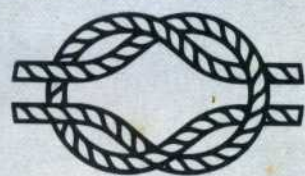


THE OBSERVER SINGLEHANDED TRANSATLANTIC RACE 1972



30p

YACHTS • COMPETITORS • MAPS

We're banking on our man in British Steel.

Brian Cooke, who will be racing the famous yacht British Steel, is manager of our branch in Lower Parkstone, Dorset.

Everyone at National Westminster wishes him the very best of luck in this great adventure.

 **National Westminster Bank**

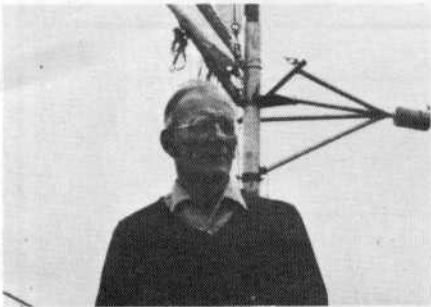
Simply there to help



The Observer Singlehanded sailing race across the Atlantic is the longest, loneliest and toughest solo voyage regularly contested — 3,000 miles from Plymouth to Newport, Rhode Island, through all the perils of the Western Ocean and against the prevailing winds and currents.

This year's race starts at noon on Saturday 17 June. It is the fourth in the series which has developed over the last 12 years from a small, almost private, contest to a huge international competition that draws solo sailors from every corner of the earth.

The first race was in 1960, when only five boats entered and Francis Chichester won in his Gipsy Moth III.



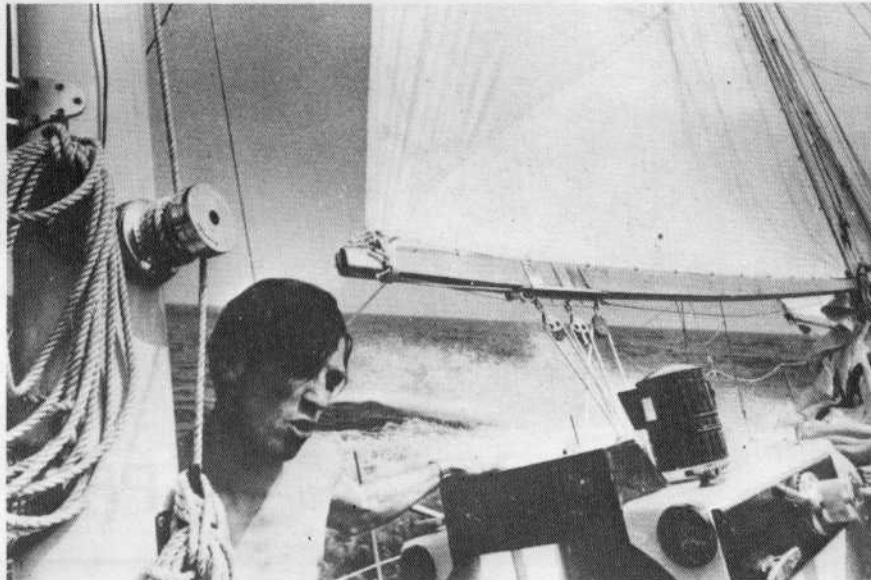
For that race the finish was in New York and Chichester arrived there 40 days after the start.

In 1964, 15 yachts started and 14 finished. Chichester sailed again in Gipsy Moth III but this time was beaten into second place by a French Naval Lieutenant named Eric Tabarly



in Pen Duick II. Tabarly's boat had been specially designed for the race and when he won easily in 27 days President de Gaulle immediately made him a Chevalier of the Legion of Honour.

For the 1968 race the starting fleet



had grown to 35 boats and for the first time there was a woman among the entrants. There were more single-handers from overseas countries than from Britain when the fleet sailed out of Plymouth Sound on 1 June, but the winner was a Cornishman, Geoffrey Williams in his 56-foot ketch, Sir Thomas Lipton; his time was just under 26 days. In this race most of the fleet met the full fury of the North Atlantic at its worst. Only 19 boats reached Newport and three sank in the attempt. But there was no loss of life.

The Observer Singlehanded was originally the brainchild of Lieutenant-Colonel H. G. 'Blondie' Hasler, who conceived it as a race that would help to develop new methods of boat handling and providing comfort for the lone sailor. Its organisers since 1960 have been the Royal Western Yacht Club of England at Plymouth.

This year's race sees a very strong challenge for all the trophies by the French contingent of 15 yachts. They are well fancied to take the overall trophy for the first boat to Newport, and will be trying hard for the handicap trophy as well. For this race there is an additional prize for the first yacht of 35-feet or less to finish, and here the French challenge is formidable.

One award the French cannot take is the Ida Lewis trophy — it goes to the first American boat home. This trophy is donated by the Ida Lewis Yacht Club, who organise the finish at Newport, and it will be contested by five singlehanders from the United States. An important point about the 1972 race is that for the first time both the yacht and its crew must have completed a 500-mile qualifying cruise two months before the start. The aim has been to ensure that no boat is improperly prepared for the voyage.

The Observer Singlehanded has become a great international adventure. The transatlantic crossing remains difficult and sometimes dangerous, and every solo sailor who faces that challenge deserves the respect of everyone who follows their progress across 3,000 miles of unpredictable ocean.

The Observer and the Royal Western Yacht Club of England gratefully acknowledge that this race would not have been possible without the considerable help of The Flag Officer, Plymouth and the Royal Navy, the Air Commander, Southern Maritime Air Region and the Royal Air Force, the Canadian Forces, the Lord Mayor and Corporation of the City of Plymouth, the International & Maritime Telecommunications Region, Wireless Telegraph Section of the Post Office, the Meteorological Office, the British Transport Docks Board (Millbay Docks, Plymouth), H.M. Coastguard, the United States Coast Guard, Lloyd's of London, the Ida Lewis Yacht Club and the Port O'Call Marina, Newport, Rhode Island and many other organisations and individuals.



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SINGLEHANDED TRANSATLANTIC RACE.

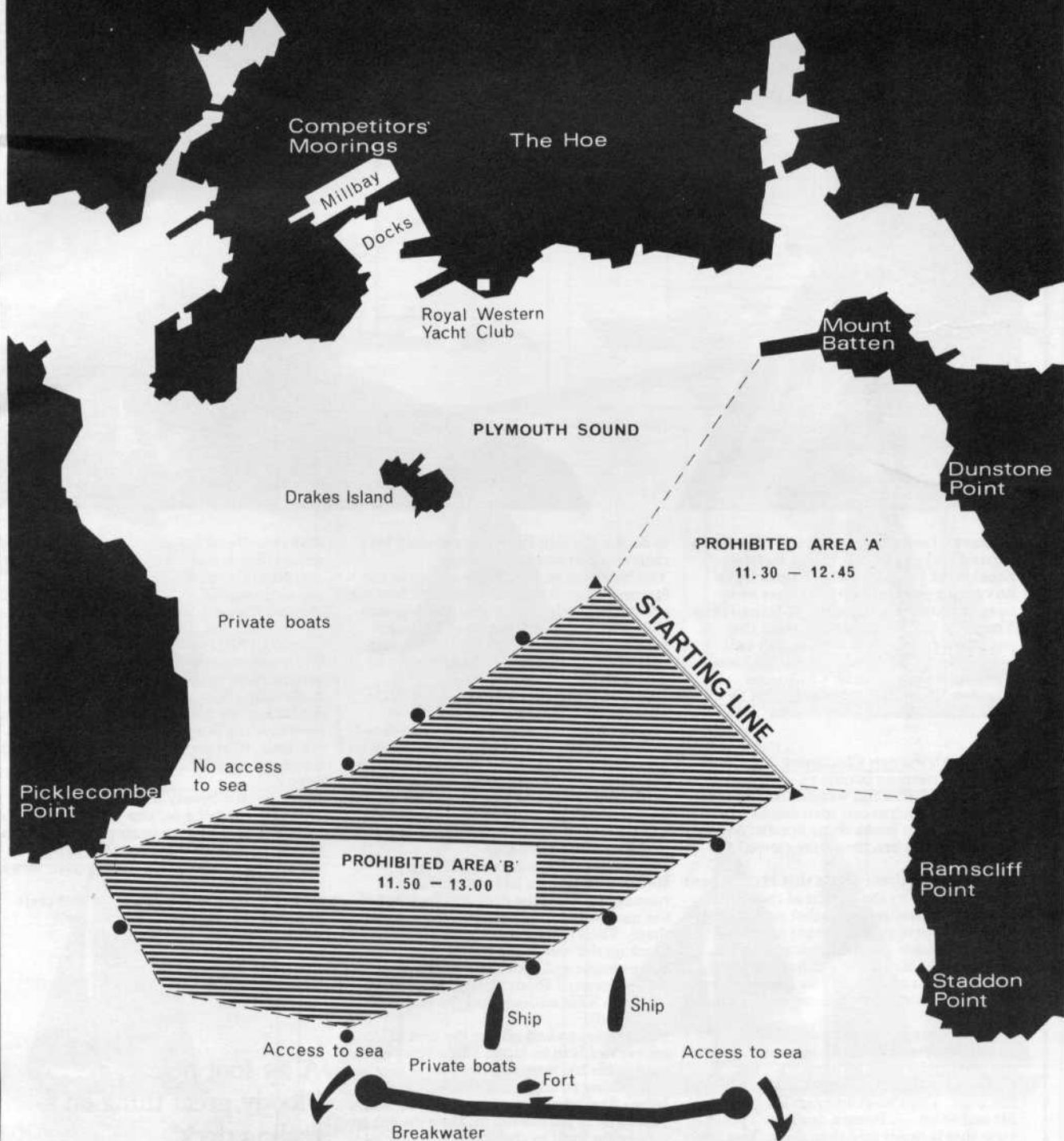
**Best Wishes to
Sir Francis Chichester and
all other competitors.**



WHITBREAD

PLAN OF START

Plymouth





Robert Clark, designer of Sir Thomas Lipton, Gypsy Moth V and British Steel, and John Powell of Sparlight have that special rapport that only comes from many years of friendship. They are both concerned with the problems set by men trying to sail larger and larger yachts single handed. Here at Robert Clark's home in London, they discuss a solution to downwind sailing.

John: Both Francis Chichester and Chay Blyth had running booms 25' long and 3" diameter of a size and weight that we agree is about as much as one man can handle. Yet both chaps broke those booms, not only in anger, but when they were stowed on deck.

Robert: Yes, Francis said that his was bent when on deck by the weight of the sea

John: It's obvious that in that size of boat the booms have to be stronger and then weight presents a real handling problem. And as boats for single handers are getting even bigger, 120' long in one case, we've got to come up with some gear to enable a man to cope.

Robert: One way is to have the pole attached to its cup at deck level. You hoist the cup up the mast on a track till the outboard end of the boom is near the heel of the mast. Then hoist away on the topping lift and so on . . . From a designer's point of view that is easier said than done. You have

to design the middle half of the deck for a clear space in which to operate.

The best plan is, I think, to set up, at the foremost guardrail stanchion, a six foot high crutch in which you can rest the pole and slide it forward with reasonable control.

John: That way you're more or less just balancing the boom with little weight to deal with.

Robert: . . . and then you make the pole fast on the mast in the usual way. I've actually tried this and found it dead easy. Now the next thing which is most important is to discard all thoughts which derive from the spinnaker. With a spinnaker, in even a small boat, you need 3 people in the cockpit. You couldn't possibly put a spinnaker up and turn in. You want something more akin to the square rigged ship.

John: How do you rig the sail then?

Robert: Well, you have two jack stays running up from the deck just forward of the mast and you run the luff of each sail up these. Then just haul out your clew to a block on the end of the boom. All that's quite simple and providing booms are swung forward about 30 degrees you can leave the helm entirely and the ship will sail herself.

For fast downwind sailing the area of canvas needs to be large. Many helmsmen tend to err too much on the side of caution when using twin headsails.

John: And what if it comes on to blow and you come to get the sail in. How do you stop it flogging itself to shreds?

Robert: We all know it's lovely to run in a strong breeze and it's all right while everything's set, but the cleverest of us suddenly realise it's blowing a sight harder than we thought. It seems fine so long as you don't touch anything but the moment you do all hell is let loose.

Well, now we come to the crux of the system. You've got the full blast of a gale in these sails - how do you get them in? Now it's back to square rig thinking. I would have brailing lines - the lot. Check the outhauls, haul on the brailing lines to make a sausage of each sail and then simply drop it.

John: Even a twenty five foot pole is a bloody great thing for one man to handle on a reeling deck and we must provide the gear to help him. All we want now is the opportunity to go to sea and try your idea in practice, Robert.

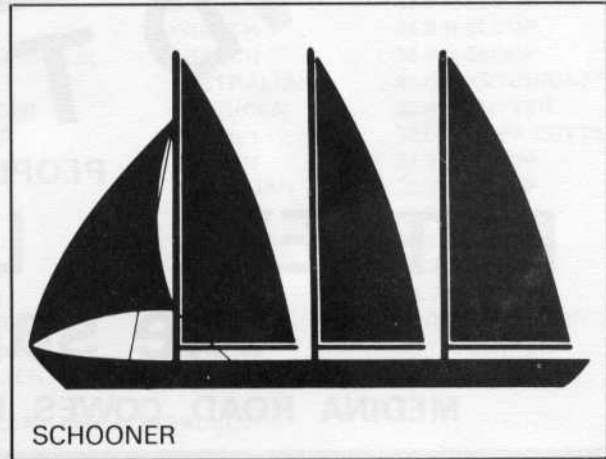
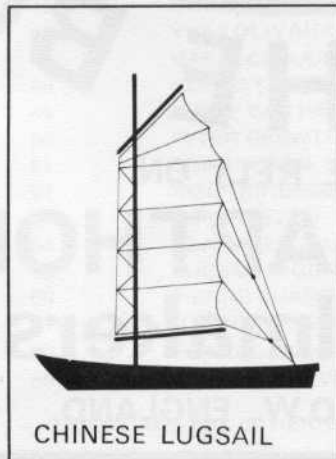
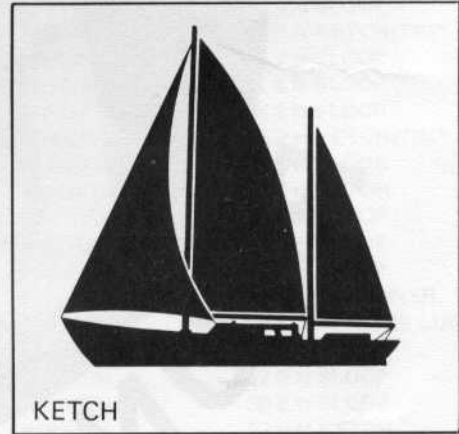
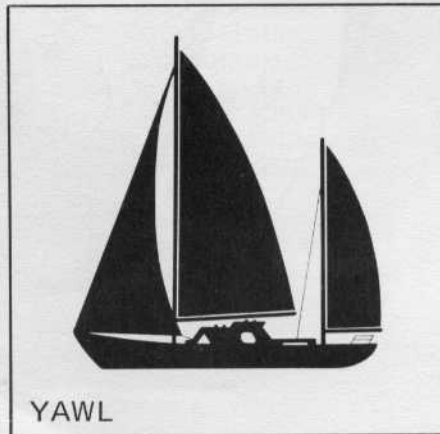
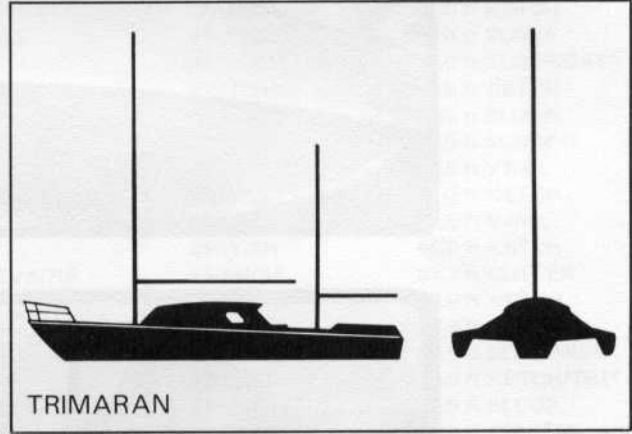
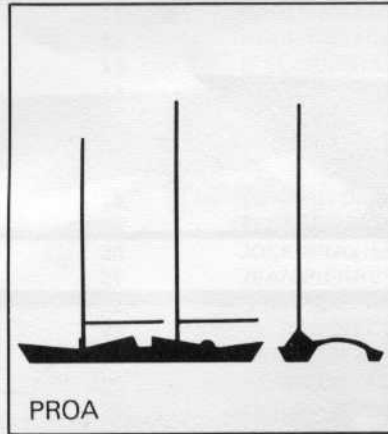
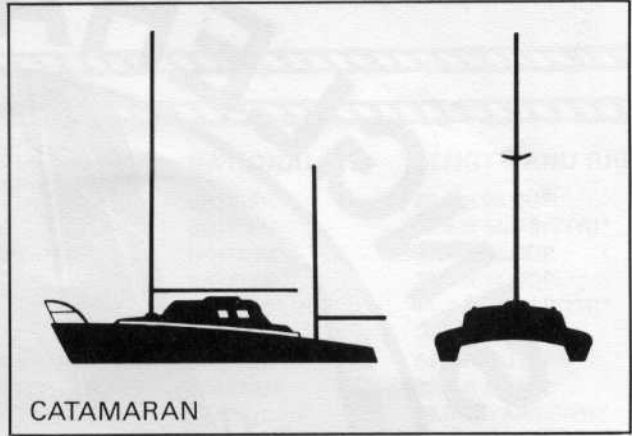
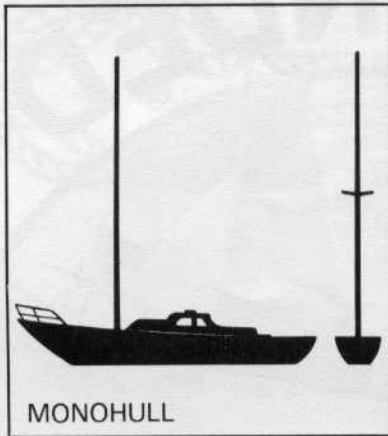
Robert: With larger single handed craft in the offing, it's a problem we must solve, John.

