

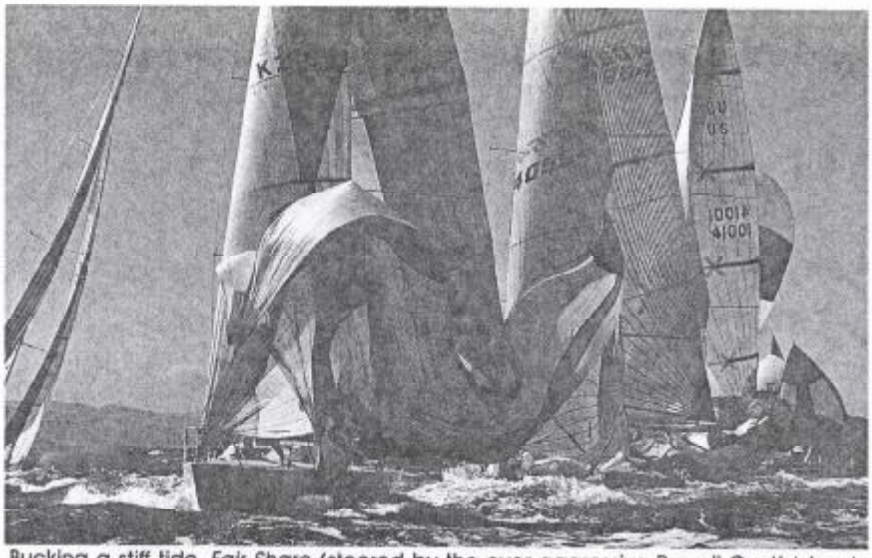
Propaganda exhibited flawless crew work and stellar boatspeed to wrap up a dominant win in the international series.

One Ton WORLDS

By Roberto DeFarge

For Kiwi high roller Michael Fay, the sunny California afternoon of September 7th was the best of times and the worst of times.

By some strange quirk of fate, both the America's Cup and the crown jewel of level IOR racing–the 1988 One Ton World Cup–began that day, and Fay happened to have a yacht in each. The bad news came quickly in San Diego: Fay had a front row seat on his *New Zealand* and witnessed an event that had more in common with Custer's last stand than a sailboat race. The day wasn't a total loss, however, as up on San Francisco Bay, Fay's other yacht, the aptly named Farr 40 *Propaganda*, opened with a convincing bullet in the St. Francis YC-hosted One Ton Worlds.



Sharon Green photo

Bucking a stiff tide, *Fair Share* (steered by the ever-aggressive Russell Coutts) leads *Ragtime* and *Bodacious* to the leeward mark.

In the week following, *Propaganda* went on to dominate the 24-boat fleet as no One Tonner has in recent memory. The Farr 40 won four of the five races and hoarded eight of the nine trophies in the most competitive, and international, ocean racing ever conducted on the Bay. *Propaganda* finished a whopping 20.75 points ahead of Irv Loube's *Bravura*, whose second-place finish was the highest placing by an American boat in eight years (see box). It was a staggering win for the *Propaganda* team, the tiny nation of New Zealand (their entire population is roughly that of the Bay Area), and designer Bruce Farr, whose designs swept the top six spots.

It must have taken the sting off the America's Cup fiasco for Fay, who along with partner David Richwhite and Tim Bailey bankrolled the project. "Actually, I didn't have anything to do with it," claimed Fay cheerfully, "That's probably why they won!"

Not that their victory was an accident: The Kiwis elected to skip the Kenwood Cup and show up in San Francisco almost a month early for the One Ton Cup, or more properly, *La Coupe Internationale du Cercle de la Voile de Paris*. They came armed with two virtual sisterships, *Propaganda*, the '87 Admiral's Cup high-point boat, and *Fair Share*. Both year-old Farr design 182s (the heavier-air, reaching-oriented version of the Farr 40) with updated keels and rudders, sterling track records, and excellent crews. They'd been training together in New Zealand nonstop since April, and continued tuning and prepping on the Bay every day for two weeks leading up to the Worlds.

