



Press Story Leads

Sevensstar Round Britain and Ireland Race 2018

The race in numbers:

- 1 epic non-stop race
- 1,805 nautical miles
- 29 international entries
- 11 x Class40s
- 8 x Two Handed
- 1 long test of endurance
- 1 major achievement

Start: Noon on Sunday 12th August – RYS line, Cowes

2014 race records:

Five World Records were ratified by the WSSRC during the 2014 Sevensstar Round Britain and Ireland Race:-

- World Record * Outright - OMA07 Musandam-Oman Sail/Sidney Gavignet, 2014: 3 days 03:32:28
- World Record * Monohull - UAE2 Azzam Abu Dhabi Ocean Racing/Ian Walker, 2014: 4 days 13:10:28
- World Record * Monohull All-Female - SWE1929 Team SCA/Samantha Davies, 2014: 4 days 21:00:39
- World Record * Monohull 60ft or less - GBR100 Artemis - Team Endeavour - Artemis Ocean Racing/Brian Thompson - 2014: 5 days 14:00:54
- World Record * Monohull 40ft or less - GBR52 Swish - Roderick Knowles - 2014: 8 days 19:06:49

How to follow the race:

Watch the start Live:

Live streaming of the starts and commentary from the RYS Platform with Steve Ancsell, Louay Habib and guests, plus all the action on-the-water with Laurence Mead and friends on the commentary RIB.

Live streaming will be available as follows:-

1. **RORC Facebook LIVE:**
Like' our page
via <https://www.facebook.com/RoyalOceanRacingClub/> for the latest updates, photos, press releases and to watch the race start on Facebook LIVE, Sunday 12th August at 11:30am.
2. **Live online TV streaming** of the start with commentary will be matched by radio commentary and will cover the entire

start sequence live. Go to:-

<http://roundbritainandireland.rorc.org/>

3. Cowes Radio on air from 0800. Live TV and Radio commentary beginning at 11.30, with build-up and previews to the midday start. Finish of live coverage around 12.30pm.
4. Also broadcasting live on the **Cowes Radio frequency 87.9FM** and streamed on: <http://www.cowesradio.co.uk/>

Track the Fleet:

All boats are equipped with tracking beacons from YB Tracking. Track the fleet or your personal favourites, including live leaderboards and social media.

<http://roundbritainandireland.rorc.org/competitors/race-documents/fleet-tracking>

Virtual Regatta:

Not out on the race course? No problem. You can challenge the fleet as an armchair sailor by playing the official game on Virtual Regatta:

<http://click.virtualregatta.com/?li=4909>

RORC YouTube:

YouTube: <https://www.youtube.com/rorcracing>

- Sevensstar Round Britain and Ireland Race website: <http://roundbritainandireland.rorc.org/>
- Twitter: #SRBI @RORCracing
- Facebook: www.facebook.com/royaloceanracingclub
- Instagram: www.instagram.com/rorcracing
- Facebook: @RoyalOceanRacingClub
- Twitter: #SRBI
- Instagram: #SRBI
- Play the Virtual Regatta Game via the race website
- Track the fleet: <http://roundbritainandireland.rorc.org/competitors/race-documents/fleet-tracking>

Sailors to look out for:

Sam Goodchild, Hannah Stodel, Mike Golding, Pip Hare, Chinese sailor Jin Hao Chen, Conor Fogerty, Ian Hoddle, Phil Sharp, Miranda Merron, Sam Goodchild

Paralympian Hannah Stodel takes on Vendee Globe



Hannah Stodel (Colchester, Essex), Quentin Bes-Smith, Will Rogers, Tim Atkins.

Hannah Stodel is a familiar name in British sailing having represented Team GB at four Paralympic Games and won three para sailing World titles in the Sonar class. With no sailing in the 2020 Games, Hannah has turned her attention to becoming the first disabled sailor to take on and complete the Vendee Globe. She has chosen the Class40 as her training for this and the Sevenstar Round Britain and Ireland Race represents an early test on her journey.

Born without her right forearm, Hannah could have lived a very different life. Growing up on the East Coast of England, sailing became a way to show her independence and escape bullying. On the water she found herself on a level playing field with other kids of her age. Within a few years her determination became self-evident. Beating men in non-disabled classes at an international level she began to get noticed by the likes of Andy Cassel, Ellen MacArthur, ITV and British Telecom... and the rest, as they say, became history.

Everything about her SRBIR campaign is new to Hannah. She's been putting in the hours on the Class40, but using a charter boat means that the necessary adaptations have not been able to be made to the boat for her disability, and she is sailing with a new crew. They have been sailing together for a few weeks on Channel crossings, but are relatively new to sailing with one another. Hannah Stodel Racing wouldn't have been able to make it to the start line without the support of a lot of people who will be out in RIBs at the start of the race who are looking forward to them seeing the team off.

"We are obviously looking forward to the finish, but mostly just knowing that we're going to have a great adventure on the way round – some of it will be good, some bad, but genuinely appreciating the experience is something I am looking forward to," says Stodel.

Treat: Jamaica ginger cake is a big crew favourite and there will be plenty on the boat!

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<https://www.facebook.com/HannahStodelRacing/>
Twitter + hashtag: <https://twitter.com/HStodelRacing>
Instagram:
<https://www.instagram.com/hannahstodelracing/>
Will have GoPro video:

Preparing for Route du Rhum and sharing knowledge
Phor-ty, Class40



Peter Harding, Sam Goodchild (Falmouth/UK), Mike Golding (Warsash, Hants), Corentin Horeau (FRA/La Trinite-sur-Mer)

Sam Goodchild is preparing for the Route du Rhum with the help of Phor-ty's Peter Harding. Mike Golding, round the world race winner, multiple world champion and global record breaker (<http://mikegolding.com>) will be offering a wealth of short-handed offshore sailing knowledge and Corentin Horeau who has finished second in the Solitaire du Figaro, and was a winner in the Tour de France a la Voile recently, will also add to the expert team.

