

"The Sixes Can Take It"

By VERNON EDLER

... and how! You remember that blow we had last fall—it was reported around 60 miles an hour and the waves were breaking over the mole at the Los Angeles Yacht Club. There was a scheduled race that day for the Sixes. Of course it was called off—nevertheless a few minutes prior to the starting time two or three of the Sixes were out sailing around to get a feel of the wind.

I have heard spectators exclaim when the Sixes were going by in one of their thrilling races, "Look at that boat heel—surely it's going to tip over," but with rail awash those 7,000 pounds of lead will only let her go so far.

If you have never sailed on a Six (that famous international racing class) you have something to look forward to—and what a thrill to feel the drive of the boat—alert to the most sensitive touch of the helm—powerful with her 500 feet of sail area—and yet sturdier and safer than many a larger boat. Then if you want to climax the thrill either crew or skipper in any one of the Six Meter scheduled races. You will experience the most exciting two to three hours you ever had in your lifetime, whether it be taking aim on a five-point buck, landing a 200-lb. swordfish or watching your favorite horse win by a nose.

The boats are all of the same speed, with some little variances and advantages on different points of sailing. One boat may run a little faster, but slow up on the beat. Another may reach slightly faster, but she will probably slow up at some other point of sailing.

You have probably noticed, either in watching races or the published reports, that time and again as many as four or five boats will come in within six or seven seconds of each other, after having raced a 12-mile course with many variations in points of sailing.

The boats being all of the same speed the first advantage comes in the start. There is that maneuvering to the line. With stop watch in hand we get the gun on the 10-minute signal—run back and forth across the line, maneuvering for the best position—feeling out the chop—determining what point we can lay—whether it is better to take a leeward start, a port tack start or a windward start on the starboard tack—then comes the five-minute gun with a bang! Now the crew is all alert—everyone is standing by—every muscle is tense—four minutes to go! We are at the leeward mark—the skipper elects to run the line to the windward mark. Three minutes to go and he starts down wind. There are six more Sixes down below us. Let's run down wind. One minute and thirty-five seconds—come about on top of them and head for the start, driving hard. One minute and forty seconds to go! Coming about—get that jib in, trim your main and away we go! A windward burst six feet ahead of the next boat and two seconds behind the gun at the start. Boy, what a thrill! Then fifty, a hundred feet the leeward boat comes about. The next boat is quick to cover—they're all about! The lead boat protects its position and is about right on top of the rest of the fleet. The fight begins.

And so it goes. One tense minute right after another. We make the windward mark and jibe for a run. Everyone ready with the spinnaker—get out the spinnaker pole—jibe the main

—be sure and get that backstay in—up with the spinnaker hal-yard—out with the spinnaker pole—the spinnaker is luffing—in on that spinnaker sheet—now feed it out so it will fill and balloon out there, not inches, but feet, in front of the boat.

What a thrill! What a sight! Fifteen seconds and seven boats have run their spinnakers flying—and then all the known tactics of a run take place—first this boat blankets that boat—a luffing match starts between two of the lead boats, letting third and fourth boats into first and second positions. Soon the leeward mark—and a fight for overlap. Seven boats jammed up, each fighting for position, one nosing in on top of the other—the skippers alert to every move—taking advantage of every inch—guarding their precious position and most cautious that no infraction of the rules take place and disqualify them for the race.

You can bet your life a Six Meter race is not just a start and finish. It is a race every second of every minute and every minute of every hour, the skipper and crew keenly alert to every sailing tactic and every maneuver that will gain them an advantage.

If you haven't tried a Six Meter boat do so at your first opportunity. Some of the best sailors in California pass through the Six Meter class. There are now several new members of the Six and Eight Meter Association and new skippers beginning to acquire an experience so well known to those famous past Six Meter sailors, such as Donald Douglas, Ted Conant, Tommy Lee and Bill Bartholomae.

If there was ever a good time to get into the Six Meter class it is now, because you have an even chance with the rest of the fleet, and what a fine group of fellows, every one of them. They are sportsmen from the word GO and keenly interested in furthering the sport of Six Meter racing.

