

International 6 Meter - GOOSE
Sparkman & Stephens Design No. 243

LOA 37', LWL 23'8'', Beam 6'6'', Draught 5'6'', Sail Area 474 Sq.Ft.

Olin Stephen's first published design was for the international 6 meter class before the formation of the Sparkman & Stephens design house. Olin had sailed on 6 meters as early as 1925 at the age of 17 when he crewed on the Clinton Crane designed 6 meter REDHEAD at the request of Sherman Hoyte, the best and most famous small boat helmsman in the United States. At the same occasion, Rod sailed on LANAI with Hoyte.

Olin's early successes in designing 6 meters led to a series of commissions and GOOSE, a smaller contemporary of 12 meters, VIM and NYALA is an excellent example of late 1930s design. The lines show an extremely fine, almost hollow entry and deep narrow hull shape with steep dead rise and a classic S&S triangular shape with some drag to the ballast keel. GOOSE differed from earlier designs when as a result of hydrodynamic model testing in the Stephen's tank, Olin decided that a sharper, deeper foresection might allow the boat to move with less resistance. The result was a triumph and GOOSE is said to have lost only one race in her entire racing career. Traditionally, meter class boats had to be fastest up wind to win a triangular race. GOOSE proved exceptionally fast while reaching and she seemed to have the capability to win from whatever direction the wind blew and Rod has said, "It did not make a damn bit of difference if the breeze was light or strong". GOOSE's sail plan shows a classic $\frac{3}{4}$ rig with the single runner tensioning the mast both at the cross trees and at the jumper struts and with the forestay set well back from the stem head.

Interestingly, when comparing GOOSE's breakthrough design with comparable 12 meters of the same era, Olin's studies apparently indicated that the modifications to GOOSE's bow which had made her such a success on all points of the wind did not work so well on 12 meters and had to be reversed. The 12 meters functioned better with a much rounder, shallower foresection forward of the ballast keel joint and Olin has suggested that the explanation may lie in the fact that the 12s competed on a one against one basis in match races, the 6s in fleet races. For the 12s swift tacks were mandatory, moving the bow immediately from one heading to another in order to cover the opposition; for the 6s, a tack could be more leisurely, the more important matter being on track speed.