"We are excited to have these guys on board to share their knowledge and input to help improve our performance for the Solo Transat in November," says Sam.

Sam, who is looking forward to the start has raced around Britain and Ireland previously on board Mapfre Team Spain in 2014 and says: "The course goes a long way north which exposes us to some potentially bad weather (ideal training for the Route du Rhum), and the constantly changing weather scenario will keep us on our toes. There is a great fleet of Class40s and we are aiming to win or at least give the winners a hard time."

Treat: lots of freeze dried food and dry fruit!
Will have a GoPro + Drone.

<https://www.facebook.com/samgoodchildracing>
Twitter: <https://twitter.com/GoodchildSam>
#AllInForTheRhum
Instagram: <https://www.instagram.com/goodchildsam/>
Oman Sail's Class 40 development team is ready for the challenge

Oman Sail, Class40



Guillaume Le Brec (FRA), Akram Al Wahaibi, Mohammed Al Mujaini (Oman), Gabriele Olivo (Italy)

Oman Sail's Class 40 team is preparing for the toughest challenge of their season. Led by French skipper Guillaume Le Brec, the development squad of Omani sailors Akram Al Wahaibi and Mohammed Al Mujaini will be joined by Italian racer Gabriele Olivo, who will bring valuable offshore expertise to the team.

"The season so far has been really positive and we have seen some great development with the guys on the boat. We have had some good results, we won the ArMen Race on the way to qualifying for the Sevenstar Round Britain and Ireland race, which was good. The guys are really motivated, and we are all looking forward to the longer race. I am really looking forward to spending the time at sea with them. Overall through the year we have been working and training to improve their level, and they are doing a good job."

The long leg back south through the busy shipping lanes and obstructions of the North Sea and English Channel presents its own challenges, but Le Brec and the team are hoping the race will deliver more wind than the season so far has seen.

"This year has been different as we have not had a lot of wind at all, and it has been light and upwind a lot of the time – and the boat is more designed for racing off the wind, so that's what we are looking forward to more of," he said.

"A top five finish among the Class 40s would be a good result for us and that is what we will be aiming for."

Le Brec and the crew are of course aware that Oman Sail has a distinguished record in the Sevenstar Round Britain and Ireland Race history, with the MOD70 trimaran Musandam-Oman Sail setting an incredible world record time for the course in 2014 of 3 days, 3 hours, 32 minutes and 36 seconds.

#OmanPride
@OmanSail

<https://www.omansail.com/news/>
<https://www.facebook.com/OmanSail>
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<https://www.instagram.com/omansail/>
<https://www.youtube.com/user/OmanSailTeam>

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Army Sailing Association skipper competes in third race British Soldier, X41



Helm: Major Will Naylor, Crew: Captain Phil Caswell – mate, Lt Col Steve Hudson, Sgt Andy Pritchard, Private Tori Davies, OCdt Jamie Henbury-Gunn, Major Dave Murphy, Warrant Officer 2 Pat Audas, Tom Ouvry

The Army Sailing Association's boat is doing well this season with some promising results and the team are keen to build on those results. This is the third season with the current boat and the crew are all serving members and participate in Army sport in their spare time.

The skipper, Major Will Naylor has raced in two previous editions of the race (2010 and 2014) and mate Captain Phil Caswell was the skipper on the last one (2014). Both times Will Naylor has been on the RBI it has been anti-clockwise so he is looking forward to going the other way round but thinks the top of Scotland will be the most difficult part of the race. "By then the crew are tired and the weather can get nasty. The food tends to get less exciting at that point too. We aim to get podium in class and perform well overall but I am looking forward to getting into a racing routine. This is a great offshore race where seamanship and racing ability are equally important.

There are shared values between the race and the ethos of the British Army. The Army has six 'Values and Standards' that all are required to live by: Respect for Others, Courage, Discipline, Selfless Commitment, Integrity, and Loyalty. Selfless Commitment is particularly relevant to Team British Soldier ('Team BS') racing around Britain and Ireland. The needs of the team come first above individuals. Soldiers are part of something bigger and must commit to it; thus the need

to get on deck when required, day after day, even when utterly exhausted, sea sick and hungry. Similarly Loyalty is fundamental to all soldiers and particularly to our offshore team. We expect our soldiers to support and look after each other and Team BS, even when the going gets tough. In return we support them.

Team BS has a wide range of rank and experience, from Private Soldiers through Sergeants and Captains to Colonels. But in Army Sailing, military rank is subordinate to position on the team, and ranks are not used – everyone as shipmates are on strictly first name terms. Given the necessary turnover of crew in a Forces team, this device is helpful in quickly building a new team ahead of a typical offshore race. Another dimension is that the team comprises soldiers with a wide variety of backgrounds, from tank commanders, to engineers, Foot Guards, medics, and signallers, and from all over the UK. All the crew for this race are multi-skilled, and can turn their hand to at least two roles on board. What brings everyone together is a love of sailing and racing, and a selfless approach where the team always comes first.

Racing around Britain and Ireland on British Soldier, representing the Army, will be a uniquely special endeavour for all on board. Some may be feeling pensive about the many hard miles ahead, with countless challenges and privations - but all will be excited by the opportunity for unforgettable world-class racing in a harsh and unforgiving but always inspiring environment. For many this may be the highlight of their offshore careers; for others another landmark to set alongside the Sydney-Hobart or rounding Cape Horn. But for all there will be an undeniable emotional connection in racing around the full extent of the British Isles, knowing the sacrifice that they and their kind have made and will make for these islands and their people.

Treats on board: We will be taking a cheeseboard and I never go racing without my lucky pants! Go Pro: Yes <https://www.facebook.com/BritishArmyOffshoreRacing>

Husband and wife going three up for first RBIR Apartio, Class40 (Wales/UK)



Elin Haf Davis, Chris Frost, Pip Hare

The Welsh/English team of Elin Haf Davies (Bala) and

Chris 'Frosty' Frost (London) will be competing on the Class40 Apartio along with Pip Hare (Poole, Dorset). Elin previously raced in the Three Peaks Race with Pip and she and husband Chris have competed in several RORC races together, including a Two handed RORC Transatlantic Race. The boat has been chartered from Marc Lapesqueux. Racing round Britain and Ireland will be a first for the couple and Chris says the most challenging part will be managing Elin's unrealistic expectations! Their aim is to get round safely and to have fun and learn how to sail a Class40. "We are looking forward to time away at sea and to seeing the British coastline," says Elin.

