

The winner of the Half Ton Cup, *Impensable* is designed by Andre Mauric and was sailed by Michael Briand. She is narrower than is the typical I.O.R. design of this size, and has a moderate freeboard. The rather old-fashioned looking coachroof carries an array of controls

There followed a close reach in a moderating wind, in which the Australian boats who later bemoaned the lack of reaching spinnakers dropped from 7th and 8th to 20th and 17th. Here two more yachts retired with rigging trouble. The far north westerly mark was the Ålborg-Bugt light tower and the order was *Bes*, *Syrana*, *Impensable*, *Smugler*. There followed a run in an increasing wind to the Skorren buoy and then the final test: a 60-mile stretch hard on the wind to the Sjaellands Rev N. It was not quite possible to fetch it but for most boats this meant a few hitches at the end of this leg which was sailed in a wind rising to Force 7. *Smugler* broke her forestay; so did the Danish *Afrodite*. The German *Doerte* and Swedish *Brazz* retired. *Gula Anken* was dismasted and put into a Swedish port to leeward. The French *Physale* was dismasted. *Merrytime* broke her rudder which jumped its fittings and she sailed 50 miles safely under reduced canvas and spinnaker pole. *Bes* retired, when her hull leak became too serious in the worsening weather. The final leg was a fast ride under spinnaker for 22 miles and at the line 41 hours 36 minutes after the start (an average speed of 6.2 knots), *Comet I* crossed first, six minutes later came *Syrana III*, *Impensable*, *Blue Jack* (Rolf Magnussen, Sweden, Ballad). *Thoroughbred* broke her boom just after the finish and *Racketeer* which had worked up to 10th had to send a man up the mast, who was then slightly injured. Both Japanese and Australians had had men up the mast in difficult situations in the race. One Swedish yacht hit the committee boat at the finish and was penalized. As a finale, a protest (the ninth in the series) against *Comet I* for failing to carry navigation lights was not upheld as it was found that her power supply failed in the second night out and her emergency lights had then been put out of action by the weather. On this count the O.R.C. is to be asked to make higher specifications for emergency lights, while a safety point to be enforced next year will be prohibition of 4-man life rafts for 5-man crews. So many yachts were deficient in this way, that it was allowed for this year only.

Overall Results:

1. *Impensable* (M. Briand, France) 293 points; 2. *Comfort II* (Ingemar Boding, Sweden) 284; 3. *Syrana III* (Ragnar Sjuve, Norway) 282; 4. *Comet I* (Cino Ricci, Italy) 273; 5. *IW* (Leif Erikson, Sweden) 269; 6. *Io* (Harry Holzner, Austria) 262; 7. *Raven* (Ake Nordin, Sweden) 239. British Placings: *Racketeer* (B. Safety-Cooper) 15th; *Brother Cup* (E. Juer) 28th.

ONE TON CUP

Porto Cervo Sardinia

26 August—8 September

by John Rogers

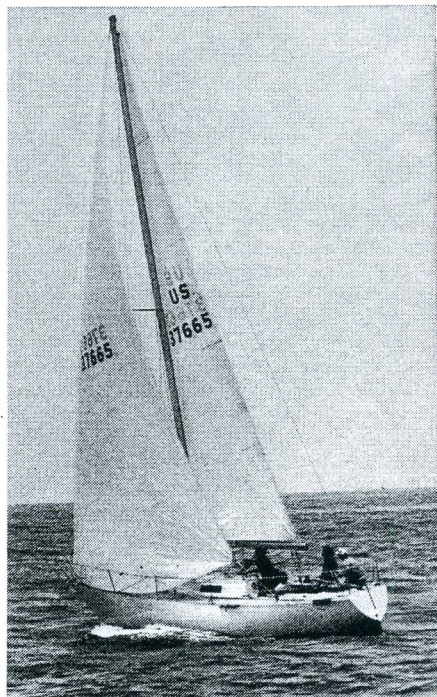
Ydra, owned and ably crewed by Marina Spaccarelli, and steered by Agostino Straulino, won the One Ton Cup in Porto Cervo. Porto Cervo, on the north-east tip of Sardinia, provided ideal conditions for the series. This beautiful little harbour gave the initial impression of complete isolation, and competitors felt that this premier event might as well have been taking place on the moon. However the perfect conditions for yachting won everyone over.

This good overall impression was also partly due to the very skilful handling of the fleet, afloat and ashore, by officials of the Yacht Club Italiano and the Y.C. Costa Smeralda.

