIA OF GOSPORT  
A • VALIANT • VANITY • VANITY V • VARG VI • VARUNA • VEMA III • VERONICA • VICI • VICTORIA  
ICE • WAR BABY • WEATHERLY • WESTRA • WESTWARD HO • WESTWIND • WHITE CRUSADER  
JLP • XENON • YATSET • YOLANDE • ZELITA • ZINITA • ZINITA OF CHICHESTER • ZIO • ZORAIDA