Pip Hare is a professional ocean racing sailor with a wealth of experience over the past 16 years in the marine industry, clocking up over 120,000 miles across the worlds' oceans, including the Pacific, the Atlantic and as far south as Patagonia. Pip has taken part in several major short-handed ocean racing campaigns every year since her first OSTAR in 2009 and has become the only British sailor to finish the mini transat twice, as well as win the 2010 Two-Handed Round Britain and Ireland Race overall with co-skipper Phil Stubbs. She also writes for several yachting magazines. Treats on board will include chocolate and coffee!
@elinhafdavies @pipracing #APARITO

Veteran offshore sailor's 6th time round

Campagne de France, Mabire-Nivelt designed Class40



Halvard Mabire (Carteret/Cherbourg, Normandy), Miranda Merron (UK), Pietro Luciani (ITA, Venice), Didier Le Vouch.

Racing around Britain and Ireland for the 6th time will be Miranda Merron who usually races double-handed with husband Halvard. In 2000 she and Emma Richards (now Sanderson) set a new female record and in 2007 a female world record with Sam Davies on Open 60 Roxy. For the SRBIR they will be joined by Venetian sailor, Pietro Luciani who raced for three years on their previous Class40, and Didier Le Vouch who won the 2008 Quebec St Malo Race with Halvard.

Miranda's previous RBIR races:-

1997 record attempt on Royal & Sun Alliance (abandoned due to running out of wind, so I think we missed out the Shetlands)

2000 – RORC RBI on Open 50 Pindar with Emma Richards (now Sanderson). New female record.
 2003 - Calais Round Britain & Ireland on Mike Golding's Open 60 Ecover – 3rd
 2007 - Calais Round Britain & Ireland on Sam Davies' Open 60 Roxy – new female world record (now held by Sam on SCA, I think).
 2009 – Round Britain & Ireland World Record – Aviva – 6 days, 11 hours (since bettered). Crew were Dee Caffari, Sam Davies, Alex Sizer + me.

“All of the race is challenging, but probably the North Sea is the most as it's becoming un-navigable. There's some serious competition in the Class40 fleet and I guess we have the same objective as the majority of our classmates. We are really looking forward to racing in the north of Britain.

Treat: Freeze-dried food!

mabiremerron.com

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Sam Holliday - holliday.sna@gmail.com

Boat Facebook: <https://www.facebook.com/Halvard-Mabire-and-Miranda-Merron-Sailing-team-126461740755474/>

A family affair - Brothers in arms

Joanna, First 40



James and Simon Sweetman (GBR)

James and Simon Sweetman will be racing Two Handed on their First 40. They run a small charter business together. www.sweetmansailing.com and grew up and live on Kefalonia in Greece which is where they learnt to sail. Having owned Joanna for a few years now they have done a few seasons in the UK and a season in the Caribbean but this will be their first round Britain and Ireland Race.

Looking forward to all “the magic moments that offshore sailing offers,” the duo are expecting the possible weather conditions and sleep deprivation to be their greatest challenges, but are aiming to finish the race and then do well in the two handed class.

Boat Facebook details:

<https://www.facebook.com/Sweetman-Sailing-112991338826191/>

Will have a GoPro.

First Dutch Two-Handed entry?

Junique Raymarine Sailing Team, J122



Two Handed - Chris Revelman / Pascal Bakker (Klaaswaal/Rotterdam)

Sailing in the Two Handed class is Chris and Pascal from the Netherlands on their J-122 built in 2007. “We have done a lot of changes to fit her for short-handed racing and in preparation to the RB&I we did a lot of training, on the water, in the gym and three weather courses.”

Chris: Skipper. Many years of experience with sailing matches, experienced in selecting crews for various types of boats and events at home and abroad, both inshore and offshore. From Italy to Phuket and from the North Sea to the Azores we took part in many regattas. Since 2012 start sailing twohanded. Sailed 3 times the Fastnet (2013/ 2015/ 2017) and a lot of other Races. The technical side of sailing, the boat and the organisation have always been a part of my skills.



Pascal: co-skipper. Many years of experience with sailing races as skipper and co-skipper as well as a crew member. Both inshore and offshore. When I was 17 years old, I took my dad's boat to take part in my first race at sea. Specialized in steering, sail trimming and preparing a good meal! Since 2012 start sailing twohanded. Sailed 3 times the Fastnet (2013/ 2015/ 2017) and a lot of other races.

Challenges in the race? Well, sailing two handed, in all circumstances, with not a lot of sleep, for let's say 12 days is challenging. On the Atlantic, above Ireland and Scotland around the Shetlands, the weather can throw anything on you. Then we have platforms, wind parks and sandbanks. So a lot of variables to get in control! Makes you a bit nervous but we also like big challenges so, let's do it!

What are your aims and expectations? If we finish the race we're the first Dutch boat ever twohanded. Without putting ourselves as favourites to win the Twohanded Class we're aiming to do so..

What are you looking forward to most? A lot of new experiences, a fantastic competition and to see our wives and children at the finish!

Treat: We have some small items remembering us of nice moments with sailing friends and our families. We like to make a full English breakfast if possible! For special moments we have some desserts on board ☺
<https://www.facebook.com/Junique-Raymarine-Sailing-Team-370270129746624/>
GoPro on board.

