

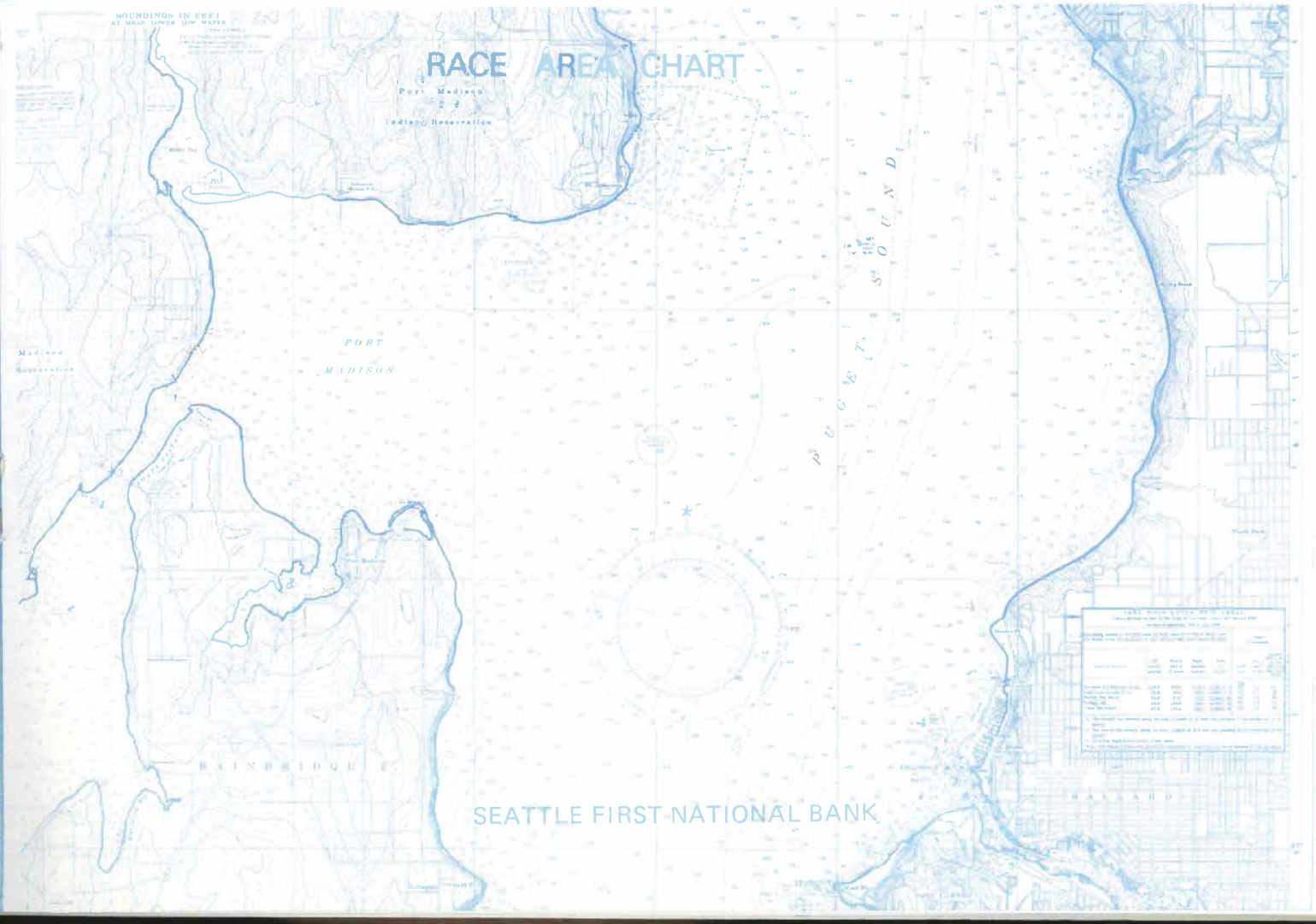
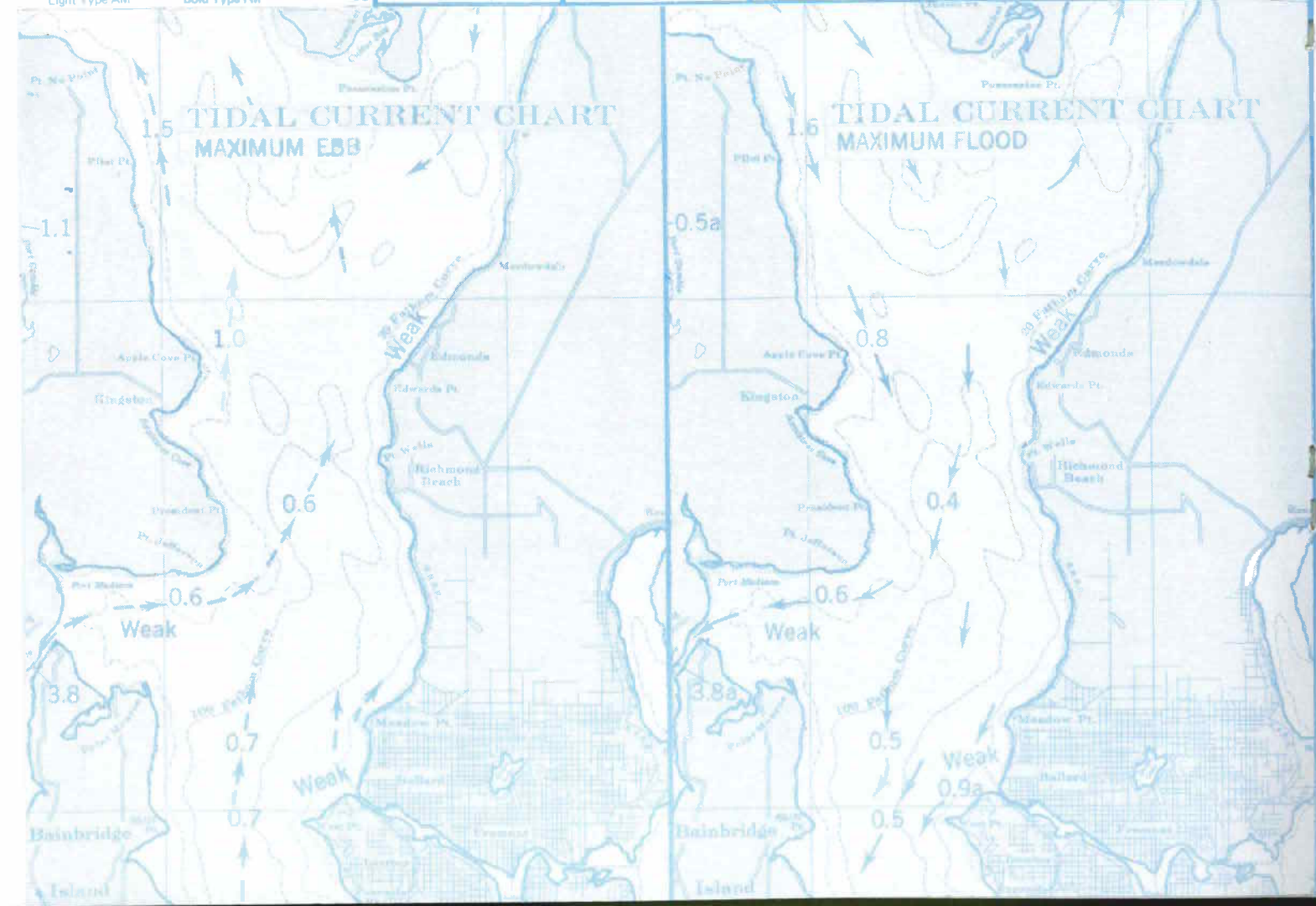
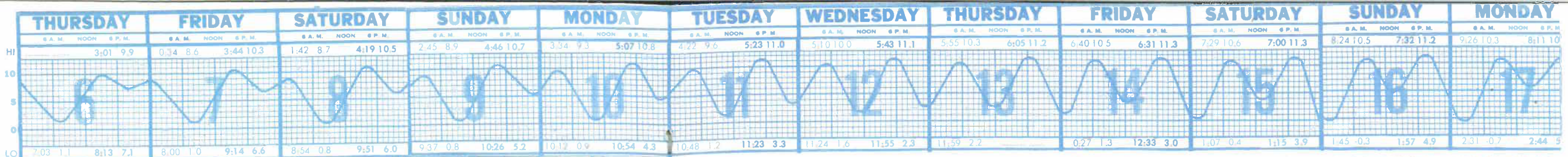
SIX METRE WORLD CUP PROGRAM