'A 25 foot pole is a bloody great thing on a reeling deck'

**HULL DESIGNS
AND
SAIL SHAPES**

The Observer Singlehanded is unique among sailing competitions in that there are no rules about the size or shape of boat. Conventional monohulls fight it out with catamarans and trimarans, and any combination of sail shape and hull length is possible. The fleet which sails out of Plymouth on 17 June will range from a tiny sloop of 19 feet length to a huge three-masted schooner of 128 feet overall, and a wide variety of multihull boats will sail alongside various monohull designs.

A sloop has one mast and one sail for'ard of it. A cutter is similar, but has two for'ard sails. A ketch has two masts with the front one larger and the helmsman steers from behind the mizzen or rearward mast. A yawl looks almost the same except that the helmsman steers from between the masts. A boat using Chinese lugsails makes up in ease of sail-handling for what it loses in ability to sail into the wind. A schooner has two or three masts of approximately equal height.



SINGLEHANDED



OR



ROUND THE BUOYS

PEOPLE RELY ON

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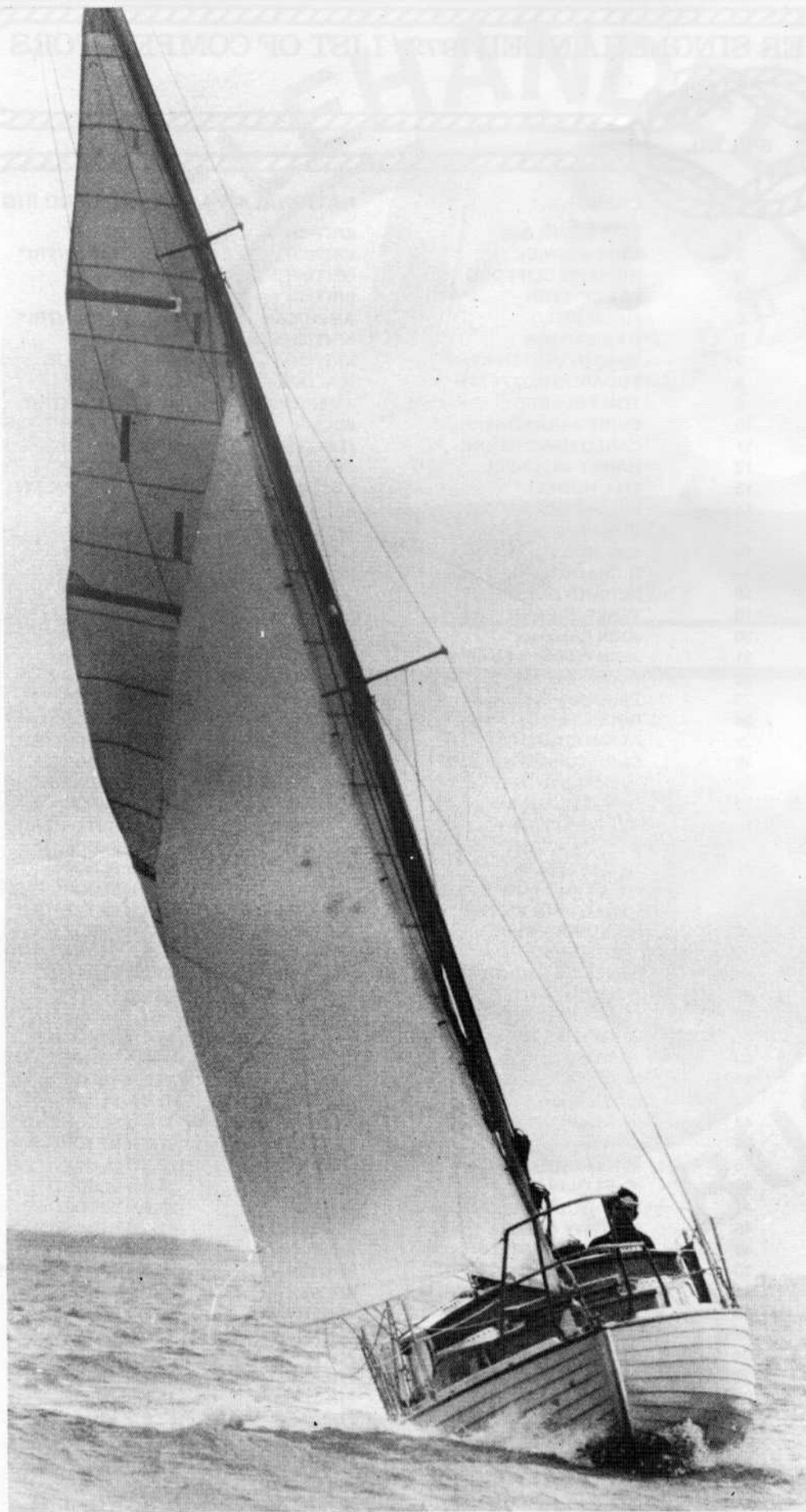
MEDINA ROAD, COWES, I.O.W., ENGLAND. COWES 4051

THE OBSERVER SINGLEHANDED 1972 / LIST OF COMPETITORS

SAIL NO.

YACHT		CREW	NATIONALITY	LENGTH AND RIG
FRANCETTE	1	ERIC SUMNER	BRITISH	25.4 ft SLOOP
LEEN VALLEY VENTURER	2	JOHN BESWICK	BRITISH	43.8 ft SLOOP/TRI*
SHAMAAL	3	RICHARD CLIFFORD	BRITISH	25.8 ft SLOOP
MARY KATE OF ARUN	4	PAT CHILTON	BRITISH	38.0 ft SLOOP
TRUMPETER	5	PHILIP WELD	AMERICAN	44.0 ft SLOOP/TRI*
BRISTOL FASHION	6	MAX BARTON	BRITISH	24.8 ft SLOOP
STRONGBOW	7	MARTIN MINTER-KEMP	BRITISH	65.0 ft CUTTER
NAMAR IV	8	EDOARDO GUZZETTI	ITALIAN	32.6 ft SLOOP
THREE CHEERS	9	TOM FOLLETT	AMERICAN	46.0 ft YAWL/TRI*
POLONEZ	10	CHRIS BARANOWSKI	POLISH	45.2 ft KETCH
CHICA BOBA	11	CARLO MASCHERONI	ITALIAN	41.0 ft KETCH
TULOA	12	HARRY MITCHELL	BRITISH	33.0 ft SLOOP
TAHITI BILL	13	BILL HOWELL	AUSTRALIAN	43.0 ft SLOOP/CAT*
BRITISH STEEL	14	BRIAN COOKE	BRITISH	59.0 ft KETCH
BLUE SMOKE	15	GUY HORNETT	BRITISH	26.0 ft SLOOP
MERSEA PEARL	16	BOB MILLER	BRITISH	43.0 ft SLOOP
NIKE	17	RICHARD KONKOLSKI	CZECH	22.5 ft YAWL
SECOND LIFE	18	GERARD DIJKSTRA	DUTCH	71.0 ft KETCH
KOMODOR	19	TERESA RFMISZEWSKA	POLISH	42.0 ft YAWL
FLYING ANGEL	20	JOCK BRAZIER	BRITISH	46.0 ft KETCH
MYTH OF MALHAM	21	JEAN-PIERRE LEVAIRE	FRENCH	39.7 ft CUTTER
OLVA II	22	OSCAR DEBRA	BELGIAN	46.0 ft KETCH
MIRANDA	23	ZBIGNIEW PUCHALSKI	POLISH	38.8 ft SLOOP
GAZELLE	24	BRUCE WEBB	BRITISH	47.5 ft SCHOONER
PEN DUICK IV	25	ALAIN COLAS	FRENCH	70.0 ft KETCH/TRI*
LAURIC	26	CHRISTOPHER ELLIOTT	BRITISH	34.0 ft SLOOP
JESTER	27	MICHAEL RICHEY	BRITISH	25.0 ft CHINESE LUG
WILLING GRIFFIN	28	DAVID BLAGDEN	BRITISH	19.0 ft SLOOP
ARCHITEUTHIS	29	GERARD PESTEY	FRENCH	55.0 ft KETCH/TRI*
LA BAMBA OF MERSEA	30	JOHN HOLTOM	BRITISH	33.7 ft SLOOP
CASPER	31	MARTIN WILLS	BRITISH	31.0 ft SLOOP
SURPRISE	32	AMBROGIO FOGAR	ITALIAN	38.2 ft SLOOP
CAP 33	33	JEAN-MARIE VIDAL	FRENCH	52.9 ft KETCH/TRI*
TINIE	34	HEIKO KRIEGER	W. GERMAN	29.2 ft SLOOP
WHISPER	35	JIM FERRIS	AMERICAN	53.5 ft KETCH
WHITE LADY	36	HUBERT BARGHOLTZ	SWEDISH	32.2 ft SLOOP
BLUE GIPSY	37	ROBERT LANCY BURN	AMERICAN	28.0 ft SLOOP
MEX	38	CLAUS HEHNER	W. GERMAN	35.0 ft SLOOP
VENDREDI 13	39	JEAN YVES TERLAIN	FRENCH	128.0 ft SCHOONER
RON GLAS	40	JOCK McLEOD	BRITISH	47.0 ft CHINESE LUG
SUMMERSONG	41	ANDREW SPEDDING	BRITISH	28.0 ft SLOOP
ISLES DU FRIOUL	42	MARC LINSKI	FRENCH	47.9 ft SLOOP
P.S.	43	ANNE MICHAÏLOF	FRENCH	30.6 ft SLOOP
GIPSY MOTH V	44	SIR FRANCIS CHICHESTER	BRITISH	57.0 ft KETCH
BINKIE II	45	MIKE McMULLEN	BRITISH	32.0 ft SLOOP
ALO A I	46	YVES OLIVAUX	FRENCH	34.8 ft SLOOP
ALO A VII	47	MARIE-CLAUDE FAUROUX	FRENCH	34.8 ft SLOOP
LADY OF FLEET	48	MURRAY SAYLE	AUSTRALIAN	41.0 ft KETCH/CAT*
SCUFFLER III	49	JERRY CARTWRIGHT	AMERICAN	32.4 ft CUTTER
GOLDEN VANITY	50	PETER CROWTHER	BRITISH	38.0 ft GAFF CUTTER
JUSTA LISTANG	51	BOB SALMON	BRITISH	24.8 ft SLOOP
WHITE DOLPHIN	52	WOLF KIRCHNER	W. GERMAN	32.3 ft SLOOP
CAMBRONNE	53	GUY PIAZZINI	FRENCH	45.5 ft KETCH
TOUCAN	54	ALAIN GLIKSMAN	FRENCH	34.5 ft SLOOP
ONYX	55	EUGENE RIGUIDEL	FRENCH	42.8 ft SLOOP
CONCORDE	56	PIERRE CHASSIN	FRENCH	44.3 ft SLOOP
WILD ROCKET	57	JOEL CHARPENTIER	FRENCH	63.0 ft SCHOONER
SAGITTARIO	58	FRANCO FAGGIONI	ITALIAN	50.7 ft CUTTER
TANG'O	59	GERARD CURVELIER	FRENCH	21.0 ft SLOOP

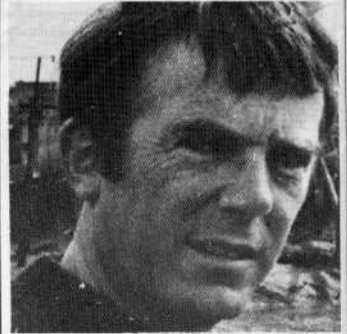
*CAT - CATAMARAN; TRI - TRIMARAN; ALL OTHER YACHTS ARE MONOHULLS



Eric Sumner/Francette



ERIC SUMNER
Francette



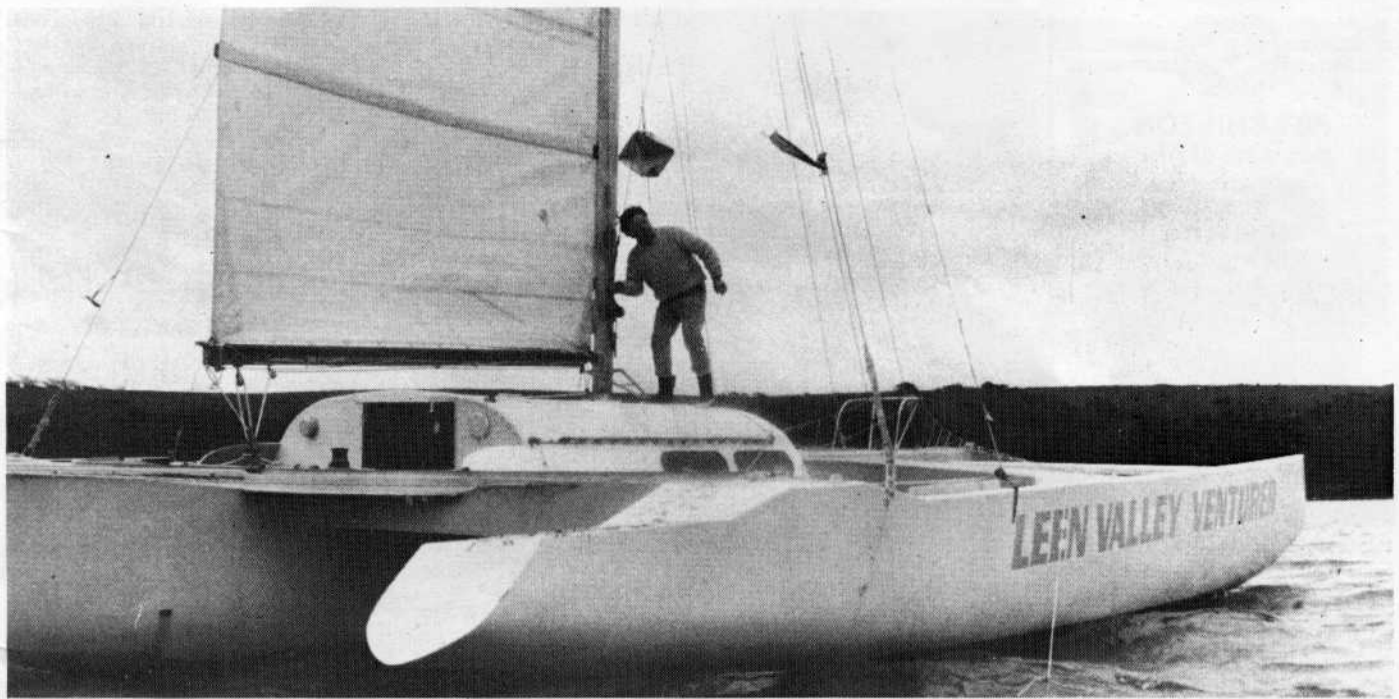
Eric Sumner comes from Preston. A dyed-in-the-wool Lancastrian, he hopes very much to get back from Newport in time for the Preston Guild Week — a rarely held festival which dates back to the Middle Ages. Sumner, 37, is sailing *Francette*, a 25-foot Folkboat. For all his keenness, in such a small craft he has little hope of winning any of the prizes. Lieutenant-Commander (SCC) Sumner, RNR, to give him his official title, is Offshore Sail Training Officer for the north-west area of the Sea Cadet Corps, and his boat is the Sea Cadet Corps' official entry.



JOHN BESWICK
Leen Valley Venturer



John Beswick runs a garage near Nottingham and sells fast cars. His boat is fast too. *Leen Valley Venturer* is a 42-foot trimaran which John Beswick built in his back garden to a Derek Kelsall design. It took him 18 months and 2,000 man-hours, but he thinks it was time well spent. 'It's light, strong and rigid', he says. 'It moves in the lightest of breezes.' Home-built *Leen Valley Venturer* is professionally finished, and its floats impressively water-tight. 'My Bilge pump in this boat has been nothing more than a sponge', says Beswick.



John Beswick/Leen Valley Venturer



RICHARD CLIFFORD
Shamaal



Service ranks featured strongly in the early entrants for this year's Observer Singlehanded. Richard Clifford was the first serving officer to enter his name. He is a lieutenant of the Royal Marines, stationed near Poole with the Marines' Amphibious Training Unit. He is also a very experienced yachtsman and member of the Royal Marines Sailing Club. Lt. Clifford's yacht is Shamaal, a 26 foot boat from the successful range of Contessa cruiser-racers built by J. C. Rogers at Lymington. Shamaal is a sloop with a beam of 7.3 feet, and displacement of 3.3 tons. Its euphonious name is the Arabic for North Wind. As well as other boats of about the same size, it will be competing hotly with Lt. Mike McMullen's Binkie II. Both crews are Marine officers, both boats Contessas from the same yard. But Clifford has the sterner task, because McMullen's boat is the 32-foot Contessa.

4

PAT CHILTON
Mary Kate of Arun



Pat Chilton is a recently retired naval captain who served for 32 years in the Fleet Air Arm — as a fighter pilot during the war and later as a test pilot. Now 51, Captain Chilton had gained 10 years of off shore sailing experience before he took delivery of a glassfibre hull designed by John Alden which he fitted out and rigged himself with help from Hillyard's of Littlehampton. Mary Kate of Arun was completed only in the early part of this year. It measures 38 feet overall and its beam is 10½ feet with a displacement of 7.1 tons. It is sloop rigged. Soon after its completion Captain Chilton made his qualifying cruise, sailing from the Eddystone Light out into the Atlantic and back to Brixham where he now lives.



