

INTRODUCTION



IT IS UNLIKELY THAT COLONEL BILL WHITBREAD, OF THE BREWING FAMILY AND ADMIRAL OTTO STEINER, OF THE ROYAL NAVAL SAILING ASSOCIATION, EVER ENVISAGED THE MAGNITUDE OF THE EVENT THEY CONCEIVED 'OVER A PINT' OF BEER 30 YEARS AGO.

Although a 'round the world yacht race' had been considered throughout the last century, it needed the financial support and organisational expertise which Whitbread and the RNSA were able to put together. The first Whitbread Round the World Race got underway in September 1973, and featured yachts which were little different from those cruising around the Mediterranean at that time. Since then, the ocean racing yacht has developed into a high-tech state-of-the-art speed machine, with little comfort spared for the crew but with leading-edge technology.

This new technology has also completely altered the concept of ocean racing. In the past, skippers and navigators

had little idea of where their rivals might be as they ploughed, day in day out, through the vast oceans. During the first race, communication between the fleet and organisers was based on a weekly position report to a local coast guard, but from 1993-94, satellite equipment enabled the yachts to file their position every six hours. This meant that although boats were not necessarily in sight of each other, rival skippers were able to follow and track every move when necessary. In effect, this vast ocean race, where yachts can race for days on end for thousands of miles and not once see another competitor, has become, in this sense, more like a fiercely fought dinghy race performed on any local stretch of water.

1973-74

A 'CORINTHIAN ADVENTURE'



When the first gun was fired on September 8 1973, 17 boats of sizes ranging from 80' to 32' from seven countries crossed the start line just east of Portsmouth Harbour, but only 14 were to complete the circumnavigation. Sir Alec Rose, who, five years previously, had sailed round the world single-handed, stopping only twice, fired the first ever starting gun. Only four legs were staged – Portsmouth to Cape Town; Cape Town to Sydney; Sydney to Rio de Janeiro and from Rio the fleet raced back to Portsmouth.

The whole race lasted 144 days with the 77' Ketch, Great Britain II, skippered by Chay Blyth and crewed by paratroopers, first to finish on 9 April 1974. The race was won on handicap by the smaller 65' Mexican entry, Sayula II, skippered by Ramon Carlin but with a multi-national crew, which took 152 days to complete the course (133 days on corrected time).

This first race was not without its tragedies. In the Southern Ocean, where no man had raced yachts before, three yachtsmen were lost. One, Paul Waterhouse, was a British Army Corporal competing on the Italian Swan 55. On November 19 1973, when the yacht broached during a strong gale in the Roaring Forties, Waterhouse was flung

We knew before the voyage began that the experience would change us all and I believe this has proved to be the case. CHAY BLYTH

over the side, and in spite of a four-hour search, he was never found. The second fatality occurred just a few days later when Dominique Guillet, on the French entry, 33 Export, went missing during a sail change in heavy weather.

Although he had been wearing a harness, he too, was never found. In January 1974, while in the Tasman Sea, Bernie Hosking on Great Britain II, fell overboard during a 'Southerly Buster'. Again, in spite of an intensive search, his body was never recovered.

THE ROUTE **Total Distance 27,000nm**

Leg 1	PORTSMOUTH TO CAPE TOWN. Commenced September 8, 1973. Distance 6,650 nm
Leg 2	CAPE TOWN TO SYDNEY. Commenced November 7, 1973. Distance 6,550 nm
Leg 3	SYDNEY TO RIO DE JANEIRO. Commenced December 29, 1973. Distance 8,370 nm
Leg 4	RIO DE JANEIRO TO PORTSMOUTH. The last leg was run as a pursuit race to reduce lag time between the first and the last boat into port. The boats set sail between March 6 and 11, 1974. Distance 5,430 nm

1973-74 RACE COURSE AND RESULTS

LEFT TO RIGHT.
PEN DUICK VI CRASHING THROUGH THE WAVES.
RAMON CARLIN (MEXICO), WEALTHY OWNER/SKIPPER OF THE ONLY MEXICAN ENTRY EVER IN THE WHITBREAD – A BOAT CREWED MAINLY BY MEMBERS OF CARLIN'S FAMILY.
SAYULA II SURVIVED A CAPSIZE TO BECOME AN UNEXPECTED BUT POPULAR WINNER.



