



MEDIA GUIDE
May – June 2021

 **THE OCEAN RACE**
EUROPE

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Martin Keruzore – Mirpuri Foundation Racing Team ©

WHAT IS THE OCEAN RACE EUROPE?

The Ocean Race Europe is a new three-stage offshore sailing race for professional teams racing in two classes of high-performance ocean-going yachts: VO65 and IMOCA 60.

The inaugural edition of the race will start from the French city Lorient at the end of May and finish in Genova, Italy in June, with stopovers in Cascais, Portugal and Alicante, Spain along the way.

Racing in both the VO65 and IMOCA 60 classes is expected to be close and exciting with the overall winners in each fleet unlikely to be decided until the finish in Genova.

The Ocean Race Europe is run by the organisers of The Ocean Race – a gruelling multi-stage around the world race which takes place every four years. The first around-the-world race was contested in 1973 and over the 13 editions of the event, The Ocean Race has become the pinnacle of professional fully crewed ocean racing.

This year's inaugural edition of The Ocean Race Europe leads off a ten-year calendar of racing activity that includes confirmed editions of the around-the-world race taking place on a four year cycle beginning in 2022–23.

The Ocean Race Europe is also part of the IMOCA Globe Series which runs from 2021 through to the 2024–25 Vendée Globe single-handed non-stop around-the-world race.

Many of the teams taking part in The Ocean Race Europe are also planning to compete in the next around-the-world edition of The Ocean Race which is scheduled to start in the Autumn of 2022 from the Spanish city of Alicante, where the race's headquarters are located.



WHO ARE THE TEAMS?

There are seven entries in the one-design VO65 Class from teams representing six nations: Austria, Lithuania, Mexico, Netherlands, Poland, and Portugal.

VO65 CLASS



AkzoNobel Ocean Racing
Netherlands

Sailing for the benefit of



Team Childhood I
Netherlands



The Austrian Ocean Race Project
Austria



Ambersail-2
Lithuania



Mirpuri Foundation Racing Team
Portugal



Viva México
Mexico



SAILING POLAND

Sailing Poland
Poland

There are five entries in the open development IMOCA 60 Class from teams representing three nations.



LinkedOut
France



Bureau Vallée
France



**Offshore
Team Germany**
Germany



**11th Hour
Racing Team**
United States



CORUM L'Épargne
France

THE PROLOGUE

As is the norm with the closely matched VO65 fleet, the Prologue racing was closely contested.

The first leg from Klaipeda to Gdynia was a fast and furious affair with the teams averaging around 20 knots (37 kilometres/hour) at times around the 115-nautical mile (213-kilometre) course. All four teams finished in under 20 hours with Sailing Poland the first boat home.

The second offshore leg from Gdynia to Stockholm also proved to be a superfast affair with the teams racing in strong downwind conditions on the 300-nautical mile (556-kilometre) passage across the Baltic Sea to the Swedish capital. This time it was the Dutch flagged Team Childhood I who led the fleet home.

The third and final stage of the Prologue took the fleet on a 300 nm leg from Stockholm to a virtual finish point designated as the South Sweden Waypoint.

This time it was the Lithuanian Ambersail-2 team who took the leg win ahead of Team Childhood I in second and Team Poland in third. This left Team Childhood and Team Poland tied on points at the top of the overall leaderboard. According to the rules, the tie was split in favour of Team Childhood I who had the best result of the two on the final leg.



Sander van der Borch – Childhood I ©

THE PROLOGUE OVERALL RESULTS

| | | |
|------------|--|------------------|
| 1st | Team Childhood I (NED) | 20 points |
| 2nd | Team Poland (POL) | 20 points |
| 3rd | Ambersail-2 (LTU) | 19 points |
| 4th | The Austrian Ocean Race Project (AUT) | 11 points |



Ambersail-2©

THE OCEAN RACE EUROPE COURSE AND SCHEDULE

Friday May 28

Lorient Coastal Race Around Ile de Groix
(Non-points scoring)

Saturday May 29

Leg 1 Lorient to Cascais
Start time 1345*
Estimated finish Wednesday June 2

Saturday June 5

Coastal Race Mirpuri Foundation
Sailing Trophy

Sunday June 6

Leg 2 Cascais to Alicante
Start time 1300*
Estimated finish Thursday June 10

Sunday June 16

Leg 3 Alicante to Genova
Start time 1300*
Estimated finish Wednesday June 16

Saturday June 19

Genova Coastal Race
Overall prizegiving ceremony

*All times are local

SCORING

All the offshore legs will be scored equally using the high points scoring system where the winners in each class receive points equal to the number of entries, second place receive points equal to the number of entries minus one, and so on down the rankings.

Non-finishers receive no points.

The coastal races offer bonus points for the top three finishers in each class, with the winner awarded three points, second place earns two points and the third place finisher collects a single point.

The final overall rankings will be determined based on the overall points totals for the teams, with the winner being the team with the highest points total. Ties are broken in favour of the team with the better result in the last offshore leg or coastal race sailed.



IMOCA 60

| | |
|--------------|-----------------|
| First place | 5 points |
| Second place | 4 points |
| Third place | 3 points |
| Fourth place | 2 points |
| Fifth place | 1 point |



VO65

| | |
|---------------|-----------------|
| First place | 7 points |
| Second place | 6 points |
| Third place | 5 points |
| Fourth place | 4 points |
| Fifth place | 3 points |
| Sixth place | 2 points |
| Seventh place | 1 point |

CREW LISTS

The Ocean Race Europe has attracted an international field with entries from 12 top-flight teams representing Austria, France, Germany, Lithuania, Mexico, Netherlands, Poland, Portugal, and the United States.

The teams' crew lists feature many of ocean racing's best-known names, along with an exciting selection of new faces keen to make their mark in the professional yacht racing scene.



AkzoNobel Ocean Racing Netherlands

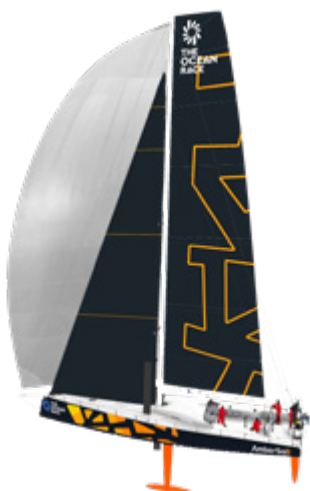
Led by one of the world's most experienced ocean racers, Chris Nicholson from Australia, the international AkzoNobel Ocean Racing crew line-up blends proven experience with exciting young talent and includes sailors from Australia, Great Britain, the Netherlands, and Italy.



- | | |
|--------------------------------|------------------------------|
| Skipper | Chris Nicholson (AUS) |
| Boat captain | Liz Wardley (AUS) |
| Navigator | Will Harris (GBR) |
| Watch leader | Lucas Chapman (GBR) |
| Bowman | Trystan Seal (GBR) |
| Sail trimmer/On-board reporter | Rosalin Kuiper (NED) |
| Trimmer/helmsman | Rory Hunter (GBR) |
| Trimmer/helmsman | Charlie Wyatt (AUS) |
| Trimmer/helmsman | Giulio Bertelli (ITA) |

Find out more
[here](#)

Ambersail-2 Lithuania



Find out more
[here](#)

The Ambersail-2 crew is based around a core group of Lithuanian sailors with the collective goal of promoting their country on the international sporting stage. Headed by Lithuanian London 2012 Olympian skipper Rokas Milevičius the team says its strength lies in the collective unity and enthusiasm of its team members. As well as striving for the best possible result in The Ocean Race Europe, the Ambersail-2 squad is also racing for a sustainable and green future for our planet. In addition to the core crew the team plans to rotate in additional sailors from the 'Ambersail family' on each leg.

| | |
|-------------------------|--------------------------------------|
| Skipper | Rokas Milevičius (LTU) |
| Navigator | Conrad Colman (NZL) |
| Watch captain | Tomas Ivanauskas (LTU) |
| | Linas Ivanauskas (LTU) |
| Bowman | Domantas Juškevičius (LTU) |
| Trimmer | Arnas Eimutis (LTU) |
| Main trimmer | Deimantė Jarmalavičiūtė (LTU) |
| Crew & Onboard reporter | Aiste Ridikaite (LTU) |

Mirpuri Foundation Racing Team Portugal



Find out more
[here](#)

Led by renowned French ocean racer Yoann Richomme, the Mirpuri Foundation Racing Team crew list is packed with sailors from the 2017-18 around-the-world edition of The Ocean Race along with a couple of talented new faces. In recent weeks the team has engaged in a series of intense offshore training sessions from their home base in Cascais to ensure their boat and their sailors are fully ready to race.

| | |
|------------------|--------------------------------------|
| Skipper | Yoann Richomme (FRA) |
| Navigator | Nico Lunven (FRA) |
| Watch leader | Jack Bouttell (GBR) |
| Bowman | Olly Young (GBR) |
| Helmsman/trimmer | Bernardo Freitas (POR) |
| | Frederico Pinheiro Melo (POR) |
| | Rob Bunce (GBR) |
| Pitman | Willy Altadill (ESP) |
| Float | Mariana Lobato (POR) |
| Mid Bow | Emily Nagel (GBR) |
| Onboard reporter | Martin Keruzore (FRA) |

Sailing Poland Poland

Headed up by Dutch yachtsman Bouwe Bekking – a skipper who has become synonymous with The Ocean Race since he first raced around the world back in 1985–86 – the Sailing Poland crew line-up includes the highly regarded Norwegian racing navigator Aksel Magdhal, as well as experienced ocean racer Jens Dolmer from Denmark. Joining this core crew for The Ocean Race Europe is a group of talented young Polish sailors keen to ramp up their professional ocean racing experience.