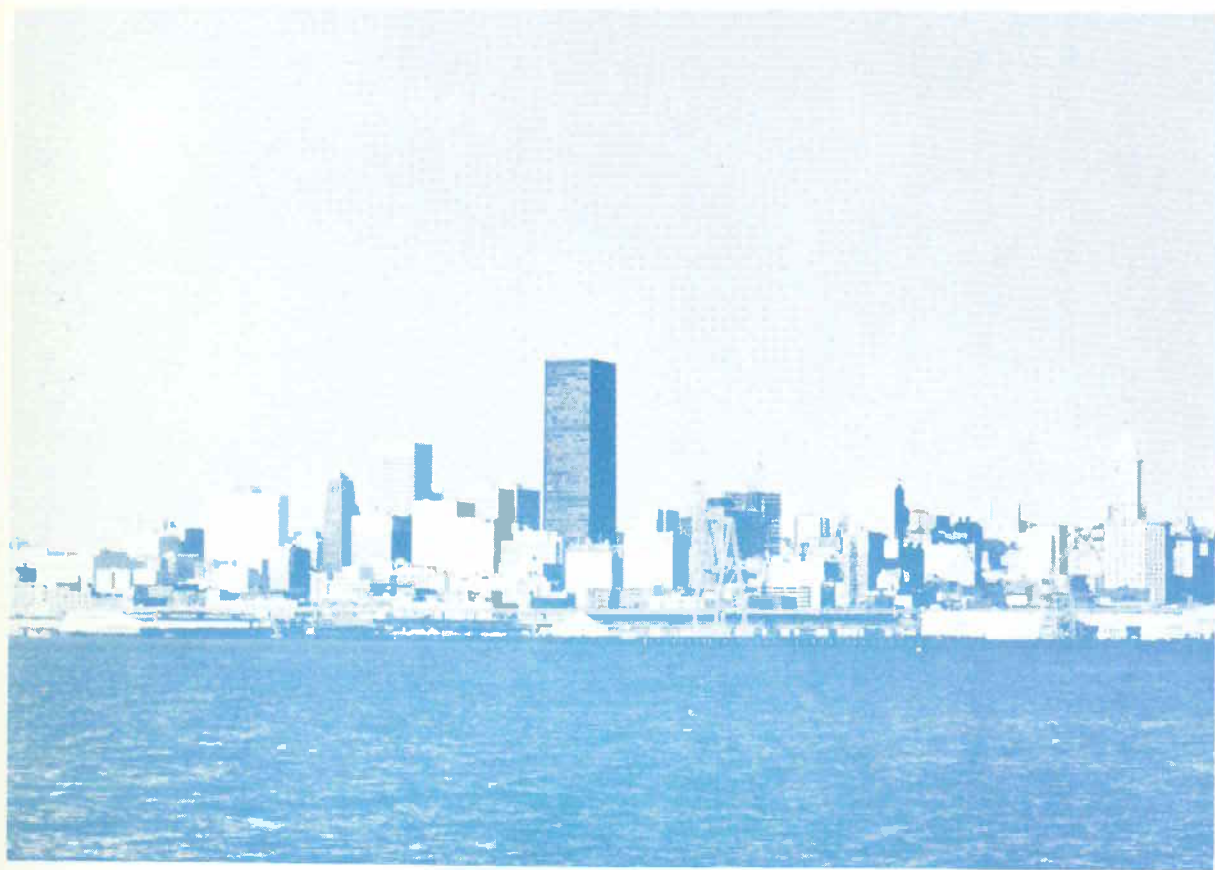
SEPT 1973

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SEATTLE TIDE GRAPH
 DAYLIGHT SAVING TIME

Light Type AM Bold Type PM





GOVE'S COVE

SIX METRE WORLD CUP

SEATTLE, WASHINGTON, SEPTEMBER 9-16, 1973

SPONSORED BY

Puget Sound Six Metre Association
Corinthian Yacht Club
Seattle Yacht Club
The Six Metre Fleets of North America

SANCTIONED BY:

•INTERNATIONAL SIX METRE ASSOCIATION (ISMA)
'The ISMA Board requires the Participation of a minimum
of 15 yachts from 4 nations and 2 continents for a
sanctioned World Championship.'
•INTERNATIONAL YACHT RACING UNION

Six Metre World Cup

The Six Metre International Rule has traditionally provided some of the world's most competitive yachting events. In past years these yachts have gathered for international competition in such prestigious events as the British-American Cup, the Seawanhaka Cup, The Scandinavian Gold Cup, the French One Ton Cup, and of course the World Olympic Games. Reorganization of Olympic sailing classes in the 1950's, however, eliminated the six metre from these games, and most other events have either been re-allocated for challenges in other classes, or retired from active competition. The Six Metre has been left without a World Trophy event.

In response to both this competitive void, and a recent rekindling of interest in Six Metre racing the Puget Sound Six Metre Association has founded the SIX METRE WORLD CUP. This event will again provide the Six Metre with a truly international racing event, combining both the championship character of past Olympic events with the international flavor of the perpetual challenge cup.

The Port of Seattle has dedicated the trophy for this event. In making this gift the Port deeded the cup as a perpetual traveling award thus ensuring not only the growing prestige of the event, but the continued activity and interest of Six Metre yachtsmen from throughout the world in seeking the glory of winning and the right to display the SIX METRE WORLD CUP.



SIX METRE HISTORY

The Six Metre Class International Rule first appeared on the racing scene in 1921. There had been six metres before this time following the old International Rule and the British Yachting Association Rules, but these were a curious boat, carrying, in most cases, a bow sprit, a gaff rig sail plan, and sometimes even a small cabin.

With the adoption of the International Rule for rated metre boats, however, the six metre came into her own. Rated by most designers as the smallest boat which could be effectively built under the guidelines of the International Rule, the six metre is an all out racing machine, and was considered the battleground boat not only for yachtsmen, but for the designer, builder, and sailmaker as well.

'Fine helmsmanship, dedicated crews, and the best that sailmakers, spar makers, and experts in rigging and fitting could provide—those were the ingredients that sixes provided when they met in combat.' THE GIANTS OF SAIL, Alain Glikzman

The period between the two wars, 1920 to 1939 is considered the high water mark of six metre racing. The Six is a truly international boat and country to country competition was keen, with many of the finest six metre yachts designed between 1925 and 1950. The Scandinavians with Maybe VI were standouts as were the Swiss with Ylliam IX. In Scotland a whole family of fine sixes was designed and built by McGruer and David Boyde, One of their most famous being Elghi III in which Meunier du Housseye captured the French One Ton Cup. American competitors battled in such famous competitors as Goose and Llanoria (1948) winning challenge cups and Olympic Gold Medals as well.