POSITION	YACHT	NATIONALITY	SKIPPER(S)	CORRECTED TIME*
1	SAYULA II	MEXICO	RAMON CARLIN	133 DAYS 13 HOURS
2	ADVENTURE	UNITED KINGDOM	PATRICK BRYANS MALCOLM SKENE GEORGE VALLINGS ROY MULLENDER	135 DAYS 8 HOURS
3	GRAND LOUIS	FRANCE	ANDRÉ VIANI	138 DAYS 15 HOURS
4	KRITER	FRANCE	JACK GROUT MICHAEL MALINOVSKY ALAIN GLIKSMAN	141 DAYS 2 HOURS
5	GUIA	ITALY	GIORGIO FALCK	142 DAYS 19 HOURS
6	GREAT BRITAIN II	UNITED KINGDOM	CHAY BLYTH	144 DAYS 11 HOURS
7	SECOND LIFE	UNITED KINGDOM	RODDY AINSLIE	150 DAYS 8 HOURS
8	CSEB	ITALY	DOI MALINGRI	155 DAYS 7 HOURS
9	BRITISH SOLDIER	UNITED KINGDOM	JAMES MYATT	156 DAYS 21 HOURS
10	TAURANGA	ITALY	ERIC PASCOLI	156 DAYS 22 HOURS
11	COPERNICUS	POLAND	ZYGFREDY PERLICKI	166 DAYS 19 HOURS
12	33 EXPORT	FRANCE	JEAN-PIERRE MILLET DOMINIQUE GUILLET	175 DAYS 22 HOURS
13	OTAGO	POLAND	ZDZISLAW PIENKAWA	178 DAYS 9 HOURS
14	PETER VON DANZIG	GERMANY	REINHARD LAUCHT	179 DAYS 15 HOURS
DNF	PEN DUICK VI	FRANCE	ERIC TABARLY	–
DNF	BURTON CUTTER	UNITED KINGDOM	LESLIE WILLIAMS ALAN SMITH	–
DNF	JAKARANDA	SOUTH AFRICA	JOHN GOODWIN	–
DNF	CONCORDE	FRANCE	PIERRE CHASSIN	–
DNF	PEN DUICK III	FRANCE	M. CUIKLINSKI	–

PHOTOS: PPL, PPL/AUSTAIR BLACK, PPL/BOB FISHER

*Corrected time takes the handicap into account

1977-78

'SAFETY FIRST'



Tragedies apart, the race was a huge success, and one of the main lessons learnt for the next race was that survival in these most exacting conditions was just as important as speed. Whitbread renewed their sponsorship and it was decided to repeat the event every four years. The next race ran from August 1977 to March 1978 and again staged four legs, only this time the port of Auckland was used instead of Sydney. The success of the first race brought more entries looking for the glamour of the experience, and some boats were designed especially for this race and there was growing international interest.

Once again, Portsmouth hosted the start and finish. 15 yachts from six countries embarked on the circumnavigation and all completed the course. Safety regulations included the compulsory fitting of jackstays in the hope of preventing future deaths. By clipping their safety harnesses to the jackstay, crewmembers would be far less likely to be separated from the boat if swept overboard.

Three of the boats had completed in the previous race; Great Britain II, this time skippered by Rob James with 16 fare paying crew, 33 Export, re-rigged to a fractional sloop, and with the youngest skipper, 23-year-old Alain Gabbay; and Adventure, once again entered as a Ministry of Defence training yacht

It was not really about racing back then, although we did race hard. Adventure and seeing the world was the real attraction. SKIP NOVAK

causing controversy with large crew changes. Great Britain II once again took line honours at the finish, after 134 days, but victory on handicap went to a Dutchman, Cornelis van Rietschoten, on the 65' ketch Flyer, which took 136 days to complete the voyage but 119 days on corrected time.

This race was notable for the fact that Clare Francis became the first woman to skipper a Whitbread entry, the Swan 65 ADC Accutrac. Skip Novak made his Whitbread debut as navigator onboard King's Legend, the third Swan 65 entered, the other being Disque d'Or.