Find out more
[here](#)

Skipper
Navigator
Boat captain
Watch captain
Bowman

Onboard reporter

Bouwe Bekking (NED)
Aksel Magdhal (NOR)
Jens Dolmer (DEN)
Jocca Signorini (BRA)
Simbad Quiroga (ESP)
Maja Micińska (POL)
Anna Weinzieher (POL)
Alan Alkhatib (POL)
Stan Bajerski (POL)
Kacper Gwóźdź (POL)
Mateusz Gwóźdź (POL)
Gustaw Miciński (POL)
Adam Burdylo (POL)



Ambersail-2 ©

Team Childhood I Netherlands

Skipped by Dutch two-time America's Cup winner Simeon Tienpont, Team Childhood I represents the World Childhood Foundation – a global organisation founded by Her Majesty Queen Silvia of Sweden which works to protect children from violence and sexual abuse.

Tienpont has recruited an experienced core crew comprising fellow Dutchmen Gerd-Jan Poortman, Peter van Niekerk, Wouter Verbraak and former Olympian Pieter-Jan Postma, along with a group of young, keen, talented Dutch and Swedish sailors.



Skipper

Simeon Tienpont (NED)

Navigator

Wouter Verbraak (NED)

Watch captain

Gerd-Jan Poortman (NED)

Watch captain

Peter van Niekerk (NED)

Pieter-Jan Postma (NED)

Jelmer van Beek (NED)

Rutger Vos (NED)

Laura van Veen (NED)

Arianne van de Loosdrecht (NED)

Matt Whitehead (RSA)

Julius Hallström (SWE)

Robin Jacobs (NED)

Lars van Stekelenborg (NED)

Max Deckers (NED)

Brend Schuil (NED)

Bow

Onboard reporter

Find out more
[here](#)



Sander van der Borch – Childhood I ©

The Austrian Ocean Race Project

Austria



The Austrian Ocean Race Project syndicate is a young and ambitious team of international sailors with a shared enthusiasm for big boat sailing. Their stated goal is to race around the world in The Ocean Race 2022–23 and their entry into The Ocean Race Europe is a major milestone on the way to achieving that goal. Led by Dutch skipper Gerwin Jansen – an accomplished offshore racer with a highly competitive reputation – despite being the self-titled 'new kids on the block' this team is hoping to use The Ocean Race Europe to establish their credentials. For The Ocean Race Europe the team will operate a core crew of sailors with others rotated in on each of the offshore legs.

CORE CREW

| | |
|---------------|--------------------------------|
| Skipper | Gerwin Jansen (NED) |
| Navigator | Jolbert van Dijk (NED) |
| | Oliver Kobale (AUT) |
| Watch leader | Michiel Goegebeur (NED) |
| Watch leader: | Konstantin Kobale (AUT) |
| Sail trimmer: | Anna Luschan (AUT) |

LEG 1

| | |
|------------------------------|----------------------------------|
| Sail trimmer | Annika Möslein (GER, BRA) |
| Helmsman/sail trimmer/bowman | Pieter Tack (BEL) |
| Bowman: | James Crampton (GBR) |
| Onboard reporter | Andre Carmo (POR) |

LEG 2/3

| | |
|------------------------------|--------------------------------|
| Helmsman/sail trimmer | Catherine Hunt (GBR) |
| Pitman/sail trimmer | Thomas Joffrin (FRA) |
| Helmsman/sail trimmer/pit | Lara Poljšak (SLO) |
| Helmsman/sail trimmer/bowman | Michael Seifarth (GER) |
| Mainsail trimmer | Quentin Bes-Green (GBR) |
| Onboard reporter (Leg 2) | Eike Schurr (GER) |
| Onboard reporter (Leg 3) | Stefan Leitner (AUT) |

Find out more [here](#)

Viva México

Mexico

Viva México skipper Erik Brockmann is a past J70 Class world championship winner. As well as skippering Mexican teams in the Extreme Sailing Series, he has also racked up thousands of miles of offshore racing – including six editions of the prestigious Transpac Race. Brockmann is on a mission to grow the popularity of sailing in his home country and has set his sights on skippering the first Mexican entry in the around the world edition of The Ocean Race since his countryman Ramón Carlin won the first race in the 1973–74 edition. Competing in The Ocean Race Europe is a major stepping stone to making that vision a reality.



Find out more
[here](#)

| | |
|------------------|---------------------------------------|
| Skipper | Erik Brockmann (MEX) |
| Watch captain | Roberto 'Chuny' Bermúdez (ESP) |
| | Jaime Arbones (ESP) |
| Bow | Juan Varela (MEX) |
| Trimmer | Juan Luis Medina (MEX) |
| | Carlos Robles (ESP) |
| Grinder | Miguel Fernández (ESP) |
| | Moritz Spitzauer (AUT) |
| Bow | Nadir Balena (ITA) |
| Pit | Eugenia Bosco (ARG) |
| Onboard reporter | Jen Edney (USA) |



Jen Edney – Viva México ©

IMOCA 60 CLASS



Pierre Bouras – TR Racing ©

There are five entries in the IMOCA 60 Class from teams representing France, Germany and the United States.

11th Hour Racing Team United States



11th Hour Racing Team's mission is to build a high-performance ocean racing team with sustainability at the core of all team operations, inspiring positive action among sailing and coastal communities, and global sports fans, to create long-lasting change for ocean health.

The team is led by American skipper Charlie Enright and although based out of the east coast American city of Newport, Rhode Island, the team has spent plenty of time training out of Lorient, France – the start port for The Ocean Race Europe.

Skipper **Charlie Enright** (USA)

Navigator **Simon Fisher** (GBR)

Helmsman/trimmer **Pascal Bidégorry** (FRA)

Helmsman/trimmer **Justine Mettraux** (SUI)

Onboard reporter **Amory Ross** (USA)

Find out more
[here](#)

Bureau Vallée

France



Find out more
[here](#)

Fresh off the back of an impressive third-place finish in the Vendée Globe 2020–21 singlehanded, nonstop around-the-world race, French skipper Louis Burton is back in action with a fully crewed campaign for the inaugural edition of The Ocean Race Europe. Racing alongside Burton as navigator is his long-time friend Davy Beudart, a French sailor who built his racing reputation in the Mini Transat class, as well as his wife Servane Escoffier – another highly experienced ocean racer.

LEG 1

| | |
|--------------|----------------------------------|
| Skipper | Louis Burton (FRA) |
| Navigator | Davy Beudart (FRA) |
| Sail trimmer | Servane Escoffier (FRA) |
| | Thibault Hector (FRA) |
| | Christophe Bachmann (FRA) |

LEG 2

| |
|---------------------------------|
| Louis Burton (FRA) |
| Davy Beudart (FRA) |
| Pip Hare (GBR) |
| Jean-René Guilloux (FRA) |
| Arthur Hubert (FRA) |

LEG 3

| |
|--------------------------------|
| Louis Burton (FRA) |
| Davy Beudart (FRA) |
| Servane Escoffier (FRA) |
| Baptiste Hulin (FRA) |
| Clément Commagnac (FRA) |

CORUM L'Épargne

France



French skipper Nicolas Troussel might be best known for his solo sailing success having twice won France's hallowed Solitaire du Figaro, but he has assembled an equally competitive trio of talent for his tilt at The Ocean Race Europe. Joining Troussel on board the team's state of the art IMOCA 60 is renowned French yachtsman Sébastien Josse, as well as France's Marie Riou and Benjamin Schwartz, who both competed in the 2017–18 around-the-world edition of The Ocean Race, and together won the 2020 EUROSAT Mixed Offshore European Championship.

| | |
|---------------------------------------|--------------------------------|
| Skipper | Nicolas Troussel (FRA) |
| | Sébastien Josse (FRA) |
| | Marie Riou (FRA) |
| Find out more here | Benjamin Schwartz (FRA) |

LinkedOut France



French skipper Thomas Ruyant and his latest generation IMOCA 60 return to racing again after finishing sixth in the 2020–21 edition of the Vendée Globe solo, nonstop around-the-world race. The team is supporting LinkedOut, an innovative initiative that helps homeless people in France to find a job by giving them an opportunity to showcase their resume and to show who they really are.