For designers, owners, and helmsmen alike, the six metre has not only been a challenge, but a proving ground and a stepping stone to yachting fame as well. Helmsmen with names like Bus Mosbacher, Olin Stephins, Briggs S. Cunningham sailed sixes, and as designers, Henry M. Crane, who later designed the twelve metre GLEAM among others, Olin Stephins, who grew to fame with the GOOSE, David Boyde, who later designed the English twelve metres SCEPTRE and SOVERIGN, N.G. Herreshoff (already famous), and Bjerne Aas and Johann Anker gained all or part of their early fame designing and building six metre yachts.

The six metre is an expensive yacht to build, however, and the economics of construction are said to have lead to the classes decline in popularity in the twenty years between 1950 and 1970. However, in recent years the efforts of men such as John Taylor of Australia and Erik Maxwell of Britain have caused a resurgence of interest in six metre racing. In the 1973 World Cup no less than five of the competing yachts are new or comparatively new; one built in 1968, two in 1971 and two in 1973.



The following quote provides the most succinct summary of the six metre class heritage. 'As an owner one was always having to up sticks and hightail it to the USA, or to Genoa, or to Scandinavia, or the Solent. But this of course was the penalty and the privilege of owning a real racing yacht, and of being admitted to a most exclusive club whose members chose to meet up practically anywhere in the world. If one was beaten, say at Kiel, one could always take one's revenge at Cannes or Torquay...'

SKYWAY LUGGAGE COMPANY



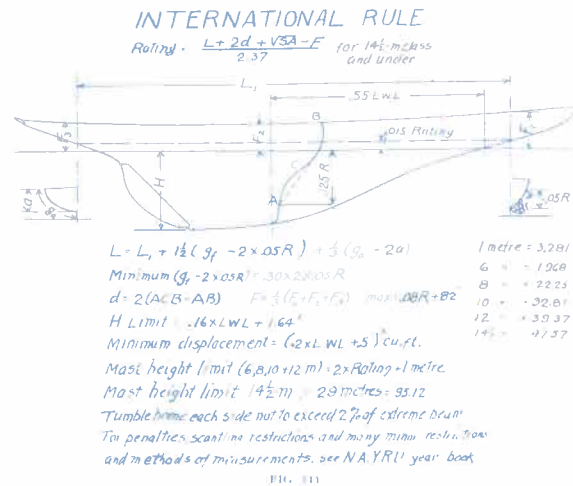
NORTHWYN SAILS

INTERNATIONAL RULE

A measurement rule logically considered, is really a speed resistance formula, by use of which yachts that are to race against each other in one class should have the same potential speed.

'A rating rule by which none of the factors of displacement, length or sail area is absolutely fixed offers much greater chance for the designer to exercise his skill for the improvement of racing yachts in general.' ELEMENTS OF YACHT DESIGN, by Norman L. Skene, S.B. 1927

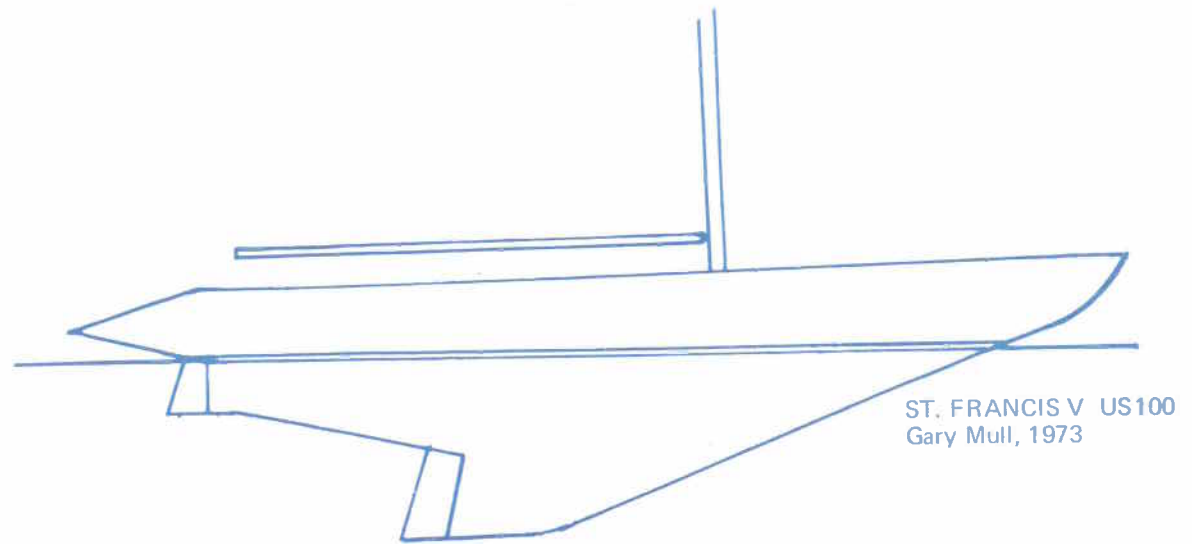
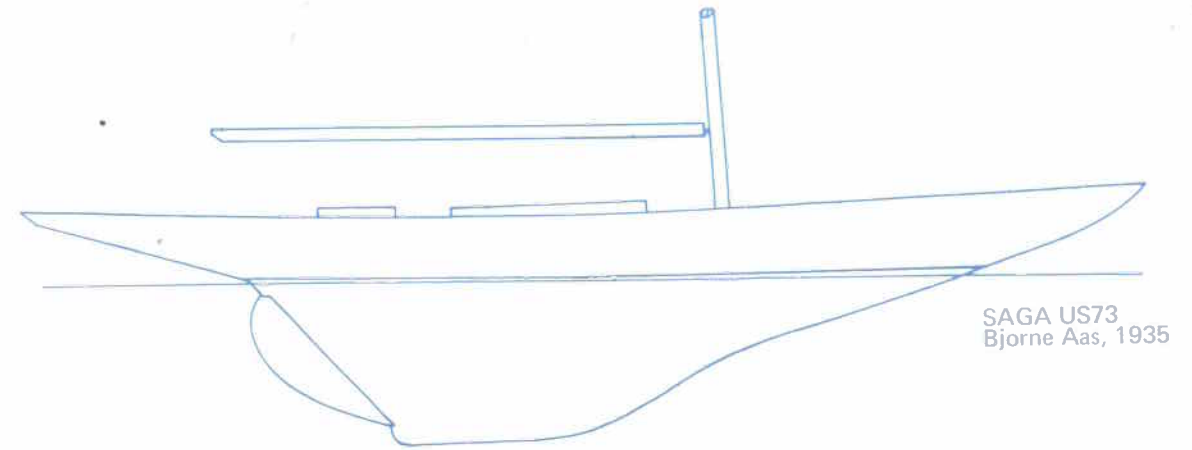
'Perhaps some of you are beginning to wonder why the universal rule went out of style...Well it came about somewhat as follows: During World War I some American yachtsmen were stationed in England...and made the acquaintance of the yachtsmen of that country with the result that arrangements were made for small yacht racing between their countries. Most of the spade work of these arrangements was done by Paul Hammond so he should be looked on as the father of international six metre racing...It was further understood that they would alternate using first the International Rule and then the Universal Rule but after the first years racing in England under the International Rule our English cousins informed us they were too poor to build to our rule.' THE COMMON SENSE OF YACHT DESIGN, L. FRANCIS HERRESHOFF, volIII, 1948



FRANKLIN SAVINGS & LOAN

INTERNATIONAL RULE SIX METRES 1935-1973

(approximate profiles)



EDDIE BAUER, INC.