You may say that all sounds very good, but where am I going to buy a Six Meter boat? There are several Six Meter boats to be had—not only on the Pacific Coast, but in New York, and at prices that will astonish you. They are equal to the best in the Los Angeles fleet and any well known brokerage concern can give you factual details concerning any one of a number of boats.

Pacific Inter-Club News

By BILL GULICK

Racing news of the Pacific Inter-Club class has been negligible lately because the Association voted, when the race schedules were being planned, not to have any races during the summer months, save for the S.C.Y.A. Regatta, in order that the owners could use their week-ends for jaunts to the Isthmus and other coves on the Island. But—"now that summer has gone"—our schedule calls for about three races a month, with fourteen boats eligible to race. Series are sponsored by the Cabrillo Beach and the Los Angeles Yacht Clubs, with additional invitational races by other clubs in this area.

The *Atalanta*, Ken Pier's old champion, has been purchased from the South Coast Company by Robert W. Schilling, of Long Beach. Schilling, formerly a member of the Falcon Class, will keep his boat at the Long Beach Yacht Club anchorage and plans to race with the Los Angeles Fleet.

The annual Commodores' Cruise to the Isthmus was well attended from the Pacific Inter-Club point of view. Nine boats

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Stanley Barrows' Six Meter Strider rounding Point Fermin Buoy in the 1939 Midwinter Regatta at Los Angeles. Pressing close astern is Bill Slater's Lanai. Present indications are that 14 Sixes will compete in the Midwinter February 22-25. Everything carrying canvas on the coast is being prepared for this event and it promises to lead all former ones in entries.
—Photograph by Kent Hitchcock.



*Upon Emerson Spear's Rebel will fall the bulk of the work of turning back the invasion of two eastern and four northern Six Meters in the coming Midwinter Regatta at Los Angeles Harbor February 22-25. Rebel is shown above the day she won the San Diego Lipton Trophy last summer. Astern of her are Russ Sommons Ayayay and the Mystery, sailed by Bill Horton.—
Photograph by W. C. Sawyer.*

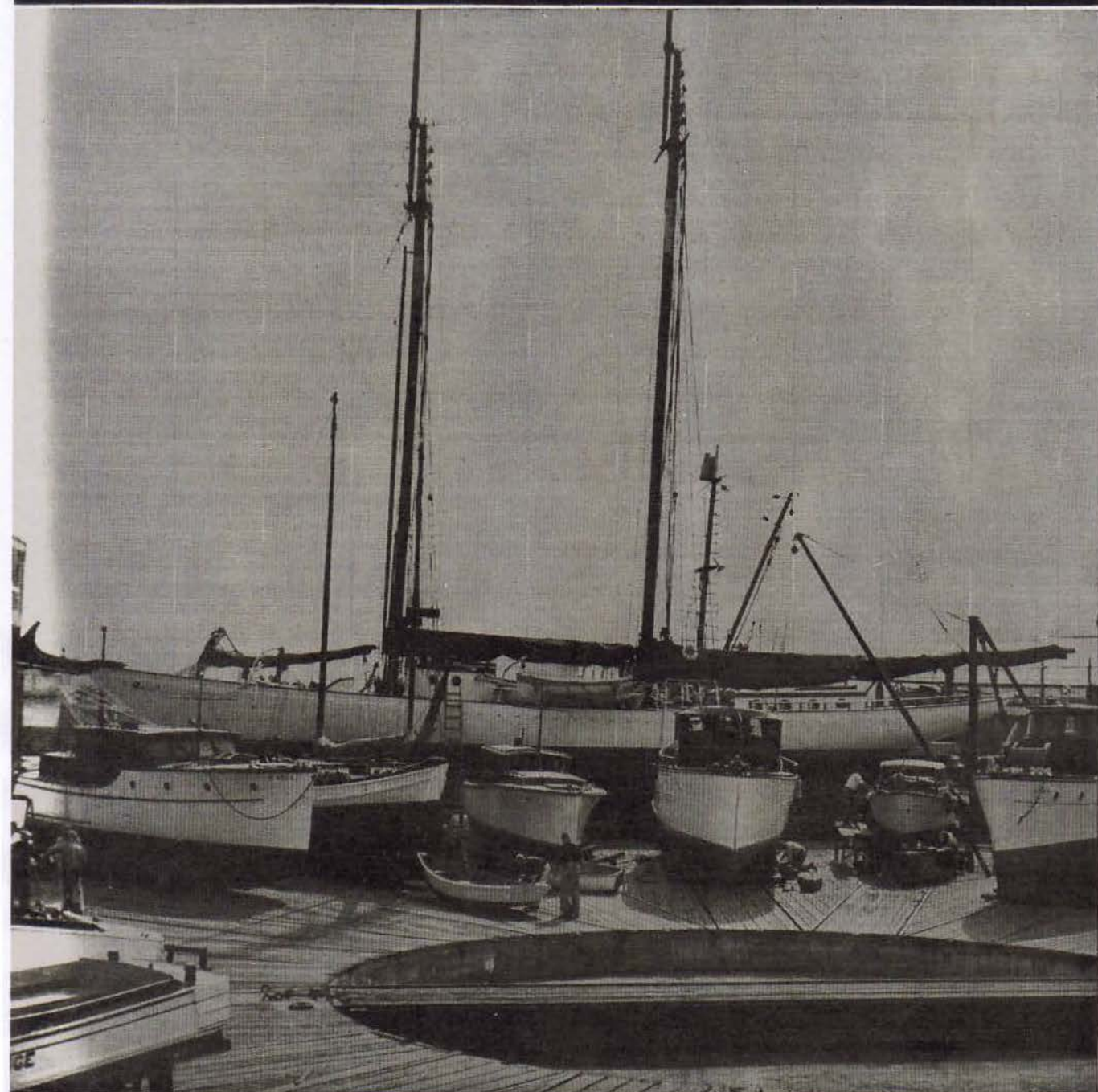
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Naiad Nabs the Nordlinger