Pat Chilton/Mary Kate of Arun



Max Barton/Bristol Fashion

5

PHILIP WELD
Trumpeter



Philip Weld's trimaran Trumpeter is very similar to John Beswick's Leen Valley Venturer, but a couple of feet longer. Weld is a newspaper publisher from Gloucester, Massachusetts, and he decided to enter the single-handed race after sailing Trumpeter to third place on elapsed time in the 1970 Round Britain. He has always been a multihull enthusiast, starting with 'C' and 'D' class catamarans and working up to his present Derek



Philip Weld/Trumpeter

Kelsall designed boat. Weld is one of the few competitors who are eligible for the Ida Lewis trophy, awarded to the first American to arrive at Newport.

Trumpeter is a sloop-rigged trimaran, measuring 44 feet overall. It was built in 1970.

6

MAX BARTON
Bristol Fashion



Max Barton's cruiser-racer Bristol Fashion was launched at Burnham-on-Crouch on 14 September last year. Just two days later its owner sailed out of Burnham into the North Sea on his qualifying cruise for this year's Observer Singlehanded. There's no time wasted with this man.

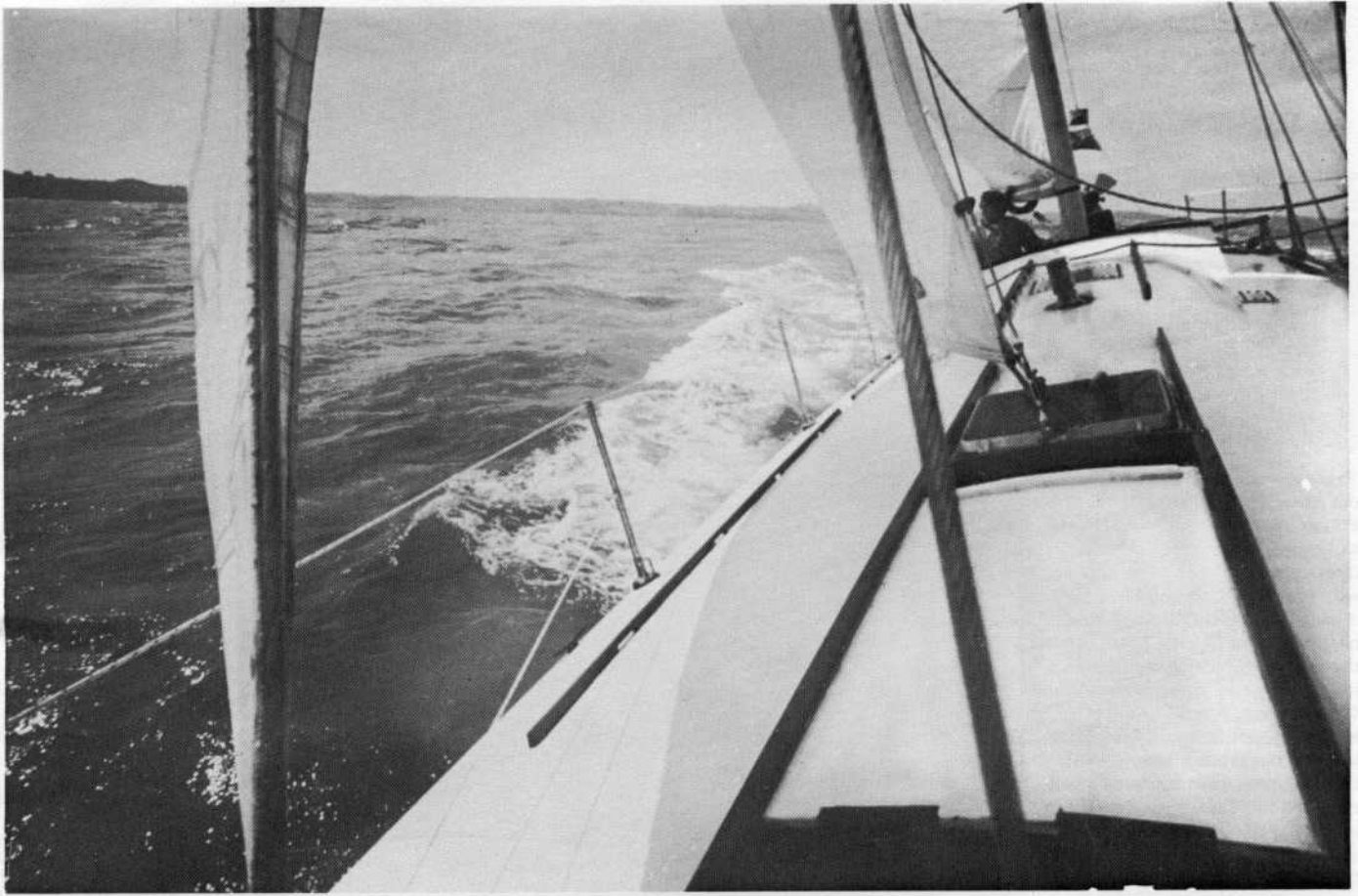
Squadron-Leader Barton lives at Frenchay, near Bristol, and is project co-ordinator on Concord Now 47, Barton learnt to sail in the early 1950's, and about 10 years ago built a junk-rigged trimaran in his back garden. He also gained considerable off-shore experience by crewing in the RAF's successful yacht, Contrail. Bristol Fashion is one of the smaller boats in the race, a sloop measuring nearly 29 feet overall and displacing only 1½ tons.

7

MARTIN MINTER-KEMP
Strongbow

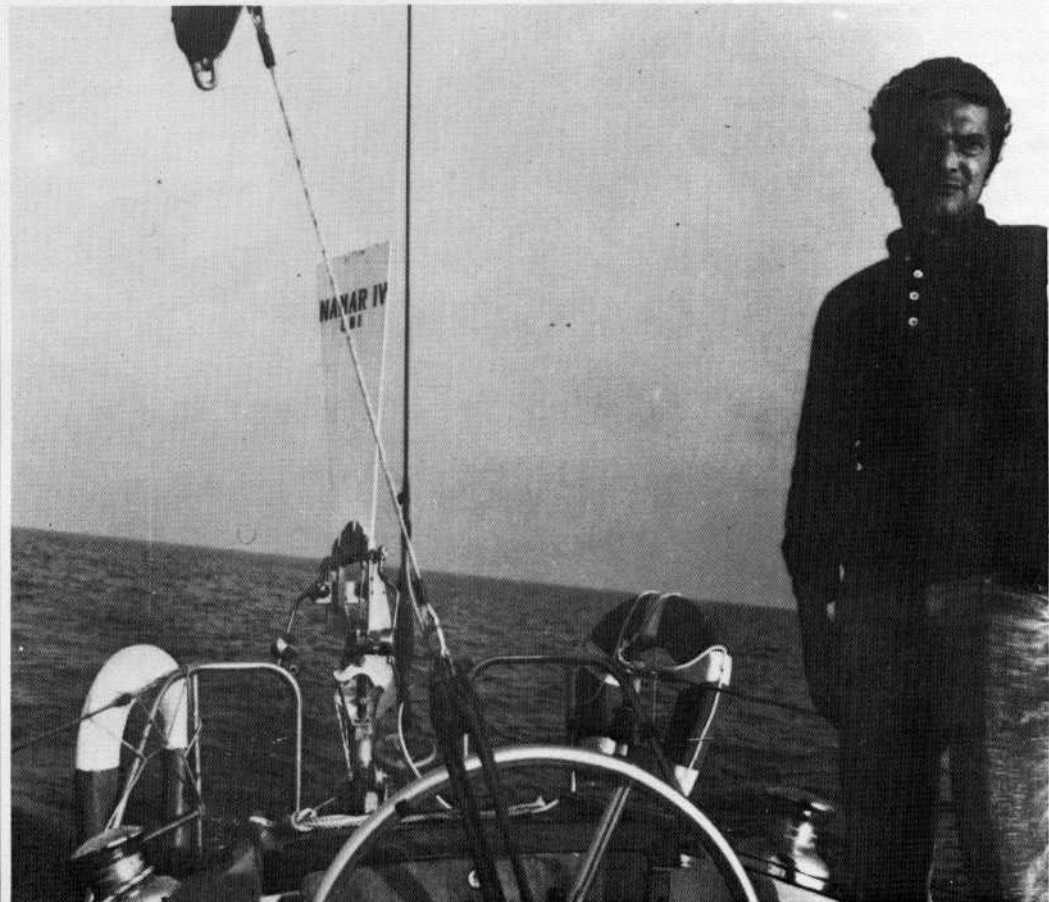


'Remember, I'm going to be living in a tube train', says Martin Minter-Kemp about what it will feel like to sail across the Atlantic in a 65-



foot cutter with a beam of just 10 feet. Strongbow is very much a yacht designed specially for this race. Despite its great length it displaces only 8 tons and is an extension of the designing ideas of Michael Pipe, who was responsible for the unusual sloop Slithy Tove, which caused such a stir in the 1970 Round Britain race. He says, 'I want to build monohulls light enough to go tearing off the wind like multihulls and still go well to windward'. Minter-Kemp, who commissioned the boat from Pipe and its builder Paul Weycham, is a 36-year-old major in the Royal Welch Fusiliers. He competed in the 1968 Observer Singlehanded in the fast trimaran Gancia Girl and came seventh in 34½ days.

Martin Minter-Kemp/Strongbow



Edoardo Guzzetti/Namar IV

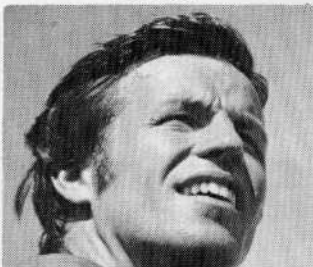


EDOARDO GUZZETTI
Namar IV

Edoardo Guzzetti runs a garage in Saronno, between Milan and the Italian Lakes. He has raced regularly in the Mediterranean over the last 10 years, and skippered Namar IV in the 1971 Cape Town to Rio race. This is one of the Karate class of cruiser-racers designed by Michel Bigoin and built at the CNSO shipyards in France, where it was launched in 1970.

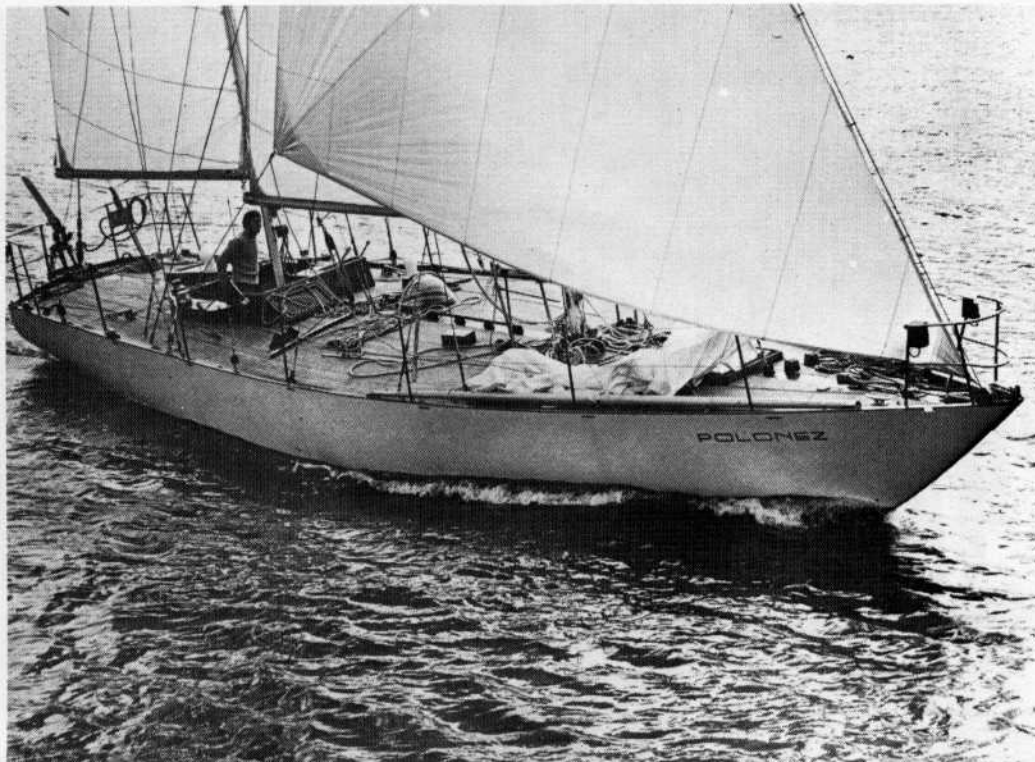
TOM FOLLETT*Three Cheers*

There is a double significance to the name Three Cheers. First, Tom Follett sailed a proa called Cheers to Newport in the 1968 Observer Singlehanded, so when he appears with a trimaran for the 1972 race, it is not surprising that it should become Three Cheers. Then, second, there could be one cheer each for the three happy collaborators who form Project Cheers — Follett himself, yacht designer Dick Newick, and backer Jim Morris. This team of Americans achieved a well-deserved third place with their proa in 1968. They now plan to take victory honours with this new 46-foot yawl-rigged trimaran. Built in Dick Newick's yard in the Virgin Islands, Three Cheers is constructed of cold-moulded plywood, and Follett says the boat is 'hopefully so light that it will skim along the top of the water'. His hopes seem to have been fulfilled, for in trials Three Cheers frequently recorded speeds of over 25 knots. Four years ago Follett sailed the Azores route and found such favourable winds that he tacked little and actually travelled fewer sea miles than competitors on the Great Circle route. But he suspects he may have been lucky, and this time his plan is to take the shortest line between Plymouth and Newport.

CHRIS BARANOWSKI*Polonez*

When the Royal Western Yacht Club accepted Chris Baranowski's entry for the 1972 Observer Singlehanded they opened a new chapter in the history of the race, for Polonez was the first entry from

**Tom Follett/Three Cheers**



behind the Iron Curtain in any of the four races since 1960. Baranowski, 34, is a journalist on the *Trybuna Ludu* in Warsaw - Poland's highest circulation newspaper. He is also a television personality in Poland, and the name Polonez was chosen by the children who watch his programme every month. Polonez is a ketch-rigged cruiser-racer built last year. It measures 45-feet overall and displaces 11.6 tons. When Polonez and its crew arrive in America there should be no problems with language, for Baranowski hitchhiked all over Canada and the United States as a student.

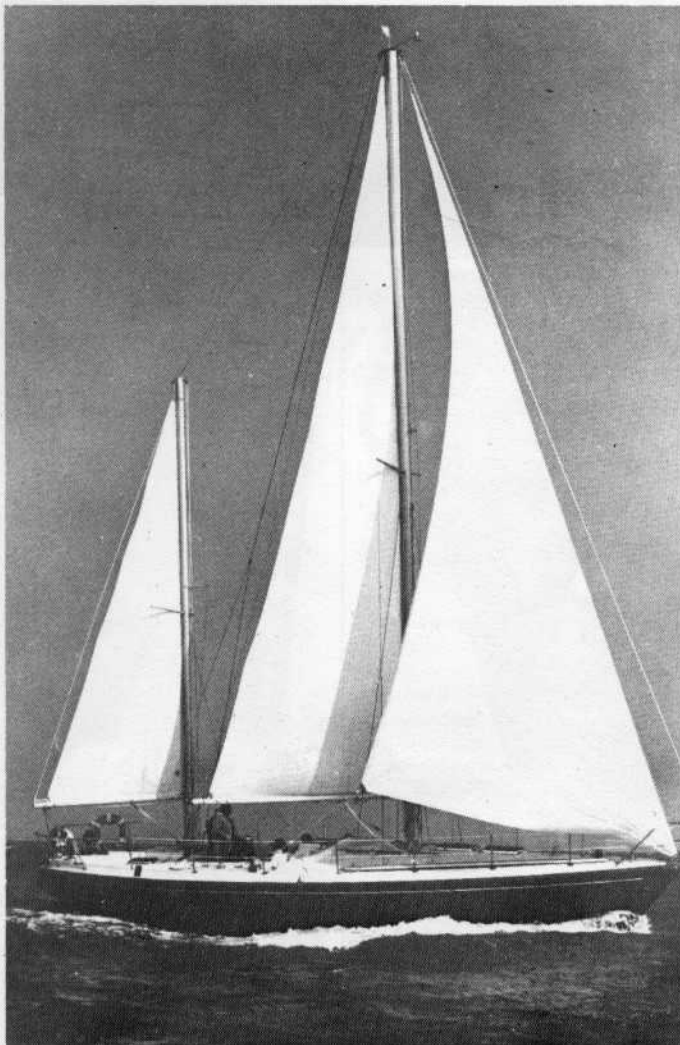
Chris Baranowski/Polonez



CARLO MASCHERONI

Chica Boba

Carlo Mascheroni, who will be sailing *Chica Boba*, was born at Monza, the town just north of Milan where the Italian motor racing Grand Prix is held. He is a lawyer. Senor Mascheroni learnt to sail in dinghies about 20 years ago, graduating to off-shore cruising and racing some years later. In 1970 he and his partner Diogini Malingri di Bagnolo sailed a class boat Arpege called *Nina Boba* from Gibraltar to Savanna, Georgia. That took only 39 days. *Chica Boba* belongs to the *Sortilège* class designed and built by Michel du Four at La Rochelle in France. Ketch-rigged, it is 41-foot overall and displaces nearly 9 tons.