There are often claims that 'this boat would have won if . . . and undoubtedly this series demonstrated the fact admirably. *Ganbare* (U.S.A.) would have won if she had not left the turning mark in the 150 mile race to port instead of starboard! Her tactician, Lowell North, must surely have nightmares over making such a mistake. Otherwise *Ganbare* would have turned in a score of 1, 1, 3, 1, 1, against *Ydra's* 2, 2, 1, 2, 2, but *Ganbare* suffered a 5 per cent penalty, and with the offshore races loaded heavily on points there was no possibility of her catching the consistent *Ydra*. *Ganbare* stood apart in the series, winning by ever increasing margins, until in the final



Doug Peterson (bearded) is the designer and skipper of *Ganbare*, which is the proof that One Ton boats can be built without excessive cost



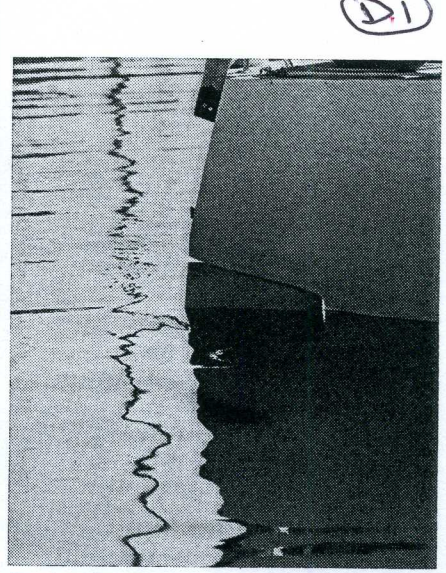
Acknowledged as the fastest boat at Porto Cervo, *Ganbare* came second to *Ydra* due to passing a mark of an offshore race on the wrong side—a result which she could not discard

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Porto Cervo on Sardinia's 'jet-set' coast the Costa Smeralda, proved to be an ideal place to hold the One Ton Cup, with consistent warm breezes and good berthing facilities. The organisation went without a hitch



Ganbare's stern shows the thick 'displacement' rudder which fairs into the hull lines. Peterson's calculations to optimize power/weight ratio resulted in a small boat with a tall rig

Olympic course she led the fleet home by a crushing 41 minutes in a dying breeze. *Ydra* stood out as the only boat to challenge *Ganbare*, more by a high standard of crewing than by boat speed.

For the first inshore race over a 25 mile Olympic course the wind blew at 12 knots and the race was won by *Ganbare*, who demonstrated a marked superiority to windward, pointing higher and sailing faster. *Ydra* was second and *Robin* (U.S.A.) was third.

The middle distance race, 150 miles, started in 15 knots of breeze, and the course provided a 65 mile beat into an increasing wind through the straits between Sardinia and Corsica. At the Assinara island turning mark *Ganbare* made her costly mistake while leading *Ydra*. *Winsome*, a production Contessa 38, rounded third. The run home provided survival conditions with 35 to 40 knots blowing over the deck of a surfing

One Tonner, as a vicious Mistral developed. *Hann* with Chris Bouzaid and his superb New Zealand crew was one of the few boats to carry her spinnaker through the straits, and this earned her second place to *Ydra*. *Winsome* finished third, beating Ted Turner's one-off aluminium *Lightnin'*, up and down wind.

The second inshore race was a real test of heavy-weather performance with a high sea running and 25 knots of wind. *Ydra*, being handled superbly by her crew, beat *Winsome* by under a minute. Little *Ganbare* came third, and *Lightnin'* and *Thunder*, another Contessa 38, fourth and fifth. These S & S designs were much happier in the heavier going.

The second offshore race (260 miles) started in a 12 knot breeze and the course took the fleet through the straits again to Assinara island. *Ganbare* and

Ydra pulled out from the fleet, but because of a calm patch at the buoy the whole fleet came together again. After six hours of near calm the wind backed 180 degrees giving the fleet a long beat back to Porto Cervo. *Ydra* led the fleet because of her choice of the Corsican side of the straits. Syd Fischer in *Chloe*, Ted Hood's *Robin* (U.S.A.), and Jeremy Roger's *Thunder* also gained by the freeing winds along this shore. The second round was the same as the first, but the night produced some very fast running instead of the expected calm. The New Zealanders in *Hann*, a production Carter 37, showed their quality offshore and slowly came through the leading group. At the Assinara turning mark *Ydra* and *Ganbare* were 30 feet apart, but in the ensuing light beat into

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(Right) Britain's *Winsome V* (David May) finished ninth overall out of twenty-four entries. Her sister-ship *Thunder* was seventh, only one place behind *Lightnin'*, the highest placed S & S design

Ydra must now be rated as the most successful One Tonner around. Only *Ganbare* gave her real competition in the series, and last year in German hands she only failed to win the Cup because of gear failure



WINSOME V →



Nigel Barrow and Geoffrey Grimes sailed Artful Dodger to a convincing win at the International Cadet Week, thereby adding the National title to their World championship title which they recently won in Holland. For the first time at Burnham, the Cadet fleet was divided into two divisions by age. Helmsmen under 15 years sailed in the 'B' fleet, mainly to avoid the huge starts which have become almost impossible to squeeze on to the Burnham starting line. There were over 200 boats entered for the Week

and avoiding the full force of the flood tide. He maintained this lead until the final leg when Simon Darney in *Palinogenesis* was quick to appreciate a wind shift which let him lay the line, and take the winning gun. This was *Revolution's* worst race, for having chosen to go out at the start, he had to buck the tide. He proved himself capable of recovery, however, for he came from 20th

to 12th and finally crossed the line 8th. He sailed the next race, text-book style, winning the Braasem Trophy from *Fiddlers II* by a good margin.

