

EUROPE WEEK 2000

CLASSIC YACHT REGATTA IN NORWAY

18-31 July



SEILAS



CYN
CLASSIC YACHTS™
OF NORWAY

DAY-BY-DAY PROGRAMME

DAY 1. Tuesday 18th July

Arrive Fredrikstad.

Morning and afternoon: Boats arriving will be escorted to their berths by pilot launches. Places allotted will be determined by boat size and depth. Registration tent open all day on the river promenade. Evening: Welcoming reception and official Opening of Europe Week 2000 at 9 pm.

DAY 2. Wednesday 19th July

Boats remain in Fredrikstad.

Morning: Special regatta for IODs to commemorate their designer, Bjarne Aas. Afternoon: Guided tour of the old fortified town.

Evening: Buffet/Barbecue at Isegran, where Bjarne Aas had his boatyard. Special ceremony to unveil his bust. Isegran is now the site of Fredrikstad Museum, which has various exhibits connected with Bjarne Aas.

DAY 3. Thursday 20th July

Morning: Passage race to Hankø.

Afternoon: Boats moor in front of Bloksberg in Hankø Sound.

Evening: Reception at Hankø Yacht Club/Hankø Hotel.

DAY 4. Friday 21st July

Morning: The assembled fleet sails from Hankø to Son via Aasgarstrand/Horten.

Evening: Entertainment at the local pub/maritime cultural centre.

DAY 5. Saturday 22nd July

Morning: Passage race to Vollen, Asker.

Moorings at Asker Sail Club.

Afternoon: Guided tour of maritime centre (the site of Anker & Jensen's boatyard, Oscar's cafe, Svelvik villa).

Evening: Reception at Lillehaugen, Johan Anker's house, now a course centre owned by Christiania Bank. Film of Johan Anker's life

DAY 6. Sunday 23rd July

Late morning: Sail into Oslo, with parade into Oslo Harbour.

Afternoon: The fleet will be escorted to their berths.

Evening: Entertainment at Aker Brygge or area in front of City Hall.

DAY 7. Monday 24th July

First day of Europe Week 2000 races, organised by KNS for metre yacht classes and other categories. Motorboats also participate. The Lysaker Fjord will be used for the races.

Evening: Reception at City Hall by invitation of the Mayor, Per Ditlev-Simonsen.

DAY 8. Tuesday 25th July

Second day of Europe Week 2000 races.

Evening: Garden Party.

DAY 9. Wednesday 26th July

A leisurely departure, with destination Horten, possibly via Sandspollen.

DAY 10. Thursday 27th July

Arrive Horten. Afternoon: Tour of naval historical buildings «Carl Johansvern».

Evening: Reception/ party.

DAY 11. Friday 28th July

Morning, afternoon. Race (third day of Europe Week 2000 races, organized by Horten Sailing Club).

Evening: 1914 Party organised by the municipality of Horten, Sjømiliter Samfunnet. Prize-giving.

DAY 12. Saturday 29th July

Leisurely departure. Fleet sails down the coast, the ultimate destination is Stavern.

DAY 13. Sunday 30th July

Arrive in Stavern.

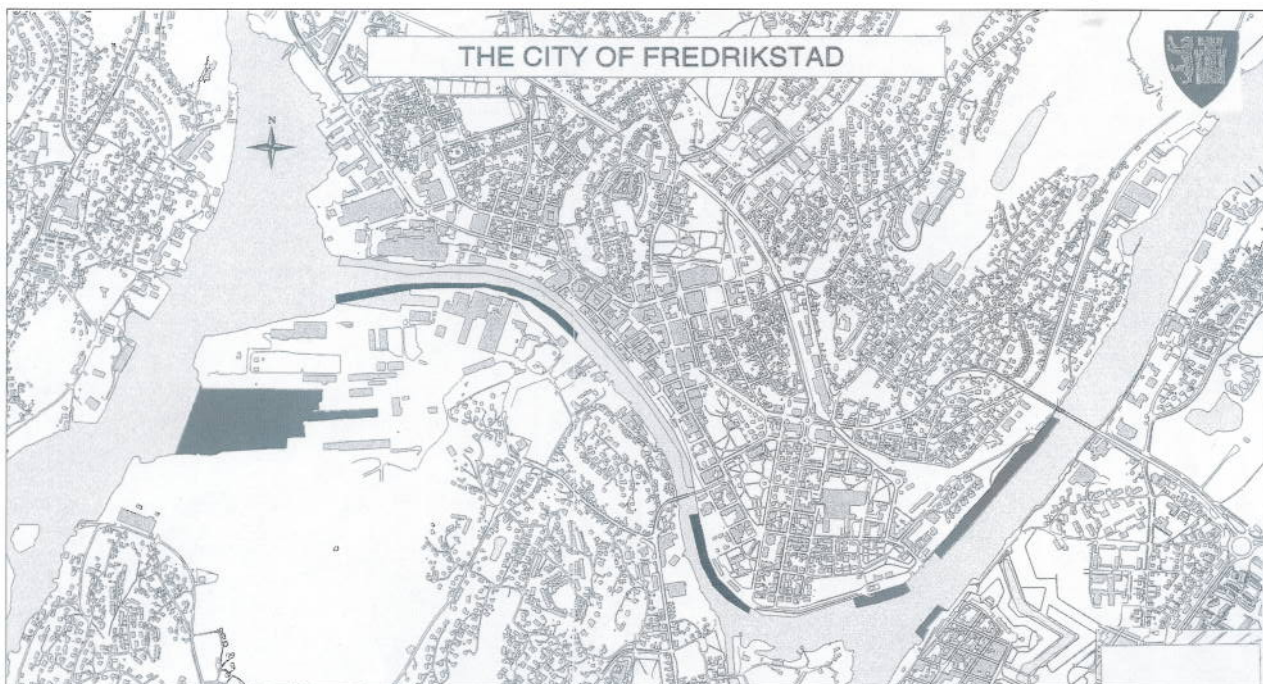
DAY 14. Monday 31st July

A trip to Larvik overland to view «Tollerodden», where Colin Archer lived and built his boats, with accompanying lecture. BB-11 regatta.

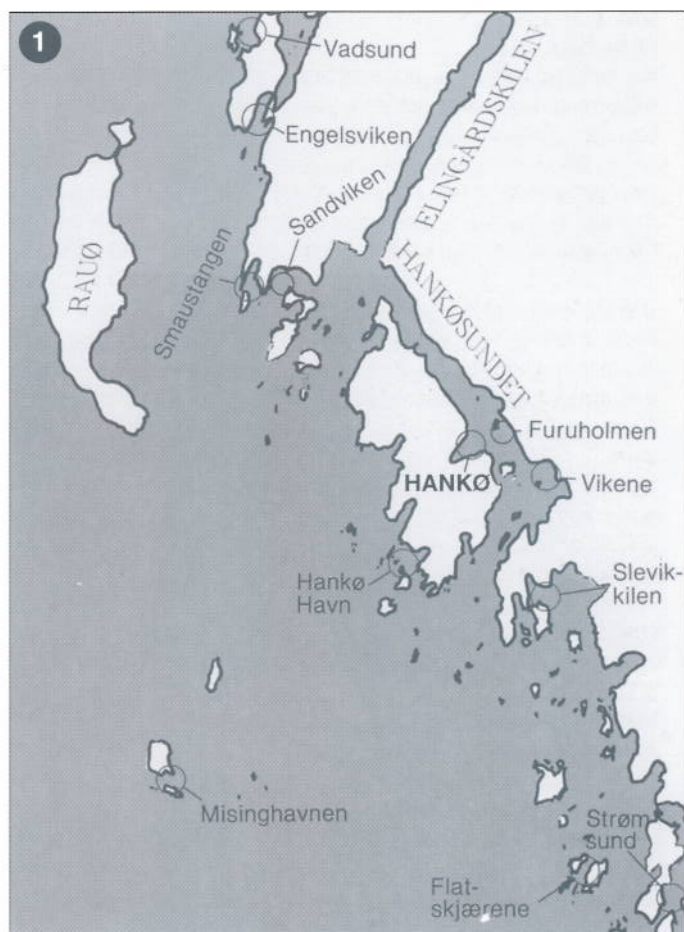
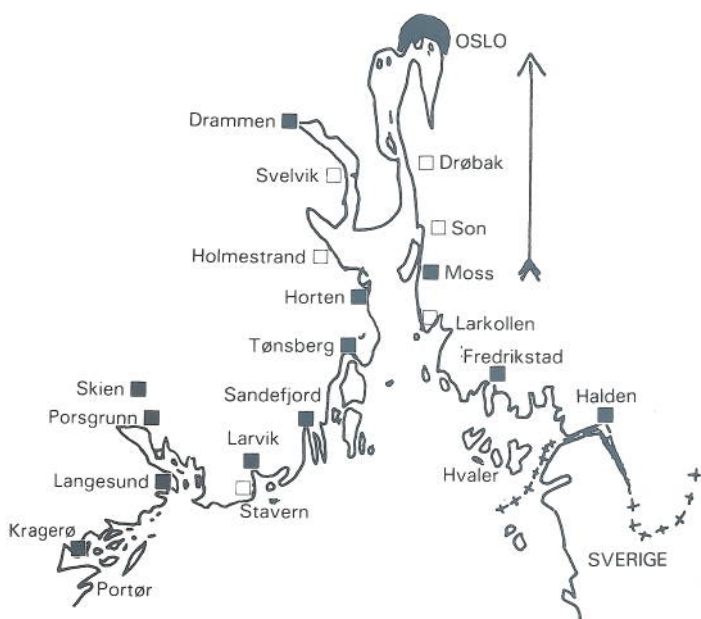
A «Grand Finale» get-together will be arranged to mark the end of Europe week.