THE ROUTE **Total Distance 26,780nm**

Leg 1	PORTSMOUTH TO CAPE TOWN. Commenced August 27 1977. Distance 6,650 nm
Leg 2	CAPE TOWN TO AUCKLAND. Commenced October 25 1977. Distance 7,300 nm
Leg 3	AUCKLAND TO RIO DE JANEIRO. Commenced December 26 1977. Distance 7,400 nm
Leg 4	RIO DE JANEIRO TO PORTSMOUTH. Commenced February 22, 1978. Distance 5,430 nm

1977-78 RACE COURSE AND RESULTS

LEFT TO RIGHT.

ROBIN KNOX-JOHNSTON AT THE HELM OF HEATH'S CONDOR.

CORNELIS VAN RIETSCHOTEN - SKIPPER OF THE DUTCH YACHT FLYER. HE DEMONSTRATED THAT GOOD ORGANIZATION WAS THE KEY TO SUCCESS.

THE DUTCH YACHT FLYER IN THE SOLENT AFTER WINNING THE 1977-78 WHITBREAD ROUND THE WORLD RACE.



POSITION	YACHT	NATIONALITY	SKIPPER(S)	CORRECTED TIME*
1	FLYER	NETHERLANDS	CORNELIS VAN RIETSCHOTEN	119 DAYS 1 HOUR
2	KING'S LEGEND	UNITED KINGDOM	NICK RATCLIFFE MIKE CLANCY	121 DAYS 11 HOURS
3	TRAITÉ DE ROME	EEC	PHILIPPE HANIN	121 DAYS 18 HOURS
4	DISQUE D'OR	SWITZERLAND	PIERRE FEHLMANN	122 DAYS 10 HOURS
5	ADC ACCUTRAC	UNITED KINGDOM	CLARE FRANCIS	126 DAYS 20 HOURS
6	GAULOISES II	FRANCE	ERIC LOIZEAU	127 DAYS 7 HOURS
7	ADVENTURE	UNITED KINGDOM	JAMES WATTS, DAVID LESLIE IAN BAILEY-WILLMOT ROBIN DUCHESNE	128 DAYS 2 HOURS
8	NEPTUNE	FRANCE	BERNARD DEGUY	130 DAYS 11 HOURS
9	B&B ITALIA	ITALY	CORRADO DI MAJO	132 DAYS 2 HOURS
10	33 EXPORT	FRANCE	ALAIN GABBAY (31 min)	133 DAYS 00 HOURS
11	TIELSA	NETHERLANDS	DIRK NAUTA (36 min)	133 DAYS 00 HOURS
12	GREAT BRITAIN II	UNITED KINGDOM	ROB JAMES	134 DAYS 10 HOURS
13	DEBENHAMS	UNITED KINGDOM	JOHN RIDGWAY	135 DAYS 19 HOURS
14	JAPY-HERMES	FRANCE	JEAN MICHEL VIANI	143 DAYS 6 HOURS
15	HEATH'S CONDOR	UNITED KINGDOM	LESLIE WILLIAMS ROBIN KNOX-JOHNSTON	144 DAYS 00 HOURS

*Corrected time takes the handicap into account

PHOTOS: PPL, PPL/AUSTAIR BLACK, PPL/BARRY PICKTHALL, PPL/BOB FISHER



The 'Flying Dutchman', Cornelis van Rietschoten, returned on a new Flyer, which was 76' in length, with the specific aim to win the race on both elapsed and corrected time. This he achieved, crossing the finish line 119 days after the fleet had set out from Portsmouth in August 1981. Four legs were once again staged but instead of Rio de Janeiro, the third port of call was Mar de Plata, in Argentina.

Twenty-nine yachts from 20 countries competed in the 1981-82 event, but nine failed to complete the course. The variation in competing yachts was bracketed by two British entries, spanning the biggest – FCF Challenger at 80' LOA, all the way down to Bubblegum, at 43' LOA.

With Flyer dominating the event, van Rietschoten became a national hero and members of the Dutch Royal Family greeted the whole crew when they returned to Holland. The Dutchman's intense preparation for this and the previous race, both in the building of the yachts and in the shore work during stopovers, was widely acclaimed, praised and copied in the years ahead. His determination to succeed was so great that not even a heart attack during the second leg could deter his ambition.