Carlo Mascheroni/Chica Boba



HARRY MITCHELL

Tuloa

It is typical of Harry Mitchell that he calls himself a garage mechanic when he is in fact a partner in a car hire firm, in Portsmouth. A modest man, he first bought *Tuloa* in 1963 and was content at first to cruise to the Channel Islands. Then he ventured into the Bay of Biscay, and in 1970 made his qualifying cruise for this year's transatlantic race by sailing from the Hamble to Lisbon and returning singlehanded, covering more than 1,600 miles on the round trip. *Tuloa* is a comfortable cruiser-racer built at Crosshaven in Ireland. It is sloop-rigged and measures 33 feet overall and 24 feet on the waterline. Its displacement is 5.5 tons.



BILL HOWELL

Tahiti Bill



Bill Howell, an Australian dentist now living in London, hopes that the 1972 Observer Singlehanded will be third time lucky for him. He competed in 1964 and in 1968, when he sailed *Golden Cockerel* (now renamed *Tahiti Bill*) to fifth place. It's a 43-foot catamaran designed by Rudi Choy, and Howell expects it to go much faster this time. Its hull is much smoother, its rig has been changed from ketch to sloop, and it is lighter than ever before.

Certainly if experience will win the 1972 race, Bill Howell must be the first home. As well as three solo crossings on the Atlantic, he has also sailed the Pacific singlehanded — hence his nickname *Tahiti Bill*. A fine seaman, and a tough competitor.



BRIAN COOKE

British Steel

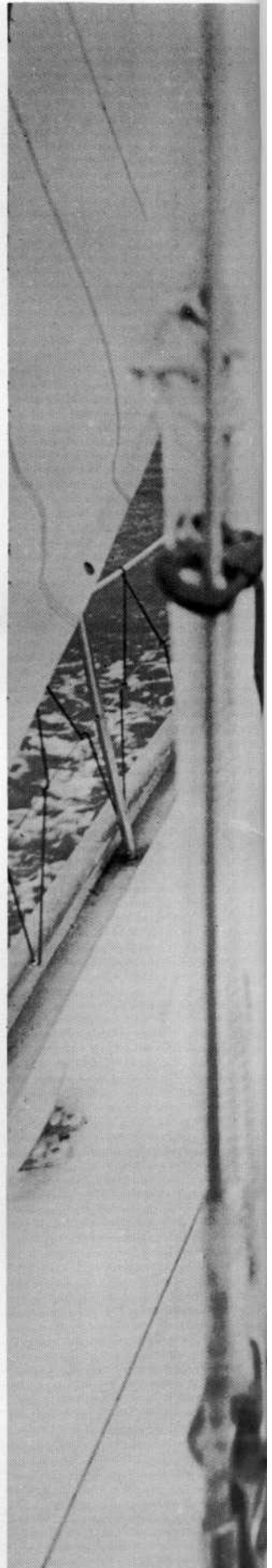
Brian Cooke would be the first to admit that his yacht is better known than he is, for *British Steel* is the same 59-foot steel-hulled ketch which Chay Blyth sailed



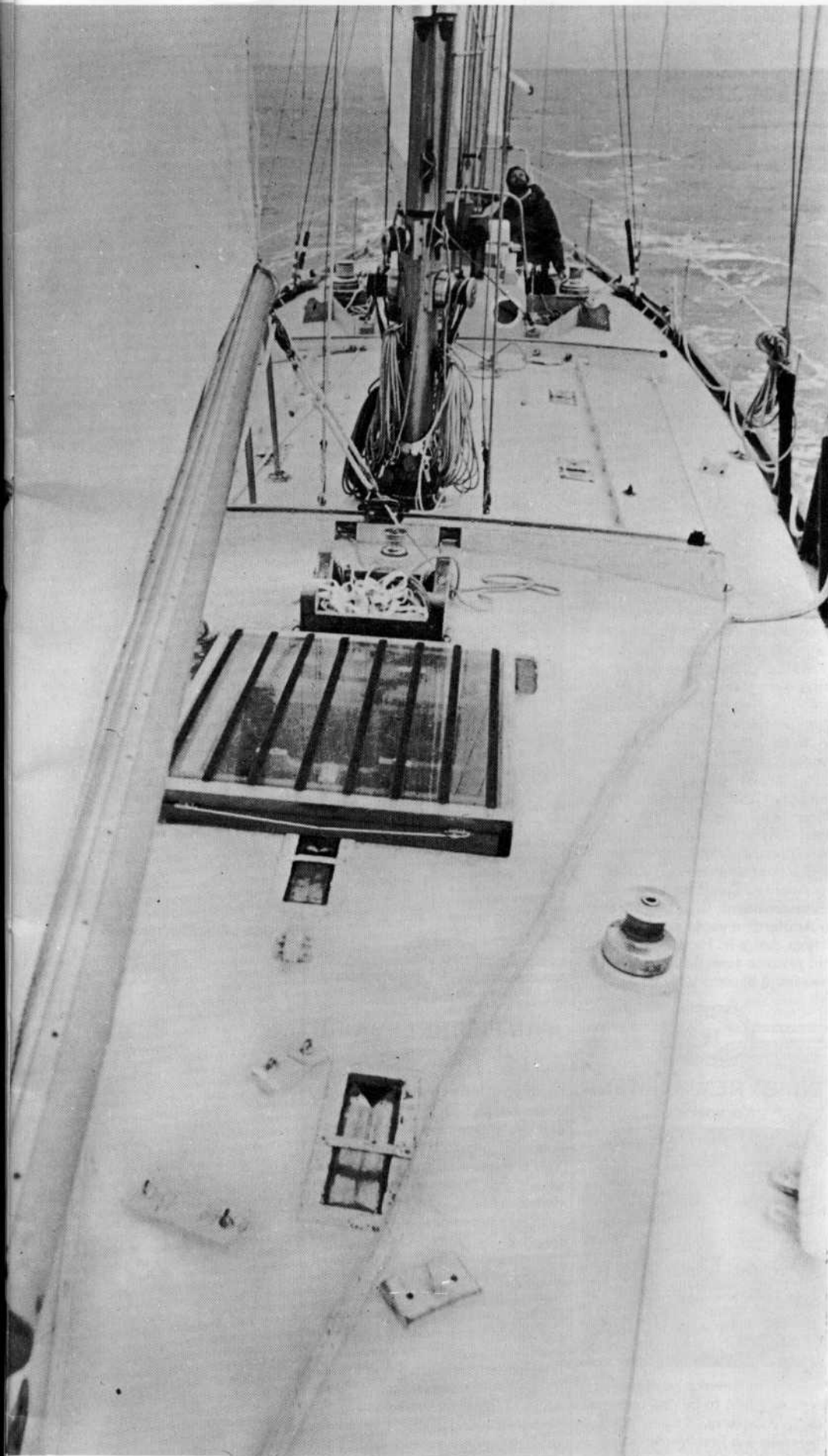
Harry Mitchell/*Tuloa*



Bill Howell/*Tahiti Bill*



Brian Cooke/*British Steel*



singlehanded, non-stop round the world against the prevailing winds and currents. Nevertheless, this modest bank manager from Parkstone in Dorset is justly respected in the world of yachting because he competed in the 1968 Observer Singlehanded and managed to finish sixth in a 32-foot sloop called *Opus*, well ahead of many much bigger boats. Though he now works for the National Westminster (and is vice-commodore of the bank's sailing club) Cooke has plenty of experience of the sea to draw upon. He was in the Merchant Navy for many years and has considerable dinghy and off-shore racing experience. British Steel is three feet longer than Sir Thomas Lipton, which Geoffrey Williams sailed to victory in just under 26 days in the 1968 race. Cooke has set himself two targets: to beat that record and to be first into Newport.



GUY HORNETT
Blue Smoke



There is a vast difference between putting to sea in a huge Polaris submarine and setting sail for America singlehanded in a 26-foot family cruiser, bilge keels and all. This is the contrast facing Guy Hornett, a serving lieutenant in the Royal Navy. *Blue Smoke* is a Kingfisher 26, basically designed for pottering about in estuaries or perhaps a summer sail to Cherbourg, but it went well in the 1970 Round Britain race (finishing second on handicap) with Mike Parry and Guy Hornett as its crew. Now the young submariner will sail it to Newport. It will be a considerable change from tending nuclear engines deep below the surface.

16

BOB MILLER*Mersea Pearl*

Bob Miller is much better known as the smartly-turned-out band leader who conducts the Millermen than as the devoted weekend sailor who moved his home to West Mersea so that he could spend as much of his precious spare time as possible sailing. For this race he has acquired the Dick Carter designed sloop which started life as Rabbit II and won its class convincingly in the Fastnet race of 1967. The yacht has had three changes of name since then and has been owned by Ron Amey and David Powell, both well known in the off-shore racing world. Bob Miller has been off-shore sailing for four years. He finds it a refreshing contrast to the band leader's hectic one-night stands. It also means that he is out of reach of the telephone when he is trying to recover from a particularly harassing run of engagements around the country. His new yacht measures 43 feet overall and has a beam of 12 feet. It displaces 7 tons.

17

RICHARD KONKOLSKI*Niké*

The first Czech to enter for an Observer Singlehanded, Richard Konkolski, is sailing a boat he designed and built himself. Konkolski is an engineer in a chemical factory at Novy Bohumin. He started sailing dinghies in 1959 and in 1966 began ocean racing on Polish yachts in the Baltic. By logging

over 7,000 miles in open water, he has gained the Czech certificate Blue Water Master. Niké is a 22.6 foot yawl measuring 20.8 feet on the waterline. It displaces 1.7 tons. Not all Konkolski's experience has been in the Baltic. To qualify for the 1972 Observer Race he sailed Niké from the Baltic to Newcastle, returning singlehanded. He sailed a total of more than 1,600 miles without using self-steering gear.

18

GERARD DIJKSTRA*Second Life*

When Robin Knox-Johnston and Leslie Williams finished first in the 1970 Round Britain race, their hands were raw and their eyes showed a deep fatigue. This caused little surprise among those at the finish, for hadn't these two been handling an enormous ocean-going yacht that really required a crew of eight at least? That yacht was Ocean Spirit, an Ocean '71 class boat. Now here is the young Dutchman Dijkstra planning to sail a similar boat singlehanded across the Atlantic. Can it be done? He seems confident. Dijkstra, 27, is an Amsterdam yacht sails and fittings designer. He will be putting into practice several of his own theories in Second Life.

19

TERESA REMISZEWSKA*Komodor*

Teresa Remiszewska was the first woman entrant to be accepted for the 1972 Observer Singlehanded. She is also the first woman sailor to have entered this race who comes from behind the Iron Cur-

tain. She lives in Gdynia, on the Baltic coast of Poland, where she is an official of the shipyard. Madame Remiszewska learnt to sail with her sister just after the war, and has passed all the yachting examinations set by the Polish authorities, so that she is now a qualified yacht master, and can skipper ocean cruisers. In 1970 she became the first Polish woman ever to sail singlehanded on a long cruise, and a year later she qualified for the Observer race in the Baltic. Her yacht, Komodor, is owned by the yacht club Morski Kolwica and is supported by the Polish Yachting Association. Komodor was designed and built at the Gdansk yacht yard in 1966. It measures 42.6 feet overall and displaces 8 tons.

20

JOCK BRAZIER*Flying Angel*

Lt. Colonel P. H. Brazier, Royal Engineers, is one of the two serving officers in the British Army who have entered for the 1972 Observer Singlehanded. Jock Brazier will be sailing his 46-foot ketch Flying Angel, in which he made his qualifying cruise in the North Sea.

21

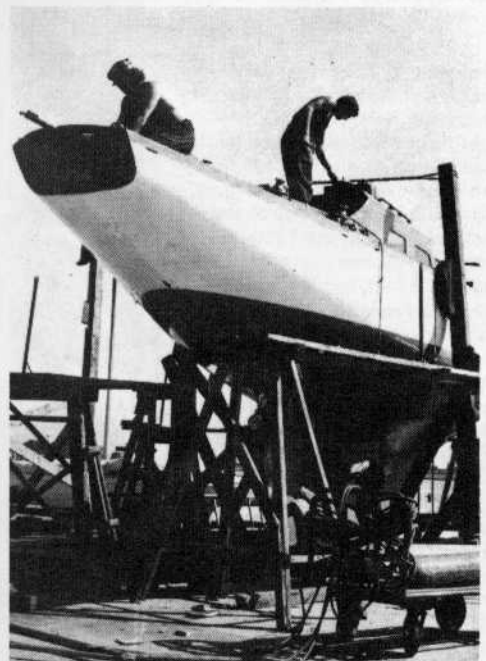
JEAN-PIERRE LEVAIRE*Myth of Malham*

Myth of Malham is a gracious old ocean racing boat built in 1947, and was at one time a member of John Illingworth's Malham fleet. This is the second time it has been sailed in an Observer Singlehanded race for it competed four years ago with its then English owner Noel Bevan at the helm. Despite the fact that it was very much caught up in the storm which swept through the leaders that year Noel Bevan kept his boat with the front pack and was delighted to finish eighth in just over 36 days, even though he had lost six days in calms along the Eastern American seaboard. Now Myth of Malham is sailing the French flag and Jean-Pierre Levaire, an experienced seaman, will be out to prove that it is still as fast as it is graceful.

Bob Miller/Mersea Pearl



Richard Konkolski/Niké



Gerard Dijkstra/Second Life

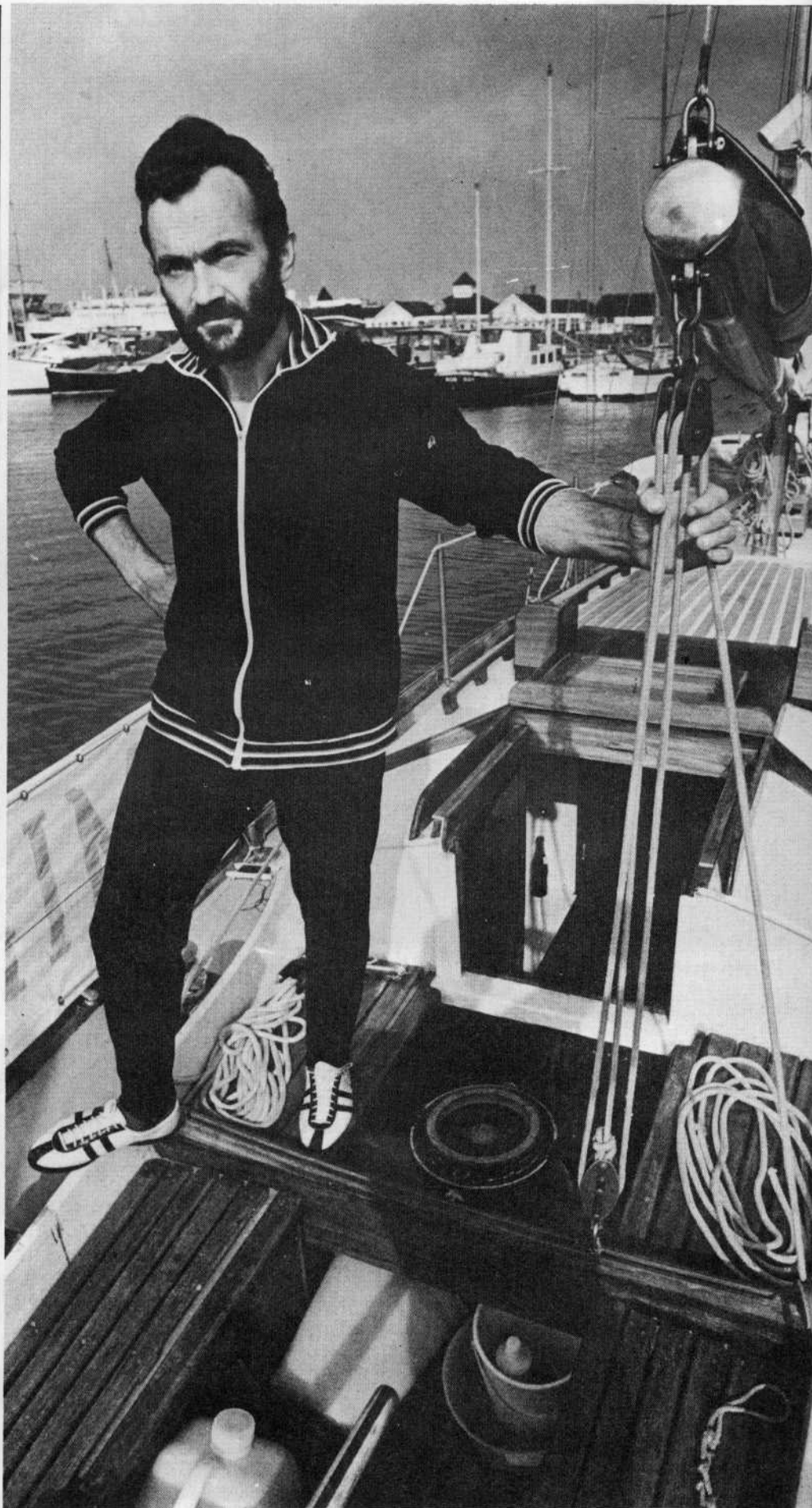
Teresa Remiszewska/Komodor

OSCAR DEBRA*Olva II*

Oscar Debra is the first Belgian to enter for any Observer Singlehanded Race. Aged 42, he was born in Antwerp and now lives at Schoten. He comes from a long line of seamen and for the last 13 years has sailed a wide variety of boats. He bought Olva II in 1968, hoping to compete in the last Observer Singlehanded, but there was not time to get it ready. Olva II is ketch rigged on a glass fibre hull designed by Colin Archer. It was built at the Mallentjer Yard in Antwerp and measures 46 feet overall with a beam of 12 feet and displacement of 16 tons. Monsieur Debra completed his qualifying cruise in the North Sea.