Leaving nothing to chance, *Propaganda* skipper Rick Dodson, a sailmaker from Auckland, wisely added two Americans to his crew for local knowledge: 12-Meter alumnus John Bertrand as tactician, and the much-sought-after bow specialist Denny Gruidl. The Kiwis looked smooth and professional, and were expected to do well, but in such a competitive gathering, who would have guessed how well?

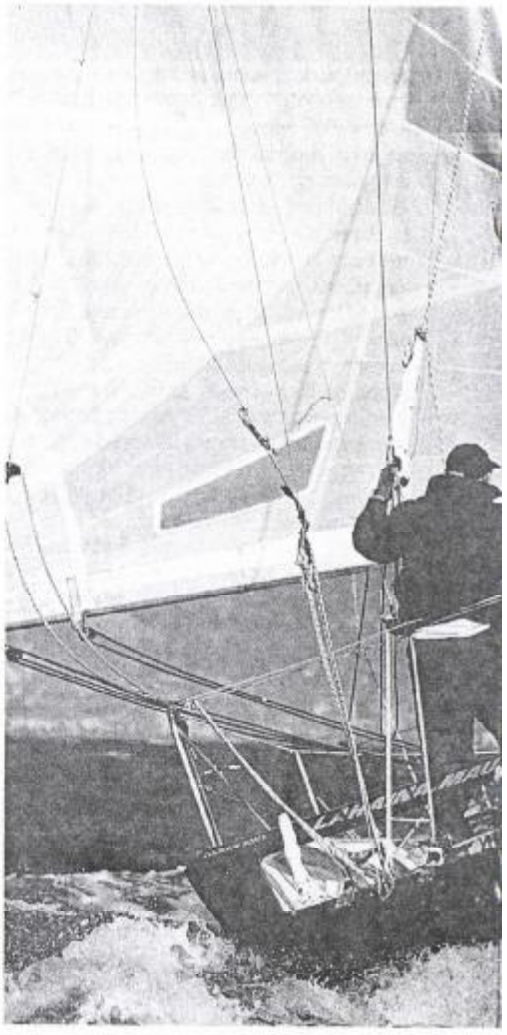
The fleet, down in size from last year's record 36 participants, was packed with talent: Ten of the 24 boats were Farr designs (eight other designers accounted for the other entries), and naturally each was a 40-foot fractionally rigged non-hydraulic machine. Most were less than two years old. They came from seven countries: six from Australia, led by *Sagacious*, two from New Zealand, and one each from Brazil (*Black Jack*), Denmark (*Team Cirkeline*), England (*Juno*), and Norway (*Fram X*). Twelve boats had survived the U.S. qualifying regattas, and of these, four were from San Francisco, four from Southern California, and two each from Long Island Sound (including NA champ *Rush*), and the Great Lakes.

A total of 216 grand prix sailors (nine to a boat) crewed these exotic and occasionally cranky craft, with an impressive list of yachting royalty present including Chris Dickson, Bruce Nelson, Geoff Stagg, and Hugh Treharne, to name but a few. Even some *real* royalty was on hand, namely Crown Prince Harald of Norway, the '87 World One Ton champion. A life-long dinghy sailor and 6-Meter ace, Prince Harald again served as tactician on *Fram X*, the Farr 40 that was his 50th birthday present from the people of Norway.

But before the nine-day regatta could get underway, the competitors had to endure an incredibly rigorous four days of registration, measurement, and safety inspections. Each yacht was double measured by a team of international officials, causing almost half the fleet—the Americans in particular—to burn the midnight oil correcting newly discovered rating anomalies. The measurers stuck literally to the letter of the IOR and the ORC (Offshore Racing Council) "green book"—undoubtedly a backlash due to last year's *I Punkt* water-ballast scandal. Some owners felt the procedure was too strict (some regulations such as not allowing replacement spars and sails during the regatta were somewhat unreasonable); most accepted it as the price you pay, other than the $1,000 entry fee, to race in the Worlds.

The committee's officious pre-race approach established an all-business tone which the competitors dutifully echoed in their efforts. Nowhere was this more evident than with the Kiwis: When the racing finally began, it was pure *Propaganda*. She led the fleet through the first three mid-bay buoy races, sailing in strong breeze and strong shifting

Bravura overcame her erstwhile faith in local knowledge to finish second overall.