Participating Yachts

Yacht	Owner	Skipper	No.	Color	Representing
ATROCIA	Stewart Biehl	Same	US35	Mahogany	USA
BUZZY III	Dr. Wood Lyda	Same	US97	White	USA
CA VA	Sid & Phil Miller	Same	KC12	Lt Blue	CANADA
ECLIPSE	C. Wm. Brasier	Same	US96	White	USA
EROS	Ron McFarlane Owen Haselton Bob Cadranel	R. McFarlane	US95	White	USA
EXIT	Norm Welsh Robert Ivy	Art Simmons	US90	White	CANADA
GOOSE	Steve Wertheimer	Brian Wertheimer	US81	White	USA
GOSLING	Erik Maxwell	David Young	KC80	White	SCOTLAND
J.L. SEAGULL	Thomas Pelly Jr. Jon Rose	Dr. Geo. Wilkins	KC6	White	John Taylor: Sponsor AUSTRALIA
JUNO	Robt. Thomas Horsley	Henrick Sundstrom	KC15	Blue	FINLAND
LLANORIA	John Graeme	Same	US83	White	CANADA
LULU	Charles Ross	George Stadel	US72	Lt Blue	USA
MAYBE VII	Eustace Vynne Jr.	Same	US87	Varnish	USA
MIST	Brian Johnston	Same	KC27	Grey	CANADA
NOA	Jan Sunnesson Burt Ross	Bengt Jarfelt	KC20	White	Soeren Pettersson: Sponsor SWEDEN
PACEMAKER	John M. Taylor	D. Forbes	KA8	White	AUSTRALIA
SAGA	Wm. Buursma	Same	US73	White	USA
ST. FRANCIS V	Sequoia Syndicate	Cmdr. Tomkins	US100	White	USA
TOOGOLOWOO V	David & Hal Wyman	Gary Philbrick	KA7	Varnish	John Morris: Sponsor AUSTRALIA
YAM SING	Carl Jensen	Kaj Siik	US98	White	SWEDEN
YLLIAM	David Ferris Pat Goodfellow	M.C. Beebe Jr.	Z42	White	USA



FISHERIES SUPPLY COMPANY

Calendar

The schedule lists both racing and fleet functions for Six Metre World Cup competitors. Amplifying information is contained in the Race Instructions and general information sections of the program.

September 3, Monday
 Information Center, CYC Shilshole
 1600 Start—Practice Fleet Race
 Yacht moorage pier A-5 to Sept. 7

September 4, Tuesday
 Information Center, CYC Shilshole
 1600 Start—Practice Fleet Race

September 5, Wednesday
 Information Center—CYC Shilshole
 1600 Start—Practice Fleet Race

September 6, Thursday
 Information Center, CYC Shilshole
 1600 Start—Practice Fleet Race

September 7, Friday
 Information Center, CYC Shilshole
 1600 Start—Practice Fleet Race

September 8, Saturday
 Information Center, CYC Shilshole
 Trophy Display, CYC, throughout Cup
 0900-1200 Measurement of Yachts
 1000 Registration of Participants
 World Cup Passes Issued
 1500 World Cup Opening Ceremonies
 Flag Ceremony, Introduction of Yachts,
 Owners, Crews, Parties.
 Program Outline, No host bar, CYC

September 9, Sunday
 Information Center, CYC Shilshole
 0900-1030 Measurement of Yachts
 1030 Sign-in and skippers briefing
 Notices forwarded by Race Committee
 1200 Spectator Boats Departure
 1300 Start—Practice Fleet Race
 1800 No Host Cocktail Party, SYC

September 10, Monday
 Information Center, CYC Shilshole
 0900 ISMA Seminar, CYC Shilshole
 1030 Sign-in; Supplementary Notices
 posted by Race Committee
 1200 Spectator Boats Departure
 1300 Start—World Cup Competition Race
 2030 Protest Committee

September 11, Tuesday
 Information Center, CYC Shilshole
 1030 Sign-in, Supplementary notices
 posted by Race Committee
 1200 Spectator Boats Departure
 1300 Start—World Cup Competition Race
 1800 Buffet (Casual) CYC Shilshole
 2030 Protest Committee

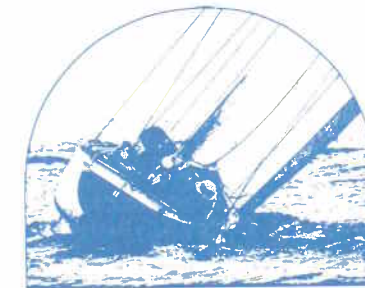
September 12, Wednesday
 Information Center, CYC Shilshole
 0900 ISMA Seminar
 1030 Sign-in; Supplementary notices
 posted by Race Committee
 1200 Spectator Boats Departure
 1300 Start—World Cup Competition Race
 1900 International Fleet Night—Bar, Slides,
 Films, Discussions—CYC Shilshole
 2030 Protest Committee

September 13, Thursday
 Information Center, CYC Shilshole
 1030 Sign-in, Supplementary notices
 posted by Race Committee
 1200 Spectator Boats Departure
 1300 Start—World Cup Competition Race
 2030 Protest Committee

September 14, Friday
 Information Center, CYC Shilshole
 0900 ISMA Seminar, CYC Shilshole
 Formulate Conclusions-Recommendations
 1030 Sign-in; Supplementary notices
 posted by Race Committee
 1200 Spectator Boats Departure
 1300 Start—World Cup Competition Race
 1800 Six Metre Buffet and Barrel Party
 Wyman Residence
 2030 Protest Committee

September 15, Saturday
 Information Center, CYC Shilshole
 1030 Sign-in; Supplementary notices
 posted by Race Committee
 1200 Spectator Boats Departure
 1300 Start—World Cup Competition Race
 2030 Protest Committee

September 16, Sunday
 Information Center, CYC Shilshole
 1030* Sign-in; Supplementary notices
 posted by Race Committee
 1200* Spectator Boats Departure
 1300* Start—World Cup Competition Race
 1500* Deadline for starting race
 * if race is required
 1500 Cocktail Hour, SYC
 1800 Awards Banquet, SYC
 1930 Awards Presentation
 2030 Farewell



RACING INSTRUCTIONS

These races will be sailed under the rules of the IYRU as modified by the North American Yacht Racing Union.

STARTING PROCEDURE

TIME	PROCEDURE	SIGNAL	FLAG
1230	Attention	two guns	A
1250	Warning	one gun	White
1255	Preparatory	one gun	Blue
1300	Start	one gun	Red

NOTE: Starting times are subject to change.

30 seconds before the warning gun Flag A will be lowered and with the warning gun the white flag will be raised etc., each flag to be lowered 30 seconds before hoisting the next.....IYRU Rule 4:4ii

If for any reason other than the existence of an adverse current or lack of wind a yacht fails to start within 30 minutes after the starting signal she shall be ineligible to start in that race.

STARTING LINE

The starting line will be between one orange flag bouy and onwhite flag bouy, or between the orange flag bouy and a white flag displayed on the R.C. boat. All starts to windward.

RECALL

Premature starts will be signalled by one horn blast from RC boat for each boat which has prematurely started. The R.C. will also endeavor to notify premature starters verbally. A premature starter who does not return at such signal will be disqualified. Recall numbers will be assigned to each yacht and will be used for all recall halls.

GENERAL RECALL

In case of General Recall two guns will be fired from the R.C. boat and the 'First Repeater' signal flag will be hoisted. 30 seconds prior to the new warning signal the 'First Repeater' will be lowered. The new

warning signal will be made no sooner than 5 minutes after the original starting signal.