Everywhere else on the globe, there are land masses to check the sea's progress. But down south, the oceans roll unobstructed all the way around the world. PETER BLAKE

Prior to the start it was thought that one of the most serious challengers to Flyer would be Peter Blake's 68' Ceramco New Zealand. Peter Blake was in his third race and although Ceramco won two of the four legs, including the final leg, Blake's challenge was scuppered shortly after it began when he was dismantled on the first leg. With some inspired seamanship, Ceramco was able to limp into Cape Town only 11 days behind Flyer, but the New Zealand entry was never able to make up for lost time. Blake's day was yet to come.

THE ROUTE Total Distance 26.095nm

Leg 1	PORTSMOUTH TO CAPE TOWN. Commenced August 8, 1981. Distance 6,650 nm
Leg 2	CAPE TOWN TO AUCKLAND. Commenced September 30 1981. Distance 7,300 nm
Leg 3	AUCKLAND TO MAR DEL PLATA. Commenced December 26 1981. Distance 6,175 nm
Leg 4	MAR DEL PLATA TO PORTSMOUTH. Commenced February 27, 1982. Distance 5,970 nm

1981-82 RACE COURSE AND RESULTS

LEFT TO RIGHT.
WITH TWO JIBS WINGED
OUT AND NO MAINSAIL,
FLYER IS STABLE SPEEDING
DOWNWIND IN THE
SOUTHERN OCEAN.
CERAMCO NEW ZEALAND
ARRIVES IN AUKLAND
A YOUNG GRANT DALTON
(SECOND FROM RIGHT)
TAKES THE BIG WAVE IN
STRIDE ABOARD CERAMCO
NEW ZEALAND.



POSITION	YACHT	NATIONALITY	SKIPPER(S)	CORRECTED TIME*
1	FLYER	NETHERLANDS	CORNELIS VAN RIETSCHOTEN	119 DAYS 1 HOUR
2	CHARLES HEIDSIECK III	FRANCE	ALAIN GABBAY	120 DAYS 7 HOURS
3	KRITER XI	FRANCE	ANDRÉ VIAN	120 DAYS 10 HOURS
4	DISQUE D'OR III	SWITZERLAND	PIERRE FEHLMANN	123 DAYS 11 HOURS
5	OUTWARD BOUND	NEW ZEALAND	DIGBY TAYLOR	124 DAYS 11 HOURS
6	XARGO III	SOUTH AFRICA	PADDA KUTTEL	124 DAYS 19 HOURS
7	MOR BIHAN	FRANCE	PHILLIPE POUPON	125 DAYS 15 HOURS
8	BERGE VIKING	NORWAY	PEDER LUNDE	125 DAYS 16 HOURS
9	ALASKA EAGLE	UNITED STATES	SKIP NOVAK, NEIL BERGT	126 DAYS 10 HOURS
10	EUROMARCHE	FRANCE	ERIC TABARLY	126 DAYS 23 HOURS
11	CERAMCO NEW ZEALAND	NEW ZEALAND	PETER BLAKE	127 DAYS 17 HOURS
12	SKOPBANK OF FINLAND	FINLAND	KENNETH GAHMBERG	128 DAYS 15 HOURS
13	ROLLYGO	ITALY	GIORGIO FALCK	129 DAYS 20 HOURS
14	TRAITÉ DE ROME	EEC	ANTONIO CHIOATTO	130 DAYS 23 HOURS
15	CROKY	BELGIUM	GUSTAAF VERSLUYS	133 DAYS 23 HOURS
16	FCF CHALLENGER	UNITED KINGDOM	LESLIE WILLIAMS	138 DAYS 15 HOURS
17	UNITED FRIENDLY	UNITED KINGDOM	CHAY BLYTH	141 DAYS 10 HOURS
18	WALROSS III BERLIN	GERMANY	JEAN-MICHEL VIAN	143 DAYS 19 HOURS
19	LICOR 43	SPAIN	JOAQUIN COELLO	160 DAYS 2 HOURS
20	ILGAGOMMA	ITALY	ROBERTO VIANELLO	160 DAYS 9 HOURS
DNF	EUROPEAN UNI. BELGIUM	BELGIUM	JEAN BLONDIAU	–
DNF	33 EXPORT	FRANCE	PHILLIPE SCHAFF	–
DNF	GAULOISES III	FRANCE	ERIC LOIZEAU	–
DNF	LA BARCA LABORATORIO	ITALY	CLAUDIO STAMPI	–
DNF	SAVE VENICE	ITALY	DOI MALINGRI	–
DNF	VIVANAPOLI	ITALY	BEPPE PANADA	–
DNF	SCANDINAVIAN	SWEDEN	REINO ENGQVIST	–
DNF	SWEDISH ENTRY	SWEDEN	MOGENS BUGGE	–
DNF	BUBBLEGUM	UNITED KINGDOM	IAIN McGOWN-FYFE	–

