



# DFÆL·*bladet*

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## Dansk båd i Canadisk farvand

*af Jacob Frøhlich*

Som jeg oftest plejer, gennemser jeg markedet for ældre danske lystfartøjer. Vi er alle bekendt med, at mange af vore fartøjer blev eksporteret til udlandet efter anden verdenskrig, hvilket også er tilfældet for denne båd. Ikke en hvilken som helst båd, men en ægte dansk velholdt 6 MR båd fra 1938. Oven i købet til salg !

Da min nysgerrighed for disse både (nærmest) ingen grænser kender, måtte jeg naturligvis kontakte ejeren for at høre nærmere på båden. Da jeg selv er studerende og hverken ejer tid – eller for den sags skyld besidder en gudbenådet bankkonto – vidste jeg på forhånd at det ikke blev min tur for et ejerskab i denne omgang. Men budskabet om, at en sådan båd var at erhverve måtte ud, for jeg så gerne båden tilbage til Danmark, hvor den hører hjemme.

Jeg mailede frem og tilbage med ejeren og vi blev enige om, at budskabet bedst kom ud, ved at skrive en artikel i vores prægtige medlemsblad. Derved kunne budskabet komme ud til den helt rigtige kreds og forhåbentlig kunne Ca Va finde en ny ejer herhjemme?

Jeg bad derfor Randy om at skrive en lille artikel om Ca Va's historie. Her kommer den så, skrevet med Randy's egne engelske ord. Jeg synes, de taler bedst for sig selv!

# 6mR KC 12 (D55) Ca Va

*Af: Randy Cunningham*

The International Six Metre Ca Va came into existence in 1938 as K.D.Y. 1938, being a club boat for the Royal Copenhagen Yacht Club. She was designed by the well known Danish designer Baron Wedell von Wedellsborg and built by E. Nordbjaerg A/S.

She took on the name Ca Va later in the 1938 season when a Hr. (Mr.) Wald-Hansen took ownership.

Like a number of boats in Denmark, Ca Va lost her lead ballast keel for the occupying Nazi war effort during that time. Post War, she received a composite ballast keel of lead, armor plate and iron as lead was in short supply. This keel remains in place today and has served her well in hundreds of competitions and thousands of miles of sailing.

She was brought to Vancouver, Canada in late 1953 and was registered there in early 1954. The two new owners were the very well known Vancouver racing sailors, Sid and Phil Miller sailing out of the Royal Vancouver Yacht Club. The 6mR class was becoming popular in the area and for a time period became the most competitive class through the Fifties and into the early Sixties. A number of whom were to become Canada's top sailors, would compete on these Sixes as juniors. Among them were Olympic bronze medalists Dave Miller and John Ekels as well as Olympian Stephen Tupper, now an International Racing Judge.

During the forty years the Millers owned Ca Va, she competed in many races and with her skilled owners, she won many of them. She also competed twice at the World Championships in Seattle during the Seventies.

My initial exposure to Ca Va came sometime in the early Sixties when, as a small lad, I would walk the docks the Yacht Club just to view these graceful vessels. Ca Va was always so distinguishable as she was painted a light blue rather than the ubiquitous white. When I was to search



for my own Six Metre it would be Ca Va that I would come across in 1999. The Millers had sold the boat in 1994 and it had gone to the town of Comox on Vancouver Island where again she continued her racing exploits.

After acquiring the boat, I raced her for the remaining part of the 2000 season and then hauled her for a major refit at the yard of Mark Wallace on Vancouver Island. By this time she required some lengthy repairs and amongst other things the entire stem was replaced as was the horn timber and transom. All the floors fore and aft were replaced as was the mast step, aft deck and deck frames and about twenty planks. The cockpit coamings were replaced, two rings frames installed and the deck was covered in fibreglass and epoxy.

She was re-launched in the fall of 2001 when she was lucky enough to win her first race. Ca Va has been racing every season since and has made a number of trips to the Seattle area where the class continues to flourish. The boat also provided me with the highlight of my sailing career when, racing the boat at an evening race in 2005 with Olin Stephens watching from close by in a following boat, we

got the boat to the line in first place. His personal congratulations afterwards were more gratifying to me than winning a world championship.

Ca Va is now looking for a new guardian and it is hoped that her racing career will continue for many years. She has always been a racing boat and has never been modified with any cruising features. She still retains her three cockpit layout which we have found to be very safe and practical...at least with a full crew compliment.

Dette var Randy's ord. Er man interesseret i båden, kan man kontakte Randy Cunningham pr. email: [rcontrack@telus.net](mailto:rcontrack@telus.net)

Det bør i artikelens sammenhæng ligeledes nævnes, at Ca Va ikke er den eneste danske 6mR der er til salg for tiden. På hjemmesiden [www.6mrnorthamerica.com](http://www.6mrnorthamerica.com) finder man ligeledes Kitzita II (Knud Reimers konstruktion) samt KDY 1930 (Wedellsborg konstruktion, ex. Amaryllis) til salg. Altså i alt hele tre danske seksere. Hvor kunne det være rart igen, at have bådene på Dansk farvand, da vi ikke har mange tilbage herhjemme mere.