Following a General Recall the 'One Minute Rule' according to the IYRU Rule 51:1c will apply. Any boat on the wrong side of the starting line during the last minute before the new start will be signalled by one short blast from the R.C. boat.

POSTPONEMENT

Postponement (for five minutes or multiples thereof) will be signalled by the hoisting of AP (Answering Penant) and the firing of two guns. The warning signal will be hoisted 30 seconds after lowering the AP.

ABANDONED RACE

If a race is to be abandoned the R.C. boat will hoist Code Flag N (the blue and white checkered flag) accompanied by the firing of three guns. Restart will be according to IYRU Rules and decision of the R.C.

SCORING

Scoring will be the low point system. $\frac{1}{2}$ points for 1st, 2 for 2nd, etc. Ties will be decided in favor of the yacht most often finishing in front of the other(s) tied, or if still tied, by the one with the greatest number of firsts, seconds, or thirds, etc., until a winner is found. If still tied, the issue will be decided on the basis of the yacht finishing ahead of the other(s) in the last race. The best five of six races will be counted. If less than 6 races are sailed, all will count.

PROTESTS

A Protest Flag must be displayed according to IYRU Rules, and the R.C. boat notified of intention to file a protest. Protest in writing must be filed with the R.C. not later than 2 hours after the completion of the last race of the day. Decisions of the Protest Committee will be final.

TIME LIMIT

The Time Limit will be five hours for the first boat. No race will be started after 1500 hours on Sunday, September 16, 1973.

COURSES

The courses will be Olympic, totaling approximately 15.3 nautical miles in length.

FINISH LINE

The finish line will be between the orange flag on the appropriate course marker and a white flag on the R.C. boat. The R.C. boat will fly a blue signal when on station for the finish.

MARKS

All marks will be provided with an orange flag. An attempt will be made to have Marker boats showing a distinctive shape in the immediate vicinity of each mark.

MISSING MARKS

If a mark is missing a markboat displaying the Code flag M (blue with a white cross) will be in position in place of the missing mark.

GUIDE BOAT

Following the preparatory gun an attempt will be made to have a guide boat displaying a yellow flag head directly towards the first mark. When the first boat has rounded this mark the guide boat may continue directly to the next mark and in similar fashion complete the triangle and retire. If the position of the Windward mark is subsequently altered for any ensuing windward legs (see altering position of windward mark) an attempt will be made to have the guide boat lead to that mark.

WINDWARD MARK POSITION

The magnetic course to the windward mark will be displayed on the R.C. boat (white figures on a black board) before the preparatory signal for each race.

ALTERING POSITION OF WINDWARD MARK

The R.C. has the right to move the windward mark before the second or third windward leg. The magnetic course of the altered leg will be shown on the black board of the R.C. boat. Attention to this change will be signalled by short blasts from the R.C. boat when boats are rounding the leeward mark, and

the R.C. boat will also display the Code flag C. (red, white and blue horizontal stripes.)

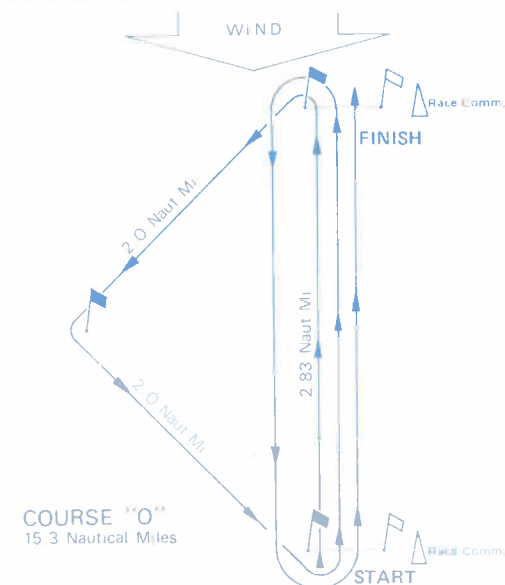
If the R.C. boat for any reason has to leave it's position near the leeward mark, a patrol boat will be on station, signalling the new courses as above.

OFFICIAL NOTICES

The Official Bulletin Board for all notices to contestants will be located inside the main entrance of the CYC Shilshole Bay Clubhouse. All contestants are responsible for checking this board not earlier than 30 minutes after the return of the R.C. boat from that days race, and not later than 1030 for the next days race, for notices of hearings and changes of instructions.

HAULING OUT

Yachts must be kept in the water during the series and may be hauled out only with permission from the R.C. Boat baths are not allowed.



World Cup Committees

General Chairman
Secretary
Publicity & Press
Program
Shipping
Moorage & Commissioning
Accomodations
Spectator Boats
Charter
Registration
Measuring
Race Course
Social
Trophy
Subscriptions
Judging
Finance
Coast Guard Patrol
Master of Ceremonies
Practice Racing
Race Committee

William Buursma
Gretel Gregory
Bob Weingartener
Robert Thomas Horsley
Charles Ross, Jack Huringh
Bob Cadranel
Pam Plavin, Jerry Button
Dave Benson
Mike Story, Owen Hazleton
William Buursma
Scott Rohrer
Bill Buchan
Wendy McFarlane
Ron McFarlane, B. Wertheimer
Cappy Nue
Ron McFarlane
Fendell Glenn
Eustace Vynne, Jr.
Hans Otto Giese
Jon Rose
Chairman: Bill Buchan
Vice Chairman: Dick Marshall
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Gail Lerch
Sonny Tremoulet

Protest Committee
Patrol Commander
Stake Boats

Chairman: John W. Ellis
CWO Darold W. Smith
Dr. George Reeve
R. Mike Gibbons

Patrol Boats
International Judges

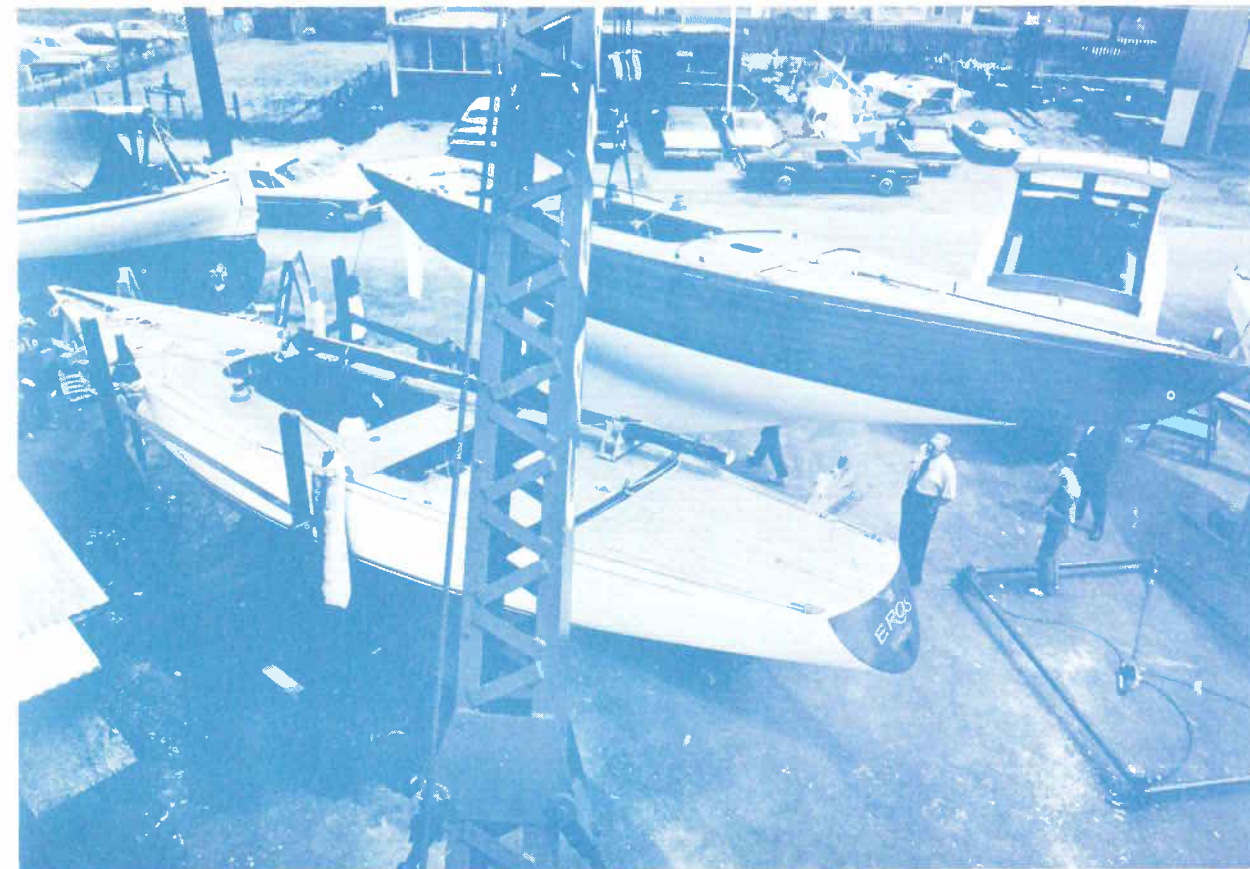
United States Coast Guard
Garrett Horder—USA
Jack Gale—Australia
Brian Lake—Canada