PHOTOS: PPL, PPL/ONNE VAN DER WAL

*Corrected time takes the handicap into account

1985-86

STRENGTH OF QUALITY



The fourth Whitbread Race consisted of mostly sponsored yachts, no military service entries and no privately funded entries, with the possible exception of Simon Le Bon's Drum, and SAS Baiai Viking, mostly private despite a sponsored name. Although there was a smaller entry of 15 yachts from 10 countries, the lack of quantity was more than made up for in strength of quality with all the yachts, including the new 80' maxi, being specifically built for this or an earlier race. Once again four legs were staged but Mar del Plata was replaced by Punta del Este in Uruguay. This was also the last time for some years that a South African port, Cape Town, was used, although it was reinstated as a stopover port in the 1997-98 race.

Most of the 15 entries had paid attention to previous successful Whitbread contenders, and many were maxi-rated, but the winner turned out to be one of the smallest boats in the race, carrying the fewest crew (eight). The 58' French sloop, L'Esprit d'Equipe was actually the 1981-92 contender, 33 Export, and was skippered by Lionel Pean. She won the race on handicap, crossing the line on corrected time 111 days after leaving Portsmouth (132 days elapsed time). Pierre Fehlmann, on the 80' maxi, UBS Switzerland, proved to be the fastest boat round on elapsed time, finishing 117 days after the start.

That's what the Whitbread Race is all about... sticking it out in bad times as well as in the good... and taking it one leg, one day, and then even one watch at a time SKIP NOVAK

Among the fleet was Simon Le Bon's Drum, skippered by Skip Novak. Drum had weathered the vicious 1985 Fastnet race, but had spectacularly lost her keel and rolled over. The Whitbread's later start, on September 28th, combined with tremendous effort, had allowed Drum to be ready for the start of the race which was to be the last time the Whitbread Trophy was awarded on corrected time.

THE ROUTE **Total Distance 26,740nm**

Leg 1	PORTSMOUTH TO CAPE TOWN Commenced September 28, 1985 Distance 7,350 nm
Leg 2	CAPE TOWN TO AUCKLAND Commenced December 4 1985 Distance 7,300 nm
Leg 3	AUCKLAND TO PUNTA DEL ESTE. Commenced February 14 1986 Distance 6,215 nm
Leg 4	PUNTA DEL ESTE TO PORTSMOUTH Commenced April 9, 1986 Distance 5,875 nm

1985-86 RACE COURSE AND RESULTS

LEFT TO RIGHT.
FOR THE BRAVE CREW MEMBERS WHO CLIMBS THE MAST THERE IS A REWARD: IT IS QUIET ALOFT.
LIONEL PÉAN, WINNING SKIPPER OF THE 1985-86 WHITBREAD.
L'ESPRIT D'EQUIPE FROM FRANCE WINS THE 1985-86 WHITBREAD.