Regular RORC Racers for work team on first RBIR R&W, J122

Andy Theobald (Chichester, W Sussex), Andy Hamilton (Fareham), Brian Skeet (Selsey), John Quigley (Hursley, Ireland), Nicholas Malapert (Paris, France), Andrew Terry, Cosham, British
Howard Hutchinson, Verwood, British

The J122 crew have been regularly racing offshore with RORC since 2007. The boat is owned by R&W based in Southampton and four of the crew work for the company. This is the first RB&I for all of the team except John Quigley who has done the race twice before. John competed in the BT Global Challenge as a Watch Leader so his experience in heavy seas might come in useful.

"We encourage everyone that works for us to go sailing, so the YB tracker will be avidly watched by everyone back in the office, and past crew and our families. Most of us have competed in the Fastnet, several of us with 3 under our belts. This is our 3rd season with our J122 R&W and we are gradually sailing her faster, finishing 3rd overall in RORC IRC 2 last year.

"This year we think the biggest challenge will be navigating down past the Thames and the Dover Straights, keeping clear of the TSZ's potentially in light winds. The possibility of high winds at the top may be a challenge but we had a good practice in the blow last weekend, putting our storm sails up and seeing how the boat felt. Get round safely and in one piece is our aim. Our boat is well prepared and competitive, so we are hoping to do well in Class 2. With six of the crew in our

fifties, and John not far behind, the race is the start of our adventure before dementia campaign!!

What are you most looking forward to? "After the huge effort of preparing for the race, getting a good start and settling into the watch pattern will be a welcome relief. We looking forward to seeing different parts of the UK and Ireland beyond the Fastnet Rock. Suspect a beer when we finish, closely followed by a shower will be high on everyone's wish list!"

The one thing most of us are looking forward to using is the new Iridium Go. Being able to get weather info outside mobile phone range will be a huge bonus, as well as being able to keep in contact with our families.

Oxford University YC Team

Talisman, Prima 38



Simon Harwood, Sean Linsdall, Melisande Besse, Will Gibbs, Max Jamilly, Annika Moeslein

The Oxford University Yacht Club will be racing Prima 38 Talisman in the Sevenstar Round Britain and Ireland Race. A team of five sailors, all students and recent alumni from the University of Oxford, will be participating in the race under the guidance of skipper Simon Harwood. The team are racing in the IRC 2.

Established in 1884, the club has mostly focused on dinghy sailing, however in 2001 the club started racing offshore.

"The race is an ideal opportunity for four current and one former Oxford student to take place in one of the toughest corinthian yacht races in the world, and is it takes place in the middle of summer it is ideal for students," commented OUYC Rear Commodore Sean Linsdall.

The Oxford students take part on the back of a wealth of yacht racing experience. This experience includes several Fastnet races (a race from Cowes around Fastnet Rock, off the south-west coast of the Republic of Ireland, and back), two Atlantic crossings, a previous Sevenstar Round Britain and Ireland trip, a large number of Royal Ocean Racing Club races and attending

several European championship events. OUYC also won the Trophy Fleet at this year's student yachting nationals. The students involved see it as an exciting challenge, with the Rear Commodore of Yachting for OUYC stating"

"I did the Fastnet three years ago and thoroughly enjoyed it and I would like to do a race which is longer and more challenging. SRBIR is the ideal race for this as it is a similar length to an Atlantic crossing but you end up at home at the end! Despite it probably being the wettest, coldest and windiest two weeks of sailing in my life there will be unforgettable moments and it will be an amazing adventure."

The students also had to participate in qualifying races in order to be allowed to partake in the Sevenstar Round Britain and Ireland Race. These were the Cervantes Trophy Race in early May, and the Myth of Malham Race at the end of May.

OUYC was established in 1884. For most of its history the club has focused on dinghy sailing, but it has had an occasional involvement in yachting since 1989. In 2001 the yachting aspect of the club was officially formed.

A Class40 favourite

Imerys Clean Energy, Class40



Phil Sharp, Pablo Santurde, Julien Pulvé

<http://philsharp racing.com/>

In 2006, Britain's Phil Sharp became the first Class40 skipper to finish the race and he went on to win the Route du Rhum later that year. Fast forward to June 2018 and Sharp with co-skipper Julien Pulvé was victorious in the 1,000 nm Normandy Channel Race, winning by just six seconds after six days of racing! For the 2018 Sevenstar Round Britain and Ireland Race starting on Sunday 12th August, Phil Sharp will skipper Class40 Imerys and is one of the favourites to win the class.

The diversity of racing around Britain and Ireland is a real challenge. You can get everything possible thrown at you. Just finishing gives tremendous satisfaction and makes you all the stronger for it," explained Phil Sharp. "We didn't do very well in 2006, but it was my first

proper race in the Class40 and it was invaluable for the win in the Route du Rhum. It is a coastal race but you rarely see land and the course takes you further north than just about any offshore race. The weather can get very extreme and very cold. Racing in howling winds, fully in winter gear, makes it very easy to forget it is August. Pushing the boat to the limits can be stressful, but it is an amazing experience, surfing down waves getting doused in blue water. A Class40 transforms itself into a dinghy, especially the modern ones which are highly optimised racing machines," enthuses Sharp.

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PS Racing Ltd

www.philsharp racing.com

Trigger prepares for Route du Rhum

Concise 8, Class40, Jack Trigger



Twenty-four year-old British sailor Jack Trigger will lead a British crew of five racing Class40 Concise 8 competing against a world-class fleet of Class40s hoping to take a tilt at the 40ft or under race record set by Roderick Knowles' Swish in 2014 (8 days 19 hours 6 minutes and 49 seconds).

Trigger has an impressive resume, including multihull line honours with Concise 10 in the 2017 Rolex Fastnet Race, and was part of the record breaking IMOCA 60 Artemis crew in the 2017 Length of Britain Challenge. Racing Concise 8, Trigger has won the 2014 and 2015 Class40 Division in the RORC Season's Points Championship and has set his sights on the Route du Rhum solo transatlantic race later this year.

"Team Concise set the 40ft world record in 2010; in 2014 we didn't finish the race and lost that record, so we want to take it back! Concise 8 will be racing in the RORC Season's Points Championship this year and other events in preparation. This is a great opportunity for the team and a massive part of my preparation for the Route du Rhum," continues Trigger.