Racing alongside Ruyant will be a highly experienced all-French line-up featuring Morgan Lagravière – Ruyant's co-skipper for the double-handed Transat Jacques Vabre Normandie Le Havre race later this year – as well as Quentin Ponroy, Laurent Bourguès, and 2020–21 Vendée Globe competitor Clarisse Crémer.

LEG 1

Skipper

Thomas Ruyant (FRA)

Morgan Lagravière (FRA)

Clarisse Crémer (FRA)

Quentin Ponroy (FRA)

Laurent Bourguès (FRA)

LEG 2

Skipper

Thomas Ruyant (FRA)

Morgan Lagravière (FRA)

Clarisse Crémer (FRA)

Quentin Ponroy (FRA)

François Pernelle (FRA)

LEG 3

Skipper

Thomas Ruyant (FRA)

Morgan Lagravière (FRA)

Clarisse Crémer (FRA)

Quentin Ponroy (FRA)

Laurent Bourguès (FRA)

Find out more
[here](#)

Offshore Team Germany Germany

Led by German Olympian and experienced offshore skipper Robert Stanjek, Offshore Team Germany has set its sights on racing around the world in The Ocean Race 2022–23. For The Ocean Race Europe Stanjek has recruited British Olympian and two-time around-the-world racer Annie Lush, as well as the talented young German sailor Phillip Kasüske, and French solo sailor Benjamin Dutreux who finished ninth in the 2020–21 Vendée Globe around-the-world race.



| | |
|-------------------|-------------------------------|
| Skipper | Robert Stanjek (GER) |
| Navigator | Benjamin Dutreux (FRA) |
| Pit | Annie Lush (GBR) |
| Grinder | Phillip Kasüske (GER) |
| On board reporter | Felix Diemer (GER) |

Find out more
[here](#)

Download all the 2D boat renders from the [following link](#)



Offshore Team Germany ©

THE ROUTE

At around 2,000 nautical miles (nm)/3,700 Kilometres (km) the racecourse for the first ever edition of The Ocean Race Europe may be short in comparison to 45,000 plus nautical miles (nm)/83,000 km sailed in the around-the-world editions, but the teams will still face plenty of challenges along the three-leg route.

The race organisers have set minimum distances for the first and third legs. These may be extended at the discretion of the race committee dependent on the prevailing weather conditions.

As a prelude to the start of the first leg from Lorient, on Friday May 28 the teams will compete in a non-scoring race around the nearby Ile de Groix.



Leg 1 Lorient,
France to Cascais,
Portugal

Minimum distance **670nm/1,241km**
Leg start: **Saturday May 29 1345***
Estimated finish **Wednesday June 2**



Leg 1 first takes the fleet out of Lorient, France across the Bay of Biscay and into the Atlantic Ocean. After negotiating the ultra-busy shipping channels that converge around Cape Finisterre on the northern coast of Spain, the teams will head south along the Spanish and then Portuguese coasts before arriving in the first stopover port, Cascais.

The teams then have two days to work on their boats before the first scoring coastal race which will take place as part of the annual Mirpuri Foundation Sailing Trophy regatta.

Leg 2 Cascais,
Portugal to
Alicante, Spain

Approximate distance **700nm/1,297km**
Leg start **Sunday June 6 1300***
Estimated finish **Thursday June 10**



Leg 2 sees the fleet continue south past Portugal's coastal capital city Lisbon and on to Cape St. Vincent, the southwestern-most point in Lisbon and Europe. Here the course takes the boats south east towards the Strait of Gibraltar – the narrow and highly congested waterway between the Iberian Peninsula in Europe from Morocco in Africa which marks the entrance to the Mediterranean Sea.

The most direct route then takes the fleet along the Spanish Mediterranean coast to the Leg 2 finish in Alicante. However, depending on the prevailing weather conditions the crews may opt to sail a longer route in the hope of finding better winds that will get them to Alicante quicker.

Leg 3 Alicante,
Spain to Genova,
Italy

Minimum distance

550nm/1,019km

Leg start

Sunday June 13 1300*

Estimated finish

Wednesday June 16

Event finishing date

Sunday June 20



The third and final leg takes the fleet out of Alicante to head north east across the Mediterranean, likely passing north of the Spanish Balearic Islands (Mallorca, Menorca, and Ibiza) on the way to the finish in the Italian city of Genova.

In June, weather conditions in this section of the Mediterranean are notoriously unpredictable with strong winds and light airs all feasible prospects in the space of a few hours. The crews will need to be on their toes for this final leg which is expected to test both the mental and physical fortitude of the sailors after three weeks of close racing.

With the offshore legs now behind them the sailors will have two days to carry out any necessary repair work on their boats before the second and final coastal race of the event. Depending on the overall points situation between the top teams at this stage a lot could be resting on the outcome of this final sprint.

A prizegiving ceremony will be held in Genova following the conclusion of racing on Saturday June 19, with prizes awarded to the top three teams in both the IMOCA 60 and VO65 classes.

*All times are local



HOST CITIES

Lorient, France

The choice of Lorient as the start port of The Ocean Race Europe marks the town's welcome return to hosting major offshore races. The French seaport, located in the Morbihan region of Brittany in the north-west of France, has an ocean racing pedigree that dates back to the 1979 Transat en Double race from Lorient to Bermuda and back.

That inaugural edition saw a classic duel between two local double-handed crews: Éric Tabarly and Marc Pajot and Eugène Riguidel and Gilles Gahinet, with the latter crossing the finish line in Lorient less than six minutes ahead of their rivals after thousands of miles of ocean racing.

Lorient was also a stopover port in the 2012 edition of The Ocean Race around the world when both the leg from Lisbon and the race overall were won by Lorient skipper Franck Cammas. The Ocean Race last returned to Lorient in 2015.

Since then, the town's former second world war submarine base has become an internationally recognised competitive sailing centre, a business hub, a nautical activity park and a tourist and leisure destination, including becoming home to the innovative Cité de la Voile Éric Tabarly interactive museum.

Lorient La Base is now the leading European offshore racing centre fully equipped to meet the requirements of large and small competitive sailing teams. Some of professional yacht racing's biggest names have chosen Lorient La Base as their home port: Thomas Coville (Sodebo), Armel Le Cléac'h (Banque Populaire), Franck Cammas and Charles Caudrelier (Gitana Team) and Jérémie Beyou (Charal).

Lorient was also the home port for many of the skippers who competed in the Vendée Globe 2020, including Jérémie Beyou (Charal), Clarisse Crémer (Banque Populaire X), Sam Davies (Initiatives Cœur), and Isabelle Joschke (MACSF)