ZBIGNIEW PUCHALSKI*Miranda*

The name of Zbigniew Puchalski's boat is a tribute to Sir Francis Chichester, who called his self-steering gear Miranda when he sailed Gipsy Moth III in the first two Observer Singlehanded races. Miranda is similar in size to the yacht which won the 1960 race, measuring 39 feet overall with a beam of 8 feet, but it is unlikely to match Francis Chichester's success, for it is 36 years old and actually sank four years ago. Mr. Puchalski had to rescue it and put a glass fibre covering on the old hull as well as rebuilding the cabin and supplying a complete new rig. Not as difficult as it may sound, for this 38-year-old Pole works in a shipyard at Gdynia; he is in charge of the computer-programmed modernisation plan. Puchalski is very fond of his antiquated boat: 'Like a beautiful woman you marry, I know all her defects and I love her just the same', he says.



Zbigniew Puchalski/Miranda

Raise your glass to Strongbow.

And to Major Martin Minter-Kemp, of
22nd SAS Regiment, who is sailing the yacht
owned by Bulmers of Hereford.

Named after the second Earl of
Pembroke, whose nickname was
Strongbow, the yacht is a formidable
contender for transatlantic race
honours.

Just to keep up his strength
Martin will have a good supply of
Strongbow cider.



**BULMERS STRONGBOW
STRONG AS YOUR THIRST**

80 75 70 65 60 55 50



FOG HAZARD
PERCENTAGE OF
TIME WHEN
VISIBILITY IS LESS
THAN 1/2 MILE

45

40

35

30

25

20

NEWPORT
RHODE
ISLAND

BERMUDA

20%

20%

10%

30%

20%

30%

AZORES ROUTE 3,530 MILES

TRADE WIND ROUTE (1) 4,200 MILES

TRADE WIND ROUTE (2) 5,000 MILES

DIRECTION
OF WIND

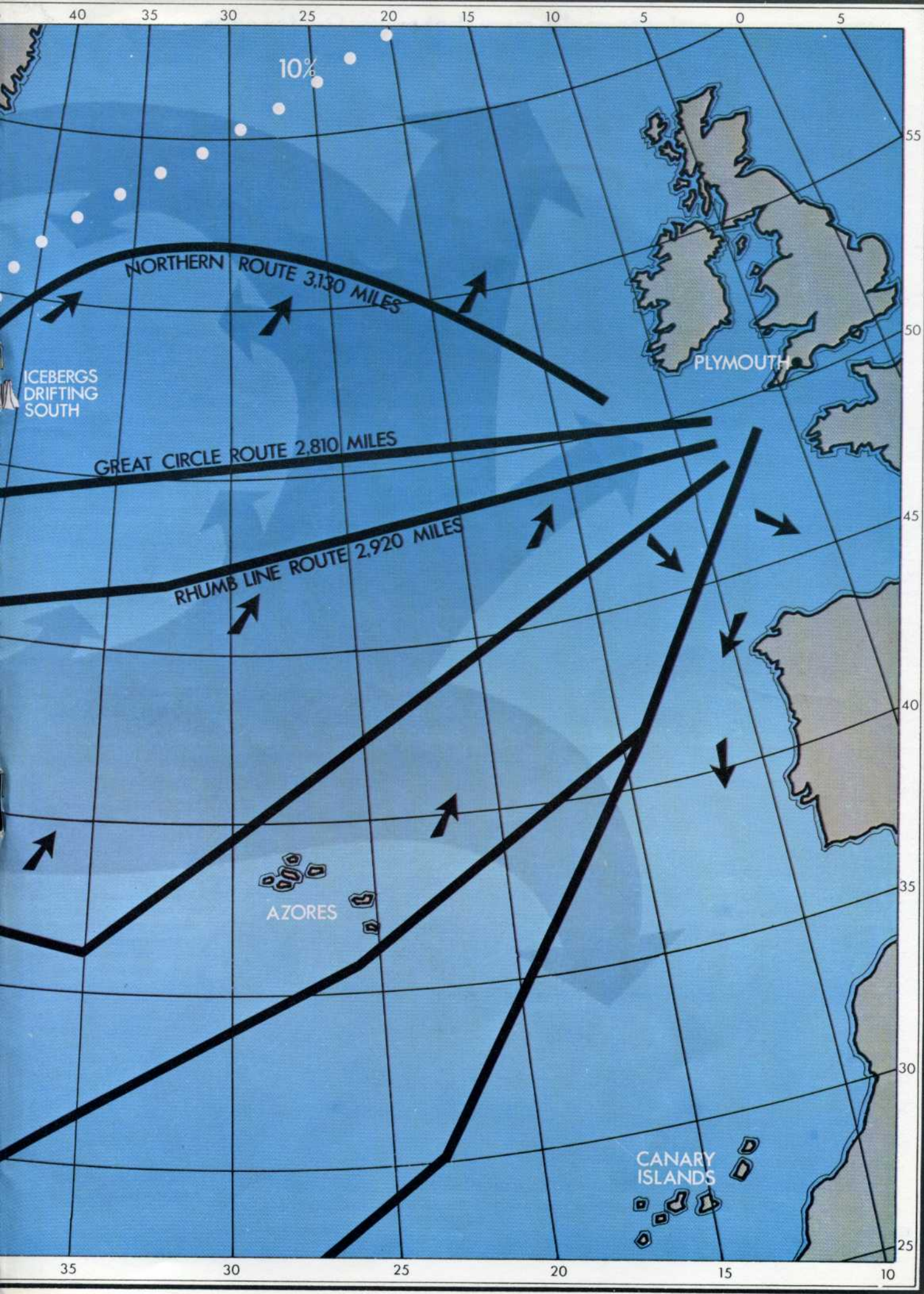
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In order to make sure that every Oyster case is waterproof, we had to make a special one that wasn't.

Our craftsmen have a foolproof method of ensuring that every Oyster case is waterproof.

It's quite simple: each case (complete with winder and crystal, but without the works) is put into a special jar which is full of water. The air pressure in the jar is then reduced.

The craftsman watches carefully. If any bubbles come from the case, he knows there's a leak in it somewhere.

Just to double-check, he takes the case out of the jar and puts it on an ordinary domestic hotplate. If any water has got into the case, the heat will make it condense inside the crystal.

As we said: simple and foolproof. But there was one drawback.

In order to prove to ourselves that these tests were infallible, we had to go out of our way to make a special Oyster case that *wasn't* waterproof. Because that was the only way we could prove that bubbles would appear, or condensation form with the application of heat.

Because every genuine Oyster case *is* waterproof. And thus, nothing happens when we test them in this way.

(So why, you may well ask, do we bother to test them? But that's the kind of thing that makes a Rolex a Rolex.)

It takes 162 separate operations to carve each Oyster case out of a single, solid block of 18ct. gold, or surgical stainless steel.

This seamless case is then fitted with one of our craftsmen's patented inventions: the Rolex Twinlock Winding Crown. Unlike the winders on ordinary watches, the Twinlock actually *screws* onto the case (rather like a submarine hatch) to form a solid plug as watertight as the case itself.

The movement all these safety features protect is well worth all the trouble we go to. Our



craftsmen like to think of it as their crowning achievement: we call it the Perpetual Chronometer movement, because that's just what it is: a rotor selfwinding movement, the accuracy of which has been tested over a gruelling fifteen days and nights by one of the independent Swiss Institutes for Official Chronometer Tests.

The Rolex red seal (which you can see in the photograph below) is your proof that the watch is not a watch, but is, in fact, a Chronometer, and that its superb accuracy has been ratified by one of the Swiss Institutes.

This accuracy has often proved invaluable to Rolex owners, as this letter (one of many we keep in Geneva) from the leader of a Welsh Himalayan expedition shows:

"During the six and a half months

spent away from the UK we experienced the widest possible range of temperature and humidity; the highest temperature being 117 deg. F. in the shade in Afghanistan to 34 deg. of frost at the top of the 19,000 ft. Urai Lagna pass near the Nepal-Tibet border. The humidity varied between the moist monsoon weather of India and Nepal to the arid dryness of the Tibetan plateau in winter. Never once during this period did any of the watches show any signs of irregularity. So much so that good time-keeping was taken for granted. Our first check on the time broadcast by Radio Delhi in early January proved that both Harrop's watch and mine were within seconds of the correct time after five months away from civilisation."

Letters like these give our craftsmen immense satisfaction.

They like to know that their work is appreciated.

And appreciated it is, by Rolex owners like Sir Francis Chichester and Geoffrey Williams, two winners of single-handed transatlantic races.

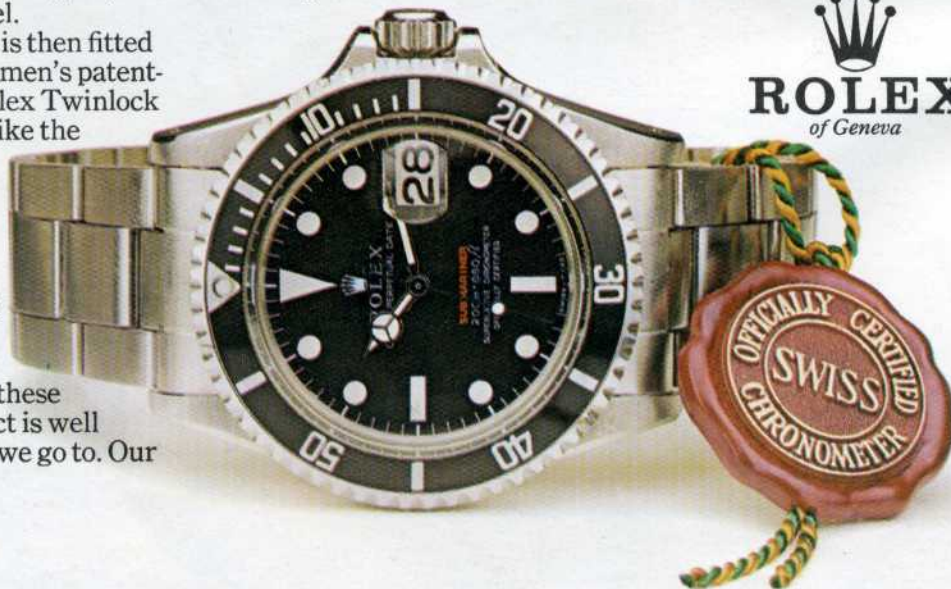
They get a great deal of satisfaction out of owning a Rolex.

Almost as much as our craftsmen get out of making one.

Owning one is almost as satisfying as making one.



ROLEX
of Geneva



Pictured: the Rolex Submariner + Date available in 18ct. gold or stainless steel, with matching bracelet.

BRUCE WEBB
Gazelle



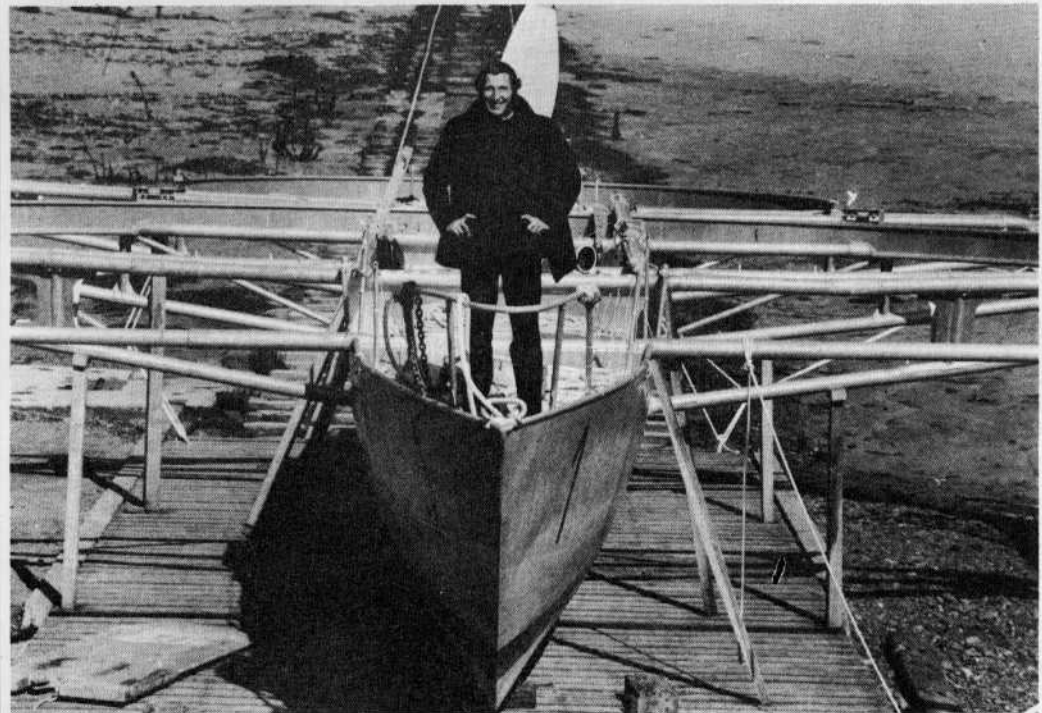
The Channel Islands have become the tax haven for many retired company directors who want to take it easy, but though he lives in Jersey and is retired, 50 year-old Bruce Webb is the exception to the rule. A lifelong enthusiast, he sails his boats in all weathers and completed his qualifying cruise for the Observer Singlehanded in the Atlantic in February — a daunting prospect for any yachtsman. His yacht *Gazelle* is a stay-sail schooner designed by Captain John Illingworth and built by Raymond Labbe at St. Malo in 1970. It is 47 feet overall and displaces 15 tons. Even with a split sail plan a 47-foot boat takes a lot of handling, so Bruce Webb will certainly be working hard for a retired man.

ALAIN COLAS
Pen Duick IV

Pen Duick IV has been described as a floating tennis court. It is 70 feet long and 35 feet in the beam. This giant trimaran was originally built for Eric Tabarly, winner of the 1964 Observer Singlehanded, and he was at the helm when it started in the 1968 race, but there had not been sufficient time for sea trials of such a revolutionary design, and Tabarly was soon out with rudder troubles. He then sold the ketch-rigged boat to fellow-Frenchman Alain Colas, who has now solved all the problems and made *Pen Duick IV* a highly competitive ocean greyhound. To qualify for this race and, perhaps, to discourage other competitors, Colas sailed *Pen Duick IV* from Réunion, near Mauritius, back to its home port of Trinité-sur-Mer in Brittany in 64 days. His average of 150 miles a day was daunting enough, but once he actually recorded 305 miles covered in 24 hours. But this high-speed run was with favourable winds. It would be quite another matter beating to windward across the Atlantic.



Bruce Webb/*Gazelle*



Alain Colas/*Pen Duick IV*

26

CHRISTOPHER ELLIOTT*Lauric*

If Christopher Elliott decides to sail to America by the high northern route, he will be better prepared for the cold weather up there than most. His usual job is navigating officer on the research ship *Bransfield*, attached to the British Antarctic Survey run by Sir Vivian Fuchs. Elliott has been to the Antarctic five times and was the first man ever to waterski there. Now 26, he has been sailing since he was eight and will be quite at home at the helm of *Lauric*, a Northney 34 class sloop, owned by his parents. Designed by Kim Holman, *Lauric* was built in 1969.

27

MICHAEL RICHEY*Jester*

Jester is the only yacht to have sailed in all four Observer Singlehanded races. In 1960 and 1964 its crew was Blondie Hasler, originator of the Observer Singlehanded race. It was second to Sir Francis Chichester's *Gipsy Moth III* in 1960, and fifth to Eric Tabarly's *Pen Duick II* in 1964. By 1968 it had been sold to Michael Richey, Secretary of the Royal Institute of Navigation and well-known as one of the most experienced navigators in off-shore racing. Richey has kept *Jester* as it was when Hasler sailed it to America — a modified 25-foot Folkboat with unstayed mast and 240 sq. ft. single Chinese lugsail. In the 1968 race Richey took *Jester* on the trade winds route,

well to the south of any other competitor, and was the last to reach Newport after a voyage of 57 days. The skipper blamed a long calm.