First ever two-handed team to complete the race in 2014 - This year Raising funds for Scope

GameOn/Virgin Media Business

Virgin Media Business (GameOn), Sun Fast 3600



Ian Hoddle (Bramley, Surrey) & Ollie Wyatt (Hunton, North Yorkshire)

Ian Hoddle's Rare was runner-up and the first team in the history of the race to complete the gruelling 1,800 nautical mile challenge two handed in the 2014 race. Hoddle will be back this year with a new boat, his Sun Fast 3600 Virgin Media Business, co-skipped by Ollie Wyatt.

The first ever RORC Round Britain and Ireland race was held in 1976, but it was not until 2014 that a two handed team successfully finished the race. In 2014, Liam Coyne's Irish First 36.7 Lulu Belle, racing with Brian Flahive won IRC Two Handed.

"I have raced extensively over the past 8 years since getting my first offshore yacht Rare. GameOn was purchased from new in 2016 and now in our third season we are really getting the most out of her.

We are being supported by Virgin Media Business where I am a Sales Director. Over the past 2 months we have been fund raising for our the charity Scope (this is the Charity Virgin Media supports, helping disabled people get into employment). I set our sales team the target of raising £10 per mile for the 1,805 mile Sevenstar RB&I course. We are on target to achieve this superb total."

"Our goal is to win the Sevenstar Round Britain and Ireland Race IRC Two Handed Class, and based on the close competition in the 2017 RORC season, the biggest challenge will be the intensity of an 1,800 mile match race over 9 to 12 days," commented Ian Hoddle.

"We have learnt that a race is never won until the finish line is crossed. Hard won miles can disappear at any point and the complexity will push us to our physical and mental limits. The experience from the 2014 edition was fantastic; starting alongside some of the best boats and pro-crews on the planet, the RORC organisation, the media helicopters, and finally meeting my family after a tough race was very emotional."

"Ollie Wyatt is my co-skipper. We raced the 2017 season together on GameOn and had a fantastic double handed season and result. Ollie sailed with me for a number of the early RORC seasons when I first bought Rare. He is a rigger working for TT Rigging, spending a lot of time working abroad on the TP52 circuit and has an extensive inshore and offshore racing background.

"For Sevenstar 18 - GameOn will be re-branded - Virgin Media Business. We are harnessing this race and the enormity of the RB&I challenge to do a major company-wide programme including raising money and awareness for our chosen charity Scope who focus on supporting disability.

"In 2014 my goal was to complete the race and become the smallest double handed boat to complete the race and first home, which became all the harder off the back of hurricane Bertha arriving. We achieved this!

"For 2018 our goal is to win the Sevenstar IRC DH class - particularly we will be measuring our performance against the other SunFast3600 boats including our arch rivals Bellino.

Biggest challenge - Based on how close the racing has been with Bellino during the 2017 season - the biggest challenge will be the intensity of an 1800mile match race over 9 to 12 days. We have learnt during the RORC season that the race is never won till the finish line is crossed... hard won miles disappear at any point, the races reset themselves again and again and the RB&I with its length and complexity will push us to our physical and mental limits.

This will be Ollie's first RB&I.

A big high from 2014 - the overall experience of racing around the UK was fantastic. Starting alongside some of the best boats and pro crews on the planet, the RORC organisation, the media helicopters etc my family meeting me on a rib after 12 days at sea was very emotional.... and then meeting Ian Walker at the prize giving :) All in all an awesome experience.

The low - Our decision to hide in the Isle of Lewis for 12 hours was definitely the right decision after the Storm Force 10 warning, with many boats suffering damage and retirements at that time. Whilst it was the right seamanship decision, it was frustrating and a low point to lose our leading position in IRC2 and the DH fleet. We lost wind and autopilot in the storm, however this was the only issue with the boat and equipment - we will be repeating the high level of preparation and ensuring redundancy on key items. We also spent some time hove to in the storm and sailing with storm sails so will be working on checking this with GameOn.

Treat on board: Tabasco Sauce & Headphones !!
Facebook details: @GameOnOffshoreRacing
Twitter + hashtag: @ianhoddle

French and Chinese union's first double handed offshore

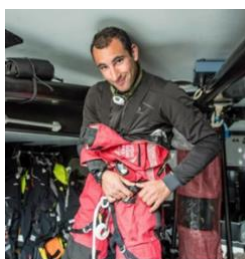
El Velosolex SI Energies Group, Figaro II



This will be the first time that Ben Schwartz (France, Tarare) and Chen Jin Hao (also known as Horace), Shen Zhen, China have raced round Britain and Ireland.

“‘Horace’ (Chen Jin Hao) and I were on the Volvo Ocean Race as part of Dongfeng Race Team. He was a crew member and I was in charge of the electronics.

Horace: “I used to work in a bigger team, like the Volvo Ocean Race, which has 9 sailors on board. This will be my first time at a double-handed offshore race.”



Ben: “Finding the right balance between handling the boat and resting as a good part of the race is along the coast with a lot of local/tidal effects to play.”

What are your aims and expectations?

Horace: “Trying our best to get victory with my good partner Benjamin and to gain more offshore experience through this race. I’m looking forward to enjoying the race!”

Ben: “Of course we want to do well in terms of ranking. But it’s not going to be easy: the Figaro doesn’t have a very good rating and there are some serious opponents!”

What are you looking forward to most?

“Battling offshore and along the amazing cliffs of the Irish Coast.”

What special item, treat i.e. food, or object will you be taking with you for the race?

Horace: “Chinese food. Chinese-flavoured instant noodles are always my favourite food in offshore life. I recommended them to my teammates when I was in other offshore races like the Volvo.

Ben: “Beef Jerky”

Twitter + hashtag: bschwartz87

Instagram: Chen.Jin Hao (Horace)

aroundtheglobe171022 Benjamin Schwartz

Tsavo Trust Kenyan conservationists next challenge

Colombre XL (The Lost Boys), Class40



Charles-Louis Mourruau (French and Senegalese, based in Cherbourg). Town & County of residence: Between Switzerland and Brittany

Gery Atkins, English. Lives in Barcelona

Loïc Coudret, French. Lives in France.