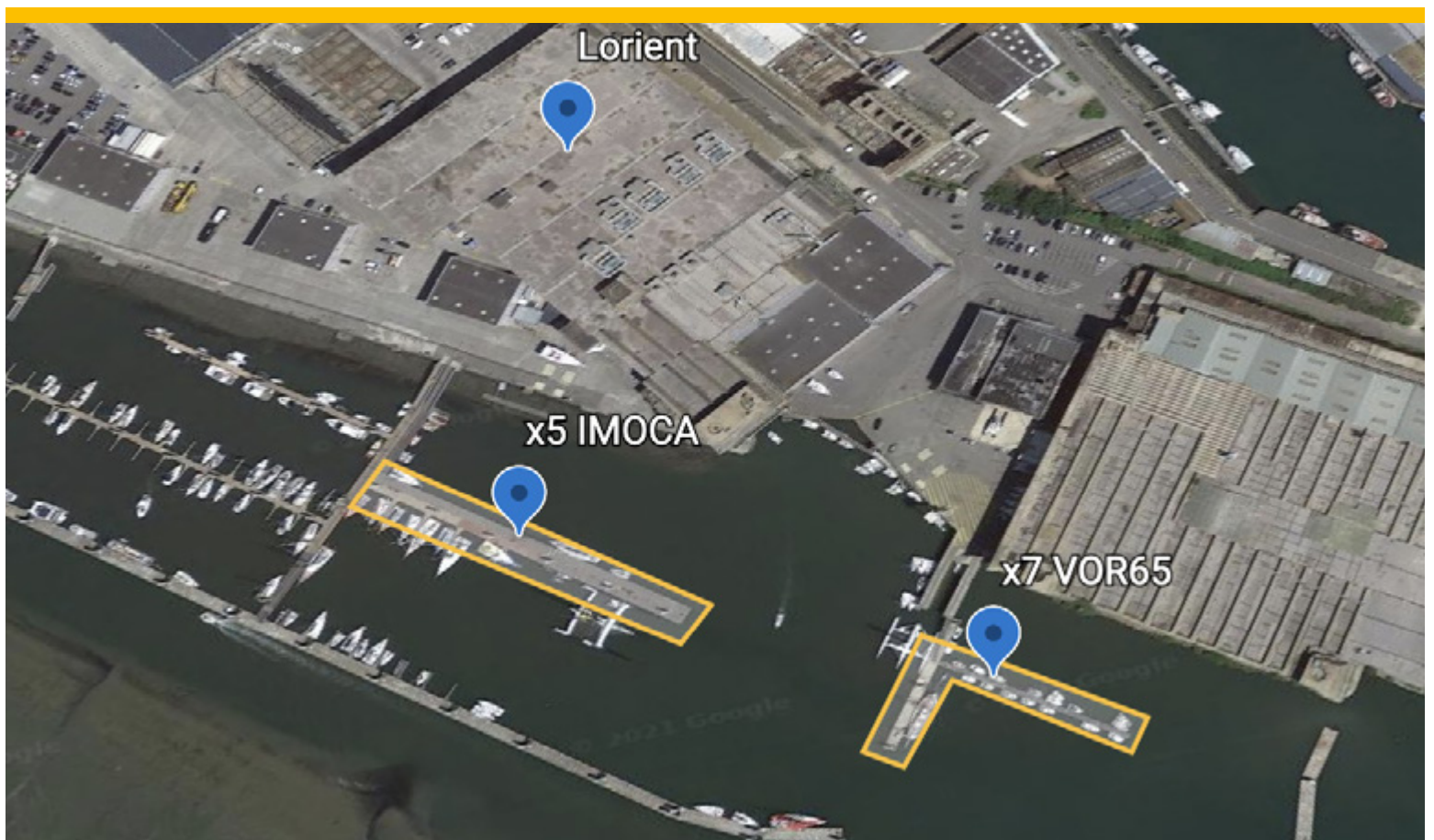


Ian Roman ©

The site has been extensively redeveloped over the past 20 years and today offers an unrivalled infrastructure of buildings, hangars, sail lofts and offices, along with more than a kilometre of pontoons specially dedicated to accommodating the largest ocean-going racing yachts – in particular the large trimarans of the Ultim class.

“Lorient La Base is proud to welcome the start of The Ocean Race Europe,” says Fabrice Loher, Mayor of Lorient, and President of Lorient Agglomeration. **“With its fifty local businesses that are linked to ocean racing, this is a region of nautical excellence that is recognised at a European level.”**

“Lorient La Base brings together all the assets of a consolidated ecosystem to support the large yacht racing operations. This is why the greatest skippers have chosen Lorient La Base as their home port. Hosting the start of The Ocean Race Europe is a new step towards consolidating the site's position as a potential host port for other major ocean sailing races.”



Cascais, Portugal

Just over a 20-minute drive from Portugal's capital city, Lisbon, Cascais is a beautiful seaside town bordered by the Atlantic Ocean with plenty to offer fans of yacht racing and many other water sports.

With 214,000 inhabitants and a territory of 97.4 square kilometres – a third of which is a Natural Park – Cascais is rightfully proud of its natural treasures and its people. Cascais is steeped in history, culture, sport, and nature, and offers unique landscapes, historic and romantic parks, and a museum quarter that not only looks back over the town's rich history, but also features the work of world-renowned artists.

Cascais also has 30 kilometres of coastline, with 17 beaches – most of which are fine white sand.

A village of kings and fishermen, Cascais has fascinating architecture, and is particularly proud of its traditions and warmth of its people, as well as the quality of the gastronomy – especially the seafood.

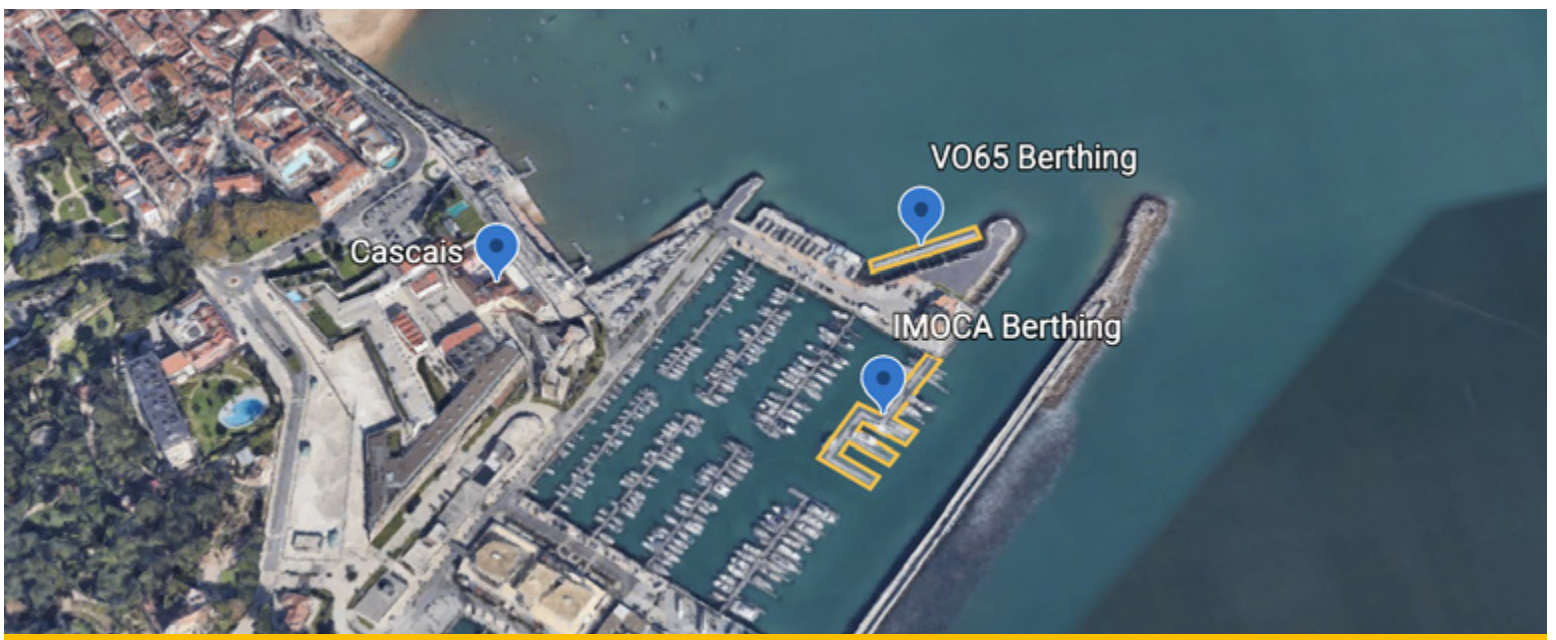
The town is delighted to be welcoming the IMOCA 60s and VO65s of The Ocean Race Europe – including of course the local Portuguese VO65 Racing for the Planet backed by the Mirpuri Foundation Racing Team to the race's first stopover this June when the boats will stay at Clube Naval Cascais.

"With more than a century of tradition in conducting world class races, Cascais is proud to host The Ocean Race Europe," says Cascais mayor, Carlos Carreiras. **"It was in the sea that a large part of our history was written, and it is from the sea that most of our culture and traditions derive.**

"And even though the pandemic has taken away the pleasure of experiencing many of the great events we are used to enjoying, soon we will be able to take advantage of what this unique location in the world has to offer. We welcome you all!"



Mirpuri Foundation Racing Team ©



Alicante, Spain

Bathed by the waters of the Mediterranean in the bay formed between Cabo de las Huertas and Cabo de Santa Pola, Alicante is a modern city providing services and commerce to the entire Alicante province of which it is the capital.

It is an open city, with excellent hotel facilities with great transport connections through the Alicante-Elche International Airport, and by rail and road too. In addition, Alicante is an important Mediterranean port and the capital and its metropolitan area are connected by the Alicante Metropolitan Tram system.

In combination with the metropolitan area of Elche, it has a population of 757,085 inhabitants.

The city houses the headquarters of several prominent organisations, including the European Union Intellectual Property Office (EUIPO), Casa Mediterráneo, the Department of Innovation, a multi-faculty university, the Science and Digital Society of the Valencian Government, and the Comunitat Valenciana Digital District.

The main university institution is the Universidad de Alicante. Additionally Alicante is also home to the Archaeological Museum of Alicante (MARQ), the Museum of Contemporary Art (MUBAG) or the Museum The Ocean Race.

Alicante has an important Mediterranean port and an airport, located in its surroundings. The capital and its metropolitan area are connected through the Alicante Metropolitan Tram. In combination with the metropolitan area of Elche, it has a population of 757,085 inhabitants.

Alicante's most important festivals are the Hogueras de San Juan, which are held from June 19 to 24 and are designated as being of international tourist interest. On the outskirts of the city is another of the hallmarks of the Alicante town – the Monasterio de la Santa Faz, where, according to tradition, a fold of the cloth with which Verónica wiped the face of Christ is preserved.



Alicante, Spain

The President of the Generalitat Valenciana, Ximo Puig, welcomes the inaugural edition of The Ocean Race Europe, which this June will have its only stop in Spain in Alicante.

