ONE-TON CUP

We Test-Sail Salome II

Three hours afloat in Ron Swanson's "perfect" yacht disclosed some remarkable developments that could give her a winning edge in Denmark . . . By SHEILA PATRICK

AUSTRALIA'S first entry in the world One Ton Cup Championships is Middle Harbor Yacht Club's raised deck, canoe-stern 33-foot 3 in. *Salome,* designed and built by Ron Swanson.

She looked smaller than I expected and although she is the culmination of all Swanson's boats from *Carmen* through *Camille* to *Camelot*, *Salome* resembles *Cadence* more than any others of his fleet.

Inside she is a surprise too; not the plain, no luxury Swanson finish, but smart, shiny wood-trim, fixed bunks, a comfortable galley — all requirements under the One Ton Cup Regulations.

Ron has for the first time in his life, a boat with an enclosed, fixed toilet, and a self-starter on the engine.

"I must be getting old," he admitted, "although all these are essential for the race regulations. I hope she goes, that's all. And she should. I've put everything I know in her."

With Jack Parker, for whom Ron has built a sister ship to *Salome, Sarlene* — launched this month — we set sail from the MHYC marina to try out a new headsail. *Salome* was leaving in a day or so aboard the German freighter *Blumenthal* for Rotterdam. From there Ron will sail her to Harwick, UK, collect some new navigation equipment, do any repairs and thence cruise through the Kaiser Wilhelm Canal to Copenhagen.

In a making north east breeze Ron put the mainsail on her and we fetched down Middle Harbor and hardened our sheets for the open sea. *Salome* has a higher aspect ratio than Swanson's other yachts. She carries a main of 230 square feet and a 380 square feet genoa. Her spars are wood — selected oregon — "stronger and more pliable than aluminium."

She is as light as a skiff on the tiller with little or no weather helm. She'll sail herself, if the sails are trimmed a certain way, Ron told me.

"Shove her up a little," he commanded. I looked at the main. It was luffing inside out, nearly to the battens.

"Well, get your main on, and I'll take her up," I said.



"Keep the main luffing," Ron tells Sheila. Swanson sails Salome on her genoa and speedo. Finds an inside-out main faster than a well-set sail.

"That's where you're out of date. I sail *Salome* like they sail most small racing yachts in Europe today; headsail on fairly hard, touching the leeward spreader, and mainsail lifting to the edge of the batten pockets."

"You're joking," I said, but pushing her up just the same.

"Well," Swanson said seriously, "I've tested it with the speedo, and I get a knot faster and higher pointing when I sail her like this."

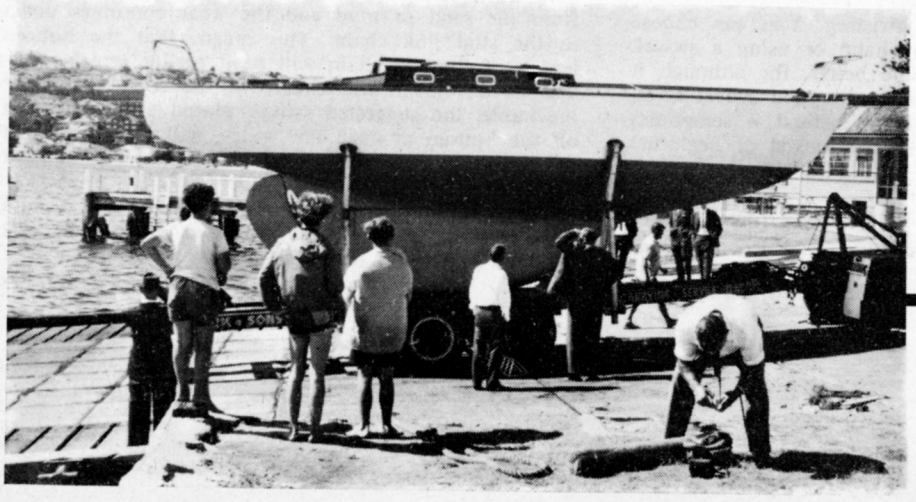
And she sped like a witch across the blue Pacific, her mainsail flapping disconcertingly, but going up into the freshening nor'easter, working practically into the eye of the wind.

To make his point, Ron hardened on the main, and it was noticeable that she slowed down a little. We started the main, and she leapt ahead.

Jibing, tacking, she responded to the helm sweetly, and bore away promptly, without fuss.