Charles-Louis and Gery have been sailing for more than 10 years in classic and super yacht regattas. The duo will sail in many offshore events this season and for this race will be joined by Loïc Coudret.

Charles-Louis and Gery both grew up in Africa and made it their mission to fight to preserve the natural heritage that was part of their youth. As they sail, they promote their engagement with the Tsavo Trust, a Kenyan based non-profit working for the conservation of Africa’s most endangered species.

This will be the first time the team has raced around Britain and Ireland and this will be their longest race to date. Talking of the challenges: “Energy and strength management will be key. It will also be our first crewed race, so organisation with more people will be a lot different than what we’re used to. Finally, we’re expecting some faster weather up north, which should be a lot of fun, but definitely more challenging. Finishing the race would be great, but also, maybe, a good place would be amazing. We are looking forward to racing in the Shetlands and North Sea as it will be a first for the three of us.”

Treats on board: Whole bunch of biltong, and scrambled eggs breakfasts. We also take an avocado per person for 5 days.

Will have a GoPro on board.

<https://www.facebook.com/lostboys.sailingteam/>

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British Duo on lowest rated entry

British Beagle, Sigma 36



Charles Emmett (St Mawes, West Country, UK)
Tim Winsey

Charles Emmett and his Sigma 36 British Beagle has his eyes set on taking on the 'rock stars' and professional ranks of the sailing world in this year's edition of the prestigious RORC (Royal Ocean Racing Club) Sevenstar Round Britain and Ireland Race (SRBI).

British Beagle will be the lowest rated boat in IRC to ever attempt this most challenging of all offshore races, in its current format; furthermore, he will compete in this 1,800 mile Category 1 race, two handed. The West Country based boat will represent St Mawes Sailing Club in the SRBI.

A seasoned Corinthian solo sailor, with more than 20,000 miles of offshore and ocean racing under his belt, Emmett will compete with his good friend Tim Winsey. He says - Beagle may be an older generation racer-cruiser which is a bit scruffy round the edges, with plenty of battle-scars, but it is a very well sorted boat, with a fantastic race pedigree.

"Whilst the SRBI represents a huge challenge for any boat, I am confident that she will look after us. I am very excited about doing the race with Tim, although he has limited experience of offshore racing, he knows his way around a boat, he is very fit and extremely competent, but most importantly, during a race that will take us the best part of 3 weeks, we will have a lot of fun. Tim has a big job and it says everything I need to know about his commitment that he has taken un-paid leave in August to do this race. We have worked hard just to get to the start line with a stringent qualifying program, but I have every confidence in Tim being up to the task."

Emmett and British Beagle finished 2nd in the 2013 Solo Trans-Atlantic Races (OSTAR); they were 2nd overall in

the 2-handed class in the 2011 Fastnet race as well as finishing the 2017 edition; they have competed two Solo 'Round the Rock' races, finishing 3rd in class in 2016, when less than half the fleet made it round and 3rd again in the 2018 edition. As well as solo AZAB and many other solo offshore race podiums, she has also won class in Falmouth week three times and was crowned 'Top-Yacht' in 2012.

Winsey, who heads up the HR department for the International law firm White & Case, says: "I have followed Charles and British Beagle in many of his solo races over the last 10 years and I am very excited about the prospect of competing in this hugely prestigious race. I have grown up sailing smaller boats inshore and been involved in sport all my life at a good standard, but this represents a whole different level of challenge – it's my Everest! I am sure that I'm going to find out a lot more about myself over the coming weeks. Bring it on...."

Volvo Irish Sailor of the Year BAM, Jeanneau Sunfast 3600



Conor Fogerty & Simon Knowles (Howth, Dublin, Ireland)

Racing Two Handed, the Irish team from Howth have competed in several RORC races over the years on Bam. Highlights include finishing 3rd overall in IRC 3 in the 2016 race. Winning the RORC Caribbean 600 in IRC 3 twice in 2016 and 2018. Conor also won the OSTAR 2017 on IRC and the Gipsy Moth class on BAM. Conor Fogerty is also the current Volvo Irish Sailor of the year.

What's the most challenging part of the race? "I would say the North Sea, traffic and obstacles on this final part of the route, coupled with fatigue," says Conor who says a podium position would be nice. "I'm looking forward to settling in and getting the boat up to polars and speed!

Treat on board: "We are supported by The King Sitric Restaurant in Howth and look forward to fine dining, all be it vacuum packed! We have a set menu for nine days, then sadly we are onto Freeze dried...."

Go Pro or similar for video? Yes

Boat Facebook details:

<https://www.facebook.com/Bam3600/>

Corum, Class40



Nicolas Troussel (Roscoff, France)
 Ian Lipinsky, Lorient, France
 Aymeric Belloir, Etel, France
 Erwan Draoulec, Lorient, France

Boat Facebook details: @nicotrousselnavigateur
 Twitter + hashtag: @nicotroussel
 Instagram: @nicotroussel

NZ sailor joins friends for another challenge



Phosphorus II, A13, Mark Emerson (London)

Mark Emerson who is looking for a class win competed in the race in 2010 on the Swan Selene and is back with his A13 Phosphorus II, along with friends from all over the UK, as well as Jonathan 'Jono' Francis who has made a special effort to come back from New Zealand for the race after enjoying racing with the team in the 2017 Rolex Fastnet Race.

Andy James, Plymouth	United Kingdom	
Charlie Ellis	Southampton	United Kingdom
David Paul	London	United Kingdom
Ellie Draper	Southampton	United Kingdom
Jonathan Francis	Auckland	New Zealand
Mark Emerson	London	United Kingdom
Olivia Hamlin	Auckland	New Zealand
Rosie Watkins	Poole	United Kingdom
Tim Berriman	Bristol	United Kingdom
Tom Barker	Petersfield	United Kingdom

"Navigationally, the only bit I can anticipate is the first day," explains Mark. "Starting to the east: strong spring tides, adverse current in the E Solent and we won't be able to make much progress to the west before the tide turns. It could be a very slow, tricky and frustrating start to a long race. More generally, keeping the crew working together without any friction will also be one of the challenges."