Puig acknowledges Alicante's close and rewarding relationship with the organisers of The Ocean Race, whose headquarters and museum are located in the city which has hosted the start of the last editions of the race dating back to 2008. In addition, Alicante is confirmed as the host of the start of the next two editions, scheduled for 2022 and 2026.

“Our objective is to ensure that this edition of The Ocean Race Europe, despite the restrictions caused by COVID-19, is once again an element of economic revitalization and tourism promotion, both for the city of Alicante itself as well as for the province and for the whole of the Region of Valencia,” the President said.

Puig also says the city greatly values the very positive ecological commitment of The Ocean Race Europe, which works to promote sustainability values that are fully linked to the objectives of the regional government in terms of protection of the environment and the marine environment.



Pedro Martínez Volvo AB ©

Genova, Italy

Genova will be the finish of the next edition of The Ocean Race in 2023, marking the first time the fully crewed, around the world yacht race, known as the 'toughest test of a team in sport' will come to Italy and also the first time The Ocean Race will finish in the Mediterranean.

The historic maritime city is also the host of The Ocean Race Europe finish in June 2021. The fleet and the event will be hosted at Porto Antico.

The selection of Italy's top maritime city to host both The Grand Finale of The Ocean Race in 2023 and for The Ocean Race Europe in June 2021 opens the event to a new audience in one of the most passionate sailing centres in Europe.

Since before the time of Christopher Columbus, Genova, a designated UNESCO World Heritage site and Italy's sixth largest city, has been considered one of the most important maritime centres in Europe, and continues to be the yachting capital of Italy as well as European Capital of Sports in 2024.

The city boasts Europe's largest aquarium in Porto Antico, designed by local star architect Renzo Piano, who also rejuvenated Genova's old port area; over a hundred 16th and 17th glittering palaces and amazing shops including a pharmacy from 1650 and historic eateries that serve the famous region's pesto, focaccia and delicious seafood, not to forget one of Italy's famous exports: pasta in every imaginable shape.



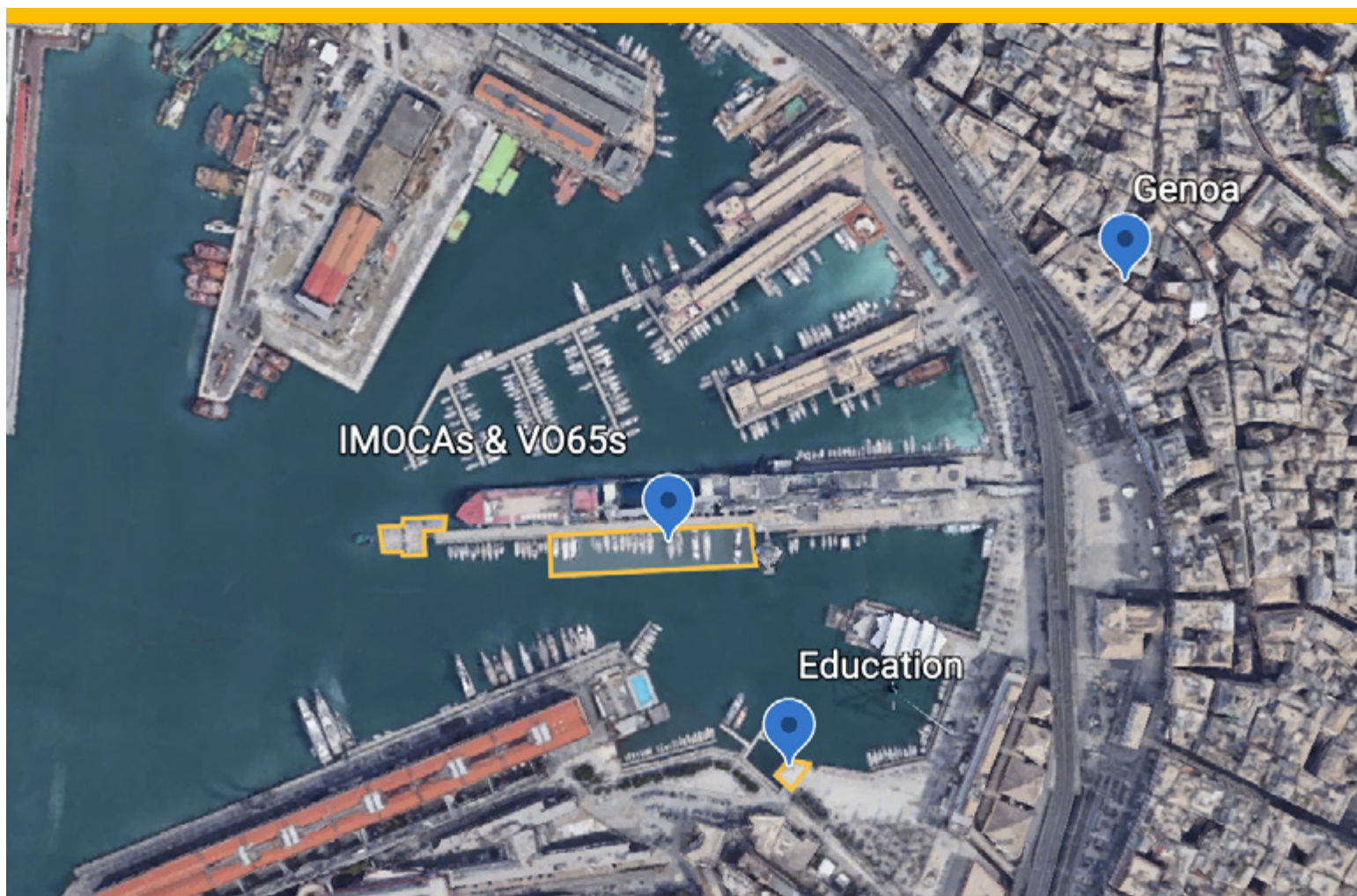
Genova, Italy

Genova is also considered as the Italian capital of the Blue Economy, and the offices of Genova the Grand Finale are located in an historical building that also hosts the so-called Blue District.

Italy has long had a close relationship with The Ocean Race, which began as the Whitbread Race Around the World in 1973 with three Italian flagged entries on the starting line. Over the years, 11 Italian teams and over 130 Italian sailors have competed in the event first known as the Whitbread and from 2001 through 2018, as the Volvo Ocean Race.

“Genova will take centre stage, having the opportunity to celebrate its traditions and ambitions, moving towards a future of great international events,” says the city’s mayor, Marco Bucci. **“Genova can do it – our great facilities make for a perfect venue to host events of this level.**

“Furthermore, behind the coastal infrastructure, the city offers a unique artistic and tourism hub, ready to welcome Italian and international fans of our sport, which is now living a golden moment for the public and in the media alike.”



THE BOATS

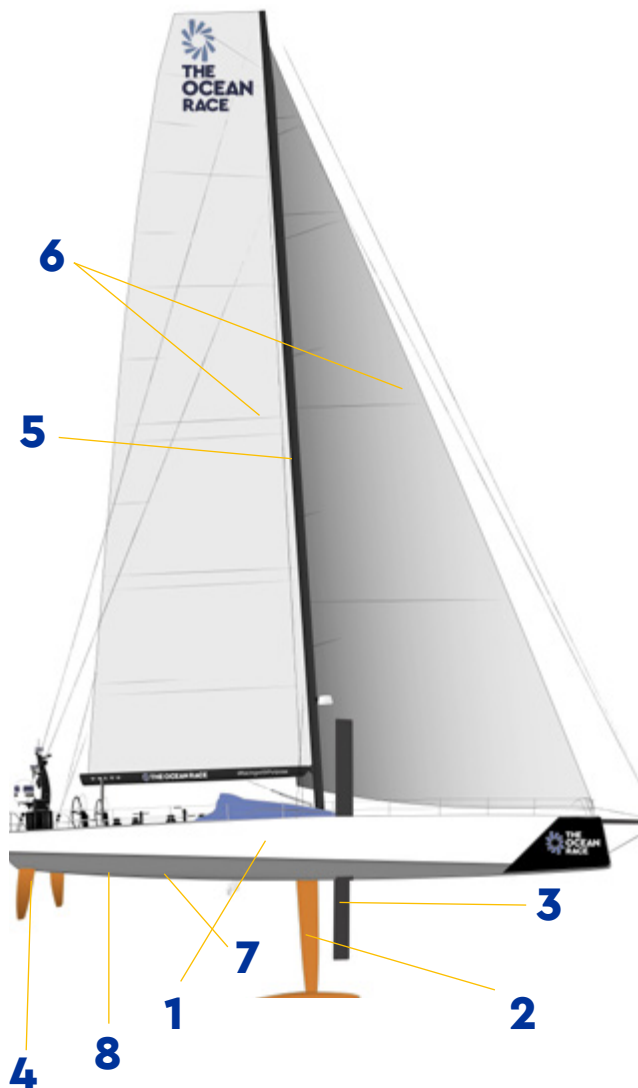
The Ocean Race Europe is open to two classes of high-performance ocean-going racing yachts: the 65-foot VO65 Class and the 60-foot IMOCA 60 Class. Both classes of boat are capable of high speeds and in the right conditions can cover 600 nautical miles or more in 24-hours.