Those of you who wish, can continue to sail down the South Coast to Risør International Woodenboat Festival.

N.B The organising committee reserves the right to make instant changes in the programme due to weather conditions or other circumstances beyond its control.



MAPS OF OSLOFJORD





MESSAGE OF WELCOME

Dear Classic Sail or Motor Yacht Enthusiast,

We, the organising committee of Europe Week 2000, welcome you to the waters of the outer and inner Oslofjord where we are arranging a «cultural voyage to yesterday» from Tuesday 18th July to Monday 31st July. In fact our «week» has become a fortnight, and if you have plenty of time available for your summer holidays, we can also tempt you with the separate events of Glomma Festival (Fredrikstad) taking place a few days before, and the Risør International Wooden Boat Festival coming after, which starts on 3rd August.

The places we have chosen for you on this voyage all have a connection with the history of Norwegian sailing or motor yachts. The famous Norwegian designers will also be focused upon – the three A's: Bjarne Aas in Fredrikstad, Johan Anker in Vollen, and Colin Archer in Larvik.

We also intend to have some serious racing in the metre classes and other special classes such as the International One Design, Knarr and BB 11s, as well as having an open class for other types of classic yachts. By taking part in the races, social get-togethers and cultural events, you will be helping to create an atmosphere of nostalgia and a «loud echo from the past», embodied in Europe Week 1914, held in the second part of July in Horten and Kristiania (Oslo) just before the First World War broke out (see Historical Introduction).

In February 1997, the Mayor of Oslo, Mr. Per Ditlev-Simonsen, suggested to the delegates attending the first AGM of the European Classic Yacht Union (ECYU) that Oslo City Council would encourage the idea of an international classic yacht regatta to celebrate the new millennium, and in particular Oslo's 1000 year jubilee. His own family competed with the 9 metre VAV in Europe Week 1914. The idea has caught on, and now the municipal councils of Fredrikstad, Horten and Stavern (Larvik) have also agreed to provide facilities and entertainment for your holiday and sporting endeavours. Welcome to Norway and have a good time!

PETER ENNALS
ECYU President (and host)





MESSAGE OF WELCOME

Dear recipient of this brochure

It is with great pleasure that I invite you, and possibly your family, to spend a few days with us up here in Oslo. There will be two days of yacht racing organised by the Royal Norwegian Yacht Club (KNS) as part of Europe Week 2000.

We intend to capture some of the spirit of Europe Week 1914. In those now far-off days, Director Sam Eyde, the leading Norwegian industrialist and founder of Hydro - but also in his leisure time the Commodore of KNS - persuaded the owners of three enormous schooners to sail up to Kristiania (Oslo) Fjord and create a big spectacle in the Europe Week yacht races. The German Emperor sent his yacht METEOR, accompanied by HAMBURG and GERMANIA. There were also other large yachts in the 15 and 12 metre classes owned by Englishmen, Germans, Norwegians and Swedes. Smaller metre boats, double-enders and national classes made up the total entry of over 130 yachts, of which a quarter came from abroad. The races in Horten grew more exciting each day as the wind got up, and the grand finale was in Kristiania. There was a wonderful social atmosphere amongst the competitors, and the crowds also enjoyed themselves with partying in the woods of Horten and along the shores near Kristiania.

As organiser of the races on the Oslofjord KNS will divide up the races into classes of comparable boats, as far as possible. We hope to avoid an intricate handicap system, as the whole point of the First International Rule (1907) was to make the winner of each class the yacht «first past the post».

The total arrangement under the auspices of the European Classic Yacht Union is extremely ambitious, stretching as it does over two weeks. I wish the organising committee good luck with the practical arrangements and fine sailing and motor boat cruising weather. Many of the owners of Norwegian boats which will be participating are joint members of KNS/ KTK. We all extend a warm welcome to those of you visiting our beautiful Norwegian shores.

HAAKON NISSEN-LIE

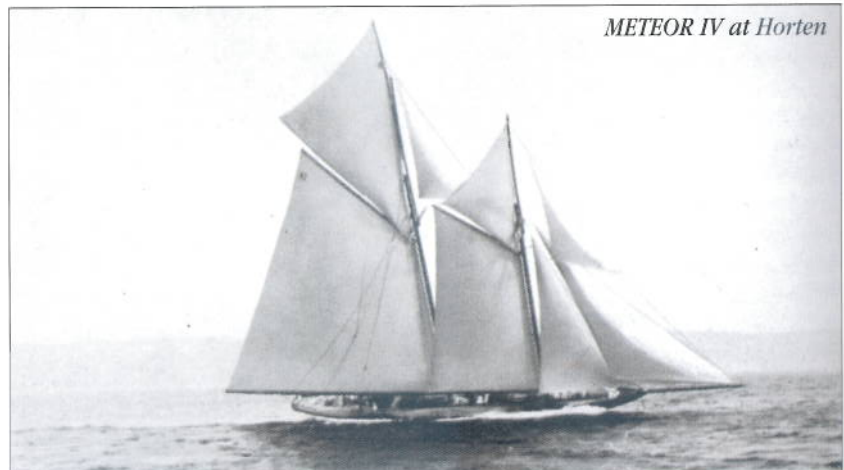
Commodore, Royal Norwegian Yacht Club



Sam Eyde



*His 15m BEDUIN
during Europe Week*



METEOR IV at Horten



Krupp's GERMANIA

HISTORICAL INTRODUCTION

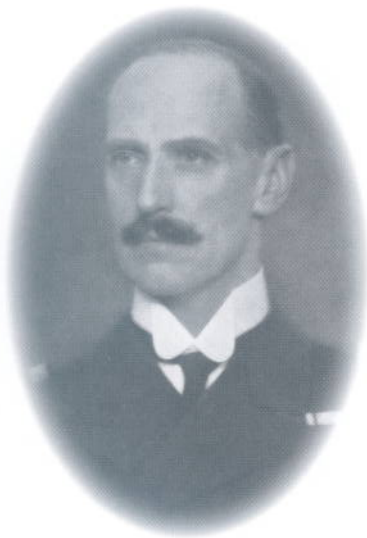
CHRIS ENNALS

(Honorary editor of CLASSIC LINES)

For Norway, Europe Week 1914 was the climax of the first golden era for Norwegian yacht racing which had begun with the founding of the Royal Norwegian Yacht Club (KNS) in 1883.

In mid-July 1914, just two weeks or so after the fatal shooting at Sarajevo which ultimately unleashed the terrible cataclysm of the First World War, the great yachting nations of Europe (Germany, Great Britain, Denmark, Sweden and Russia, besides Norway) gathered in the small town of Horten, and then the capital Kristiania (Oslo from 1925), for a dazzling week of regattas, dinners, balls and receptions under the royal patronage of H.M. King Haakon VII. This fourth «Europe Week» brought together some 130 boats, with over 30 large yachts coming from abroad.