She'll need some more tuning, but Ron'll do that in Denmark.

Salome's gear is plain, the bare essential in winches and deck gear. Swanson believes in simplicity in gear and rigging. She is the culmination of Ron Swanson's boatbuilding knowledge based on the lessons in design he learned from the late Wally Ward who designed the early Swanson-built boats, starting from Ward's *Jana-*



At her launching, Middle Harbor's leading lady showed pleasing lines that have made her cousins so popular with the ocean-racing boys.



MH15 — Salome II almost sails herself. This 33-foot 3-inch development of the Carmen type is expected to do well when she meets the world's ocean racers.

way, all based on the metrecentric shelf principle of hull design.

Salome is LOA 33 ft 3 in.; LWL 26 ft 8 in.; Beam 9 ft 4 in.; Draft 5 ft 9 in. and displaces five and a half tons.

Her raised deck, canoe-sterned hull has a fairly high bow, and fine entrance to her deep, fin keel. She has a good clean run aft, and plenty of reserve power in her full topsides.

She is planked with oregon — one inch thick, spline glued. Her deck is clean, without clutter and she carries a canvas spray dodger.

Her sails, made by Laurie Mitchell — 523 square feet of working sails — are carried on a 46-foot mast. Her largest spinnaker is 1000 sq ft. As in most of Swanson's boats, she is cutter rigged for light winds and will take a cutter suite of sails to Denmark as well as a racing main and a trisail. Two genoas, two jibs and two spinnakers are all from Bainbridge cloth except one of the genoas, a stretchy luff sail from the new Tasmanian cloth. Ron said they have an inner forestay to bend the mast forward when necessary.

Ron said he had roller reefing for the first time in his life and a zipper along the foot of the main to flatten it for hard winds, and give it plenty of sag for light weather. *(Continued on page 114)*

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He said he had tried to make *Salome* more of a light weather boat than his previous yachts.

"Overseas, all the successful racing yachts are light weather boats as a rule, as it seems to me most of the weather over in Europe and the US is either light to medium. When it blows, it is usually a full gale."

For the One Ton Cup series, sailed for in Denmark from July 14 to 19 over three races — two 30 milers and one 300 miles — there'll be 33 entries from many countries. Top designers such as Sparkman & Stephens (whose *Hestia* won last year's races) Van de Stadt, Buchanan, Illingworth and Holman will all have yachts especially designed to the One Ton — 22 ft RORC rule.

Pointing to Peter Hill's *Maria Van Dieman* lying beside *Salome* at the MHYC marine, Ron said she was a sistership of *Hestia*. She's 36 ft overall, as against *Salome's* 33 ft 3 in.

Crew of *Salome,* who will fly to Denmark with the skipper, are Laurie Mitchell, Dave Linton, Leo Reilly and Doug Gilling. And the self starter which Ron so self-consciously pushes to start the motor belongs to a small Volvo Penta diesel which moves *Salome* along at about six knots.

Ron Swanson built his first boat in about 1950 — a half-deck 18 foot harbor sailing craft and named her after his wife *June*. A few years later he bought the wreck of Mr C. W. Robson's *Wyuna,* then wedged between two rocks on Grotto Point, and rebuilt her, naming her *Tiki*.

Later, he sold her and bought the old *Apache* and raced her with the MHYC. He then built a Seaforth 24 designed by Griffin, called *Tiki Rua* and later in 1958 a racing-cruising yacht, *Silhouette,* in which he made his first trip to Hobart.

Then came the breakthrough when, in collaboration with Wally Ward, he built *Carmen*. From then on came many boats of this type, including the present MHYC ocean racing pointscore winner, Jim Mason's *Cadence*. Swanson has seen his designs, take first, second and third in the one ocean race more than once. He always designs his boats on the metrecentric shelf principle.

Camille was perhaps a little different from the *Carmens,* but he wanted a 30 ft LWL for the Admiral's Cup. *Mr Christian* and *Camelot* follow out of *Camille,* with some refinements. "And of course, some skippers don't like canoe sterns, so I built *Syonara* for Peter Docker, a *Camille* with a counter stern."

In 1964 Ron built Peter Mounsey's *Tewarri* — a 46 ft ocean cruising vessel and later on last year he completed a smaller version of *Tewarri* — John Hearder's *Frigga*.

And now comes *Salome* — the culmination of all Swanson's ideas, fitted into the requirements of the One Ton Cup. We wish her well. ●