Winners in One Ton Cup History

Year	Location	Winner	Design	Country
1971	Auckland, New Zealand	*Stormy Petrel*	S&S	Australia
1972	Sydney, Australia	*Wai-Aniwa*	Carter	New Zealand
1973	Porto Cervo, Italy	*Ydra*	Carter	Italy
1974	Torquay, England	*Gumboots*	Peterson	England
1975	Newport, R.I.	*Pied Piper*	Peterson	USA
1976	Marseille, France	*Resolute Salmon*	Chance	USA
1977	Auckland, New Zealand	*The Red Lion*	Farr	New Zealand
1978	Fiensburg, Germany	*Tiisig*	Holland	Germany
1979	Newport, R.I.	*Pendragon*	Davidson	USA
1980	Naples, Italy	*Filo da Torce*	Vallicelli	Italy
1981	Cork, Ireland	*Justine III*	Castro	Italy
1982	Brighton, England	NO SERIES		
1983	Rio de Janeiro, Brazil	*Linda*	Sciomachen	Italy
1984	La Trinité, France	*Passion*	Briand	France
1985	Poole, England	*Jade*	Humphreys	England
1986	Palma Majorca, Spain	*Andelstanken*	Jeppesen	Denmark
1987	Kiel, Germany	*Fram X*	Farr	Norway

This list accounts for all IOR winners of the One Ton Cup (the IOR came into existence in 1971; prior to that there were 54 One Ton series under various other rules). From 1971-1983, yachts raced at 27.5 feet of rating; from 1984 until the present, the event has been at 30.5 feet of rating.



Sharon Green photo

or ebbing tides. These early races were 27-mile port triangles involving 10 mark roundings (windward-leeward, triangle, windward-leeward, triangle). Invariably, Dodson would get a good start, round the top mark near the front of the pack, and then simply grind everyone down. He had speed on every point of sail, and flawless crew work. If anything, *Propaganda* improved as the week wore on, finishing the first race 23 seconds ahead of *Pacific Sundance*, the second 2:10 over *Skedaddle*, and the third by 1:50 over *Fair Share*.

The breezy inshore series took its toll on the rest of the fleet. With a triangle configuration around Alcatraz Island, the second race saw winds over 30 knots raging against the standard three-knot Bay ebb, providing particularly nasty conditions. *Sagacious*, which had been running second, broke its mast at the hounds, and *Black Jack* also retired with a tweaked rig. Four boats broke booms. Three–*Pendragon*, *Ragtime*, and *Notre Dame*–retired, while Hugh Treharne's Takai-designed *Victoria*, which had been leading *Propaganda* at the last leeward mark, managed to limp across the finish line with a storm trysail. Numerous spinnakers blew up and several crewmembers were injured as boat after boat hit the ditch at the Blossom Rock jibe mark.

The carnage-filled buoy bashes looked good compared to the ocean races. To qualify as a World Championship, the series needed to include two fiendishly long distance races, one intended to be 54 hours, the other 27 hours. Both were horrendous light-air affairs that lasted well into overtime, effectively depriving the fleet of the only two lay days in the schedule.

The 276-mile distance race was particularly gruesome. Sailed in the shark-infested Gulf of the Farallones, the dizzying "hate mission" consisted of three laps around the Farallon Islands, and legs north to Pt. Reyes and south nearly as far as Santa Cruz. There was next to no wind outside the Golden Gate, yet somehow *Propaganda* hit every shift just right, finishing in 64 hours for a snail-like 4.3-knot average around the course. They finished an improbable nine hours ahead of the next boat, *Sagacious*, and 20 hours ahead of the last boat. Some boats were reduced to rationing food and water–one boat reportedly split a sausage nine ways for dinner on the last night out.

Because the long race was so universally unpopular, the race committee elected to turn the 139-mile medium-distance race into a hybrid contest: 70 miles in the ocean, followed by 69 in the Bay. Ironically, the ocean half of the contest was a slice of heaven. This time

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ONE TON WORLDS

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winds offshore peaked around 15 knots, just enough to dismast *Rush* a mile from the upwind mark off Duxbury Reef at midnight. Coming back into the Bay at dawn revealed a different story: Winds were light to non-existent until the afternoon westerly settled in. The baby blue *Team Cirkeline* won this, the fourth race, finally breaking *Propaganda*'s stranglehold on the top spot.