It was the adoption of the first International R (Rating) rule of 1906 that had allowed European nations to compete against each other on an equal footing. The new rule, by laying down a common standard so that boats were in theory evenly matched in each class, eliminated the need for a cumbersome handicap system. The International Yacht Racing Union (IYRU) was founded in 1907; this body was keen to make its mark and encourage international competition. This would, for a time, be exclusively European because America had opted out, preferring her own rule. From 1907 onwards an increasing number of yachts were built, ordered by enthusiastic and rich owners eager to win sporting glory for themselves, their club and their country. So began the «Europe Weeks», timed to follow hard on the heels of more established regatta events such as Cowes Week and Kieler-Woche. Each country, it was agreed, would take it in turns to host the annual event. With the IYRU based in London, it seemed natural that Cowes should be selected as the venue of the first Europe Week, held in 1911. Kiel hosted the second in 1912, Le Havre the third in 1913, and then it was Norway. Spain might well have been chosen for the 1914 slot, but the Norwegians had a trump card: 1914 was the centenary of



King Haakon



Sam Eyde



Kaiser Wilhelm



King Alfonso



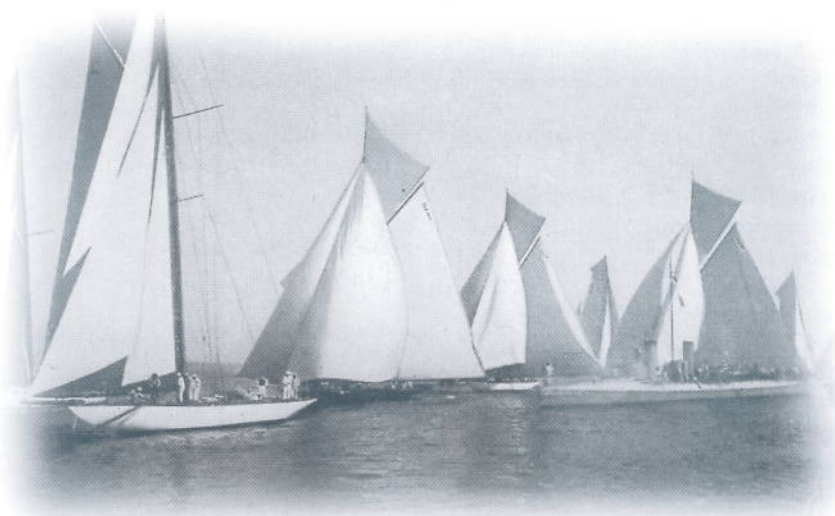
Archduke Ferdinand and his wife Duchess Sophie. An hour later they were shot dead, on 28th June 1914.

the country's 1814 declaration of independence. King Alfonso of Spain was persuaded by Sam Eyde, the Norwegian host and Commodore of KNS, to give Norway precedence.

Of the Norwegians boats which took part, at least the following still sail today: 12 metre class: MAGNOLIA ex MAGDA 8 (1909); MAUD 3 ex BEDUIN (1911), now named DANSEUSE. 10 metre class: ADORNA (1908); 9 metre class: PANDORA (1907); 8 metre class: QUINTA and TAIFUN; 7 metre class: MARTHA 2. DOUBLE-ENDERS: STORM (12 metre) RAAK and VENUS. Of the foreign boats: 12 metre class, ERNA SIGNE representing Sweden; 10 metre class, TARPON, representing Russia; 9 metre class NEERLANDIA 6, representing Holland.

We hope that many of the above boats will be on the starting line in our races at Horten and Oslo, thus helping to create a «loud echo from the past».

Looking back across the vale of time, Europe Week 1914 is unique because it was the last great manifestation of oldworld sporting splendour – the grand finale of the civilised but pompous style of yachting with enormous areas of sail unfurling and numerous crew to manage the boats. It took place against the backcloth of a mounting international crisis, which the innocent Norwegians were hardly aware of. One of the main actors in the poker game of high politics was the German Emperor. At the time of Europe Week he was cruising in the Western Fjords to relax for a fortnight before immersing himself in a further round of ultimatums. But unlike a grand tragic opera which ends with the stabbing of the hero or heroine, in real life in 1914 the dastardly deed of assassinating the heirs to the Austrian throne, Archduke Ferdinand and his wife, happened before the yachting spectacle in Norway, so it was really miraculous that this «fairytale» could be completed before the inevitable repercussions of Sarajevo caught up. The elite yachtsmen and the enthusiastic crowds in Horten and Kristiania had their fill of excitement. But the atmosphere was sombre in the follow-on event in Marstrand, and the main European nations now rapidly slid down the abyss to the declarations of war at the beginning of August.



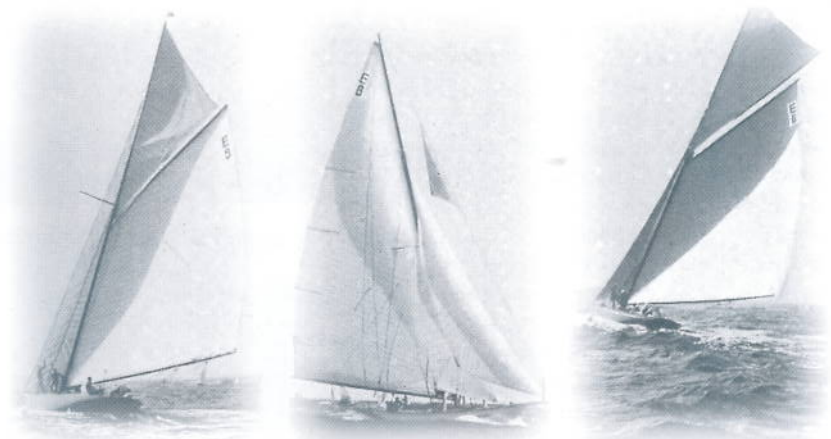
15 metres at start with Royal Norwegian Navy gunboat



The Europe Week medal



GERMANIA and METEOR at start.



ERNA SIGNE

SYMRA

FIGARO

REFERENCES

«Europe Week 1914 in the Shadow of War». Article by Chris Ennals in CLASSIC BOAT No. 90, December 1995. Also gives the racing results each day.

«Europe Week Revisited». Collection of articles in Norwegian and English. CLASSIC LINES No. 9, November 1998, with list of yachts competing.

Detailed accounts of the whole event in Norwegian only: SEILAS 1914, KNS Jubilee Books 1933, 1958, and 1983.

OUR PORTS OF CALL

FREDRIKSTAD – DAYS 1 AND 2

Fredrikstad's historical importance as a centre of shipping is explained by the town's geographical location at the mouth of the river Glomma. The Danish king Fredrik II is responsible for the founding of the old town in 1567. One hundred years later, when the Danish-Norwegian union lost the region of Bohuslän to Sweden, the old town was fortified and military outposts were constructed to defend the town against invaders from the sea. One of these outposts, the tiny island of Isegran, served as the main base for the Danish-Norwegian fleet from around 1700, and the navy had a number of vessels built there.

Fredrikstad's subsequent development and wealth were provided by the timber trade. Logs were floated down the river from the upper reaches of the Glomma, were sawn and processed in the mills, and finally shipped to destinations abroad.

The «new Fredrikstad» has grown further up the river on the other side, with several important industries developing, so that the old town has to be reached over the imposing bridge or by ferry. The call of the seafaring life has appealed to many of the district's young men up to recent times. The famous polar explorer, Roald Amundsen, grew up in a farmhouse in the countryside nearby. But it is arguably Bjarne Aas, the famous designer of sailing and motorboats in wood, who is most connected with Fredrikstad. He will be the centre of our interest during our stay, and we shall visit Isegran where the maritime section of the museum is housed in one of the buildings used by his company. We can view several of his boats, the equipment he used, and his design drawings.

Fredrikstad can also boast of an excellent undercover shopping centre a stone's throw from the river promenade where most of our boats will be moored. Here there is a lively picturesque atmosphere with excellent pubs and restaurants along the river.

But the absolute must is a walk through the old fortified town which is preserved in all its glory. A two-minute ferry service will take you there from across the river, and we shall be providing a guided tour of the essential sights.

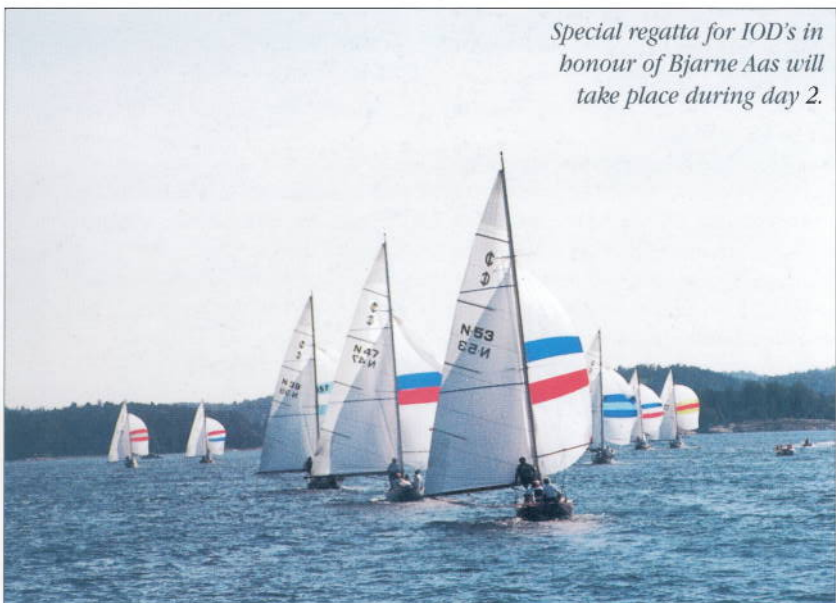




Isegran



Sailing up the Glomma ca. 1900



Special regatta for IOD's in honour of Bjarne Aas will take place during day 2.