By this time Bill Shepherd has probably lost track of how many races he has won with his converted Six Meter *Naiad*. This boat was one of the topnotchers, both on this coast and the Atlantic before she was converted. But since they put the engine and cabin on her she has knocked off one after the other of the famous trophies and races of Southern California.

One event that is sufficiently recent for Bill to remember is the race for the famous Nordlinger Trophy on July 14th, 1940. *Naiad* raced unsuccessfully for the Times Trophy the day before, being forced to withdraw when her mainsail split. But in the Nordlinger event she won handily on corrected time after finishing fifth. Commodore Charles A. Page finished first with his big Class N Sloop *Westward*, but dropped to last place when the time allowances were applied. Other contenders were Harold Barneson, Jr., *Francesca*, Al Sumner's *Patricia*, Howard Wright, Jr.'s *Carola* and George and David Griffith's *Pajara*.

Originally the course was up to Point Vicente, around Ship Rock at the Isthmus and back to the San Pedro Light. This course was chosen with the idea of giving the two stickers a decent chance against the sloops because of the short windward leg and two long reaches. This time the windward leg was only to the White Nun buoy off White's Point, thus shortening the windward leg from nine miles to only about four, thus favoring the two-stickers still more. Despite this, all the entries were single-stickers. Perhaps the schooner, yawl and ketch owners will not be so sleepy a year from now.

It is curious to note that the deed of gift directs that the contestants round Bird Rock, but the race has always been run around Ship Rock. This probably is because the charts have always labelled Ship Rock incorrectly as Bird Rock. Other differences between the charts and local nomenclature are Point Vincente and Long Point at Catalina, marked on the chart respectively as Point Vicente and Lone Point.

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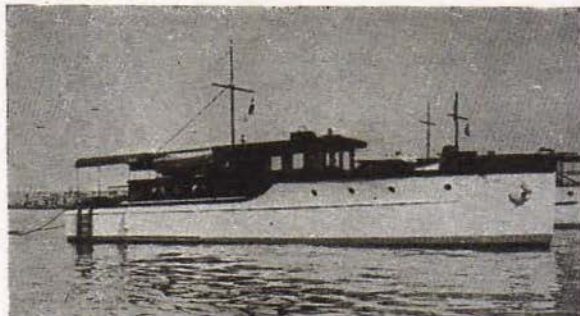
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