



The International Six Metre Association Presents

# The Six Metre World Cup Seattle 1979



Host Clubs: Corinthian Yacht Club of Seattle / Seattle Yacht Club  
Sponsored by the Pepsi Cola Bottling Company of Seattle

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# 1979 Six Metre World Cup

on Puget Sound September 4 through 12

## HOST CLUBS

Corinthian Yacht Club of Seattle  
Seattle Yacht Club

## WORLD CUP COMMITTEE

P.O. Box 70668  
Seattle, Washington 98107, USA

## PROGRAM

September 4 — First Tune-up Race and Measuring  
September 5 — Second Tune-up Race and Measuring  
September 6-11 — First through Sixth Race  
September 12 — Spare Day

## RULES

I.Y.R.U. Racing Rules as modified by U.S.Y.R.U., The International Six Metre Rule, The World Cup Deed of Gift, and the Sailing Instructions published herein.

## RACE COMMITTEE

Eustace Vynne, Jr.

Dick Marshall  
Brent Nichols  
Bob Watt  
Stef Thordarson  
Sally Vynne

## INTERNATIONAL JURY

Jury President — Dick Rose (USA)  
Alex Forsyth (Canada)  
Niall Carney (Canada)  
Ken Hartman (Sweden)  
Christer Salen (Sweden)  
Ed Vonwolffersdorf (USA)

## BOATS

Race Committee Boat — M.V. Terry-Lynn of Seattle  
Jury Boat — M.V. Portage Bay of Portage Bay  
Press Boats — Forin Sea, and the Que Pasa

## Welcome Six Metre Sailors



The Six Metre class has a long-standing reputation for tough competition and sportsmanship here in the Pacific Northwest. We are certainly honored to be chosen as the arena for the 1979 World Cup as we are proud that our fleet's continued activity during the "inactive" years of Six Metre racing has played some part in the return of the Sixes to international prominence.

Regatta Chairman Lee Shepardson's tireless work and the efforts of the various committees will, no doubt, insure the finest World Cup regatta yet.

On behalf of the fleet, the host clubs and the regatta sponsors, I would like to welcome all of our visitors and wish fair winds to all competitors.

Pat Goodfellow  
Fleet Captain,  
Puget Sound Six Metre Association

A handwritten signature in brown ink that reads "Pat Goodfellow". The signature is written in a cursive, flowing style.

On behalf of the Seattle Yacht Club I want to welcome all of you to Seattle and the Six Metre World Championships.

It is a pleasure seeing the revival of the six metre class and the first-rate international competition resulting from this. We at Seattle Yacht Club wish you continued growth and many successful regattas in the future.

Seattle Yacht Club has had the pleasure of hosting many large regattas in the past, but we all feel that the Puget Sound Six Metre Fleet has assembled one of the most prestigious groups of sailors ever to race on our waters. We sincerely wish all of you a successful regatta and an enjoyable stay in the Pacific Northwest.

Cordially,

Arden Steinhart  
Commodore Seattle Yacht Club

The Corinthian Yacht Club of Seattle has long been proud of its association with the Six Metres and takes pride in being co-host for this year's World Cup. With this, I would like to welcome our visitors to Seattle and offer them the hospitality of our club facilities. Good Luck to all,

Ernie Linger,  
Commodore,  
Corinthian Yacht Club of Seattle

## ACKNOWLEDGEMENTS

• The Puget Sound Six Metre Association thanks the Pepsi Cola Bottling Company of Seattle for their substantial contribution to the World Cup and would also like to thank the following people for their contributions:

Corinthian Yacht Club	Howard Richmond
Cadranell Yacht Landing	A.D. Sherwood
Fisheries Supply Company	Don and Mary Simpson
Northwyn Sails	Bill and Marilyn Bradshaw
North Sails	Ed and Nancy Baumuller
North Star Ice Equipment Corporation	Robert Horsley
Physio Control Corporation	David Wyman
Port of Seattle	Eddie Bauer
Seattle Yacht Club	
Skyway Luggage	
Pettit-Morry Co.	
Wyman Lumber	
Western Steel Casting Company	
Seattle Seafood	
Eddon Boat Company	
HCH Yacht Consultants	
Cal-Marine	

## CHAIRMEN AND OFFICIALS

ISMA President	Breck Adams
ISMA Vice President	Giuseppe Masini
ISMA Secretary	Scott Rohrer
PSSMA Fleet Captain	Pat Goodfellow
Regatta Chairman	Lee Shepardson
Regatta Secretary	Margie Nornberg
Race Committee Chairman	Sunny Vynne
Activities Coordinator	Bill Lieberman
Official Measurer	Alan Rutherford
Transportation	Craig Mansfield
Housing	Margie Nornberg
Social	Jon Rose
	Pat Goodfellow
	Jim Wheat
Fund Raising	Kim Ostrander
Registration	Emily Teeter
Trophies	Kim Ostrander
	Terry Fowler
Memorabilia	Bob Weingaertner
	Bob Bartleson
Press Liaison	Joel Schroedel
Insurance	Carl Neu
Volunteers	Gretel Gregory
CYC Liaison	Jim Medley
SYC Liaison	Bill Bradshaw



## A History of the Sixes

The Six Metres are a direct result of what Douglas Phillips-Birt described as conventional Anglo-Saxon attitudes toward small open boats: (i) there was nothing objectionable to having fixed ballast; (ii) live ballast was slightly disreputable. Although these attitudes are reversed today, the Sixes live on as a monument to yachting's golden era and a harbinger of things to come.

