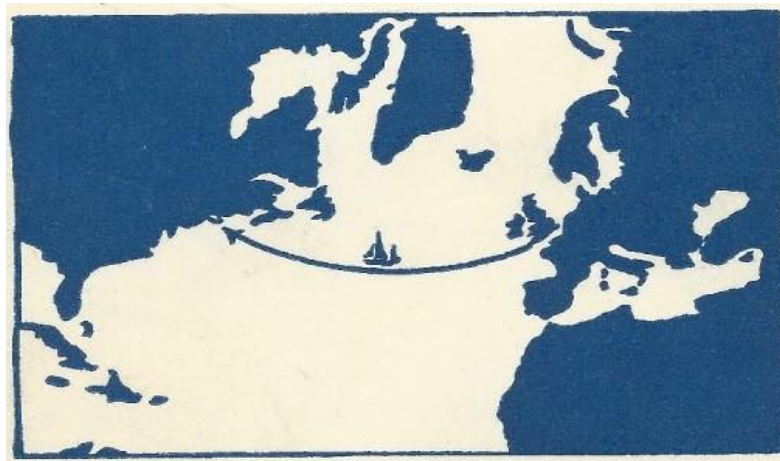


The ROYAL WESTERN YACHT CLUB of ENGLAND

OSTAR 1968



**the
OBSERVER TROPHY
SINGLEHANDED
TRANS-ATLANTIC RACE**

**1st June 1968
11:00**

Organising Authority: The Royal Western Yacht Club of England

1968 OBSERVER TROPHY STAR

The race became truly international with a total of 35 competitors from as far a field as Sweden, Germany, USA and South Africa to add to the usual British and French entries.

It was this edition of the race that proved what a tough proposition it can be. During this race the North Atlantic was swept by a massive depression bringing with it 60 knot, storm force winds. Many competitors hove to, dropping all but a storm jib to sit out the terrible conditions.

Only one competitor made a significant gain by taking advantage of the rules, which had not outlawed weather routing (at that time, it was not considered viable for solo skippers). Before satellite communications, on board internet access or web-based weather sites, Geoffrey Williams racing the monohull *Sir Thomas Lipton* was the first to use weather routing. Via a hefty high-frequency radio, Williams would communicate with meteorologists at Bracknell who were running weather models using a very early computer and who would provide him with forecasts. Warned of the storm, Williams sailed north missing the brunt of it and gained an estimated 300 miles over his competitors in the process. Williams went on to win the race despite some controversy at the end when he sailed the wrong course - Williams missed a vital part of the skippers briefing when an amendment to the sailing instructions was issued to round the Nantucket Light Vessel on approach to finish. As the Race Committee had not published the amendment in writing grounds for any protest were weak. In a display of great sportsmanship, no other skipper protested him. Weather routing was banned from subsequent races.

While one multihull had entered in 1960 (but was unable to start) and three had competed in 1964, in 1968 there were no fewer than 13 multihulls (although only five completed the course), including a 65ft (20m) "monster" (*Pen Duick IV*) entered by Eric Tabarly. But his trimaran lacked preparation following the social unrest of May 1968 in France, forcing him to retire. The best multihull was a proa *Cheers* designed by an as yet unknown American, Dick Newick and raced by Tom Follet who finished in third place.

This edition was a sign of a new era to come.

OBSERVER TROPHY SINGLE-HANDED TRANSATLANTIC RACE 1968 --- The Third OSTAR

Plymouth - Newport

01-Jun-68 11:00

Started: 35

Finished: 18

Skipper	Yacht	Type	LOA	Class	Elapsed Time	Corrected Time	O/A Place	Class Place	Corr Place	Nation
WILLIAMS, Geoffrey	SIR THOMAS LIPTON	M	57		25 20 33		1			GBR
DALLING, Bruce	VOORTREKKER	M	50		26 13 42	22 16 51	2		1	RSA
FOLLETT, Tom	CHEERS	P	40		27 00 13		3			USA
WILLIAMS, Leslie	SPIRIT OF CUTTY SARK	M	53		29 10 17	25 02 44	4		4	GBR
HOWELL, Bill	GOLDEN COCKEREL	C	42.5		31 16 24		5			AUS
COOKE, Brian	OPUS	M	32		34 08 23	24 16 14	6		3	GBR
MINTER-KEMP, Martin	GANCIA GIRL	T	42		34 13 15		7			GBR
BEVAN, N.T.J	MYTH OF MALHAM	M	40		36 01 41	28 11 01	8		8	GBR
DE CASTELBAJAC, B.	MAXINE	M	34.5		37 13 47	27 08 36	9		6	FRA
TERLAIN, Jean-Yves	MAGUELONNE	M	35		38 09 10	27 18 17	10		7	FRA
BURGESS, Nigel	DOGWATCH	M	27		38 12 13	27 06 20	11		5	GBR
FOEZON, André	SYLVIA II	M	36		40 00 16	29 12 29	12		9	FRA
ENBOM, Bertil	FIONE	M	20		40 14 13	24 14 22	13		2	SWE
HEHNER, Claus	MEX	M	37		41 10 46	32 00 04	14		11	GER
PACKENHAM, Stephen	ROB ROY	M	32.5		42 03 49	30 10 20	15		10	GBR
FORBES, Colin	STARTLED FAUN	T	33		45 10 08		16			GBR
RODRIGUEZ, Bernard	AMISTAD	T	25		47 18 05		17			USA
RICHEY, Mike	JESTER	M	26		57 10 40	37 19 43	18		12	GBR
MATTESON, Ake	GOODWIN II	M	19.5		Disqualified					SWE
TABARLY, Eric	PEN DUICK IV	T	67		Collision damage					FRA
WILLIS, Eric	COILA	T	50		Ill, bad water – taken off					GBR
CAROZZO, Alex	SAN GIORGIO	C	53		Rudder trouble					ITA

PYLE, David	ATLANTIS III	M	26.5	Torn sails, self steering, retired Azores	GBR
WALLIN, William	WILECA	M	27	No damage	SWE
WAQUET, Comdt. B.	TAMOURE	T	26	Air France strike (were to help him navigate)	FRA
BAUMAN, Edith	KOALA III	T	39.5	Abandoned ship, breaking up	GER
WINGATE, Robert	ZEEVALK	M	39.5	Self steering	GBR
PULSFORD, Mike	WHITE GHOST	T	34	Float attachment, rudder	GBR
HEINEMANN, Egon	AYE-AYE	M	33	Self steering	GER
PIAZZINI, Guy	GUNTUR III	M	41	Mast step fitting broken	SUI
MUNRO, Sandy	OCEAN HIGHLANDER	C	45	Dismasted, hull damage – in tow, sank	GBR
PAILLARD, Lionel	LA DELIRANTE	M	36	Retired to France	FRA
CUIKLINSKI, Marc	AMBRIMA	M	37	Dismasted, taken in tow but sank	FRA
DE KAT, Joan	YAKSHA	T	50	Broke up, crew rescued	FRA
GLIKSMAN, Alain	RAPH	M	58	Steering trouble, retired St Johns	FRA

Yachts entered but did not start: AIGRETTE; AXEL HEYST III, GENESIS; HERA; KATHENA; KYTRA II, VIF ARGENT .