HANKØ - DAY 3

Our next stop is Hankø, which has had connections with Norwegian yachting for over a century. The original establishment was a watering spa for stressed Kristiania citizens! Nowadays Hankø is the summer seat of KNS, with the Hankø Yacht Club providing the main facilities (founded by KNS members in the late fifties). The island of Hankø borders the long safe harbour of Hankø sound. Crown-Prince Olav was presented with a summer residence, called Bloksberg, and the Norwegian royal family regularly used this during July. Hankø was the scene of the KNS jubilee celebrations of 1933, 1958 and 1983. Garnholmen is the rocky plateau where a monument to Johan Anker has been erected in granite, and where the holiday crowds have traditionally watched the yacht races. For visitors, there is an excellent hotel and pub. Many well-to-do families have their summer cabins in the surrounding area.



SON - DAY 4

Son, with its old wooden houses and beautiful harbour, is our next port of call. Our boats will be moored near the Coastal Heritage Centre and evening entertainment will be provided by the local welcoming committee. Overlooking the market square is the imposing Thorne Gården, which is owned privately, but looks like an Olde English Pub, or smugglers' inn! The building dates back to 1640, and is open for cakes and coffee. Son was also a centre for wooden boat building, but in recent years budding artists have settled down here.

VOLLEN - DAY 5

We now enter the inner Oslo Fjord through the funnel up to Drøbak and before long swing to port to reach the Asker county coastline, where Vollen is situated. At the turn of the century there was a lively little village here, as Kristiania families could spend the summers in the idyll out here, the fathers returning to the capital by steamboat to do necessary business. The Vollen Coastal Heritage Centre, under Asker Museum, owns the Svelvik villa. Boat building was also flourishing at the turn of the century. First it was Gudmundsen, then Christian Jensen before Johan Anker entered the scene to start a new life at «Lillehaugen» with his second wife Nini Roll Anker. The house was built in 1910 for the couple. Since the 1960s it has been owned by Christiania Bank. Recently it has been tastefully refurbished, and extended with a new wing. The interior now houses several mementoes from Johan Anker's career as a designer and yachtsman.



We shall also tour the site of the Anker and Jensen boatyard (now a modern marina) and visit Cafe Oscar for coffee and cakes. The cafe has its own special maritime atmosphere, and the Norwegian Classic Yacht Club (KTK) has often been invited to hold its after-regatta parties here.



MESSAGE OF WELCOME

OSLO - DAYS 6-9

It gives me great pleasure that the City of Oslo is included as a port of call for Europe Week 2000, and in particular that an international classic yacht regatta, with races over two days in the waters beyond Bygdøy, will take place as one of the highlights of our summer events to celebrate the 1000 years anniversary of our capital.

Our city is now getting ready to celebrate its 1000 years with a year-long birthday party starting at the turn of the millenium. But I cannot conceal the curious point of fact that in 1950 the City of Oslo celebrated its 900th jubilee! Have we just conveniently hopped over 50 years, because we think our 950 years anniversary is not important enough?

New archaeological and historical discoveries suggest that Oslo is actually closer to being 1000 years old than 950. The timing of Oslo's 900th anniversary celebrated in 1950 was based on the writings of Snorre Sturlason, the Icelandic Saga poet. The new findings show that around the year 1000 there were already settlements at what today is called Sørenga, an area

which lies in the Southeast of Oslo. The City Council then decided that since archaeologists and historians had made a request for a calendar revision of Oslo's history, and there were no party politics involved, it could recommend that the city's 1000 years anniversary should be celebrated in the year 2000.

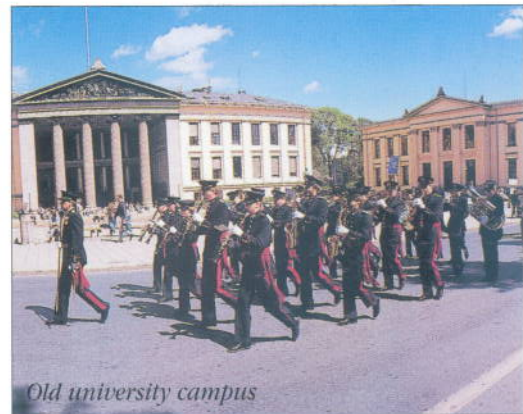
Year 2000 will be a celebration with several events that blend with the season of the year and play on two themes: the city's multitude of possibilities and its role as the nation's hub.

I look forward to meeting those of you who are participating in Europe Week 2000 at a reception taking place in our City Hall on Monday 24th July. I hope you will enjoy your stay and will have the opportunity to visit some of our tourist and cultural attractions.

Welcome to the small big city at the head of the Oslofjord.

PER DITLEV-SIMONSEN
Mayor of Oslo

National Theatre



Old university campus



Aker Brygge (wharf)



*The 700th anniversary of Akershus Fortress was celebrated in 1999.
The picture below shows the Royal Palace above the main street of Karl Johan.*



A MOTORBOAT INTERLUDE

The greatest Norwegian designer of wooden motor yachts was without doubt Richard Furuholmen (1887 – 1963). He was the only Norwegian in the motorboat world who designed boats and acted as technical consultant on a full-time basis in the interwar period, so that he set his stamp on the whole Norwegian motoryacht fleet right up to the 1960s.

The lines and finish of his «saloon yachts» were incredibly beautiful. But he was not a businessman and allowed others to borrow his drawings for building boats without charging for them! Perhaps as a result, he had an enormous circle of friends and acquaintances. Richard Furuholmen experienced at first hand the development of the motor yacht, from being narrow and rather unstable to the seaworthy modern luxury cabin cruisers (in wood) of the 1950s and 1960s. He was a master of planning and arrangement down to the smallest detail. Otto L. Scheen, his apprentice from 1944, continued the work of Richard Furuholmen and has been of invaluable assistance to the Furuholmen and Classic Motor Boat clubs in tracing the drawings and unravelling the history of the Furuholmen boats.

The editor is most grateful to Gøthe Gøthesen for information supplied in his book *MOTORBÅTEN* (Univ.forlaget 1997).



Richard G. Furuholmen as a young man. The top picture shows him in the interwar period. The two other photos show typical Furuholmen motoryachts.