In 1906, the Royal Yachting Association felt their existing rules based primarily on length and sail area were no longer adequate and so created the International Rule of yacht measurement which, with only a few changes, is the same one used today. The first classes to be developed were the "smaller" five, six, seven and eight metre boats with the designs being somewhat smaller than their modern descendants. The difference can be seen in this comparison of an early Six and one from the late forties:

	1907	1947
Length overall	30 ft.	38 ft. 6 in.
Length w.l.	19 ft. 8 in.	23 ft. 6 in.
Beam	6 ft. 10 in.	6 ft.
Draught	4 ft. 3 in.	5 ft. 4 in.
Displacement	6000 lbs.	8500 lbs.
Sail Area	507 sq. ft.	450 sq. ft.

The early Sixes, as can be seen in the photo of the class racing in 1910, raced with gaff mains and topsails and small jibs and staysails as was the convention at the time.



Six Metre racing in 1910. It will be seen that the rig is the conventional gaff rig with topsail. The "H" was an early class designation in England.

*Beken*

Between 1906 and 1914, thirty-seven Sixes were built and even though the five and seven metre classes faltered, the Sixes increased in popularity year after year. Between 1920 and 1939, the number of Sixes built rose to 102 boats and Phillips-Birt wrote:

*With the appearance of these smaller metre classes we find under us the stream of modern yachting bearing us towards the transformed world of the second half of the twentieth century.*

Though popular in Europe, there were no Sixes in the U.S. until 1921. This was soon to change due largely to interest taken in the class by members of the Seawanhaka Corinthian Yacht Club of New York. In 1920 British yachtsmen proposed an international team competition in the craft and the following year a four-boat American team arrived at Cowes to be beaten for the first British-American Cup. The competition for this and the older Seawanhaka Cup (which was decided to the Sixes in 1922) provided the source for the keenest international yachting of the era. The history books tell the rest; of Britain's early domination of the U.S. teams and the Americans' later development and ultimate supremacy in the team racing; of the fine Scottish Six *Coila* which won the Seawanhaka Cup twice and her defeat on the third attempt at the hands of *Lanai* on her home waters of the Firth of Clyde.

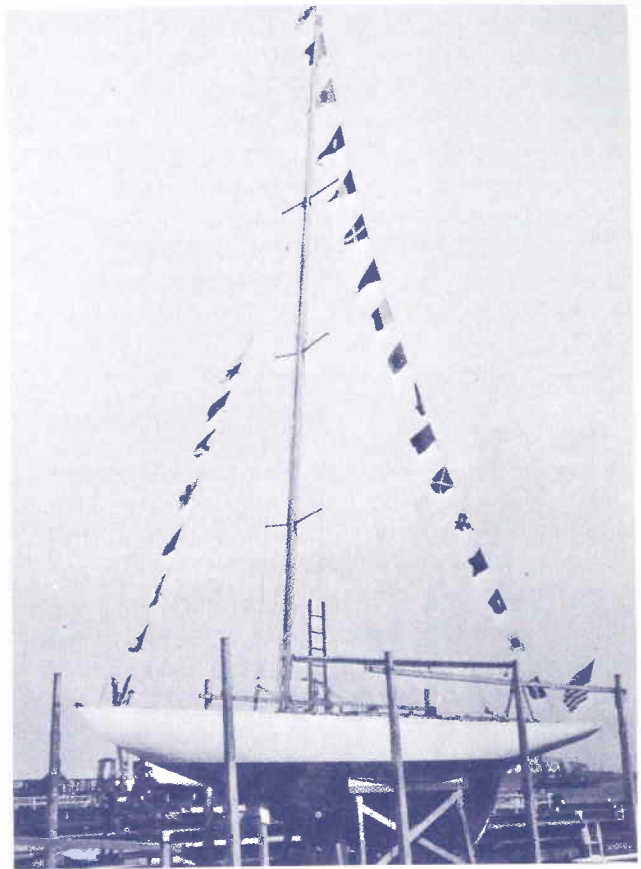
While Americans and Britons were team and match racing for their most coveted prizes, the Scandinavians developed a unique format for fleet racing for the Scandinavian Gold Cup. First raced for in 1922 in Horten, Norway, this, the class' highest award, was donated by the Nylandska Jaktklubben (NJK) of Helsinki, Finland. The scoring was easy: (i) one boat per country; (ii) first boat to win three races gets the cup; (iii) any boat not winning a race after three races was eliminated. The course was specified and became known world-wide as the Gold Cup Course. Modified by the addition of a third beat, this became the modern-day Olympic course. Competition for the Gold Cup was fierce. The winners list is a compendium of the finest sailors, designers and builders of the first half of the century. The names of Holm, Laurin, Salen, Plym, Aas, Hoyt, Crane, Konow, Estlander, Anker, Noverraz, Stephens, Nichols, Whiton and Cunningham attest to the level of the competition.