PROGRAM SPONSORS

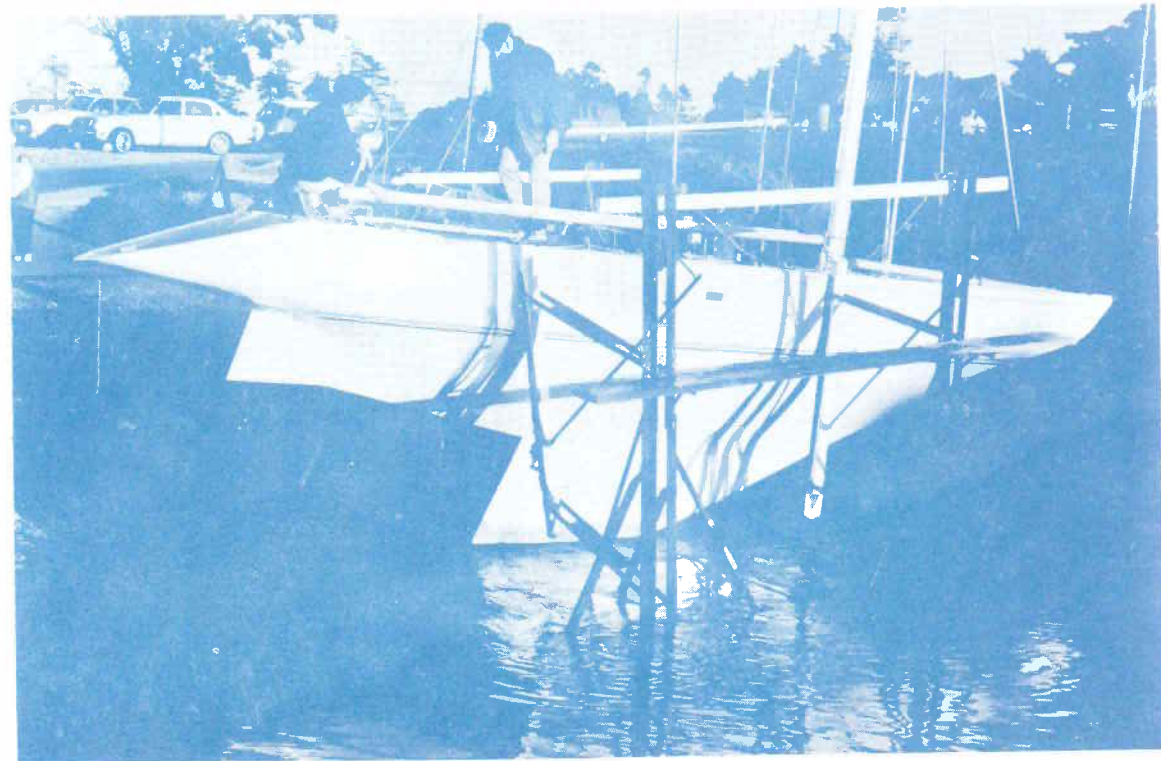
Aetna Insurance Company
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Cadranel Yacht Landing
Northwyn Sails
Seattle First National Bank
Ray's Boat House
Windward Mark
Tom Wheeler Yacht Sales & Nicholson Yachts Ltd.
Eddie Bauer, Inc.
Skyway Luggage Company
Franklin Savings & Loan
Fireman's Fund American Insurance Companies
Lake Washington Yacht Basin
Gove's Cove
Ocean Beauty Seafoods

PHOTO CREDITS

Seattle Magazine; inside back cover
Josef Scaylea; Pg. 10, fleet shot
Ken Wagner; Pages 19,20,21 & 24



CADRANELL YACHT LANDING



TOM WHEELER YACHT SALES & NICHOLSON YACHTS LTD

General Information

RACES

The World Cup Series as sanctioned by the ISMA board will consist of six races twelve miles minimum in length, with one throw out allowed over an Olympic course.

REGISTRATION

All participating yachts will be registered by their Skipper, owner, or representative at the yacht club on Saturday, September 8, 1973. Registration begins at 10AM on that day at CYC, Shilshole.

SIGN-IN

On each race day the skipper or representative of each boat expecting to race that day must sign in by 10:30 AM at CYC Shilshole.

POSTING BOARD

Announcements, informational changes, social event addresses, and other information will be posted daily in the yacht club building. Each boat should check the board daily.

SPECTATOR & PRESS BOATS

General spectator and press boats will leave daily for the course before race time. Departure times, sign-up, etc. will be found at the Information Center, CYC Shilshole.

YACHT CLUB HOURS

Corinthian Yacht Club at Shilshole will be open from 10:30 AM to 5:00 PM during the race schedule. No

host bar hours 11 AM to 5 PM or as posted. The Yacht Club phone number is Su9-1919.

INFORMATION CENTER

The Six Metre World Cup Information Center providing maps, tourist information, phone numbers, etc., will be maintained within the CYC building at Shilshole during the days of the series.

TROPHIES

Trophies and awards will be given as follows:

The winning yacht will be awarded the Six Metre World Cup. This is to be retained by the winning yachts sponsor until the next Six Metre World Cup Series.

Skipper and crew of the winning yacht will be awarded take home trophies inscribed with their place and finish.

Skipper and crew of yachts placing second through fifth will receive take home trophies inscribed with their place and finish.

All skippers and crew entering this series will receive participation awards.

Daily first place awards for each race will be presented.