Treat on board: Just the usual, including honey-roasted cashew nuts and fresh coffee

Twitter + hashtag:
 @yachtphosphorus

Seasoned offshore boat and team

Pata Negra, Lombard 46



Giles Redpath (East Wellow)

Crew: 6 x English, 1x French (Antoine Magre), 1x Swiss (Oliver Heer)

Crew are a mix Mix between regular crew (friends of Giles) and a couple of solid offshore sailors (David Thomson, Will Harris, Oliver Heer, Antoine Magre).

Aiming to win IRC overall.

First time for the boat but owner, Giles Redpath won the double handed version 20 years ago, together with the late John Fisher onboard a Corby.

Oliver Heer retired from 2014 RBI onboard Class 40 Arwen.

Over the past six months Giles Redpath's Lombard 46 Pata Negra has been racing extensively in the Caribbean, competing in numerous offshore races including the Antigua Bermuda Race and the Newport Bermuda Race. She recently competed in the AAR Bermuda to Hamburg Race and has sailed back in order to take part in the Sevenstar Round Britain and Ireland Race starting on 12th August.

Since we left Hamble last November, Pata Negra has sailed over 10,000 miles; 7,000 of them racing, including two Atlantics," commented Boat Captain, Oliver Heer. "For the race, the owner (Giles Redpath) has put together a team of experienced sailors and we will be looking to get maximum performance from the boat and do well in the race. We have seen in past

editions that the most important thing is to keep the boat and the crew in good shape, to do well you first have to finish."

Taking as a treat: some warm sleeping bags!

Changing power for sail around Britain

Tigris, Sunfast 3600R



Gavin Howe (Woldingham, Surrey)
Co-skipper: Sam Cooper from the UK

Gavin and Sam have been racing a fully crewed J88 for three years and a Swan 76. They won the J-Cup overall in 2016 and were a close second on equal points in the championship this year. Sailed by Sam, J88 Tigris won her class in this year's Round the Island Race.

Gavin is the only competitor to have also done the Round Britain Powerboat race that was last run in 2008. He competed in a custom Scorpion rib which was a character building experience!

Gavin took part in the stopping Round Britain Race in 1978 in his Finot designed Reve de Mer with a 17 foot waterline. As most of the race was upwind, this was hard work.



"We are hoping to do justice to what is a competitive boat in her size range and I am looking forward to a long and focussed race with a good friend and capable sailor as the Co-skipper," says Gavin.

Treat on board: Champagne for half way – but not too much and we don't have a fridge! The team will be taking video clips and doing some short interviews to camera.

<https://www.facebook.com/search/top/?q=Team%20Tigris>

Twitter + hashtag: Gavin1howe on Twitter
Instagram: Tigris Sailing (run by Alex Butler)

Training and safety top priority for race charter boat

Arthur Logic, First 40



Based in Hamble UK, Sailing Logic has won the RORC Sailing School Boat of the Year nine years in a row and has a long history of competing in the race. "The race is as long as most ocean crossings, but is a completely different challenge with all the tricky tides and headlands of a coastal race. We have a strong team for this race as it has a fearsome reputation," commented Sailing Logic's Prue Nash.

"I'm super happy to take beginners on the regular cross channel races as we are a sea school and everyone needs the chance to do their first race, but for this one we wanted a higher level of experience given what the weather can be like, especially around the top of Scotland. Jon Tyrrell will be skipper and Jim Bennett is mate. They've just finished the Volvo Round Ireland Race together and three of their crew have previously done that race on Arthur. In addition to the RORC qualifying races, we had a training weekend in the Solent and a World Sailing Offshore Safety course together; we want a strong safety ethos on board. The team have practiced MOB's, storm sails, rudderless sailing, sail changes, watch keeping, living on board and keeping Arthur in one piece and sailing fast and in the right direction!! The training races are vital for this," continued Nash.

"It's a first time for everyone, including dear old Arthur Logic! Five of the team did the Round Ireland campaign already this year on Arthur – they must really love their offshore yacht racing!" says Prue Nash.

Jon Tyrrell, Skipper	Full time professional skipper and fleet bosun. Two previous Fastnets and two Round Ireland campaigns on First 40s
Jim Bennett, First Mate	At least two previous Fastnet Campaigns (one on Arthur) and a Round Ireland campaign on Arthur. Full time professional skipper.
Joss Marsh	Lapsed YMI, over 40,000nm inc Fastnet 2017 Campaign on First 40, Round Ireland 2018 Campaign on Arthur

Michael Irwin	Coastal Skipper, VHF, Approx 6000nm racing. Round Ireland campaign 2016 on Arthur. Doctor
Paul Denton	Coastal Skipper (taught by Jon!), Racing experience, First Aid
Matthew Wratliff	Circumnavigation with Clipper 14/15 as Watch Leader, YM Offshore, Round Ireland 2018 Campaign on Arthur
Antoine Grenier	Offshore racing on Class 40s, 2 Transatlantics
Julian Ware	Circumnavigation with Clipper Round the World Race. Round Ireland Campaign on Arthur 2018 with Jon and Jim. Retired
Petr Stejskal	Day Skipper, lots of offshore inc 2 Middle Sea Races, VHF

Race charter with experienced skipper EH01, First 47.7



Andy Middleton (owner) of the well-travelled race charter boat EH01 and a regular RORC competitor. At Performance Yacht Racing believe that yacht racing is for everyone and enter their yachts into well-established race events and regattas around the world, in the UK, Med, Caribbean and Australia. They take individuals and groups of like-minded people, people to forge a winning team through professional race training. They then race hard and often get onto the podium.