VO65

The VO65 Class has been used for the last two around-the-world editions of The Ocean Race and the fleet is set for a third lap of the world in the upcoming 2022–23 edition. Built to a strict one-design rule, the boats are identical in every way, and therefore extremely evenly matched. A towering sail plan along with a weighted keel that can be canted horizontally underneath the boat make the VO65s powerful and fast in open ocean conditions.

- 65-foot (20-metre) single hull carbon construction yachts
- built to a one-design rule, so identical hull and sail design
- raced by mixed sex crews of minimum seven sailors
- a weighted swinging keel gives the boat huge leverage and power
- capable of travelling over 600 nautical miles in 24-hours



1. Hull

VO65s are built entirely from carbon for the best strength to weight ratio. An empty VO65 hull weighs 12,500 kilograms (27,557 pounds). Overall length including bowsprit: 22.14 metres (72 feet). Width (beam): 5.60 metres (18.4 feet).

2. Keel

Steel fin with weighted bulb. Cants to +/- 40 degrees with 5 degrees of incline axis. Maximum draft with keel on centreline is 4.78 metres (15.68 feet).

3. Daggerboards

Twin adjustable straight daggerboards to reduce leeway.

4. Rudders

Twin rudders for maximum control when the boat is heeled.

5. Mast

Built from carbon for maximum strength and minimum weight, VO65 masts are a hollow tube standing 30.30 metres (99.4 feet) high.

6. Sails

VO65 sails are made by the world's leading sailmaker – North Sails – using the advanced 3Di moulding technology in their Nevada facility. As per the class's strict one design rules every boat has an identical sail inventory. Maximum upwind sail area: 468 square metres (5,038 square feet). Maximum downwind sail area: 578 square metres (6,222 square feet).

7. Water ballast

VO65s are fitted with three water ballast tanks which are used to optimise the trim of the boat across a range of weather conditions. Two 800 litre aft tanks help maintain a bow up configuration in fast running downwind conditions. A forward central 1,100 litre tank reduces slamming upwind in strong winds and big waves.

8. Engine

VO65s are fitted with Volvo Penta D2-75 with S-drive engines that are used to drive the boat when not racing, as well as to power the canting keel mechanism and charge the batteries during racing.

IMOCA 60

For the first time IMOCA 60s – best known up until now for single-handed or double-handed racing – will race with full crew for The Ocean Race Europe. The IMOCA 60 Class uses a development design rule which allows the designers to experiment with hull and sail shapes within set parameters. However, masts, booms and standing rigging are one-design.

Like the VO65, IMOCA 60s also have a powerful sail plan and a canting keel, but the class rules also allow the use of retractable underwater foils which further boost performance by lifting the boat partially out of the water.

- 60-foot (18.3 metres) carbon construction single hull yachts
- built to a development rule, so designers can experiment within hull and sail shapes within set parameters
- Raced by mixed sex crews of four or five sailors
- A weighted swinging keel and a pair of retractable underwater foils dramatically boost performance
- Capable of travelling over 600 nautical miles in 24-hours



1. Hull

Like the VO65s, IMOCA 60s are built from carbon for the best strength to weight ratio. Hull length between 17.98 metres (58.98 feet) and 18.3 metres (60 feet); max overall length overall 20.1 metres (66 feet); max width (beam) 5.85 metres (19.1 feet), draught 4.5 metres (14.7 feet).

2. Mast

Maximum air draft (measured from water level to top of mast) 29 metres (95 feet)

3. Ballast tanks

Four water-filled ballast tanks may be fitted symmetrically within the hull to optimise the trim of the boat across a range of conditions

4. Foils

The IMOCA 60 rule allows for the use of a pair of long, curved, retractable underwater foils to boost performance.

5. Sails

A maximum of eight sails can be carried while racing. The size and shape of each sail is unrestricted.

6. Engine

Can be diesel or electric.

CREW ROLES

There are a number of specific crew roles on board an ocean-going racing yacht like the VO65 and IMOCA 60s. Some – like skipper, watch leader, boat captain, or bowman – may be carried out by a specific member of the crew. Others, such as sail trimmer, helmsman, or grinder, are more general roles that everyone in the crew will be required to carry out while racing.



Skipper

In professional yacht racing the skipper leads the team both ashore and on the water. On the water they have the final say on all racing decisions and are the official 'person in charge', meaning the safety of the boat and the crew ultimately rests in their hands.

Navigator

The navigator's job is to formulate a strategy to get the boat to the end of the leg in the fastest possible time based on their interpretation of the weather forecasts. Although there is plenty of technology and specialist software to help, this specialist role demands experience and good instincts to make sense of the myriad of route options the onboard computers throw up.

Watch leader

Because the boats are raced non-stop day and night the crew is typically split into two watches so that one watch can eat and get some rest for a few hours while the other sailors keep the boat at peak performance. During their watch the watch leader is in charge of the entire boat and responsible for making the decisions that ensure the boat is raced safely and at maximum performance.

Helmsman

Steering a high-performance racing yacht to its full potential requires extreme concentration and the ability to tune yourself into the way the boat is reacting to the prevailing wind and waves and to coordinate with the sail trimmers. Steering in windy conditions can be a tricky knife-edge balance between sailing as fast as possible without losing control. Although not as nerve-wracking, lighter winds demand just as much concentration and coordination.

Sail trimmer

Sail trimming is the art of adjusting the control lines that connect the sails to the boat to create the optimum sail shape that generates maximum boat speed. Expert trimmers know instinctively how to react to even the smallest changes in the wind and waves to ensure the sails are driving the boat along as fast as possible for the weather conditions.

Grinder

Grinding is the term for operating the pedestal winch stations located in the cockpit of the boats, typically to hoist or trim the sails. These two-person pedestals have a pair of long rotating lever arms connected to a mechanism that drives the boat's many winch drums. During a direction change manoeuvre like a tack or gybe, or when changing from one sail to another, most if not all of the sailors will be required to man the pedestals and grind to get the job done smoothly.

Bowman

Arguably the most extreme job on the boat, the bowman operates in the most exposed area on the boat – forward of the mast. This precarious part of the deck is often lashed with waves and spray and at times can be completely submerged. Bowmen require nerve and skill, as well as strength and agility. The success of most manoeuvres – tacking, gybing and changing sails – often revolves around the bowman getting his part right. If all that was not a hard enough job, the bowman also regularly scales the gigantic 10-storey carbon mast, either to check for wear and tear, or to try to spot new breeze in light wind conditions.

Pit

The pit is the name given to the area on ocean racing boats the rope control lines used to hoist and control the sails are fed back to. Located at the front of the cockpit area the pit is at the centre of the action during sail changes and manoeuvres such as tacking and gybing. The job of running the pit area effectively is a key role that requires expert sailing knowledge, as well as the ability to think and act at lightning speed.

Boat captain

Nonstop racing day and night can take its toll on the yachts and their equipment. The boat captain's role is to oversee a constant regime of inspection and ongoing maintenance to minimize the number of equipment breakdowns that could cost the crew in lost time and distance on the rest of the fleet. Typically, the boat captain also takes day to day responsibility for the management of the boat when it is not racing.

On board reporter (OBR)

Although not required under the rules of The Ocean Race Europe, competing teams are allowed to carry a dedicated media crewmember whose role it is to chronicle what goes on aboard the boat during racing through video footage, still imagery, and written reports.

Accredited media can request access to this digital content from the individual teams' communications contacts – details of which are listed in the 'Useful information' section of this media guide.



CREW MEMBERS

The rules of The Europe Race Europe require IMOCA 60 teams to race with a crew of either four or five – of which at least one sailor must be female. VO65 teams must race with a minimum of seven crew – of which two sailors must be female.

Crew rotation is allowed from leg to leg subject to proper notification of the race committee in accordance with the sailing instructions.

RACING WITH PURPOSE



At The Ocean Race we want to be a catalyst for change. We see our purpose as stretching far beyond ensuring that our organisation is sustainable. We want to use our global platform to inspire all those that we can reach to take action. This includes the sailing community, wider sports industry, businesses, host cities, governments, fans and many more. As we race across Europe, we are also racing for our ocean.

Through our multi-award winning 'Racing with Purpose' sustainability programme we are striving to have a positive impact on the marine environment and working closely with diverse audiences, from teams and partners, to children and leading decision makers. Here are some of the key activities that are taking place during The Ocean Race Europe.

SCIENCE



We are working with three teams in The Ocean Race Europe – VO65s AmberSail-2 and AkzoNobel Ocean Racing, and the IMOCA 60 11th Hour Racing Team – to gather vital scientific data that directly contributes to improving understanding of the state of our ocean. As they race, these teams will capture measurements of microplastics in the water and data about the impact of climate change on the seas.