Perhaps the greatest Six-Metre sailor of all time was Sven Salen of Sweden. In a career which spanned over thirty years, he affected the class not only as a successful skipper but as an innovator whose intuitive sense of sailing efficiency revolutionized yachting. In the Genoa regatta of 1927 Salen experimented with carrying his overlapping reacher jib upwind. This proved superior to the smaller "working" jibs of the other boats and his *Lilian* sailed both faster and closer to the wind than the other boats. By the time Salen arrived in the U.S. later that same year to skipper his *May Be* in the Gold Cup at Oyster Bay, he had refined the Genoa jib into a heavier, flatter sail. The rest is history. Salen won the Cup and in 1928, every Six racing had a "genny."

It was Salen again who took the first steps toward evolving the modern parachute spinnaker. Annoyed by the way early spinnakers chafed on the fore stays and resembled little more than poled-out reachers, he developed a symmetrical sail considerably fuller and trimmed around the fore stays by a sheet led aft on the leeward side. Spinnakers have been flown that way ever since.

Not only did Salen develop these sails aboard six metres, he compiled the best record of any sailor in the class as well. He won the Seawanhaka Cup, the Scandinavian Gold Cup (twice), the One Ton Cup when it was raced for in Sixes (five times!) and the Olympic Bronze Medal in 1936. In short, he won every major prize the class had. During this illustrious career, he owned nine *May Bes* as well as *Lilian*, *Alibaba* and *Fagel Bla*. Always a sportsman, his love of the class apparently rubbed off on sons Sven and Christer who are still active in the class with their *May Be X*, *XI*, *XII* and *Sexa Pil*.

In America, Six Metre design steadily advanced through the twenties due primarily to the work done by Clinton Crane, Starling Burgess and Sherman Hoyt and by the end of the decade, the U.S. was firmly established as a power to be reckoned with. In the thirties the torch was passed to younger designers such as Olin Stephens, Bill Luders and the amateur Herman "Swede" Whiton who gave America a real edge over their rivals by 1939. Stephens amazed the British in 1932 with *Nancy*. Never before had they seen such a large inventory of headsails on a Six nor such aggressive sailing and sail handling as Olin and Rod Stephens displayed that season. When *Bob Kat* and *Lulu*



American 6 metre *Nancy* in the season of 1932. *Nancy*, when racing in the Solent, revealed to British owners in the class the value of a big wardrobe of headsails, at a time when British sixes might have carried only two.

Rosenfeld

—Phillips-Birt

won the 1936 Seawanhaka and 1937 Gold Cups respectively, the Six Metre world was beating a path to Stephens' door. Once again the Sixes provided the test bed for revolutionary development. In 1938, Olin Stephens and Dr. Kenneth Davidson collaborated on some new tests on hull resistance utilizing the test tank apparatus Davidson had built at Hoboken. Davidson, himself a keen yachtsman, had confessed that his interest in tank testing was then centered on the Six Metres. The result was *Goose* and her big sister *Vim*, Commodore Vanderbilt's red-hot Twelve Metre.

*Goose* won nearly everything and what she didn't, her sister *Llanoria* did. *Goose's* four straight Gold Cups and *Llanoria's* back-to-back Gold Medals attest to the Americans' clear superiority in the late thirties, forties and early fifties.



Goose Winning at Cowes

Beken

Sweden, Germany, Switzerland and the American west coast kept the flickering Six Metre flame burning through the "dormant" years of the IYRU's unfortunate experiment with the lesser 5.5 Metre, waiting for the opportunity to somehow re-establish the class.

The opportunity came in the form of two new cups and a new class organization in the early seventies. In July, 1969, the first series for the Australian-American Challenge Cup was sailed on San Francisco Bay. Corinthian Yacht Club of Seattle sent *Goose* to meet John Taylor's *Toogooloo IV*, a new Australian Six from the designs of Olin Stephens. *Goose* won a close series 4-3 and the ball started rolling. Races for the Cup every few years produced four new Australian boats and three new boats named *St. Francis* after their sponsoring club.

In 1972, the International Six Metre Association was formed with Eustace "Sunny" Vynne the first president and William Buursma, executive secretary. The class regained its Active International status and a new trophy, the World Cup, was donated by the Port of Seattle. Since 1969, thirty-two new Sixes have been built, fifteen of them to the new fiberglass scantlings adopted in 1974.



Six Metre Race in the Pacific Northwest in the early 1960's.

McVie

In 1981, the class will have been in existence 75 years. No other single class has given yacht racing so much. No class deserves a more rich and rosy future.

*"I am glad to see that international yacht racing is coming into favor among the younger yachtsmen of American and Europe, and especially in the 6-metre class; and I hope the friendly rivalries will long continue, for there is no more wholesome sport than yacht racing."*

*Sir Thomas Lipton, 1928*