POSITION	YACHT	NATIONALITY	SKIPPER(S)	CORRECTED TIME*
1	L'ESPRIT D'EQUIPE	FRANCE	LIONEL PÉAN	111 DAYS 23 HOURS
2	PHILIPS INNOVATOR	NETHERLANDS	DIRK NAUTA	112 DAYS 21 HOURS
3	FAZER FINLAND	FINLAND	MICHAEL BERNER	115 DAYS 00 HOURS
4	UBS SWITZERLAND	SWITZERLAND	PIERRE FEHLMANN	117 DAYS 4 HOURS
5	RUCANOR TRISTAR	BELGIUM	GUSTAF VERSLUYS ANN LIPPENS	118 DAYS 9 HOURS
6	FORTUNA LIGHTS	SPAIN	JAVIER VISIERS JORGIE BRUFAU ANTONIO GUIU	121 DAYS 00 HOURS
7	LION NEW ZEALAND	NEW ZEALAND	PETER BLAKE	121 DAYS 7 HOURS
8	DRUM	UNITED KINGDOM	SKIP NOVAK	122 DAYS 6 HOURS
9	EQUITY & LAW	NETHERLANDS	PLEUN VAN DER LUGT	123 DAYS 6 HOURS
10	COTE D'OR	BELGIUM	ERIC TABARLY	125 DAYS 19 HOURS
11	SHADOW OF SWITZERLAND	SWITZERLAND	OTTO & NORA ZEHENDER-MUELLER	128 DAYS 11 HOURS
12	NORSK DATA GB	UNITED KINGDOM	BOB SALMON	136 DAYS 1 HOUR
13	SAS BAIA VIKING	DENMARK	JESPER NORSK	144 DAYS 18 HOURS
DNF	NZI ENTERPRISE	NEW ZEALAND	DIGBY TAYLOR	-
DNF	ATLANTIC PRIVATEER	UNITED STATES	PADDA KUTTEL	-

*Corrected time takes the handicap into account

PHOTOS: PPL, PPL/BARRY PICKTHALL, PPL/BOB FISHER, RICK TOMLINSON



The 1989-90 race will long be remembered as the time when the event came of age in terms of the massive publicity it achieved for the remarkable feat of seamanship shown by New Zealand's Peter Blake, who, on the 84' Bruce Farr designed ketch, Steinlager, claimed line honours on every one of the six legs, and for the fact there was the first all-women entry, skippered by Tracy Edwards, on the 58' sloop, Maiden (the 1981 entry Disque d'Or). It was also the first time six legs were staged.

Twenty-three boats from 13 countries crossed the start line at Southampton and, for the first time, the fleet sailed across the Atlantic on the first leg to the South American port of Punta del Este. From there it went down into the Southern Ocean to Fremantle, from Fremantle to Auckland, then back to Punta del Este, up to Fort Lauderdale and, finally back to Southampton.

This race, which saw the first entry from the Soviet Union, Fazisi, also suffered a fatality on the second leg. In the big Southern Ocean seas the 80' British entry, Creighton's Naturally, skippered by John Chittenden, broached and two members of the crew, Anthony Phillips and Bart Van den Dwey were swept overboard. Both were wearing life jackets and equipped with flares and personal radio beacons and both were found and brought back on board. Van den Dwey was successfully resuscitated, but Phillips never regained consciousness. It is believed that he hit his head as he went overboard and was unconscious when he hit the water. He was buried at sea.

It took him five attempts to win the Whitbread during which he experienced every set back from near sinking to dismasting before everything went right. CORNELIS VAN RIETSCHOTEN

Despite the dramas, nothing could detract from Blake's personal triumph in his fifth successive Whitbread and Southampton Water was awash with spectator boats as the Kiwi boat, known as the 'Big Red', crossed the finish line after 128 days.

THE ROUTE **Total Distance 32,018nm**

Leg 1	SOUTHAMPTON TO PUNTA DEL ESTE Commenced September 2 1989 Distance 5,938 nm
Leg 2	PUNTA DEL ESTE TO FREMANTLE Commenced October 28 1989 Distance 7,260 nm
Leg 3	FREMANTLE TO AUCKLAND Commenced December 23 1989 Distance 3,272 nm
Leg 4	AUCKLAND TO PUNTA DEL ESTE Commenced February 4 1990 Distance 6,255 nm
Leg 5	PUNTA DEL ESTE TO FORT LAUDERDALE Commenced March 17 1990 Distance 5,475 nm
Leg 6	FORT LAUDERDALE TO SOUTHAMPTON Commenced May 5 1990 Distance 3,818 nm

1989-90 RACE COURSE AND RESULTS

LEFT TO RIGHT.
THE CARD DURING THE
FIRST LEG OF THE
WHITBREAD 1989-90.
PETER BLAKE HOISTS THE
WINNERS TROPHY.
STEINLAGER 2 WINS THE
1989-90 WHITBREAD.