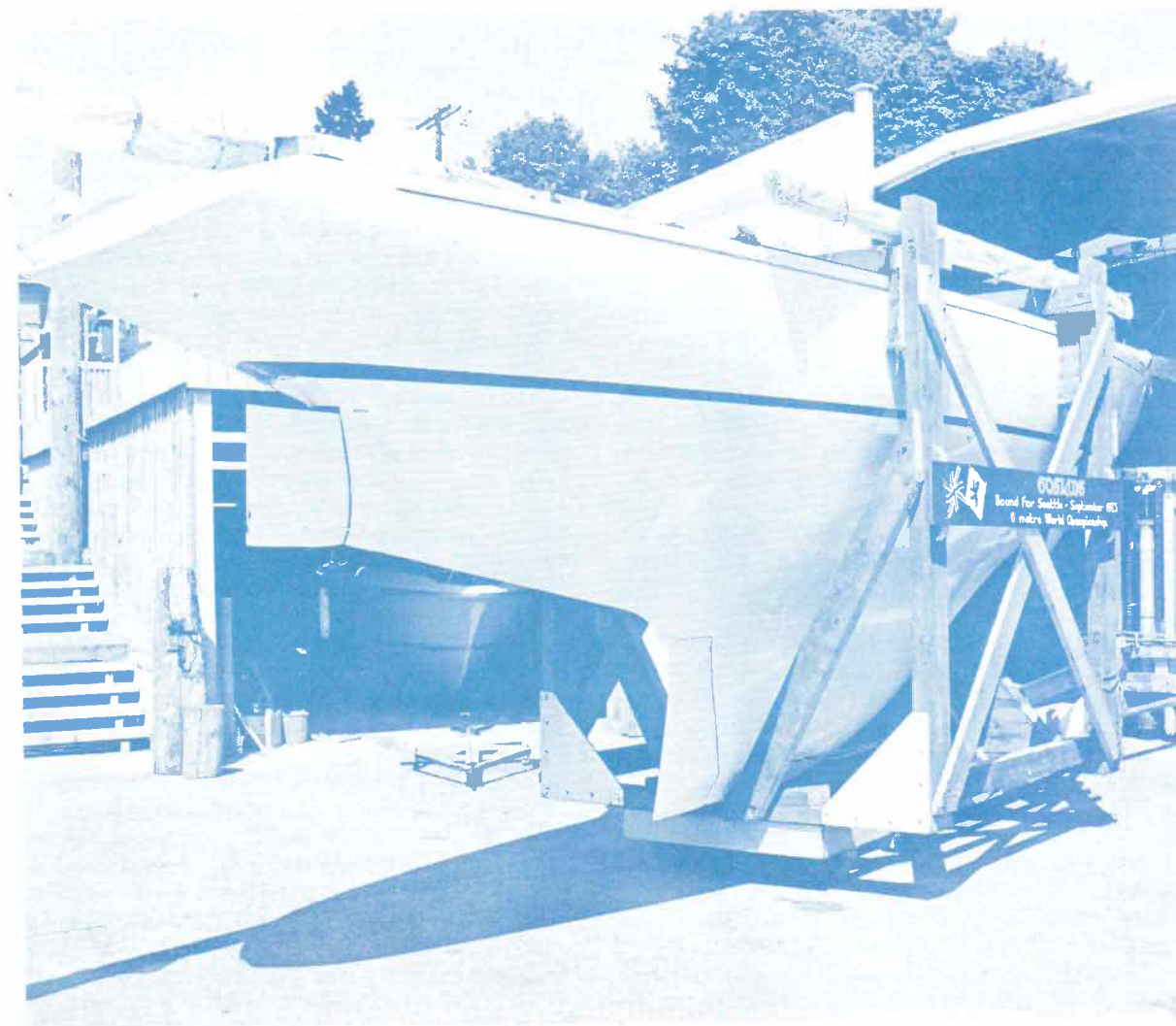
Continental awards; European, North American, and Australian awards will be given to the best finishing yacht from each continent.

Acknowledgments to Competitors

The organizers of the 1973 Six Metre World Cup wish to thank all the participants, yacht owners and crews who are attending and competing in this event. Although the preparations and staging of this event has taken some effort on the part of the local six metre sailors, crews, and friends, the burden in both finances and time accepted by our competition in this event is even more demanding. The transporting of a yacht and crew, in some cases halfway around the world, is a complicated and expensive business. The founders of this event appreciate the efforts of the owners, crews, and charters who have come from so far to make this event a success.

The Puget Sound Six Metre Association

Participating country	Yacht Club (if listed)	Regional United States	Yacht Club
Australia	Royal Prince Alfred Yacht Club	Long Island Sound	Long Island Sound Six Metre Assoc.
Canada	Royal Vancouver Yacht Club Royal Victoria Yacht Club Toronto Yacht Club	Port Huron	Port Huron Yacht Club
Finland	Nylandska Jaklubben	San Francisco	St. Francis Yacht Club
Sweden	The Swedish Six Metre Society	Tacoma	Gig Harbor Yacht Club Tacoma Yacht Club
Scotland	Clyde Fleet	Seattle	Puget Sound Six Metre Association Corinthian Yacht Club Seattle Yacht Club



OCEAN BEAUTY SEAFOODS

A Six Metre Race in 1932.

TO BE asked aboard *Vorsa* as local pilot, for the races off Cowes against the Americans, was very flattering. As our Committee did not (in view of the straightforward tides there) think I would be very valuable for the races off Ryde, I was able to race my canoe at Langston during those three days.

Each night I rang up home in order to hear how the British team had fared, and the news was not good, the American team being first, second, third and fourth in two races, and first, second and third in the other race. So the Americans only needed to win the first race of the Cowes series to take home the trophy.

On Thursday night, after winning the Royal Canoe Club's Challenge Cup, and attending their annual Lobster Supper at Langston, my wife and I set sail in our schooner for Cowes with *Wanderer* in the davits, arriving in the early morning light. Later that morning I met Maurice Clark and Alfred Mylne, owner and designer of *Vorsa*, on the parade, in front of the Royal London, as arranged.

We were soon aboard and sailing to the starting line off the Squadron under mainsail only. *Vorsa* had but two headsails, the working and genoa, without the intermediate, which I knew, from sailing with them, the American 'Sixes' carried and valued highly. The sky was heavy with clouds, each rain squall making up from the south-west affecting the wind in a slightly different manner as it passed. The tide was not yet high, but the narrow eddy between the Squadron and Egypt Point was running fairly strong to the westward. Such a valuable ally could not be

ignored, yet to accept the help it offered meant sailing along under the lee of the land in a light fluky wind where a genoa was needed.

In order to conceal our intentions we jilled along without headsail until the last, when setting our genoa, we made for the line a fraction too soon and were recalled, being forced by competitors close aboard to sail on some distance before turning back.

So we started late, but were soon in first place, for knowing that eddy, and the strange winds encountered in it, we never once fought the foul tide running strongly 50 yards out. When the wind headed us along that shore we let *Vorsa* drive with everything shaking until the next free puff came, while the rest of the fleet bore away as the wind headed them, and were at once in the foul tide.

While we know it is wind that drives a sailing vessel, we must also remember that the tide, like the poor, we have always with us (if not against us), and where the dividing line between a foul tide and a fair eddy is so sharply defined the tides are all important. That foul tide was running at 3 knots and the fair eddy at 1 knot, and as a 6-metre's speed dead to windward is $3\frac{1}{2}$ knots it is only possible for her to make good $\frac{1}{2}$ knot to windward against a foul tide of 3 knots, but by creeping along the shore (as *Vorsa* did) at an average of 4 knots in the fair eddy the speed over the ground becomes 5 knots.

This easily explains how *Vorsa* came from last into first place in the short beat from the Squadron to Egypt Point, where we stood across at once for the easier tide under the north shore. Once to the north of Lepe we were in less tide,

and thinking *Vorsa* would do even better with her working instead of her genoa headsail we changed, and this was our undoing, for two American 'Sixes' caught and passed us in the beat along the north shore, so we rounded West Lepe third, but by taking a great circle course to the south into stronger tide we picked up one place on the run to West Bramble and held our second place round Old Castle Point buoy, through the line to Egypt Point. Then the intermediate jibs of the Americans told their tale again, and two of them passed us in the hard going to windward to East Lepe, so that we rounded there fourth, but hard upon their heels.