28

DAVID BLAGDEN*Willing Griffin*

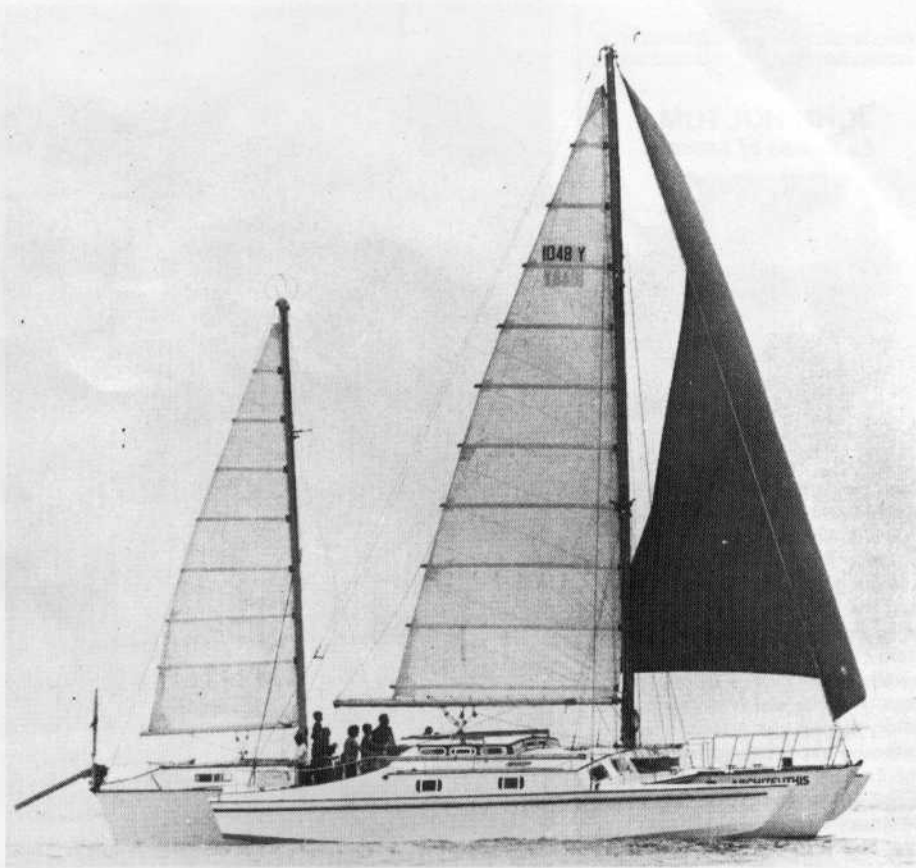
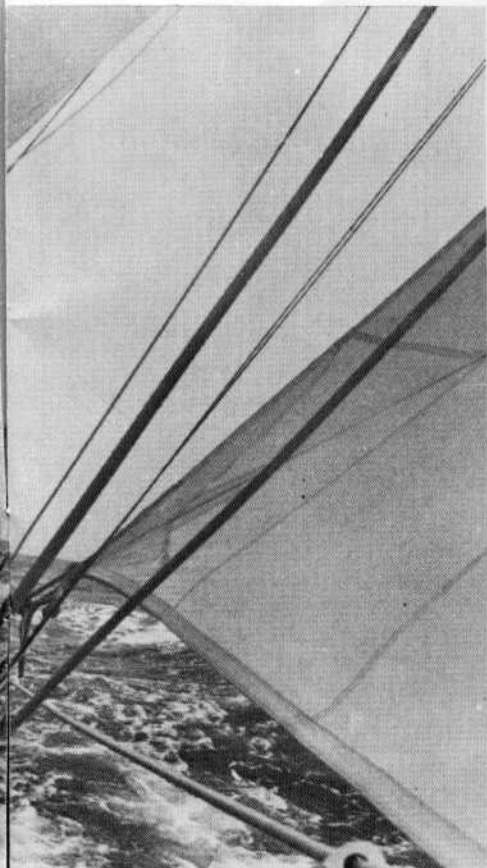
David Blagden has the distinction of sailing the smallest boat in the 1972 Observer Singlehanded: *Willing Griffin* measures just 19 feet overall and 17.2 feet on the water. It displaces 1½ tons. Mr. Blagden-28, was a child actor before joining HMS *Conway* for four years in the Merchant Navy and returned to the stage in 1968. He has always been a sailing enthusiast and at one time was chief instructor at Itchenor Sailing Club. *Willing Griffin* is the first boat he has owned. It is one of the Hunter class, designed and built by Oliver J. Lee at Burnham on Crouch and has been specially strengthened and modified for the race. During Mr. Blagden's qualifying cruise from Falmouth into the Atlantic, *Willing Griffin* ran into an easterly gale just off the Scillies and was knocked down three times. Mr. Blagden had to signal for help and was picked up and taken to Falmouth by a Dutch coaster. Nevertheless he had completed more than 700 miles, so his entry was accepted by the Royal Western Yacht Club.

29

GERARD PESTEY*Architeuthis*

Although *Architeuthis* is a large boat — 55 feet overall — this ketch-rigged trimaran is designed more for cruising than ocean racing. It was last seen in British waters when it competed in the 1971 BP Crystal Trophy for multihull craft and finished nineteenth and last on handicap. However, its French crew Gerard Pestey is an experienced off-shore sailor and will be trying hard to get maximum speed out of his intimidatingly large craft. *Architeuthis* is 49 feet on the water line and 28 feet in the beam. It displaces 8 tons.

Christopher Elliott/*Lauric*Michael Richey/*Jester*



Gerard Pestey/Architeuthis



David Blagden/Willing Griffin

30

JOHN HOLTOM
La Bamba of Mersea



John Holtom is a 47 year-old Warwickshire farmer who believes that a qualifying cruise for the Observer Singlehanded should be a fierce test of both boat and crew. Just two days after he took delivery of *La Bamba of Mersea* he set out from Plymouth and sailed to the middle of the Bay of Biscay and back in winds which never dropped below force 6. Mr. Holtom has extensive experience of sailing in the English Channel and his boat is one of the well-proven Northney 34 sloops designed by Holman and Pye. It was built by Nicholson and Marshall at Hayling Island in 1967 and was the silver medal boat at the 1967 Boat Show. It measures 33.7 feet overall and displaces 2½ tons.

31

MARTIN WILLS
Casper

Aged 38, Martin Wills has a varied background which includes motor racing as well as service with the Royal Navy and as an officer in the Merchant Navy. He has been at sea for more than 21 years and is determined to complete the 1972 Observer Singlehanded to fulfil a private ambition.

32

AMBROGIO FOGAR
Surprise

Ambrogio Fogar's first love was flying light aircraft until some six years ago, when he abandoned flying for sailing. Although he has logged a considerable milage sailing alone in the Mediterranean, the Observer Singlehanded will provide him with his first taste of the Atlantic. Ambrogio Fogar, who is 29, sells insurance in Milan and keeps his yacht *Surprise* in Livorno. The English name derives from the designer, though the yacht was built in Italy in 1969.



John Holtom/*La Bamba of Mersea*



Martin Wills/*Casper*

33

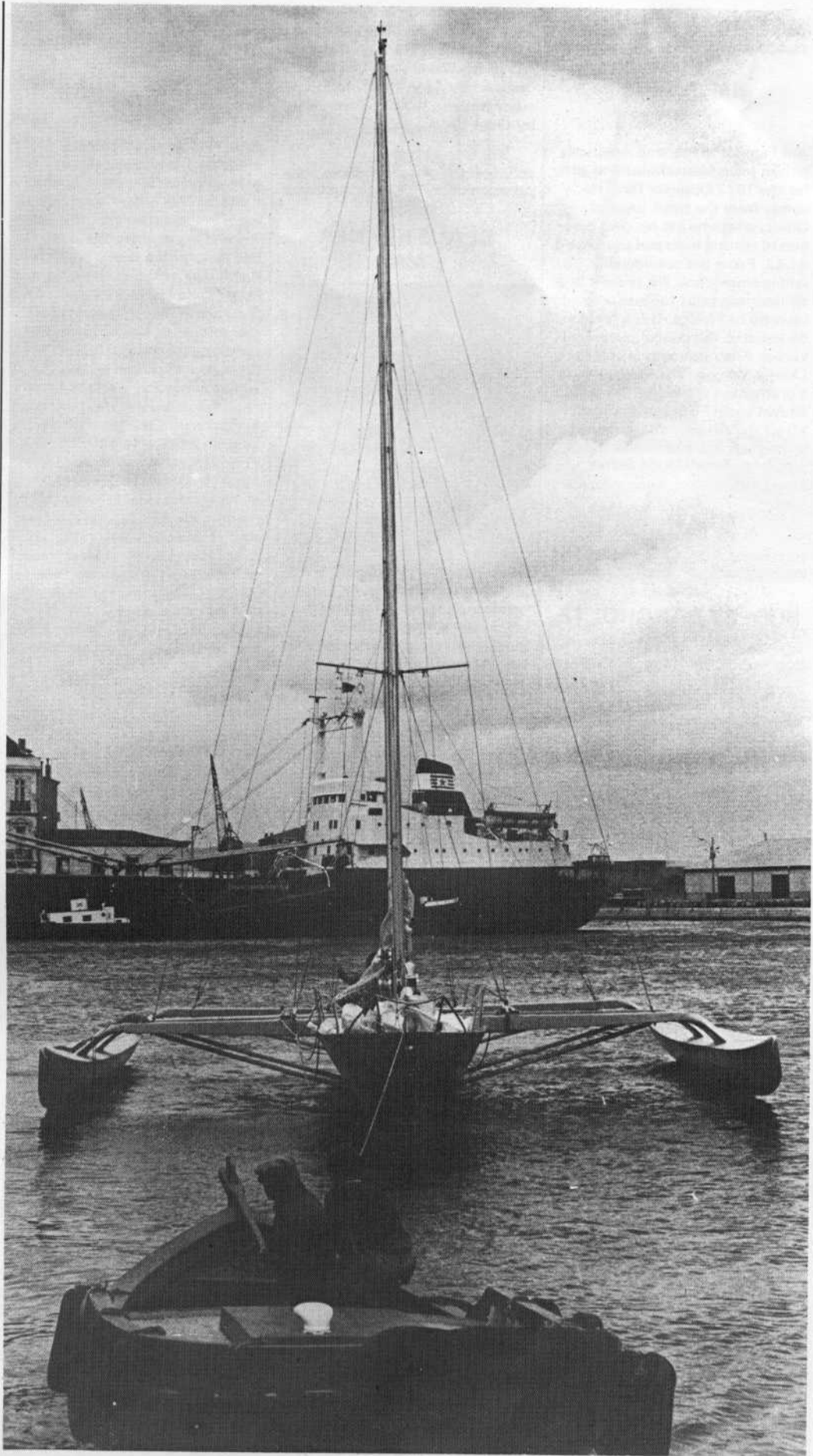
JEAN-MARIE VIDAL*Cap 33*

Jean-Marie Vidal is a chemist aged 29, married, with a young family. He used to be a champion swimmer and has been sailing for the past 10 years. As preparation for this year's Observer race he sailed in the last singlehanded event across the Bay of Biscay organised by the French magazine *l'Aurore* and took fourth place. His ketch-rigged trimaran is designed by M. Allegre. It measures 52.9 feet overall and has the very light displacement of 9.6 tons so it should be fast, but its crew will have to watch how he indulges himself in one respect — his boat is sponsored by a well-known French brewer.

34

HEIKO KRIEGER*Tinie*

Despite the name of his yacht, Heiko Krieger will not be helming the smallest boat in the fleet, though it will have little hope of keeping up with the 50–60 foot monsters once the wind rises. Krieger, a 32-year-old civil servant from Oldenburg, in West Germany, has been sailing since he was 20. He has chosen the hard way to cross the Atlantic not only because of the size of his boat but also because at both the starting and finishing points he will be hampered by speaking no English. *Tinie*, a sloop of just over 29 feet, was built by her crew from a kit six years ago and has already sailed extensively in the North Sea as far north as the Shetland Islands, calling at Edinburgh en route. With a displacement of 4 tons it is solidly built and should be well equipped for the big seas of the Atlantic.



Jean-Marie Vidal/Cap 33

35

JIM FERRIS
Whisper

Jim Ferris is the second American citizen from Massachusetts to enter for the 1972 Observer race. He comes from the small town of Dover, where he has his own business of renting tools and equipment. At 42, Ferris has considerable sailing experience. His present boat *Whisper* was built for him only recently in Florida. It is a Morgan 54 ketch to the design of the well-known American marine architect, Charlie Morgan. The Morgan 54 is a production version of the well-known yacht *Rage* which sailed across the Atlantic to Germany some years ago and is now the property of the United States Naval Academy at Annapolis, Maryland.

36

HUBERT BARGHOLTZ
White Lady



The only Swedish entry for this year's race comes from a 65-year-old patent attorney who lives at Akerbarsbagen. His boat is the 32-foot sloop *White Lady*, built in Sweden in 1965. One of the Laurin 32 class, it has a double-ended hull in glass fibre. This is another strong contender for the hotly disputed award to the first boat under 35 feet to reach the Breton Reef at Newport.

37

ROBERT LANCY BURN
Blue Gypsy

Robert Lancy Burn is an aircraft mechanic supervisor from Daufuskie Island, in South Carolina. The 33-year-old American made his qualifying cruise for the 1972 Observer Singlehanded by sailing 800 miles from South Carolina to Bermuda. Once his entry had been accepted by the Royal Western Yacht Club, he set out to sail singlehanded

across the Atlantic from Bermuda for the start in Plymouth. Robert Lancy Burn's yacht *Blue Gypsy* is one of the Great Dane 28 class designed by Aage Utzon and, appropriately, built in Copenhagen by Claus Baess.

38

CLAUS HEHNER
Mex



Claus Hehner sailed *Mex* to Newport in the 1968 Observer Singlehanded, finishing in fourteenth place after a 41-day cruise. He must have enjoyed the experience because he then entered for the 1969 Trans-Pacific Singlehanded race in which he finished third after sailing more than 6,000 miles, losing his self-steering gear in a force 11 storm off Japan. Quite undeterred, he is eager to go again in this year's race. Claus Hehner comes from Idstein, near Frankfurt. He runs an architectural practice with his wife Mechthild, who is known as *Mex* — hence the name of the boat. *Mex* is a Dick Carter designed, 35-foot sloop of 6.2 tons, built at Bremen in 1968. Hehner says 'I think it is a good thing for a man in our thoroughly planned world to sail alone in such a great race and I like to meet all the good sailors and individualists of the other countries.'



Jock McLeod/Ròn Glas

39

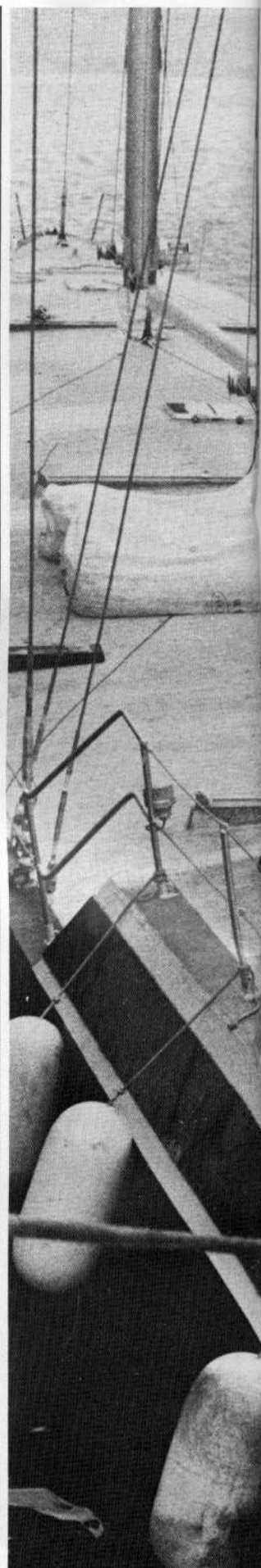
JEAN-YVES TERLAIN
Vendredi 13

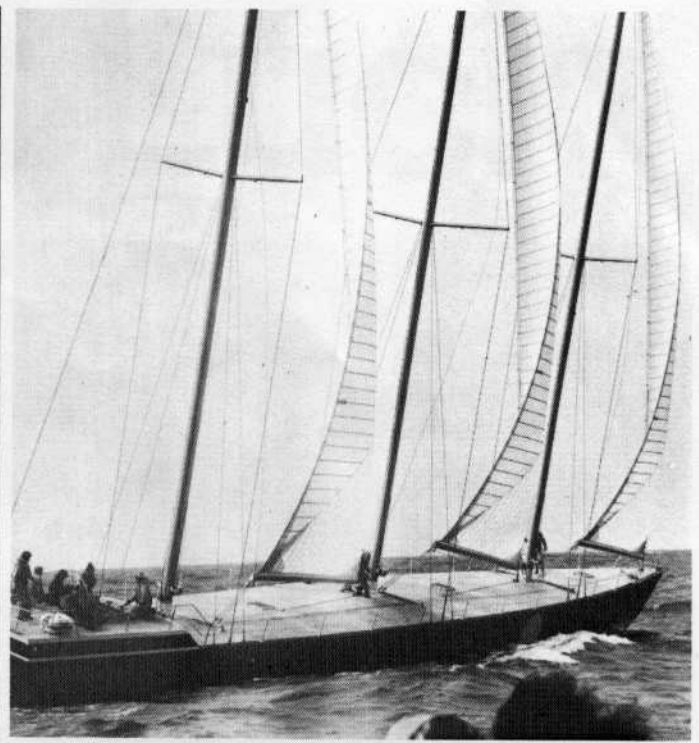
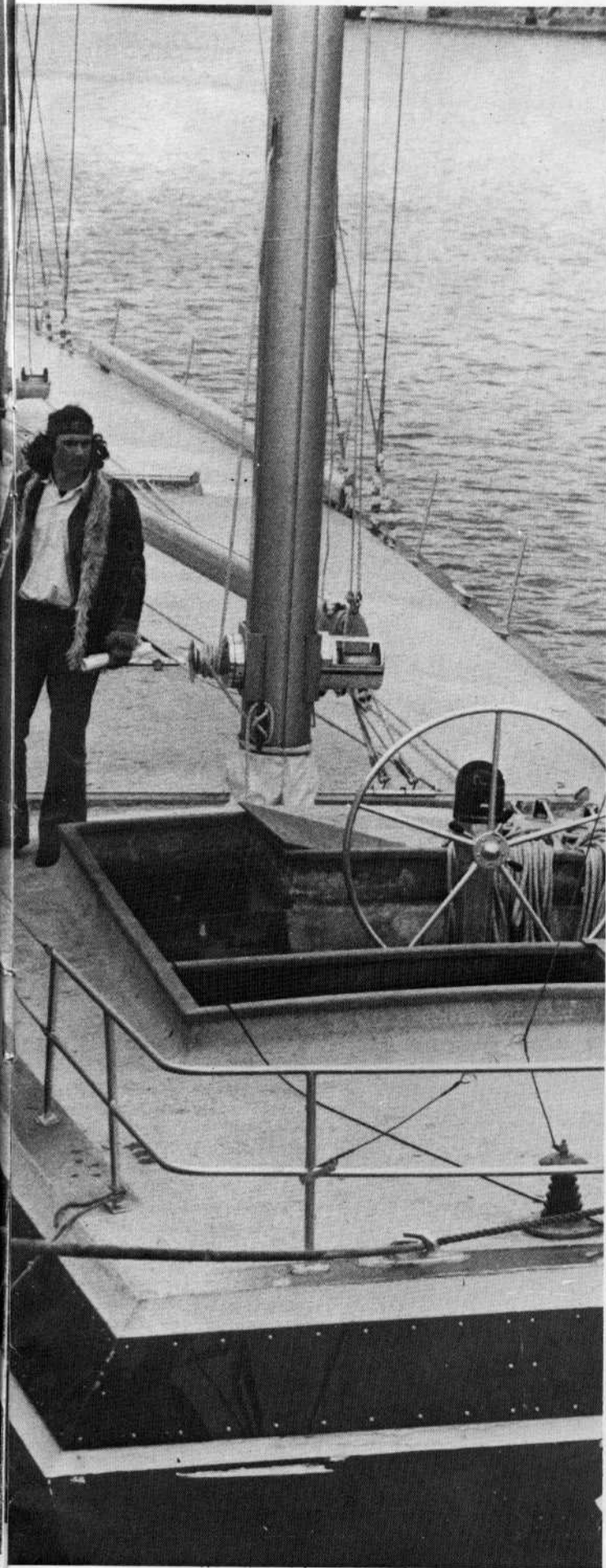
Jean-Yves Terlain's monster schooner has received more publicity than any other boat in the race. This is hardly surprising when you consider that it is nearly twice as big as any other boat. Can one man handle such a boat? Will it really go as fast as the experts hope? Only the race will tell. What is certain is that *Vendredi 13* is the product of one of the most skilled racing yacht designers in the world, Dick Carter, and that it will be crewed by a singlehanded sailor of considerable experience. Terlain was in the 1968 Observer Singlehanded, sailing the 35-foot sloop *Maguelonne*. He finished tenth in 38 days and seventh on handicap. His boat is owned by the film director Claude Lelouch, who plans to produce a film called 'Un Homme et Un Bateau' to follow up the success of his earlier 'Un Homme et Une Femme'.