Photos: Frode Andersen

Metre yachts on a summer-night's sail to Horten

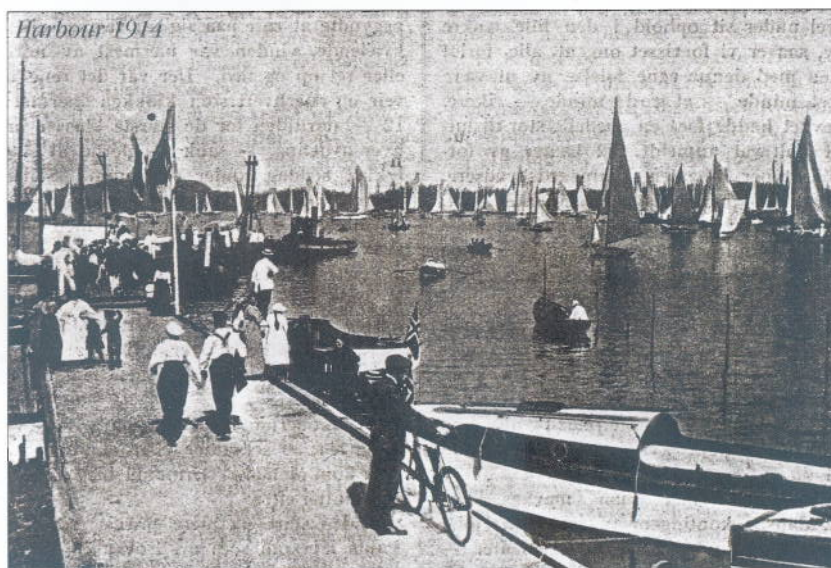


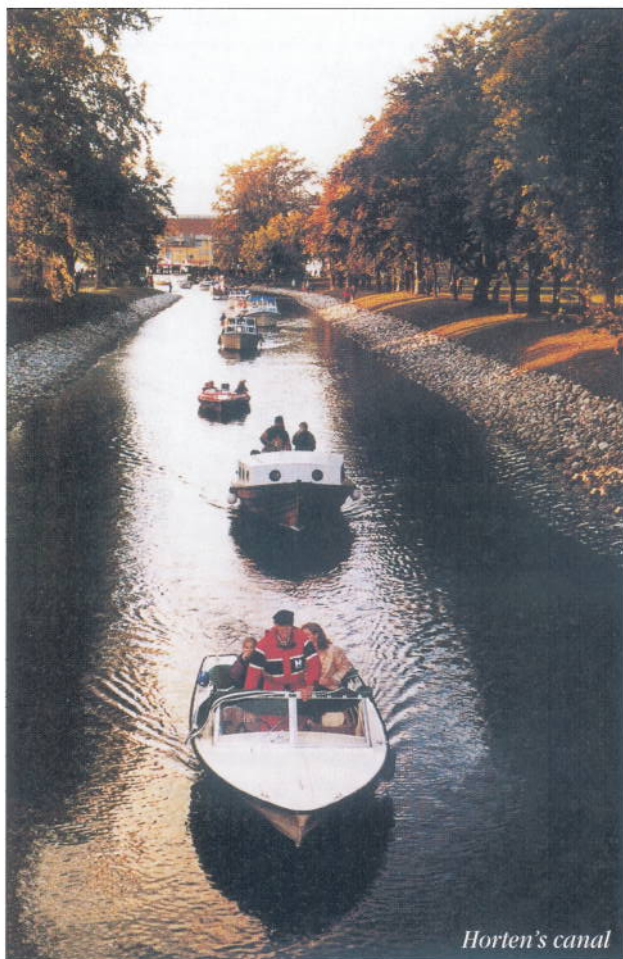
HORTEN – DAYS 10-11

Horten is known especially as an old naval town. While we are anchored in Horten there will be ample opportunity to visit «Carljohansvern» and several historic buildings connected to Europe Week 1914. It was here that prominent members of Kristiania society and KNS danced away the small hours during the regatta days at Horten. The Naval Museum is reputed to be the world's oldest functioning naval museum, and has many exhibits of interest to us yachtsmen.

Horten welcomes you gladly. There is an excellent tourist information centre near the harbour, cafes and restaurants round the harbour, and pleasant shopping streets in the town centre.

There may be time to visit Åsgaardstrand, a nearby seaside resort, which is best known as the place where Edvard Munch lived during the summer. He painted the famous «Girls on the Bridge» here and the view is just the same today!





Horten's canal



A pleasant shopping street in Horten. In 1914 they danced away the night at the Naval Club below. The modern harbour has capacity for great numbers of pleasure craft.



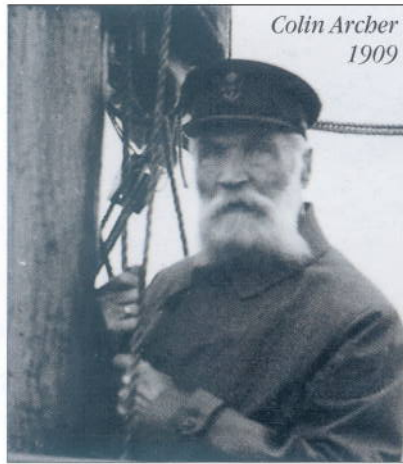
Sjomilitærsamfunnet



Horten's harbour

LARVIK/STAVERN – DAYS 12-14

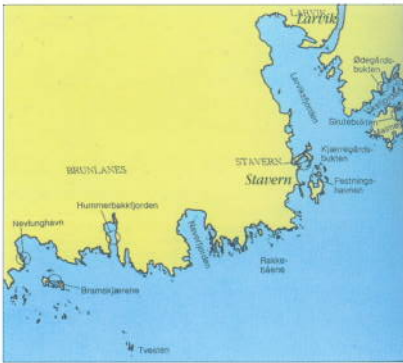
We are now reaching the end of our fortnight's cruise. The old town of Larvik was founded by Count Ulrik Frederik Gyldenløve in 1671. His mansion has become the town museum. Tollerodden is a park area just outside the town centre on the fjord, with a lovely church. Nearby the church is the former home of Colin Archer, other old buildings, and the site of his boatyard. We shall arrange a guided tour of the whole area with a talk on his life and the boats he built. Thor Heyerdahl, of Kon-Tiki and Ra fame, is also a son of Larvik and has a statue along with Colin Archer overlooking the fjord.



Colin Archer
1909



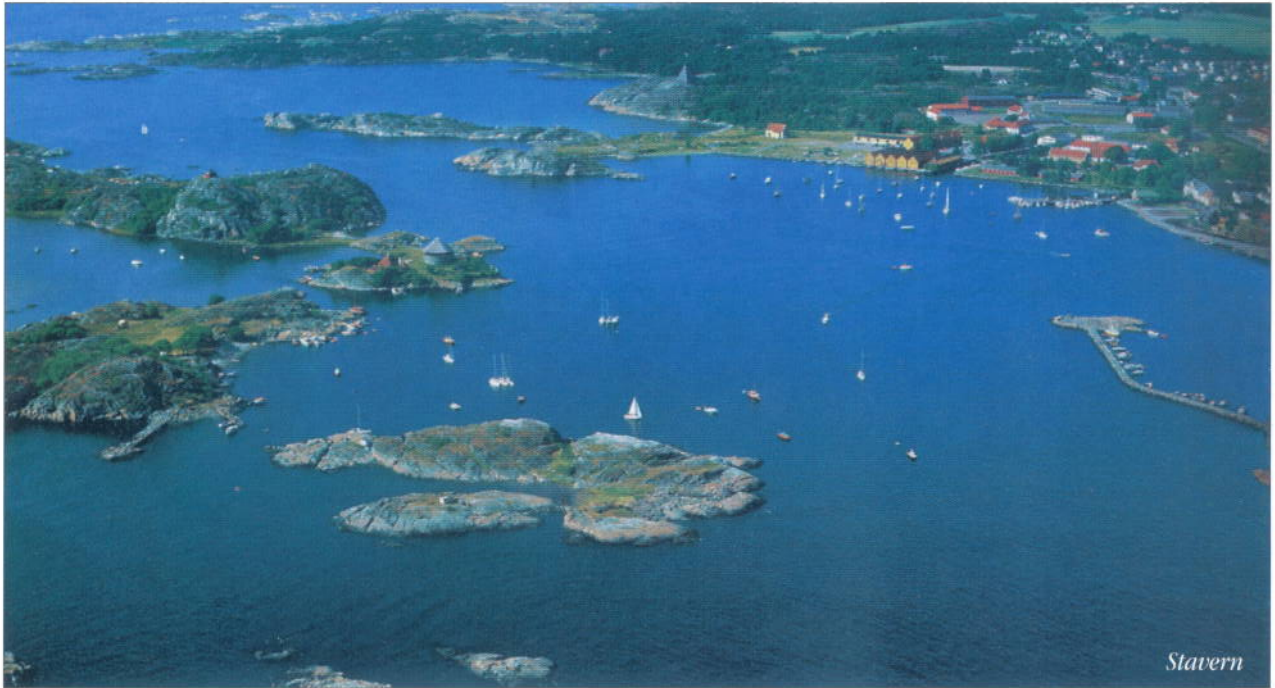
Thor Heyerdahl



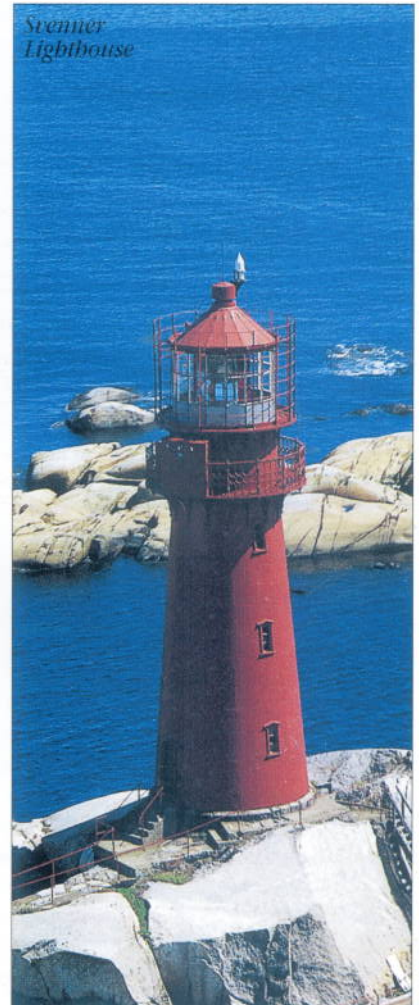
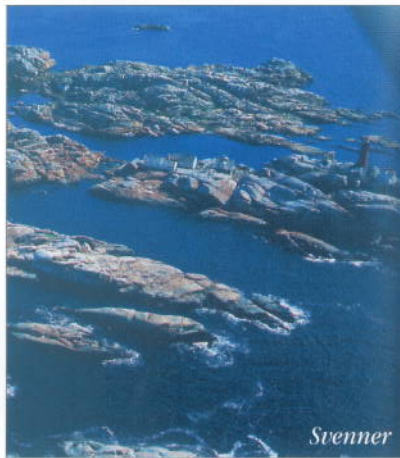
Larvik Town Museum

Below: The famous Colin Archer vessel FRITHJOF II visits the site of Tollerodden where she was originally launched.