Gareth Glover (Skipper) - 3rd time round Britain & Ireland
Skipper: Gareth Glover – Ex-Clipper Training Skipper
Mate: Julien White

Alan Hilton-Baird (70 years old)

Igor Lyapin (Russian)

Simon Harris

Emily Blandshard

Chris James (Exmouth, Devon)

Henry Davis (Sculptor – no previous sailing experience)

Marcus Williams

Jennifer Burgess (Ex-Clipper crew)

Claire Stirrup

<https://www.facebook.com/PerformanceYachtRacing/>

@PYRYachtRacing

<https://twitter.com/pyryachtracing>

ABOUT THE RACE:

The mammoth journey is 1,805 nautical miles around the islands of Great Britain and Ireland and may take competitors around two weeks.



The clockwise route of the Sevenstar Round Britain and Ireland Race

The fleet starts from the Royal Yacht Squadron line at noon on Sunday 12th August as they compete in what many consider one of the toughest challenges in yacht racing. It is organised by the Royal Ocean Racing Club every four years and is considered to be one of the toughest challenges in the sport of yacht racing.

From there onwards, the teams will face some gruelling conditions. Their route will take them far north, which even in August will deliver arctic conditions.

It also includes ocean sailing along the Irish coast, navigating the Shetland Isles in extremely high latitudes, working around the oil rigs in the North Sea, and facing some of the world's most hectic shipping lanes at Dover.

The competitors sail past many major UK coastal towns including Southampton, Bournemouth, Plymouth, Aberdeen, Dundee, Newcastle, Hull, Norwich, Brighton and Portsmouth.

The Sevenstar Round Britain and Ireland Race now takes place every four years since 2006, with previous races in 2000, 1994, 1992, 1980 and the first ever race taking place in 1976. This first race was split into two divisions; Division I was a non-stop race and Division II was a race with five stops.

The race is now an entirely non-stop event. The course of the race is supposedly tougher than a transatlantic race as it involves negotiating headlands with tidal challenges all around the UK.

Navigating Muckle Flugga off Scotland takes sailors into higher latitudes than Cape Horn, the southernmost tip of Chile which is famous for its hazardous conditions. The northernmost point in the British Isles is over 60°N, whereas Cape Horn is around 56°S.

NOTES ON THE COURSE:

For the 2018 race, 29 teams with close to 200 professional and corinthian sailors will be competing. For the past two editions, the weather has been so rough that the RORC has reversed the route to protect the fleet from a potential battering.

After a momentous start at the Royal Yacht Squadron line, the fleet will race through the Solent then past the famous headlands of the South West of England. The epic adventure continues into the Celtic Sea, past the Fastnet Rock and Mizen Head onto the wild west coast of Ireland. The Atlantic racing continues past St Kilda, up to the most northerly point of the course, Muckle Flugga on the 61st parallel. Then, turning south through the infamous North Sea, the fleet will have turned their bows for home. The English Channel and Solent form the final stages of the marathon race.

Solent to Land's End

Approx. 180 nm

Getting a good start will depend upon using the best of the wind and tides to exit the Solent. The race starts to the east leaving the Isle of Wight to starboard. There are four major headlands which form tidal gates along the South Coast of England; Portland Bill, Start Point, The Lizard and Land's End. Deciding whether to go inshore or offshore at each of these headlands will depend on the wind speed, the direction and the tidal flow.

Land's End to Mizen Head

Approx. 210 nm

The Celtic Sea forms part of the North Atlantic Ocean and the seabed is part of the Continental Shelf of Europe which is relatively shallow at 100 metres. The fleet will get a real taste of Atlantic weather which can produce a significant and confused sea state as the ocean waves rear up in the shallows. The boats will pass the famous Fastnet Lighthouse along the way, but the significant waypoint is nine miles further west at Mizen Head when the fleet will turn north to race along the wild West Coast of Ireland.



© Mizen Head/Oceanic



The Fastnet Rock © Rolex/Daniel Forster

Mizen Head to Black Rock

Approx. 170 nm

Bull Rock, Great Skelling and Tearaght Island must be rounded to starboard, but it is highly likely that the fleet will give them a good offing as there are outlying rocks which should be avoided. The coastline features bold mountainous peninsulas with deeply indented bays. Taking the full violence of the North Atlantic's prevailing gales it is subject to heavy seas and swell.

Black Rock to Muckle Flugga

Approx. 530 nm

Having rounded Black Rock it is unlikely that the fleet will see land again for over 200 miles of Atlantic Ocean Racing. As the fleet head further north, the air and sea temperature will begin to fall. The fleet will round St Kilda which is an archipelago of islands in the Outer Hebrides. Hirta is the largest island in the St Kilda archipelago with cliffs rising 430 metres sheer out of deep water. On to Sula Sgeir which is a small, uninhabited island 40 miles into the North Atlantic from mainland Scotland. Muckle Flugga, Shetland Islands is the most northerly part of the course on the 61st parallel. The fleet will be as far north as Alaska which will deliver cold conditions, even in August. The teams will have now travelled over 1,000 nautical miles and over the halfway point in the race as they turn their bows south towards the finish.



Muckle Flugga Lighthouse © Erik Christensen

Muckle Flugga to Ramsgate
Approx. 580 nm

The fleet may be heading south and away from the effects of the Atlantic Ocean, but the North Sea can be just as difficult to navigate and to avoid hazards. The North Sea is one of the world's most important shipping lanes as well as a major fishery, and in recent years has seen the developments of wind and wave farms. The approach to Felixstowe is also complicated by a myriad of sandbanks and tidal rips are notorious.

Ramsgate to Finish
Approx. 130 nm

The English Channel with its busy shipping routes and tidal streams forms the last open water leg of the marathon before the teams enter the Solent to finish the Sevenstar Round Britain and Ireland Race. For many teams they will have been at sea for up to 14 days, catching a few hours of sleep and dining on snacks and freeze dried fare. The Royal Ocean Racing Club will welcome each team after they cross the finish line with a warm hand shake and cold beer.

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