> **"Invariably, Dodson would get a good start, round the top mark near the front of the pack, and then simply grind everyone down."**

Bravura, the new Bay Area Farr 40, placed second in the medium distance race, her best finish of the series. Combined with a consistent 6,3,3 record around the cans and a disappointing 12th in the long distance "lottery," *Bravura*'s performance earned her second overall for the regatta—the first time an American boat has cracked the top five since the format changed from 27.5- to 30.55-raters after the '83 series. "We managed to overcome our local knowledge," quipped owner Irv Loube in reference to the distance race's abnormal conditions, which hampered his boat's performance early in the series.

Finishing in order behind *Bravura*, were four foreign Farr 40s: *Fram X*, *Team Cirkeline*, *Sagacious*, and *Fair Share*. Farr boats, in fact, took eight of the 11 top spots, an unprecedented feat in this hottest of IOR arenas. And before the San Francisco series even ended, Bruce Farr's Annapolis office got its first One Ton order for next summer's light-air contest in Naples, Italy, which some folks are already dubbing the Farr 40 International One-Design World Championship.

By now, Farr's phone should be ringing off the hook. For Farr (a transplanted Kiwi), for Michael Fay and his *Propaganda* team, and for the country of New Zealand—the nautical equivalent of the mouse that roared – well, maybe September in California wasn't that bad after all. •

For more information on Farr One Ton designs, look for an upcoming article in Sailing World.
See Scoreboard for complete results.

FINISH LINE

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Linda Taboada, Bay Head, NY (Comet) (27) 4. Jason Rhodes/Katherine Mahaffey, Vancouver, B.C. (Laser) (31.75) 5. Barrett Normann/Keith Crum, New Orleans, LA (Rhodes 19) (34) 6. Steve Rosenberg/Patrick Muglia, Long Beach, CA (1985 champion) (35.75) 7. Allison Jolly/Mark Elliot, Valencia, CA (Coronado 15) (39) 8. Ellie Field/Brad Dellenbaugh, Providence, RI (Yngling) (44.75) 9. Douglas Meyhoefer/Karen Meyhoefer, Massapequa, NY (Mariner) (45) 10. Craig Leweck/Doug Clark, San Diego, CA (Snipe) (47.5)

J/35 North Americans

LARCHMONT, NY–Thirty-three J/35s from all over the Atlantic Coast got together after a tough summer of racing to decide their North American champion at the Larchmont YC, and a competitive fleet that included Hull No. 1 to one of the newest, No. 228, battled it out on Long Island Sound in an exciting six-race series. Except for the light and variable first race, there were good breezes all three days. Connecticut sailor Carter Gowrie in *Touch of Grey* had three firsts, one on each day, but it wasn't enough to beat Annapolis sailmaker Will Keyworth and the crew of *Moonbeam*, who ended up taking the regatta overall with two firsts. "The key was getting off the starting line," said Keyworth. "You had to extend yourself to get out into clear air. We knew we had good boatspeed after racing on the Bay all summer."

Moonbeam led after the second day and protected her lead in Race 6 as she and *Touch of Grey* rounded 1-2 at the windward mark, with *Moonbeam* falling to third by the end of the race, still good enough to win the regatta by four points. Gowrie was hampered by two bad finishes, one of which he couldn't throw out. The only other boat to win a race was the Connelly/Esposito syndicate on *Runaway*, on the first day.

–Kathy Monro

1. *Moonbeam*, W. Keyworth, Southern Maryland SA (12) 2. *Touch of Grey*, Gowrie/Goss/Connolly, Essex YC (16) 3. *Kaleidoscope*, K. Klinger, Larchmont YC (29) 4. *Juggernaut*, R. Pitman, Michigan (36) 5. *Splendor*, P. Avedon, Seawanhaka Corinthian YC (37) 6. *Rosie*, G. Corwin, American YC (41) 7. *Renegade*, J. Udell, Corinthian YC (42) 8. *Diva*, P. Lowell, Sea Cliff YC (44) 9. *Sundog*, P. Parks, Essex YC (49) 10. *Fatal Attraction*, D. Parro, Stamford YC.