40

JOCK McLEOD
Ròn Glas

Jock McLeod used to be the partner of Blondie Hasler, originator of the Observer Singlehanded, and together they designed the Chinese lugsail rig which is fitted to a hull designed by Angus Primrose on *Ròn Glas*. The name is Gaelic for grey seal. The yacht was built in the Solent last year. The crew's sailing experience is of longer pedigree: 10 years ago he sailed to Brazil and he has extensive cruising experience. McLeod, who lives in Rosemarkie, Ross-shire, is now a marine consultant, largely designing Chinese lugsail rigs.

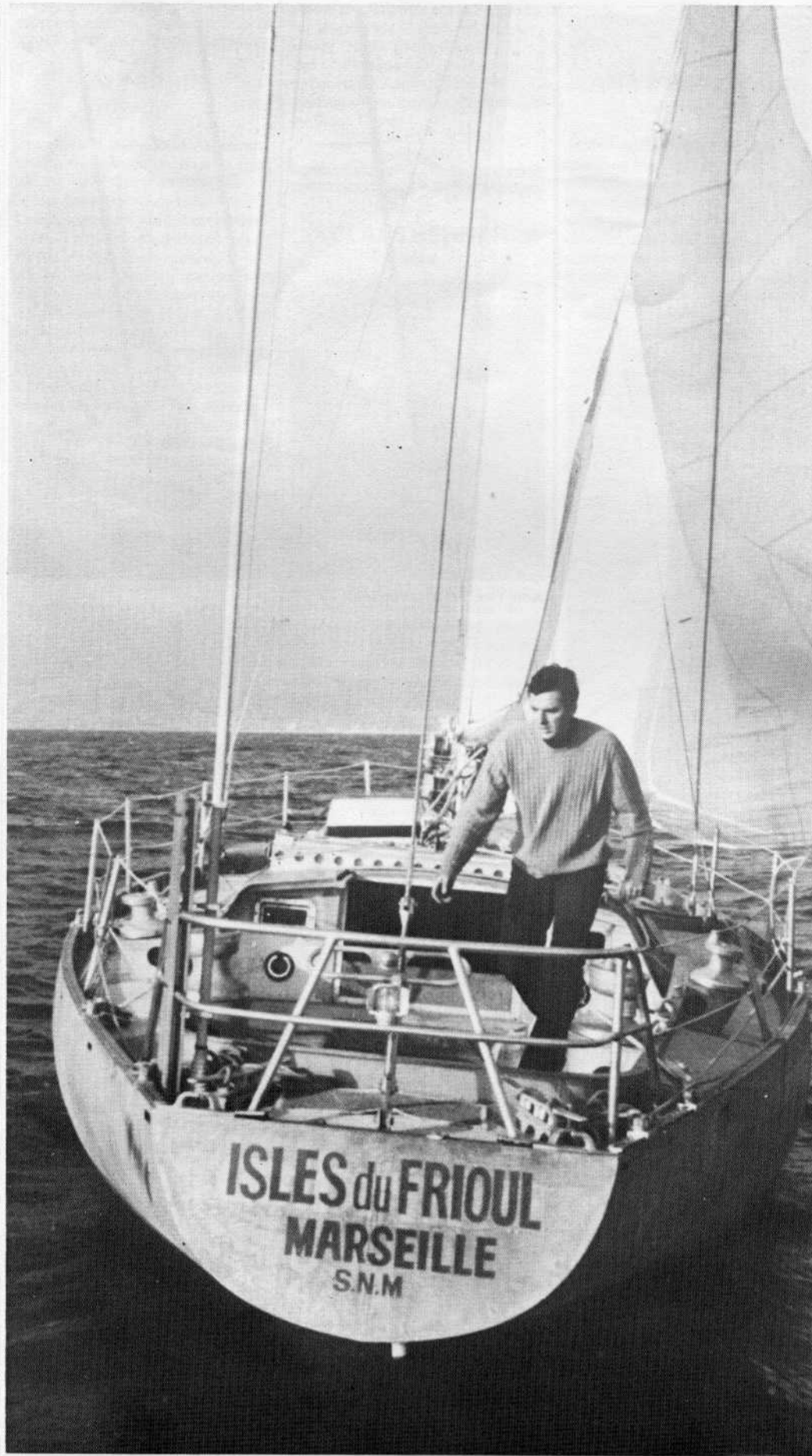




Jean-Yves Terlain/Vendredi 13



Robert Lancy Burn/Blue Gipsy



41

ANDREW SPEDDING*Summersong*

Andrew Spedding, 25, has sailed all his life and he has completed a large number of singlehanded cruises around the Norwegian coast. He used to be a partner in a charter agency and navigating school. During the past two years he has acquired considerable ocean racing experience in a class one yacht. *Summersong* is a Spirit 28, designed by Van de Stadt and built in Belgium but fitted out by George Stead at Poole. Spedding bought *Summersong* early this year on the yacht's first birthday. He comes from Bosham in Sussex.

42

MARC LINSKI*Isles du Frioul*

Marc Linski is hoping very much that he won't repeat this year his experience in the 1968 Observer Singlehanded. In that race his 35-foot sloop was dismasted and had to be taken in tow by a Spanish ship. Unfortunately it sank off the Spanish coast. Linski is a sailing instructor who lives in Marseille and his new boat, *Isles du Frioul*, has a lot of his own thinking designed into it. With an overall measurement of 47.9 feet, it should give this experienced young sailor — he is 26 — the capacity to keep within striking distance of the leaders.

43

ANNE MICHAILOF*P.S.*

It is a bit difficult to decide whether this entry should be registered as coming from France or Holland; the boat's owners are Dutch, but Madame Michailof comes from France. One of the reasons why she wants to enter the Observer Singlehanded is because she hopes to have her own sailing school eventually. She feels that a woman would have very little hope of achieving this ambition without some dramatic proof of her ability. Anne Michailof, 28 years old and pretty enough to become the target for many a press photographer before the start at Plymouth, has prepared herself for the race by exercising daily in a Paris gym and doing three miles of what she calls 'footing' every day. *P.S.* measures just over 30½ feet, so Madame Michailof may well be in the running for the trophy presented to the first under 35-foot boat home.

Good Luck



Gerard Dijkstra and 'Second Life'

'Second Life' is an Ocean 71 class ketch, the World's largest GRP production yacht.

Sistership to 'Ocean Spirit', winner of the Round Britain Race and first home in the Cape to Rio Race.



Designed by E.G. van de Stadt. Mouldings by Tyler Boat Co. Ltd.

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Sir Francis Chichester/Gipsy Moth V



Mike McMullen/Binkie II



**SIR
FRANCIS CHICHESTER**
Gipsy Moth V

Sir Francis Chichester is one of only two men to enter three Observer Singlehanded races — the other is Bill Howell. As plain Mr. Chichester he helped Col. Blondie Hasler organise the race in 1960, and when there was some difficulty in getting a proper organisation going he issued a personal challenge, offering to race his friend to the other side for a wager of half-a-crown. Chichester won the 1960 race in 40 days and two years later did a solo passage to America in 33 days. In 1964, in the second Observer race, he took Gipsy Moth III into Newport in just

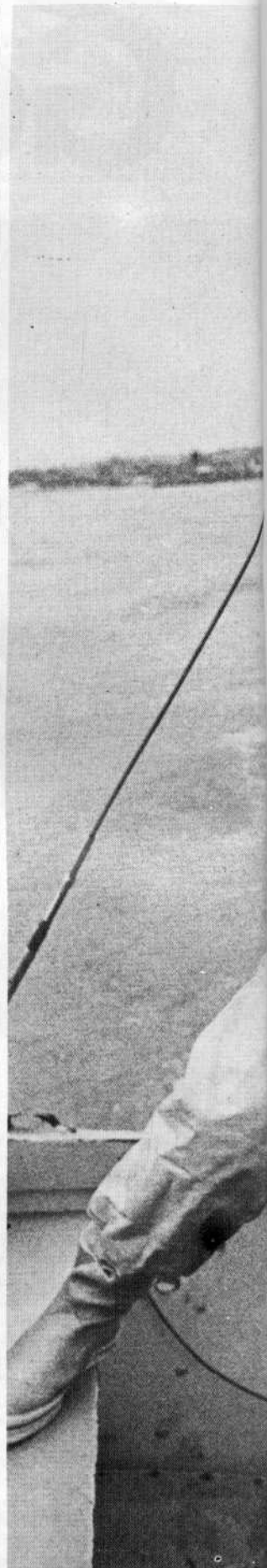
under his personal target of 30 days — but he was still beaten into second place by Eric Tabarly. Gipsy Moth V is a fast 57-foot ketch designed by Robert Clark in which Sir Francis narrowly failed to sail 4,000 miles across the Atlantic in 20 days. Together they have already sailed 18,000 miles solo, so there should be no problem about getting to know the boat.



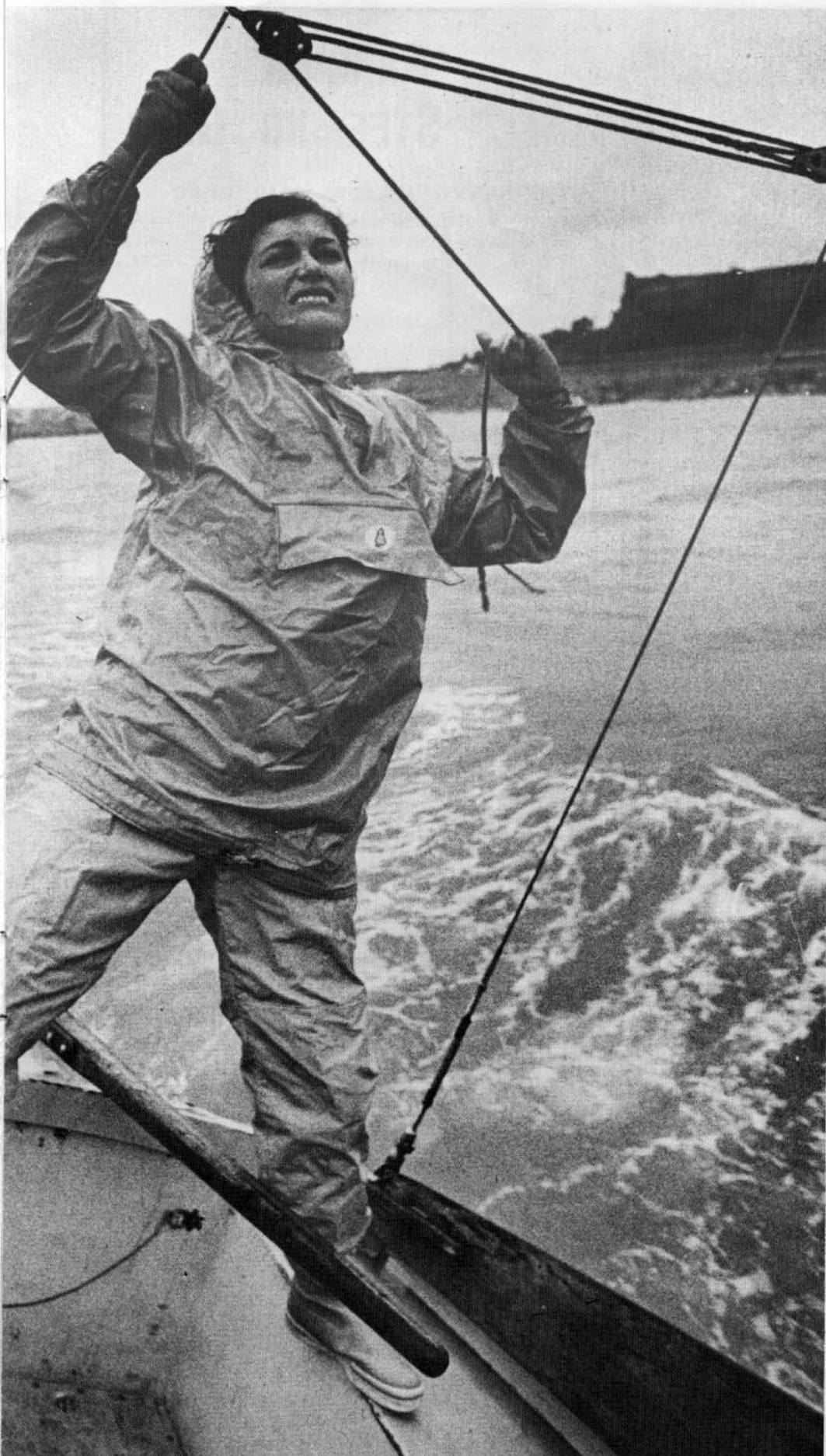
MIKE McMULLEN
Binkie II

Binkie II was given the sail number 45 by the Royal Western Yacht Club because Mike McMullen is a captain in the Royal Marines,

serving with 45 Commando Group. Though his happy-go-lucky manner might mislead you, McMullen is in fact a tough physical specimen. When he sailed his Contessa 26, Binkie I, in the 1970 Round Britain race, he and his crew rowed the last 13 miles into Plymouth because the wind had dropped — a feat which played a big part in their winning the handicap prize for the race. Now McMullen has a Contessa 32, the cruiser-racer which was awarded the title Boat of the Show 1972 at Earls Court last January. This 32-foot sloop was designed by David Sadler and built by J. C. Rogers of Lymington. It was launched in December 1971 and, accustomed as he is to exposure in all weathers, McMullen promptly took it out for his qualifying cruise into the Atlantic for Christmas. A good bet for the under 35-foot trophy.



Marie-Claude Fauroux/Aloa VII



YVES OLIVAUX

Aloa I



One of this year's most interesting duels is likely to be between Yves Olivaux and his pretty young compatriot Marie-Claude Fauroux. They are both sailing Aloas and both are entered by SEB Marine, who make this popular sloop.

Monsieur Olivaux is an ex-jet pilot who has a wide knowledge of the weather conditions in the north Atlantic and is expected to show his expertise in taking the best course between the numerous depressions that sweep westwards across the Western Ocean at this time of year. He has wide knowledge of the Aloa, having sailed it many times in the Mediterranean, and he could easily be a front-runner for the trophy awarded for the first under 35-foot boat home. He lives in Nice.



**MARIE-CLAUDE
FAUROUX**

Aloa VII

Marie-Claude Fauroux is the 26-year-old daughter of a bank manager in Cannes. She has wide experience of the Mediterranean and her considerable knowledge of sailing is formulated on her expertise with dinghies—she is an ex-world champion in the Moth class. Marie-Claude has been sailing since she was five, and as a mathematics graduate of Grenobles University she finds navigation easy. She is unconcerned about the amount of hard work required to keep a 35-foot boat sailing fast: 'It's resistance rather than strength that counts', she says. 'I shall have larger winches and do the manoeuvres more slowly'. Aloa VII is a sister ship to the Aloa entered by Yves Olivaux and is also owned by SEB Marine.

