



The overwhelming interest of admirers of Sixes today is on boats that were built during the period 1930 – 1952.  
2009 Classic Newsletter



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Photo courtesy of Dana E. Olsen, Nigel Ashman & Neil Rabinowits





## CaVa, KC 12, (1938)

Designer: Baron Ernst Wedell -Wedellsborg  
Builder: Nordbjaerg Baadev/Erft, Denmark

CaVa was originally built as a lottery boat for the Royal Danish Yacht Club. She took on the name CaVa later in the 1938 season when Hr (Mr.) Wald-Hansen took ownership.

Like a number of boats in Denmark, she lost her lead ballast keel for the occupying Nazi war effort. Post war, she received a composite ballast keel of iron as lead was in short supply. This served her well until a new lead keel was fitted in 2012.

CaVa was imported to Canada in the early 50s and made her way to Vancouver shortly afterwards. She retains a storied place among many local sailors and in RVYC's racing history. For many years she was owned and sailed with great success by the Miller brothers Sid and Phil. The 6mR became the most competitive class through the 1950's and into the early 1960's. A number of juniors, including Olympic medalists Dave Miller and John Ekels and Olympian Stephen Tupper crewed on CaVa among other Sixes. CaVa competed twice at the World Championship in Seattle during the 1970s.

Now carefully restored to a contemporary racing standard, with a fibreglass skin on wood hull she has proven very competitive in Pacific Northwest events. Of particular interest is her original triple cockpit layout only occasionally found on 6mRs. CaVa has shown to be a speedster in English Bay, leaning towards the local conditions. She will be racing in the 2017 ISMA World Cup in Vancouver and is looking for a new owner to defend her recent win in the Classic division in the 2014 North American Championship.

*'First and foremost, 6mRs are tactical racing boats. Actual boat speed differences are in reality small, generally arising from crew and sails rather than from the other factors - which are most apparent out of the water, on their trucks and at the dockside.*

*However, the very essence of a development class reflects a desire for progress and refinement, and without such evolution even the modern cruising yachts would be quite different from the one we know today. Regardless of any side benefits, a group of boats of widely varying characteristics is far more interesting to race than a fleet of one designs, even if they do all go about the same speed. Formula One Motor Racing would certainly lose much of its appeal if the machines were all the same shape and the same colour.*

*A crew of four or five is logistically manageable by*

*most individual owners, while it also enables teams of friends to organize a boat without the need for professional help. In Sweden and Finland such groups have successfully syndicated so as to share campaign expenses and responsibilities. Lastly, where Sixes are concerned, the terms 'International' is truly the case.*

*On the wind, 6mRs are highly sensitive. When 'in the groove', there is a crispness of feel that is otherwise only generally known to those who sail well-set-up dinghies. The narrow tacking angle makes for fascinating tactical racing. Working the wind shifts is all-important, and the tactician has a full-time job unless he is rendered redundant by a helmsman of amazing caliber.'*

*(From 'THE SIX METRE - 100 YEARS OF RACING'  
Pekka Barck & Tim Street)*