The best harbour for our boats lies at Stavern, further up the fjord. Arriving from the sea, you will see the Hall of Remembrance, the national war memorial to the Norwegian seamen who lost their lives. Otherwise, Stavern is famous for its colony of artists on Citadel island, and the picturesque atmosphere of its cosy streets and attractive waterfront. Stavern is yet another old naval base, with barracks typical of 18th century lay-out. One can walk through the barracks to an attractive place for bathing. Stavern has lively entertainment in the summer evenings, and it is here the «grand finale» of Europe Week 2000» will take place.



WHO'S WHO

ECYU

On 30 August 1996, the Norwegian Classic Yacht Club (KTK) and representatives of sister organisations from Denmark, Sweden, Holland and Switzerland gathered in the house of the late Johan Anker, now owned by Christiania Bank, to found the European Classic Yacht Union. The invitation to the meeting was the brainchild of Peter and Chris Ennals (KTK). It was exactly 90 years since the European yachting delegates had met in London to agree on the First International Rule.

The following year, in early February, Christiania Bank, on the initiative of Ludvik Sandnes, invited delegates to its headquarters in Oslo, where the Mayor of Oslo, Per Ditlev-Simonsen, opened the plenary session before the First AGM. The articles of association were formally approved at the end of the meeting and the primary objective was stated as follows: «To save, maintain and promote the European yachting heritage by establishing contacts, friendly relations and effective exchange of knowledge and information between all like-minded European clubs or associations». To help accomplish this



task, a Board (consisting of President and Treasurer) was duly elected. It was also emphasised that members and yachts should have an opportunity to meet on a regular basis. Besides opportunities to enter races organised by neighbouring countries, the idea of a «modern» Europe Week, if possible each year, was also approved. In practice, the Classic Yacht Event in Stockholm (1998) and the Europe Week 1999, held in West Mersea, near Harwich, East England, have now

taken place. In addition, member associations have sent boats to compete in the Nations Cup, in memory of Henry Rasmussen, at the Laboe Freundeskreis Regatta.

By the late autumn of this year ECYU had 20 paid-up member associations, an entrance fee sufficing to ensure membership status. ECYU is at present benefiting from sponsorship to carry out essential tasks connected with its web site on the internet: ww.ecyu.com.

KNS

The Royal Norwegian Yacht Club (KNS) was founded in 1883 under the patronage of King Oscar II, at that time ruling over the Union between Sweden and Norway. After the first golden era (see Historical Introduction) the club reached the height of its affluence, as well as having probably the largest fleet of metre boats of all classes in Europe, by the end of the First World War. A reaction soon set in, but the club's yachtsmen competed with extraordinary success in the sailing olympics at Ostend (1920), Le Havre (1924) and Zuiderzee (Amsterdam) (1928). At the latter, Crown-Prince Olav won the gold medal in the 6 metre class together with Johan Anker. There were also many successes in the Gold Cup, Kattegat Cup, Øresund Cup, etc.

During the wooden boat era, KNS continued to be the national authority, selecting candidates for international racing, while at the same time being a local club. This changed in 1970, when the Norwegian Sailing Federation (NSF) was founded. Since 1970, KNS has only been a local

sailing club, albeit the leading one. The club continues to develop and grow strongly, and still provides candidates for the sailing olympics and other competitions. At present the membership is about 4000. SEILAS has been the official organ of KNS since 1906. The clubhouse is at Dronningen. H.M. King Harald V is Honorary Commodore and has taken a leading part in the club's activities and races, nationally and internationally, since his teens.

In 1990, the Norwegian Classic Yacht Club (KTK) was established as a separate entity, but many members of KTK are also in KNS. Its membership journal is called CLASSIC LINES (Klassiske Linjer).

THE ORGANISING COMMITTEE

Is made up of representatives of the following clubs: KNS, KTK, CMB (Classic Motor Boats), Furuholmen and Colin Archer Clubs. In addition the following Norwegian wooden boat clubs will be participating at different stages during the event: IOD, Knarr, and BB-11 clubs.

CLASSIC YACHTS OF NORWAY, A/S

This is a private business company established in 1998 to offer management services for busy metre yacht owners, advice on restoration projects, and yacht charters. The company has been instrumental in developing the concept of Europe Week 2000, with day-to-day follow up, and has succeeded in raising sponsorship money for the event.

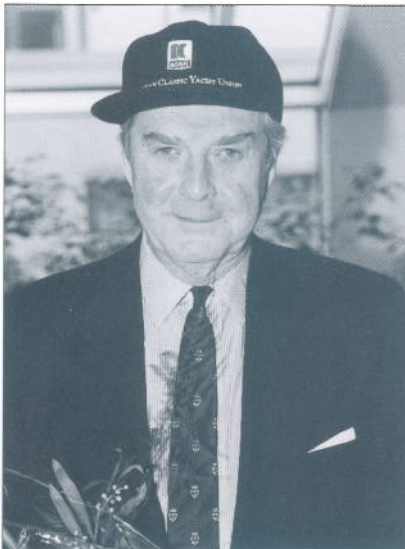
Tel.: 0047 22 83 13 20
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Mobile tel.: 0047 932 00 547
E-mail: peter.ennals@c2i.net

EUROPE WEEK 2000 A/S

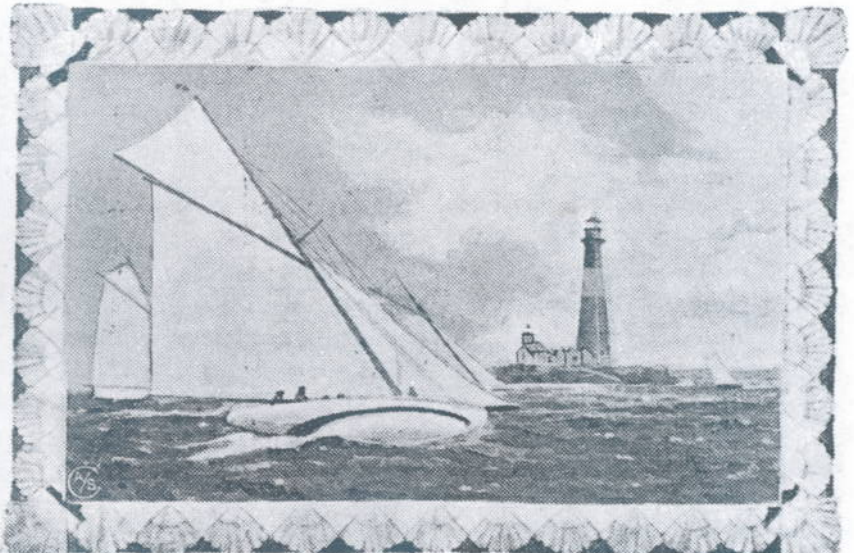
CYN, SEILAS and KNS have together formed a company to ensure that the monies coming in and going out are properly administered. Members of the board are: Peter Ennals (CYN), Henrich Nissen-Lie (SEILAS), Haakon Nissen-Lie (KNS) and Johan Kloster (Norwegian Maritime Museum). Any profits from the event will be used to establish a fund for restoring needy classic yachts and developing young sailors.



The Mayor of Oslo photographed outside the City Hall of Oslo with Peter Ennals (President of ECYU) on right and Ludvik Sandnes (Honorary Treasurer) on left.



Per Ditlev-Simonsen with his ECYU-cap sponsored by K-Bank (February 1997).