This data is distributed to scientific bodies around the world that are studying climate change and other human impacts on the ocean, in a unique collaboration between sailors and ocean research organisations.

The Ocean Race Europe scientific data collection activity is endorsed by the UN Decade of Ocean Science for Sustainable Development, which supports efforts to reverse the cycle of decline in ocean health and create improved conditions for sustainable development of the ocean.

Find out more [here](#).

THE OCEAN RACE SUMMITS EUROPE



Ainhoa Sánchez – The Ocean Race ©

On June 16 2021 we will host The Ocean Race Summit Europe featuring high profile guests speaking live from two hubs: Brussels, Belgium and Alicante, Spain.

Harnessing the ambition and determination of the Race, the event aims to drive the change we need to see for our ocean. It will bring together the unique perspectives of sailors, who have unrivalled experiences of the ocean, and global players from the worlds of government, science, industry, NGOs, media and sport, to help to drive policy around some of the major causes of the deterioration of our seas, including the lack of governance and protection as well as climate change. It will also examine whether giving the ocean 'rights' could be key to ensuring its future.

Alongside global perspectives, our European summit will feature ideas, solutions and inspiring examples of best practice from some of the continent's leading voices, as well as examining the European Green Deal through a blue lens. These local perspectives will help to drive the development of global policies.

Find out more [here](#)

CHAMPIONS FOR THE SEA



Jesus Renedo – Volvo Ocean Race ©

We are supporting the creation of a new generation of ocean advocates, by helping children around the world to understand the issues affecting our marine world and inspire them to join us on the journey to protect and restore nature through our free Champions for the Sea learning programme for 6–12 year olds. The programme has taught over 160,000 children in more than 54 countries about one of the main threats to the ocean, plastic pollution, and what can be done to combat it.

To celebrate the inaugural edition of The Ocean Race Europe we have launched some special resources all about our incredible seas in multiple languages.

Find out more [here](#).

RELAY4NATURE

#Relay4Nature is an exciting new initiative with Ambassador Peter Thomson, the United Nations Secretary-General's Special Envoy for the Ocean, which unites teams, ocean advocates and decision-makers in calling for action for our blue planet. During the prologue and The Ocean Race Europe, the Relay4Nature baton will be passed from team to team as they race around the continent.

Relay4Nature will petition for a fairer deal for nature at leading environmental and ocean summits around the world, urging leaders to unite for stronger ocean governance.

Find out more [here](#).



Cherie Bridges ©

USEFUL INFORMATION

Covid-19 protocol

The organisers of The Ocean Race Europe are prioritising the health and safety of all competitors and stakeholders and will follow all relevant local regulations and advisories with respect to Covid-19.

Consequently it may be necessary to implement special measures to ensure the safety of the competitors, race staff, spectators, and media representatives.

As a minimum any media interviews will be conducted outside, with both parties wearing masks, and separated by a minimum distance of 2 metres.

Media Centre

The Ocean Race Media Centre is a one-stop shop for all media resources and information, including access to video footage, still imagery, and press releases.

Subscribe/login [here](#)

Accreditation form for attending media: [Link here](#)

Race tracker

All the boats racing in The Ocean Race Europe will be tracked around the clock via GPS while racing on the offshore legs. This enables race fans and the media to follow the racing on a full function race tracker on the front page of The Ocean Race website. [Link here](#)

Public noticeboard

Download official race documents such as the Notice of Race and Sailing Instructions [Link here](#)

Social media channels

The Ocean Race



USEFUL INFORMATION

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USEFUL INFORMATION

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Stefan Leitner – The Austrian Ocean Racing Project ©

THE OCEAN RACE EUROPE PARTNERS

PREMIER PARTNERS



OFFICIAL PARTNERS



OFFICIAL SUPPLIER



Eloi Stichelbaut - polaRYSE CORUM L'Épargne ©

V O L V O

VOLVO CARS

The global automotive industry is changing, and Volvo Car Group wants to lead that change – in safety, connectivity, electrification and autonomous drive technology. Rather than just building and selling premium cars, we will provide our customers with the freedom to move in a personal, sustainable and safe way.

By the middle of this decade Volvo Cars aims for half of its global sales to be fully electric cars and to generate half of its revenue from its direct consumer business. We aim to reduce our CO2 emissions per car by 40 percent between 2018 and 2025, a first tangible step towards our long-term goal of becoming climate neutral by 2040. We realise that electrification alone is not enough, and so our climate ambitions go beyond radically reducing tailpipe emissions through all-out electrification. We will also tackle carbon emissions in our manufacturing network, our wider operations, our supply chain and through our approach to recycling and reuse of materials.

Volvo Car Group (Volvo Cars) sold 661 000 cars in 2020, had an operating profit of 8.5 bn SEK and employ 40 000 employees worldwide. Volvo Cars is owned by Zhejiang Geely Holding (Geely Holding) of China. Our group structure comprises Volvo Cars, software company Zenseact, car subscription service Care by Volvo and mobility company M. Volvo Car Group also includes the sizeable stakes in our strategic affiliates: electric performance brand Polestar (50% owned by Volvo Cars) and new Chinese car brand LYNK & CO (30%).

Learn more [here](#)



11TH HOUR RACING

11th Hour Racing works to mobilize sailing, maritime and coastal communities with an innovative approach to inspire solutions for the ocean. Driven by a philosophy of "local solutions to global problems," the organization connects international sailing teams with global events and utilizes these platforms to spotlight a broad portfolio of community grant projects. As a Founding Partner of the Racing with Purpose programme and Premier Partner of The Ocean Race, 11th Hour Racing has created one of the most forward thinking and unique sponsorships in sport, embedding sustainability and ocean health at the center of ocean racing.

Learn more [here](#)

HELLY HANSEN

Founded in Norway in 1877, Helly Hansen develops professional-grade gear to help people stay and feel alive. The brand has a long history of working closely with professionals to develop innovative and performance-driven apparel and is proud to be the official supplier partner for The Ocean Race Europe.

A global leader in technical sailing apparel, Helly Hansen is providing high quality gear for a number of teams competing in harsh offshore conditions during the 2021 race and will further collaborate with them to refine and test more sustainable technologies and sailing designs.

The brand shares The Ocean Race's 'Racing with Purpose' program vision – with a hope to be a catalyst for change and accelerate the protection and restoration of our oceans. After 140+ years in business, the company knows that long-term success can only be achieved by respecting and protecting the environment and is committed to continue advocating for the responsible use and enjoyment of the oceans, the mountains and the greater outdoors. By applying a holistic and scientific approach to all decisions, Helly Hansen strives to ensure its actions support the possibility for people and the planet to thrive.

Do you also have an indication as to when the media kit will be finalized and shared? It would be a helpful tool for our local marketing teams who plan to initiate interview opportunities. Learn more [here](#)



GAC PINDAR

GAC Pindar delivers the best in logistics tailored to needs of the marine sport, leisure and events community with optimum efficiency and value for money.

Launched in 2011, GAC Pindar is a strategic partnership that combines the global shipping, logistics and marine service expertise of the GAC Group with the Pindar brand's knowledge and understanding of the yachting and event world.

2020 saw the appointment of GAC Pindar as Official Logistics Provider for The Ocean Race 2022–23, following successful performances at the previous two editions of the Race. GAC Pindar is the first company ever to be appointed Official Logistics Provider three times since the first edition of the iconic race in 1973.

GAC Pindar is the go-to provider of integrated, specialist logistics services and also the Official Logistics Provider for the GC32 Racing Tour, The Race Around and World Sailing – the governing body for sailing.

Headquartered in the UK sailing hub of Southampton, GAC Pindar is a division of GAC Services (UK) Ltd and part of the GAC Group. Established since 1956, GAC employs over 8,000 people in more than 300 offices worldwide. Learn more [here](#)





INMARSAT

Founded in Norway in 1877, Helly Hansen develops professional-grade Inmarsat is Official Satellite Communications Partner to The Ocean Race for a sixth edition, powering digital content capabilities, safety services and onboard connectivity across the world's oceans from 36,000 km in space.

The boats are equipped with our award winning FleetBroadband voice and data service so that crew can access the internet, emails, calls, real-time electronic charts and weather reporting to gain a racing advantage. Applications such as high-quality video streaming and live TV feeds also means that Onboard Reporters can bring all the live action to fans across the globe, so that they can feel closer to the race than ever before.

Inmarsat C, for Global Maritime Distress and Safety System services and 24/7 tracking, and IsatPhone 2 satellite phones ensure the safety of crew in the event of an emergency.

Founded to provide maritime safety services, today Inmarsat is the number one connectivity choice for seafarers and sailors the world over – from yachting and passenger to merchant and fishing. We also connect communities, companies and countries on land and in the air.