Soling North Americans

WILMETTE, IL–Thirty-one Solings from the eastern half of the U.S. and Canada, as well as the Olympic representatives of Uruguay, Argentina, and Portugal (en-route to Seoul) gathered on Lake Michigan for six races in ideal sailing conditions—sunny skies, smooth water, and 5- to 16-knot winds. Kevin Mahaney, sailing with his brother Lance and J/24 ace Jim Brady, easily won the series with four firsts and a fourth, electing not to sail the last race. He was usually a bit faster than his competitors to windward, and downwind, with a new .5-oz. Dynac spinnaker, he was considerably faster.

On the first day, in the heaviest air (a 16-knot southwesterly), Mahaney's main competition was from the Uruguayan, Horatio Carabelli; the Argentinian, Santiago Lange; the Portuguese, Antonio Tanger; and the Canadian, Jim Beatty. In the five- to six-knot lake breezes of the following two days, the light-air wizard of Rochester, N.Y., John Odenbach, and *SW*'s "Tactics" columnist Stuart Walker provided the pressure. After the fifth race was won by Carabelli, and Mahaney had the regatta already wrapped up, the battle was for second place. Carabelli, Beatty, Odenbach, Tanger and Walker were all in contention. By the second round of the 14-knot finale, Walker and Tanger were second and third (behind *Grey Eminence* and Jerry Castle) with their significant opponents far astern. Until his middleman, Guy McKhann, fell out of the boat when his harness broke, Walker seemed to have the series second well in hand. When Beatty discarded his ninth, Walker's recovery to fourth was one point too few: Beatty–24, Walker–25, Tanger–26.

–Stuart Walker

1. Kevin Mahaney, Bangor, ME (8.0) 2. Jim Beatty, Canada (24.0) 3. Stuart Walker, Annapolis, MD (25.0) 4. Antonio Tanger, Portugal (26.0) 5. Jerry Castle, Rochester, NY (29) 6. Horatio Carabelli, Uruguay (30.0) 7. Santiago Lange, Argentina (31.0) 8. John Odenbach, Webster, NY (32.0) 9. Bill Abbott, Sarnia, Ont. (37.0) 10. Charles Kamps, Milwaukee, WI (39.0).

Sonar North Americans

LARCHMONT, NY–Bill Drewes and his crew of Doug McKeige, Lois Drewes, David Schmudde, and alternate Ron Calise, bested a talented group of sailors including two Olympic medalists, to win the '88 Sonar NAs at the Larchmont YC. Forty-nine boats showed up from as far away as Canada and Florida to compete in the seven-race series.

The first day's racing saw a six- to eight-knot breeze that backed into the southeast during the day. Jim Crane demonstrated his mastery of the conditions by winning the first two races, only to be disqualified in the first race after a starting line incident. Drewes had trouble in these races, finishing 25th and 18th. The next two days had wildly oscillating northwesterlies blowing up to 20 knots. Drewes had a 4-3-5 to close in on series leader, Olympic gold and silver medalist Peder Lunde, who was sailing consistently in breezes that saw many of the top half of the fleet visit the bottom half in at least one race. The final day proved to be the undoing of Lunde, who had a third and a disastrous 27th, while Drewes pulled out the series win with a 1-2 to beat Lunde by five points.

The big fleet, combined with the oscillating breezes, provided for some wild mark roundings and starts. The result was a number of late nights in the protest room.

1. Bill Drewes, Manhasset, NY (32.75) 2. Peder Lunde/Tor Arneberg, Darien, CT (37.75) 3. Craig Sinclair, Darien, CT (42.00) 4. Peter Galloway, Wilton, CT (43.75) 5. Dave Franzel, Boston, MA (52.00) 6. Lee Smith/Chip Whipple, Manhasset, NY (53.00) 7. Don Oakie/J. Clarke, Oakville, Ont. (54.00) 8. Ed Sweeney, Darien, CT (55.00). •