On Wednesday a south-wester brought the first planing weather of the week, and chased away the mists. Many dinghies found the gusts overpowering on the spinnaker reach, especially with the new large spinnakers. Getting a clear

wind shortly after the start, Goodwin emerged from the swarm and took the lead. Simon Darney, eighth at one stage, improved sufficiently to take second place. With two firsts, *Revolution* now looked more like the champion but *Fiddlers II* was only 2 points behind.

Only 27 out of 65 starters completed Thursday's race. This was the hard weather day, and most competitors were exhausted after their 13 miles under gruelling conditions. It was the turn of Junior Champion Chris Stodel in *Doremi* to take the honours. *Revolution*, leading in the first round, capsized after gybing and seizing their opportunity, Brett Dingwall of Hayling and Stodel flew off downwind with spinnakers set, and into leading places. Luck was not with Dingwall. His boat *Negus Negesti* succumbed to rudder trouble. Despite this handicap, he kept second place while *Revolution* came back strongly in third.

As forecast, the wind really piped up on Friday and only 38 Hornets ventured forth. The course was shortened within the Olympic framework and it was the turn of Barry Dunning in *Ram Jam* to lead, though *Revolution*, *Dojom* and *Massachusetts Turnpike* pressed him closely. This race called for judgement and seamanship. Goodwin took the lead for a time and then since the title was almost within his grasp, devoted himself to covering his closest rivals, *Fiddlers II* and *Palingenesis*. He eventually finished a comfortable 4th while Dunning, at his best in heavy weather, stormed through to first place.

Results

1 *Revolution* (M. Goodwin); 2 *Fiddlers II* (M. Brewster); 3 *Palingenesis* (S. Darney); 4 *Doremi etc* (C. Stodel); 5 *Negus Negesti* (B. Dingwall).

One Ton Cup

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a nasty swell the little boat demolished *Ydra* and slowly pulled away to a clear wind. *Ydra* was second, and *Hann* beat the Australian boat *Chloe*, another Carter 37, after a fierce duel.

The third inshore race was finally started two hours late in a very light wind. *Ganbare* sailed away from the fleet. *Robin* (U.S.A.) showed equal speed to *Ydra* in these conditions, but did not catch her, and finished third. The ever-consistent New Zealanders kept with the leading group and consolidated their third place overall.

Design features

Ganbare, designed by the Seattle amateur Doug Peterson, appears to be a dramatic break-through. Before this series it was felt that the One Ton Cup would be a battle of sail area, and hulls had grown in weight and size to provide giant rigs of fifty feet. Peterson disregarded this and concentrated on power to weight ratio, regardless of actual size. The best ratio he could achieve for the

rating allowed only a small boat: L.O.A. 34 ft 3 in, L.W.L. 28 ft 6 in, Beam 10 ft 8 in, with a displacement of 12 500 lb. Ballast in the keel is 6500 lb, and she has 500 lb of internal lead. On this hull, which weighed 5000 lb less than many of the other boats, he had a comparatively large rig with an I measurement of 46 ft 6 in, and J 15 ft 3 in.

Fittings and gear

There was little new to see, except for the American Twin Stay, which allows very simple changing of genoas without

any loss in speed. These stays will surely be a 'must' for every racing boat. All the boats used dip-pole gybing, many of them carrying only one pole. Solid kicking straps and slab reefing seemed to be better than roller reefing, particularly in the short races.

The Race Committee set a very high standard of organization and never made a mistake. I hope that when the series comes to England next year we can provide similar organization, even if we cannot warm the waves by 25 degrees F!

	Results:		Inshore	150-mile	Inshore	250-mile	Inshore	Overall points	Designer
	Boat	Skipper							
1	Ydra	Straulino	2	1	1	2	2	129-625	Carter
2	Ganbare	Peterson	1	13	3	1	1	119	Peterson
3	Hann	Bouzaid	11	2	6	3	5	117-5	Carter
4	Robin U.S.A.	Hood	3	5	7	5	3	114	Hood
5	Chloe	Fischer	8	6	10	4	7	105-5	Carter
6	Lightnin'	Turner	5	4	4	9	12	104-5	S & S
7	Thunder	Rogers & Pitt-Pitts	9	7	5	6	17	101	S & S
8	Sumbra	Boris	20	8	11	7	8	92-5	S & S
9	Winsome	May	7	3	2	16	9	92	S & S
10	Canadian Robin	Tooby	4	15	18	8	4	91	Hood