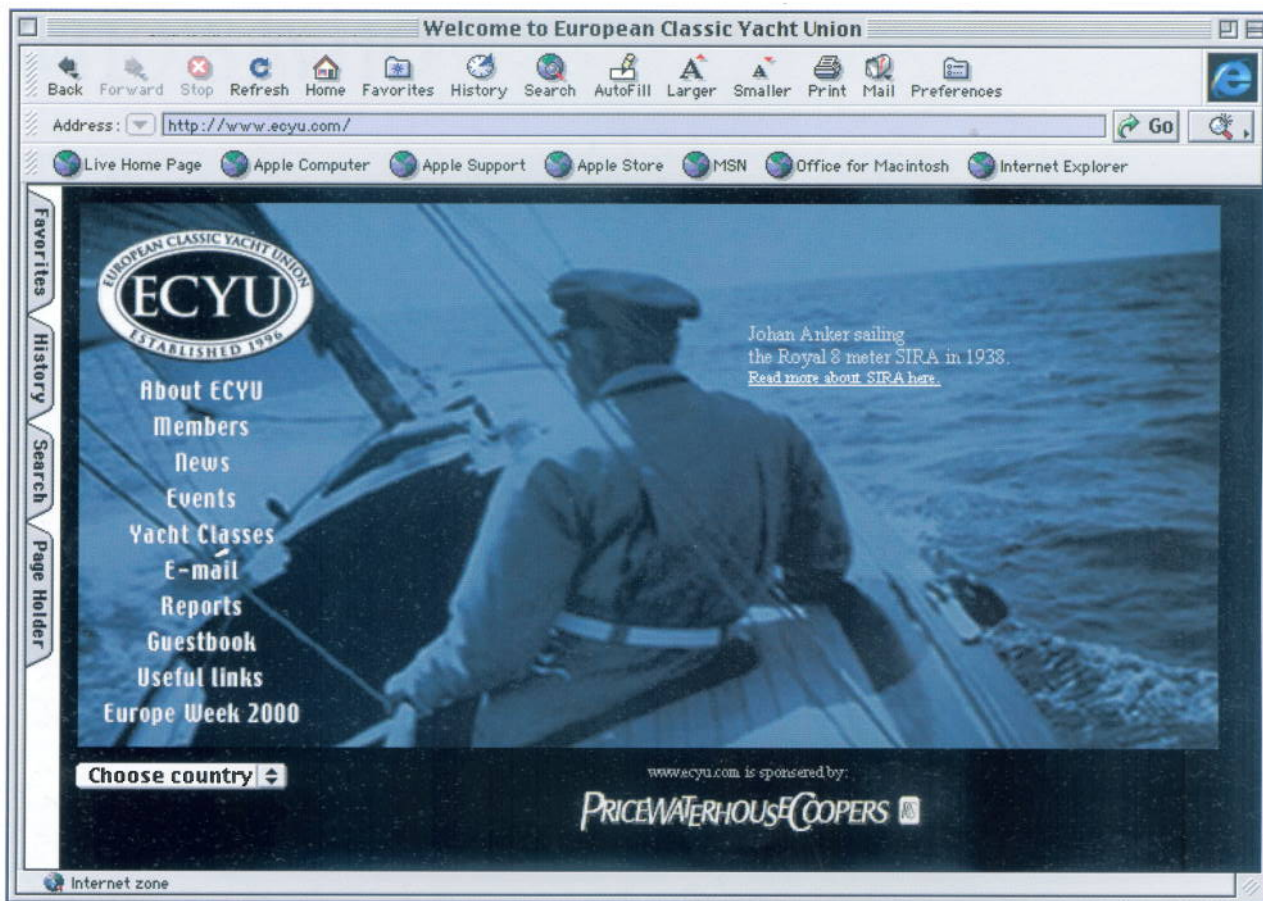


The original cover of the Europe Week 1914 brochure. Unfortunately we have not found a copy of the contents, which we understand contained beautiful pictures. We should be grateful to bear if any foreign club has a copy in their possession.

WHO HAS DONE WHAT

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 Brochure editor and text writer: Chris Ennals
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NB. Up-dated participant list for EW 2000 will be shown on our website as the months progress.



BE DARING AND JUMP INTO EUROPE WEEK 2000!

First 50 entries received will have
the chance of winning a
HP CD-writer 9210
(one name will be drawn out of a hat)

HP CD-Writer 9210 er din fallskjerm mot det totale datahavari



Det slurves ofte med sikkerhetslagring fordi CD-brenning føles tidkrevende. HP CD-Writer 9210 er markedets raskeste med et SCSI-basert grensesnitt og en overlegen 8x hastighet. Du kan brenne 650 MB på under 10 minutter!

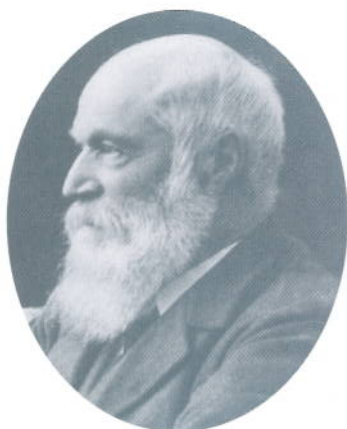
 **HEWLETT
PACKARD**

LIST OF COMPETING YACHTS 1914

A-klassen:						
Meteor	H. M. Den tyske keiser		Hamburg	Alliance	Wm. Smith Jacobsen	Lillesand
Hamburg II	Hamburgischer Verein «Seefahrt»			Morild	Ferdinand Egeberg	Kristiania
Germania	Krupp v. Bohlen und Halbach		Essen	Pandora	A. Scott Hansen	*
15 meter R-klasse:				Fri	Aug. Nilson	—
Pamela	Glenholme Bradley		London	Tamara	Chr. Berg Hansen	—
Paula III	Ludwig Sanders		Hamburg	Brand II	Fred. M. Andersen	—
Maudrey	W. Blatspiel Stamp		London	Tango	Kr. Sørensen	—
Beduin	S. Eyde		Kristiania	<i>Spidsgallere. Double-ended</i>		
Isabel Alexandra	E. Luttrøp		Hamburg	10 meter klassen og over:		
12 meter R-klasse:				Ull II	Lars Pihl Johannesen	Bergen
Skum III	Joh. Friele		Bergen	Venus	W. F. Meier	*
Skeaf	Henry Horn		Schleswig	Bra-Kar	Victor E. Bull	Kristiania
Sibyllan	C. D. Danielsson		Stockholm	Raak	Eilif v. Erpecom	Bergen
Magnolia	Olaf Bronn		Kristiania	Bris	Karl Thisted	*
Erna Signe	Nils Persson		Stockholm	Storegut	Alf Følck	—
Figaro	Fred. Olsen		Kristiania	Life II	V. B. Owesen	Kristiania
Ierne	Gustaf A. Estlander		Helsingfors	Storm	Ole Larsen	*
Symra	Axel Isdahl		Bergen	Skum	Johan C. Johnsen	Bergen
Maud III	F. Bugge		Tønsberg	8 meter R-klasse:		
Rollo	P. H. Matthiessen		Kristiania	Unda	Carl Holbek	Kjøbenhavn
Magda IX	Alfr. W. G. Larsen		—	Lucie V.	C. B. Nielsen	Skien
10 meter R-klasse:				Amazone	Thor Dahl	Sandefjord
Irina	Rudolph Zeidler		Wiborg	Brita	Dan Broström og Gösta Dalman	Göteborg
Kitty	Carl Brusewitz		Göteborg	Bror II	Brødrene Larsen	Kjøbenhavn
Irene	A. Palander		Helsingfors	Quinta	Lars Thorsen	Sandefjord
Adorna	H. Hurum		Kristiania	Braatt	O. R. Foreid	*
Skum II	W. Lindgren		—	Fram	Thor Larsen	Grimstad
Idyl II	C. W. Eger		—	Asrid	Olof Mark	Kristiania
Marga II	F. W. Forsberg og R. Jonson		Göteborg	Hazard	Einar Jensen	Stockholm
Tarpon II	L. A. Nagornoff		St. Petersburg	Ellen	Joh. H. Aanensen	Drammen
9 meter R-klasse:				Taifun	Fritz S. Olsen	Kristiania
Vav	O. Ditlev-Simonsen		Kristiania	7 meter R-klasse:		
Carin	Sigurd Stave		—	Veb	Wm. Vett	Kjøbenhavn
Flirt IV	Alf Rasmussen		—	Huldra	Ragnvald Lunde	Kristiania
Flirt III	H. Kjerschow		—	Martha II	H. Bugge	*
<i>Hakbaater maalt efter Kjøbenhavnerkonferencens maaleregul.</i>				G. K. S. S.'s utlodningsbaat 1914	Göteborgs Kungl. Segel Sällskap	Göteborg
10 meter klassen og over:				Star III	H. & E. Hasselbalch	Kjøbenhavn
Morolga	B. Reinhardt		Kristianssand	7 meter R-klassens særavdeling:		
Miranda	J. Lund jr.		Bergen	Komet	Geo. H. Schlytter	Bestum
Irmelin Rose	Th. Glad		Kristiania	Polar	Trygve O. Holm	Kristiania
Mariatta	Eyv. Wang		—	Two Step	Carl Hansen	Fredriksstad
Ariadne	S. Finne Thiis		—	6 meter R-klasse:		
Titania	A. Jacobsen		—	Quo Vadis	H. Resch-Knudsen	Kristiania
9 meter klassen:				Mosquito	Magnus Konow	—
Dora II	Konsul Petersen		—	Sirelka	A. I. Wischnegradsky	St. Petersburg
Runa	W. Werring		Drammen	Nurdug IV	Otto Reedtz-Thott	Kjøbenhavn
Neerlandia VI	Koninklijke Nederlandsche Zeil- en Roevereeniging		Amsterdam	Sno.	Aug. Ringvold	Kristiania
Kaag	Do. do.		—	Liss III	Johan Christensen	Drammen
Agnes III	Julius Thorne		Arendal	Wawi III	J. M. von Bernuth	Antwerpen
6 meter R-klassens særavdeling:				Pontia	T. Dannevig	Sandefjord
Speed	Søren Sørensen		Tønsberg	7 meter klassen:		
As you like it	Emil Stray		Kristianssand	Ingrid	O. Olsen	Kristiania
Kim	Jens Sørensen		Husvik	Forward	Leif Hagen	—
Butterfly	Joh. H. Wiese		Fredrikstad	Urd II	Otto Kahrs	—
Sonja III	E. G. Christiansen		Kristiania	Nina	Harry Borthen	—
Ibb	Ths. Leegaard		Skien	Ruth	Hagb. Gjester	—
Flavia	M. Fredriksen		Kristiania	Iris	Ragnhild Olsen-Tank	—
Rigolo	B. L. Hedemark		—	Heja	F. V. Olsen	Roskilde
Lubina	Herman Berntsen		Narverød	Kaare	Jacob Jacobsen	Kristiania
5 meter R-klasse:				Ego	Paul Stein	Arendal
Maja	Friedrich Treitschke		Kiel	6 meter klassen:		
Cobra III	H. I. Svenningsen		Kristiania	Eise	Bernh. G. Lund	Kristiania
K. N. S.'s 75 m. ² krydserklasse:				Smart	Harry Randall	—
Tamara III	Halfd. Hansen		Kristiania	50 m. ² K. N. S.'s krydserklasse:		
Cinderella II	Einar-Stange		—	Pirouette	Jens Svarstad	Drammen
Mitra	Trygve Slang		Fredrikstad	A. Vela	Jacob Wang	Kristiania
45 m. ² svenskeskjærgaardskrydsere:				<i>Spidsgallere. (Double-ended)</i>		
Bara	Frithiof Hallberg		Göteborg	7 meter klassen og over:		
Fylgia	Ragnar A. Anderson		—	Sofie III	Alb. Andersen	Grimstad
Margit	Gustaf Ahrenberg		—	Halda	H. C. Foy	Porsgrund
<i>Hakbaater maalt efter Kjøbenhavnerkonferencens maaleregul.</i>				Snipa III	E. Amundsen	Kristiania
8 meter klassen:				Kiss	Ths. Andersen	Larvik
Caprice	Johan Normann		Kristiania	Lillemer III	A. Olsen	Moss
Aim	Emil Collett		—	Didi II	Chr. H. Christophersen	Husvig
Tornado	H. N. Bang		—	Stein	Karl Eriksen	Kristiania
				Heidi II	Andr. Falkenberg	—
				Aase	Joh. Jerndahl	—
				6 meter klassen		
				Gry	Emil Nord	Tønsberg
				Topsy II	K. M. Ragnvaldson	—
				Toto	Nicolai Prebensen	Risor
				Roik	W. B. Markussen	Grimstad
				Paal	Alfr. Sandberg	Kristiania
				Signe	Birger A. Jensen	—
				Bess	Bertrand Marcussen	Lyngør
				Fiskerjenten	H. Henriksen	Tønsberg
				Capeguma	Carl F. B. Pihl	Fredriksbald
				Knurr	Hans Johansen	Tønsberg