We again took our great circle course southward into the last of the main flood, whilst the Americans sailed the straight course to West Bramble, in, if any, a foul tide. We arrived at West Bramble first, but only by inches.

Olin badly wanted to put *Nancy* in between us and the buoy, but Alfred Mylne watched him like a cat with a mouse, and as he darted for our weather Alfred said, 'No, no, laddie', as firmly as a policeman on point duty.

Rebuking Olin as he did, Alfred Mylne looked every inch a policeman, even to the brawny 'police muscles.' And so we rounded first, but as soon as the protection to weather the buoy had given us was left astern, the four American boats were upon us like a pack of hungry wolves, two to weather, one astern, and one to leeward. Our best course to the next mark was a great circle course to leeward, for here the very last of the flood was still with us, while in Cowes Roads it had turned against us.

But a 'Six' reaching is faster than one running,

and the two reaching to windward would soon take our wind and then run past us unless we defended our weather by luffing towards Cowes and the foul tide.

Oh for an equal fight! For some of our team alongside to help, or to go through into the lead to leeward while we took three Americans the longest way home. And so we luffed and luffed into Cowes Roads, while *Bob Kat*, the last American boat round the West Bramble buoy, carried on her own sweet way to leeward, and arrived at Old Castle Point buoy with a minute lead, next came *Jill*, then we in *Vorsa*.

Once round the buoy the fair tide through the Roads made the close reach home very short and we finished as we rounded, *Vorsa* coming in behind two and in front of two of the invincible American team.

It was a relief to allow our tense nerves to slacken back to normal again, and give three cheers for such victors.

	H.	M.	S.
<i>Bob Kat</i> (American), Robert B. Meyer	3	5	51
<i>Jill</i> (American), J. Seward Johnson	3	6	54
<i>Vorsa</i> (British), Maurice Clark . .	3	7	9
<i>Nancy</i> (American), Olin Stephens	3	7	11
<i>Lucie</i> (American), Briggs S. Cunningham	3	7	24
<i>Nada</i> (British), F. G. Mitchell . .	3	7	50
<i>Ancora II</i> (British), Cyril Wright	3	8	36
<i>Finetta</i> (British), James S. Bacon	3	15	26

Points: America, 24½; Britain, 12.

Uffa Fox: *Sailing, Seamanship and Yacht Construction*. 1934

ISMA

The International Six Metre Association is the sanctioning body for this event. Their participation requirement of fifteen yachts from four nations and two continents has been met and exceeded. Twenty-one entrants from six nations and three continents will be present at the 1973 Six Metre World Cup.

ISMA SEMINARS
Eustace Vynne, Chairman

Class Seminars will be held on posted dates at the Corinthian Yacht Club, Shilshole to discuss new developments in the six metre class. The Seminars are open to all owners, skippers, Naval Architects, Sailmakers and interested parties. Discussions will cover construction, materials, Rule modifications, etc..

INTERNATIONAL SIX METRE ASSOCIATION

Walter G. Wirth, President
30 Av Ed Rod
1007 Lausanne
Switzerland

William Pain, Vice President
338 East 53rd St.
NY, NY 10022
USA

MEMBER ASSOCIATIONS

Port Huron-Sarnia
Six Metre Fleet, Clawson

L'Association Suisse, De
6m J.C. Geneve

Puget Sound Six Metre
Association, Seattle

Australian Six Metre
Fleet, Sidney

The Six Metre Fleet
of Finland, Helsinki

Internationale
Vereinigung Bodensee
Konstanz

The Six Metre Fleet
of Sweden, Stockholm

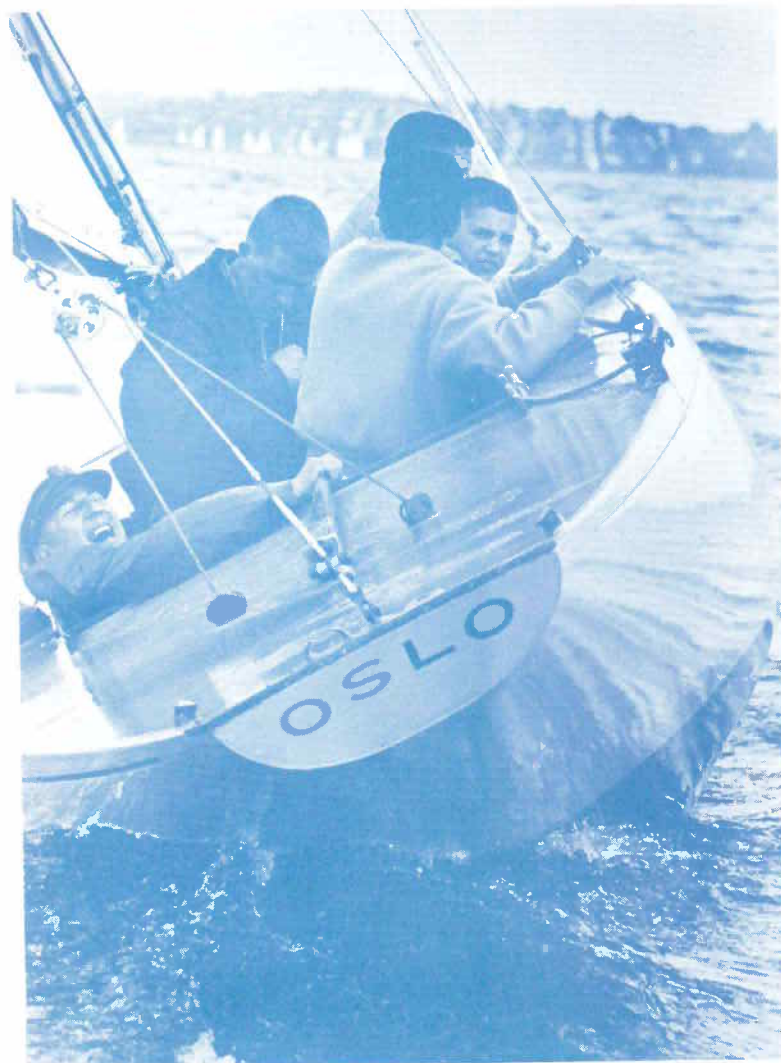
Lake Ontario Six Metre
Association, Toronto

Vancouver Six Metre
Fleet, Vancouver

Long Island Six Metre
Association, New York



WINDWARD MARK



LAKE WASHINGTON YACHT BASIN

Puget Sound Six Metre Association

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Yachts	Owners	Yachts	Owners
ALARM	Bill Teeter	MARGUERITHA	Bill Button Dick Safely
BUZZY II	Thomas Pelly Jr. Jon Rose	MAYBE VII	Eustace Vynne Jr.
BUZZY III	Dr. Wood Lyda	OSLO	Hans Otto Giese
EXIT	Robert Ivy Charles Way Norm Welsh	EROS	Ron McFarlane Bob Cadranell Owen Hazelton
GOOSE	Steven Wertheimer Brian Wertheimer	SAGA	Bill Buursma
HANKO	Donn Sibold	VOLPONE	Fendall Glen
HECKATE	Bill Rohweder	YAM SING	Carl Jensen
INDIAN SCOUT	Lou Sandwick	RISKEN	Carl Jensen
JUNO	Robert Thomas Horsley	YLLIAM	Dave Ferris Hugh Klopfenstein Pat Goodfellow
LIGHT SCOUT	Raymond Wester Dave Wester	NOA	Jan Sjunneson Burt Ross
LULU	Charles Ross		