FRANCIS CHICHESTER

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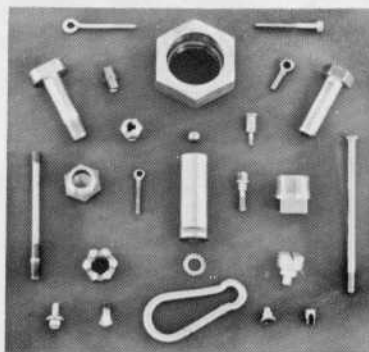
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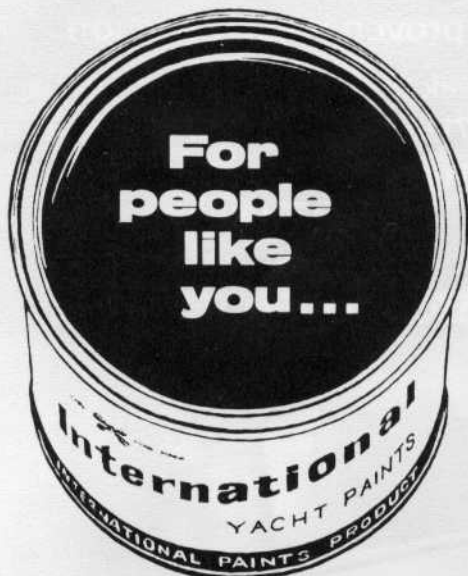


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MURRAY SAYLE
Lady of Fleet



Unlike many competitors in this year's Observer race, who have had to get time off from their jobs to take part, Murray Sayle is in the fortunate position of sailing to America under the auspices of his employers. He is an Australian journalist who works for *The Sunday Times*, and the paper has not only provided Lady of Fleet for him to sail, but will also be paying him for his reports from mid-ocean. Lady of Fleet is a Solaris cruising catamaran measuring 41 feet overall. It is beautifully equipped for cruising, but may not show up too well under racing conditions. Sayle gained valuable experience

of catamaran handling when he crewed for Bill Howell on Golden Cockerel in the 1970 Round Britain race.



JERRY CARTWRIGHT
Scuffler III

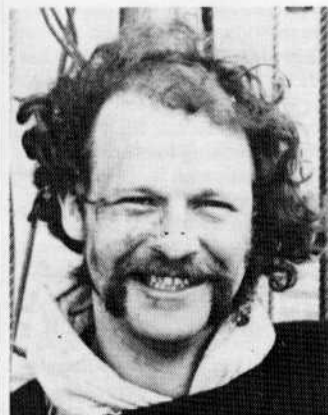


Jerry Cartwright is a 40-year-old boat designer and builder from San Diego, California. His cutter Scuffler III was designed by Robert Clark and built at Plymouth, Devon, in 1954, but extensively modified by Spenser King, the first owner. Scuffler III is the sister ship of Rob Roy, which the Rev. Stephen Pakenham sailed to fourteenth place in the 1968 Observer Single-handed, making the crossing from Plymouth to Newport, Rhode Island, in almost exactly 42 days.

Murray Sayle/Lady of Fleet



Peter Crowther/Golden Vanity



PETER CROWTHER
Golden Vanity

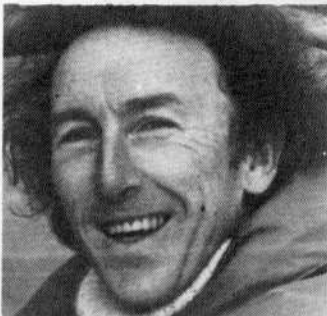
Peter Crowther's claim to fame in this race is clear — his is easily the oldest boat in the fleet. Golden Vanity is a fine old cutter built in 1908 and has already crossed the Atlantic three times at various stages of a long and valorous career. Crowther himself, much younger than his boat, is a dedicated sailor from Dartmouth.



Bob Salmon/Justa Listang

51

BOB SALMON
Justa Listang



Bob Salmon is a particularly interesting example of the way in which the Observer Singlehanded race can capture the imagination of an adventurous spirit. Four years ago he was happily building up his freelance

photography business around Plymouth and enjoying a little sailing in his spare time. Then The Observer asked him to take photographs of competitors in the 1968 Singlehanded race and the infection got into his blood. Since then he has been steadily planning to enter this year's event, gaining more and more sailing experience and looking for just the right boat. Now he has made it. His boat is Justa Listang, a sister ship to Max Barton's Bristol Fashion (sail number 6), and Bob Salmon is looking forward eagerly to the race, though he has little hope of any of the major trophies. The high sail number of Salmon's yacht also has a story. He planned to make his qualifying cruise early in April but was delayed by particularly severe conditions in the Atlantic. Eventually he managed to produce the log of his 502-mile qualifying cruise just before the deadline of midnight on 17 April.

52

WOLF KIRCHNER
White Dolphin

Wolf Kirchner is another contender for the special Observer Trophy for yachts with an overall length of 35-feet or less. White Dolphin is a sloop with an overall length of nearly 32½ feet and its English name was suggested by Kirchner's son, who is in America to learn the language — they hope to have a family reunion after his father has crossed the Atlantic. Kirchner is a lawyer and has been sailing since a very early age. He is now 39. He has competed successfully in all the major German sailing races and also sailed from his home town of Kiel to Norway, Sweden and Denmark. White Dolphin was built specially for the Observer Singlehanded.

53

GUY PIAZZINI
Cambronne



Guy Piazzini is another competitor in the 1972 race who will be hoping to avoid an unpleasant experience of four years ago. In the 1968 race this Swiss who now lives in Paris sailed a 40-foot ketch called Gunther III. A few days out of Plymouth the mast step broke and he was forced to return to the starting point and retire, just missing the fierce storm that wreaked havoc among the leading boats. This year, Piazzini is again sailing a ketch, but Cambronne measures 45.5 feet and displaces only 8.5 tons so it should be fast. He is an experienced solo sailor and might well spring a surprise if some of the more obvious ocean greyhounds run into trouble.

54

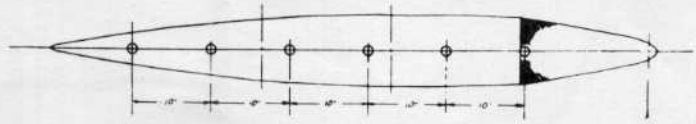
ALAIN GLIKSMAN
Toucan



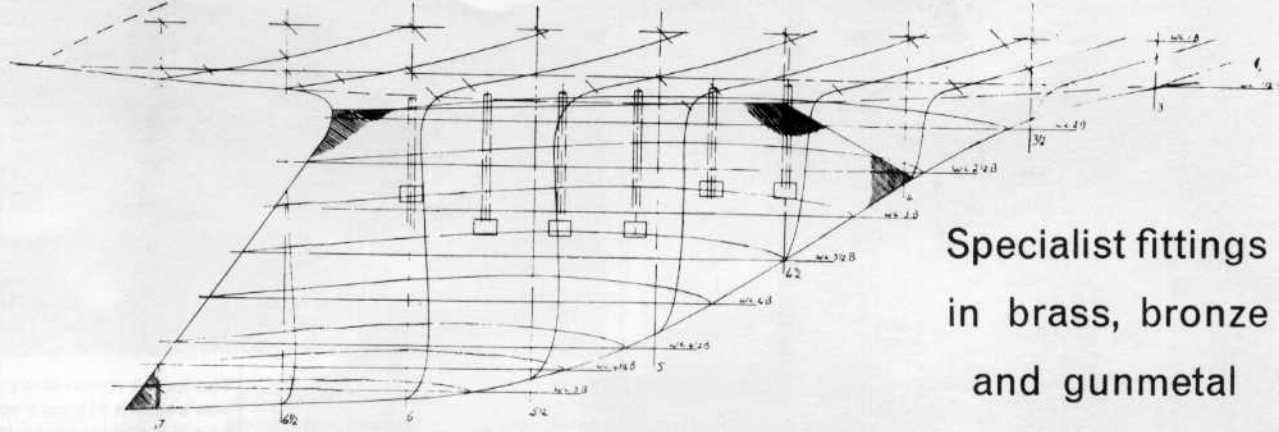
Though he is this year sailing a middle-size boat, Alain Glikzman is a force to be reckoned with in any sailing race. As editor of the French magazine *Neptune Nautisme*, he spends all his life in and around sailing and has extensive experience of long-distance singlehanded passages. This will be his second Observer race — he was one of the French contingent in 1968. Then he was at the helm of the 67-foot ketch Raph, the largest boat in the fleet and therefore favourite to win after Eric Tabarly's huge trimaran was forced to retire. In fact, Glikzman was very close to the leaders for most of the distance across the Atlantic until rudder trouble forced him to head for Newfoundland and a bitter retirement decision. His boat for this race measures 34.5 feet and displaces only 2 tons, so he must start favourite to take the trophy for the first under 35-foot boat home.

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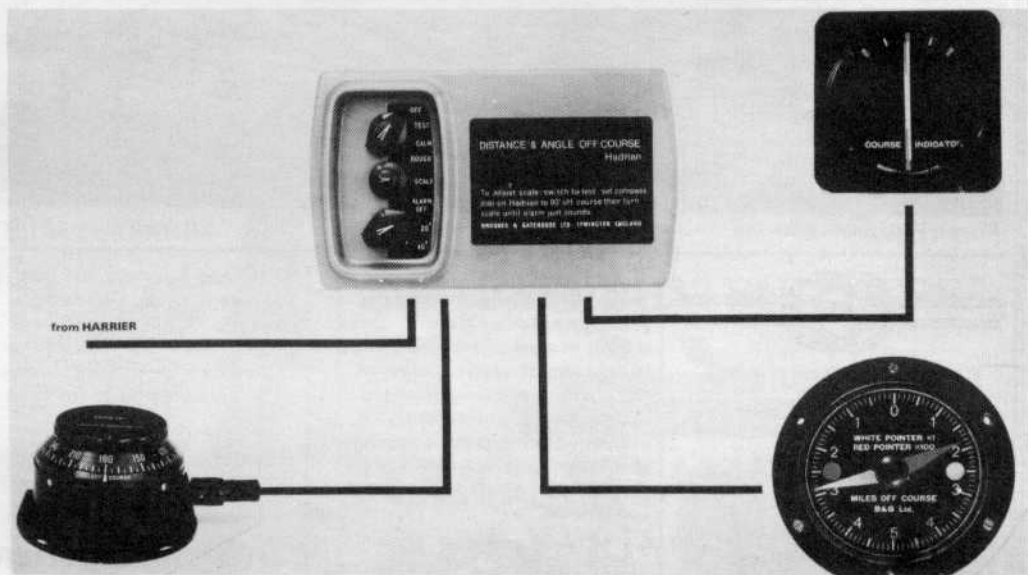
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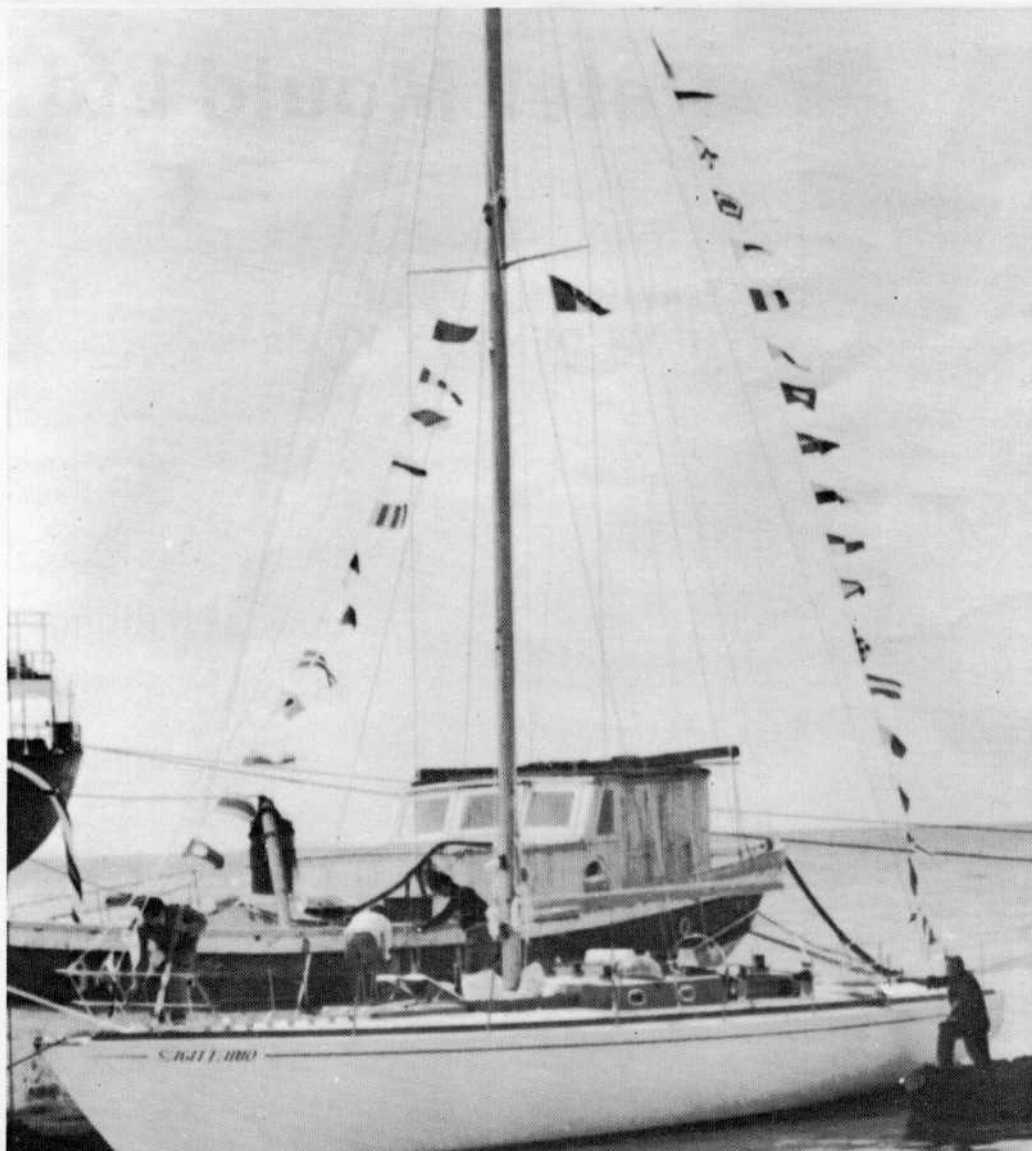
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FRANCO FAGGIONI
Sagittario



The fourth Italian entry for this year's race is Franco Faggioni, 49, who is a captain in the Italian Navy. His boat, *Sagittario*, built in Trieste earlier this year with the Observer Singlehanded in view, is owned by the Italian Navy. Captain Faggioni comes from Rome and has logged many miles singlehanded in the Mediterranean. He has been commanding officer of the Italian Navy's yachts, *Corsaro II* and *Stella Polaris*, although he is primarily a specialist in hydrography.



Franco Faggioni/Sagittario

GERARD CURVELIER
Tang'O

Gerard Curvelier is a 32-year-old boatbuilder from just outside Paris. Most of his sailing has been in dinghies. His 21-foot sloop *Tang'O* was designed by Yves Mareschal and built recently by Yachting Selection. Depending on how successfully it performs in this year's Observer Singlehanded, it may be put into production as a class boat. Curvelier made his 500-mile qualifying cruise off Brittany.

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Ian Cook	10
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EUGENE RIGUIDEL
Onyx



Eugene Riguidel, like his famous countryman Eric Tabarly who won the 1964 Observer race, comes from Brittany. He has wide experience of ocean racing, having been part of the victorious crew in the Cape-to-Rio race, and having sailed twice

in the singlehanded race across the Bay of Biscay organised by the French magazine *L'Aurore*. *Onyx* is built in steel and is well equipped to take the 31-year-old crew on the northern route which he is said to favour. The enthusiastic French yachting press is tipping this tough and determined singlehander for honours in the handicap awards.

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PIERRE CHASSIN
Concorde

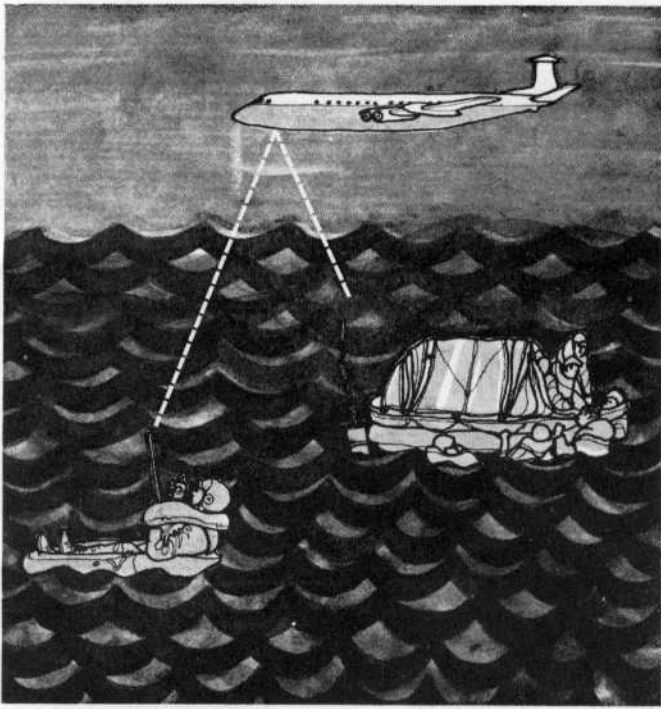
Two crossings of the South Atlantic must be a useful apprenticeship for tackling the Western Ocean. Pierre Chassin has already chalked up those voyages. He sailed from the Cape of Good Hope to Recife singlehanded and then took part in the Cape-to-Rio race in 1970. This will be his first voyage across the North Atlantic and he will be sailing in a boat designed by

G. Auzepy-Brenneur and built in the Tivent Yards. *Concorde* measures 44.3 feet overall and weighs 7½ tons so could well give its French crew a strong chance of handicap honours.

57

JOEL CHARPENTIER
Wild Rocket

It is perhaps just as well that Joël Charpentier is a physical training instructor, because he will be sailing one of the largest yachts in the Observer Singlehanded. *Wild Rocket* measures 63 feet overall and carries a formidable amount of canvas for a lone sailor to handle. Aged 27, Charpentier is as French as his name suggests and comes from Villennes-sur-Seine, near Paris. But *Wild Rocket* is on charter from Seven Seas Charter Limited in Jersey and will therefore be flying the British ensign.



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