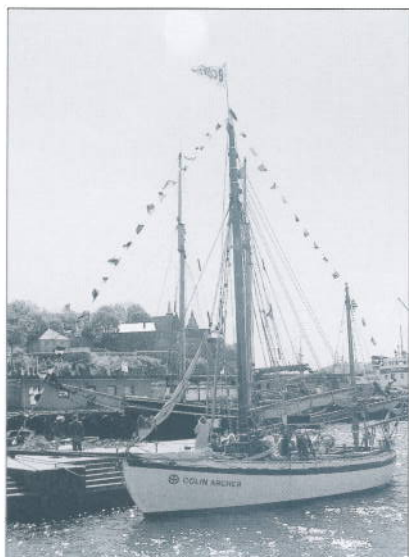
NOTE: 14 surviving yachts are marked with a star.

THE THREE A's



COLIN ARCHER 1832 – 1921

His father and mother were Scots who emigrated to Norway with their seven children in 1825. Colin was born in Larvik, one of five further children! Sent out by his father to visit some of his brothers who had emigrated to Australia, he visited California in 1850 and then Hawaii before joining his brothers on a sheep station. He returned home to Larvik in 1862 and decided to make a career of designing boats. Colin married a girl from Kragerø nearby and built himself a house at Tolderodden. By 1879 Colin Archer's technical ability had developed considerably, not only as a designer but also as a builder. He established a reputation for building sound pilot boats, life boats, fishing vessels and pleasure yachts. His most famous large vessel is FRAM (1892), which transported Fridtjof Nansen to the polar regions the following year. FRAM was later used by Otto Sverdrup and Roald Amundsen, the latter taking her to the South Pole.



JOHAN ANKER 1871-1940

Johan Anker was born at Halden, his family owning substantial forests near the Swedish border. His interest in boats and sailing was awakened by summer holidays spent at Hvaler, and when he was 17 he had his own yacht. After education in Kristiania he took his engineering degree in yacht construction at the Technical High School in Charlottenburg, Berlin. He then returned to Halden to work in his family's wood processing business. He married young and had three sons by his first wife, Julia Fredrikke Jacobsen. Two of them, Erik and Christian, followed their father as regatta sailors. In 1905, at the age of 34, he broke away from the family business and separated from his wife. He bought himself a partnership in the established boatyard of Christian Jensen at Vollen. He had known Nini Roll Anker, married to his cousin, for some time. She also wanted to «break away» and returned to her home town of Molde. But by 1910 they had decided to marry each other; their life together at «Lillehaugen» lasted until 1940.

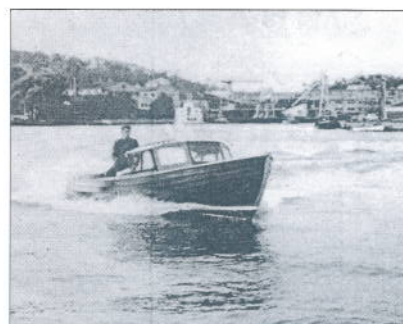
Johan Anker designed not only international metre yachts, but also many national cruisers. A list of his most famous yachts would include: ISABEL ALEXANDRA (15 m) BRAND IV (12 m), ROLLO (12 m), SYMRA (12 m), VEMA (12 m), SKUM II (10 m), MOSK (10 m), TAIFUN (8 m), QUINTA (8 m), SIRA (8 m), NORNA (6 m).

His sailing achievements: gold medal as sailing master on board Alfred W.G. Larsen's MAGDA IX in the Stockholm olympics (1912), gold medal as helmsman on board Crown Prince Olav's NORNA in the Amsterdam olympics (1928). Winner of Kattgat Cup several times, and of the Gold Cup.



BJARNE AAS 1886 - 1969

Coming from a family owning sailing ships, Bjarne grew up in Kristiania. After spending two years at sea, he took advanced education at Horten Technical School and became a mechanical engineer in 1906. After a decade of work in various marine engine workshops and shipyards, but designing leisure craft in his spare time, he gradually established himself as a yacht designer down in Fredikstad. His international breakthrough came in 1922 at races in Copenhagen. He won with ASKELADDEN in the 6-m class. In 1924 his 6 m ELISABETH 5 won gold medal at the Le Havre sailing olympics. In 1936 Bjarne Aas conceived the idea of an International One Design (IOD). If a yacht could be produced in a series, a boat of similar size to a 6 metre could be produced much more cheaply. It was in this year that Bjarne Aas finally moved his business to Isegran. He was also a keen motorboat designer. The AAS-TJERNE started production in 1937. He also designed life-boats, 14 between 1933-1940. After the war Bjarne Aas achieved considerable success, but he fought a losing battle against plastic, insisting on wooden materials. As a result, under his son, the yard at Isegran went bankrupt a year after his death.



ECYU AND KNS WELCOME YOU TO OSLO IN JULY 2000



WHERE TO SEND YOUR ENTRY

Please let us have the details of your name, address and type of boat as soon as possible.
The choice of time to pay is up to you: Up to 1st March: NOK 500. Up to 1st June NOK 650.
From 2nd June up to registration at Fredrikstad NOK 800. EUROPE WEEK 2000 Bank Account No
is as follows: 5005.06.70780 (Den Norske Bank). Send your entry with copy of payment made to:
KNS Secretariat, Huk Aveny 1, Bygdøy, 0287 Oslo. Fax 0047 23 27 56 10.