So whether it is a call home from the middle of the ocean, a lifeline when disaster strikes, a safely routed flight or a mission-critical ops report, our global, mobile satellite communications can be relied upon when it matters most.

Learn more [here](#)

TIME

TIME is a global media brand that reaches a combined audience of nearly 90 million around the world. A trusted destination for reporting and insight, TIME's mission is to tell the stories that matter most, to lead conversations that change the world and to deepen understanding of the ideas and events that define our time. With unparalleled access to the world's most influential people, the immeasurable trust of consumers globally, an unrivaled power to convene, TIME is one of the world's most recognizable media brands with renowned franchises that include the TIME100 Most Influential People, Person of the Year, Firsts, Best Inventions, World's Greatest Places and premium events including the TIME100 Summit and Gala, TIME100 Health Summit, TIME100 Next and more.

Learn more [here](#)



NORTH SAILS

North Sails is back as the official one design sail supplier to The Ocean Race 2022–23. The relationship between this storied race and North Sails goes back decades. Collaboration between North Sails and Ocean Race teams has resulted in breakthrough technologies, including North 3Di. In 2013 North Sails was first named the exclusive supplier to the then brand new VO65 one design class. Two editions later, North Sails has once again proven itself worthy of delivering consistency across the one design fleet and a superior product which allows the teams to push their boats harder than ever.

Learn more [here](#)



QUIRÓNPREVENCIÓN

Quirónprevención is in charge of guaranteeing compliance with a strict COVID-19 protocol in the European edition of The Ocean Race. The object is to keep crew and staff safe from virus infection. A manual containing all hygienic, organisational and social distancing measures has been elaborated and there will also be COVID-19 testing carried out.

Quirónprevención is the leading company in the Occupational Risk Prevention sector. It employs more than 6000 professionals that watch out daily over the safety and health of over 170 companies that put their trust in Quirónprevención. They form part of the Quirónsalud Group, the largest European hospital network, and this allows them to conceive health as a whole, taking care of people in and out of a work environment.

Learn more [here](#)



B&G

B&G has been at the cutting edge of sailing innovation since 1955. Our racing heritage gives us an unrivalled platform for developing new technology, which is put through its paces by the world's best, in the most challenging conditions, for the benefit of every sailor. You will find B&G powering Grand Prix victories and inspiring the adventures of cruising sailors around the world. Having been part of and on board every Ocean Race winner since the first event took place in 1973, B&G is proud to be the Official Technical Supplier of Marine Electronics for The Ocean Race 2022–23 and The Ocean Race Europe 2021.

Learn more [here](#)

APPENDIX

Glossary of ocean racing terms

Aft – Toward the rear of the yacht.

Apparent Wind - The perceived wind direction of a moving yacht. When the yacht goes faster, the perceived wind direction moves forward, just as the wind always seems to hit a car only from head-on as it drives at high speeds.

Astern – Behind the boat.

Bear away – Turning the boat downwind (away from the wind).

Beam – The width of a boat. Its widest point is described as its maximum beam.

Beating upwind - Sailing towards the direction the wind is blowing from. Boats cannot sail directly into the wind, so to get upwind they tack – i.e. travel a zigzag course around 30–40 degrees either side of the wind direction.

Broaching - In windy conditions and high speeds, there is a risk of the helmsman losing control when the boat becomes overloaded by the wind or waves and spins out into a broach – i.e. the boat leans over severely and the bow turns rapidly into the wind.

Boom - The boom is the horizontal carbon spar attached to the bottom of the mainsail which enables the sail trimmers to optimise the shape of the sail.

Bow -The pointy front end of the boat.

Bowsprit – A strong carbon spar that projects forward from the point of the boat's bow from which sails can be flown.

Bunks – The off-watch sailors sleep in pipe cot bunks hinged to the side of the boat so they can be hauled up to vertical when the boat is sailing heeled over. The golden rule of racing is you never sleep on the low side of the boat – always on the high side so your body weight helps keep the boat flatter and so faster. Sleeping bags are fine, but a pillow to rest your weary head is deemed a luxury and so rarely makes it on board an ocean racing yacht.

Canting keel – A long steel fin projecting below the yacht terminating in a heavy torpedo-shaped bulb that can be swung out to around 40 degrees from the centerline for extra leverage and boat speed.

Cockpit – The recessed main working area for the sailors at the back of the boat. On newer IMOCA 60 designs the cockpit is often enclosed with a roof to give the sailors maximum protection from the wind and waves.

Code 0 – A tight-luffed, headsail flown from the masthead and bowsprit. Used upwind in light airs but can also be used downwind.

Daggerboards – The VO65 class uses long, straight, angled carbon daggerboards to reduce leeway (sideways slip) when the keel is canted to windward for extra leverage.

Emergency Position Indicating Radio Beacon (EPIRB) – There are two types of beacon. One is a transmitter that all boats are required to have onboard. The second is a personal EPIRB that sailors wear so they can be located should they go overboard.

Foils - The IMOCA 60 rule allows for the use of a pair of long, curved, retractable underwater foils to boost performance by generating lift and reducing the displacement and drag of the yacht's hull. Foils create the effect of flying on water and can increase boat speed substantially.

Galley – Far from most people's idea of a kitchen, the galley is a spartan affair made up of a small sink and work surface and a gas-fired hot water system for boiling water to activate the freeze-dried meals the crew mostly eat while racing offshore.

Gennakers – A selection of large powerful sails flown in front of the mast and connected to the boat at the outer end of the bowsprit.

Global Positioning System (GPS) – Satellite navigation system which gives yachts exact latitude and longitude position.

Gybing – A change of direction maneuver used when sailing downwind (with the wind), involving turning the stern of the boat through the direction of the wind.

Halyards and sheets – On racing yachts, the ropes used for hoisting and trimming the sails are called halyards and sheets. Halyards are attached to the top of the sail and used to pull it up the mast. Sheets are attached to the back corner of the sail and are used to control its angle to the wind and shape.

Headsails - A selection of sails flown in front of the mast and connected to the boat at the bow – sometimes from the bowsprit.

High pressure weather system - High pressure systems typically mean warm weather, light variable winds, and slower boat speeds.

International Monohull Open Class Association (IMOCA) – The organisation that manages the class of 60-foot (18.28 metres) open monohulls.

Leeward - The side of a boat or other object that is sheltered from the wind by the boat or object. Opposite of windward.

Low pressure weather system – Also known as depressions, these weather systems generally mean strong winds and big waves.

Mast -The mast is a gigantic vertical carbon tube spar from which the boat's sails are flown.

Mainsail - The boat's largest sail, flown from the back edge of the mast.

Nautical Mile (nm) – The unit of geographical distance used in ocean racing. One nautical mile corresponds exactly to one minute of angular distance on the meridian (adjacent left and right side of a sea chart). This facilitates navigation as it avoids a complicated conversion from angle to distance. One nautical mile equals 1.852 kilometres. 60 minutes equal one degree.

Navigation station – Often shortened to 'the nav station', this is the navigator's workstation down below decks where the boat's electronic positioning systems are located, typically along with a pair of laptops for running sophisticated routing software.

On board reporter workstation - Typically located next to the navigation station, the OBR's workstation is where they write, edit images and video, control the boat's many onboard cameras to record the action on deck, and send media back to race HQ.

Rhum line - The shortest most direct course from the start to the finish of the leg, but often not the quickest route based on the wind and weather.

Rigging - The wires/cables, lines, halyards, and other items used to attach the sails and the spars to the boat. The lines that do not have to be adjusted are known as standing rigging. The lines that are adjusted to raise, lower, and trim the sails are known as running rigging.

Sail change – Depending on the wind strength and angle, the crew will fly a specific combination of sails for optimum performance. As the conditions change, the crew will drop one sail and replace it with a more suitable one. Sail changes need to be slick to avoid sailing at reduced speed for too long and normally involve the whole crew.

Shifting the stack – The rest of the boat's sail inventory that is not being used at any given time is stacked on the windward side of the deck to help generate more power by keeping the boat upright. A tack or a gybe means shifting the stack across to the other side – a back breaking and precarious procedure, particularly at night in rough conditions.

Stern - The flat back end of the boat.

Tacking – A change of direction manoeuvre when sailing upwind (against the wind), involving turning the bow of the boat through the direction of the wind.

Toilet - Very much not a bathroom, the toilet facilities on the boat are restricted to a carbon toilet bowl (saving weight is everything in yacht racing) located just in front of the mast down below. Often called 'the heads'.

Twin rudders - The pair of blades projecting below the back end of the VO65 and IMOCA 60 yachts that are connected to the two wheels used for steering.

Winch systems - Because of the huge loads generated by the boat's massive sails, when hoisting or trimming sails, the sailors wind the sheets and halyards around large cylindrical drums that are turned by hand using the levers set on two-person pedestal winches located in the cockpit.

Windward - The side of a boat or other object closest to where the wind is blowing from. Opposite of leeward.

Eloi Stichelbaut – polarYSE CORUM L'Épargne ©





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