POSITION	YACHT	NATIONALITY	SKIPPER(S)	CORRECTED TIME*
1	STEINLAGER 2	NEW ZEALAND	PETER BLAKE	128 DAYS 9 HOURS
2	FISHER & PAYKEL NZ	NEW ZEALAND	GRANT DALTON	129 DAYS 21 HOURS
3	MERIT	SWITZERLAND	PIERRE FEHLMANN	130 DAYS 10 HOURS
4	ROTHMANS	UNITED KINGDOM	LAWRIE SMITH	131 DAYS 4 HOURS
5	THE CARD	SWEDEN	ROGER NILSON	135 DAYS 7 HOURS
6	CHARLES JOURDAN	FRANCE	ALAIN GABBAY	136 DAYS 15 HOURS
7	FORTUNA EXTRA LIGHTS	SPAIN	JAVIER DE LA GAUDERA JAN SANTANA, JOSÉ LUIS DORESTE	137 DAYS 8 HOURS
8	GATORADE	ITALY	GIORGIO FALCK HERVÉ JAN PREIRE SICOUIN	138 DAYS 14 HOURS
9	UNION BANK OF FINLAND	FINLAND	LUDE INGVAL	138 DAYS 16 HOURS
10	BELMONT FINLAND II	FINLAND	HARRY HARKIMO	139 DAYS 4 HOURS
11	FAZISI	USSR	ALEXI GRISCHENKO SKIP NOVAK, VALERI ALEXEEV	139 DAYS 9 HOURS
12	NCB IRELAND	IRELAND	JOE ENGLISH	139 DAYS 19 HOURS
13	BRITISH SATQUOTE DEFENDER	UNITED KINGDOM	FRANK ESSON COLIN WATKINS	143 DAYS 12 HOURS
14	EQUITY & LAW II	NETHERLANDS	DIRK NAUTA	148 DAYS 23 HOURS
15	LIVERPOOL ENTERPRISE	UNITED KINGDOM	BOB SALMON	151 DAYS 4 HOURS
16	CREIGHTONS NATURALLY	UNITED KINGDOM	JOHN CHITTENDON	162 DAYS 6 HOURS
17	ESPRIT DE LIBERTÉ	FRANCE	PATRICK TABARLY	164 DAYS 21 HOURS
18	MAIDEN	UNITED KINGDOM	TRACY EDWARDS	167 DAYS 3 HOURS
19	SCHLUSSEL VON BREMEN	GERMANY	ROLF RENKEN HAM MÜELLER-RÖHLOK, JOCHEN ORGELMANN WILHELM-OTTO BECK, PETER WEIDNER	167 DAYS 19 HOURS
20	WITH INTEGRITY	UNITED KINGDOM	ANDY COGHILL	170 DAYS 16 HOURS
21	LA POSTE	FRANCE	DANIEL MALLÉ	181 DAYS 22 HOURS
DNF	RUCANOR SPORT	BELGIUM	BRUNO DUBOIS	-
DNF	MARTELA OF	FINLAND	MARKKU WILKERI	-

*Corrected time takes the handicap into account

PHOTOS: PPL, PPL/BOB FISHER,
RICK TOMLINSON, ROGER LEAN-BERCOE



The 1993-94 Whitbread was a two-class race with world champion match racers fighting it out around the world on the new Whitbread 60 class of flat out ocean racers. Maxi yachts were still permitted and raced in a separate division, but things had changed considerably in the four years since Peter Blake had set round the world records with his win on the maxi Steinlager 2. This Whitbread was now a flat-out professional yacht racing effort.

The course remained the same as the previous race and five Maxis and 10 W60s crossed the start line on September 25th although one of the 60s, Odessa, did not actually cross the start line until just over one week after the gun. Two days into the race, the maxi Fortuna skippered by Britain's Lawrie Smith withdrew after breaking her mizzenmast. It was a crushing blow for Smith and his crew but, Smith bounced back for the second leg, at the helm of the W60 Intrum Justitia, replacing Roger Nilson. Smith went on to win the second leg and later broke the world monohull 24-hour record, covering 428.7 nautical miles on the leg between Auckland and Punta del Este.

Among the W60 class was Heineken, skippered by American Dawn Riley. Riley was part of Tracy Edwards' crew onboard Maiden in the 1989-90 race and this was the second all-female boat to compete in The Whitbread.

It is not commonly known that New Zealand Endeavour was the only yacht in the Whitbread fleet that didn't change its crew during the race. GRANT DALTON

The victorious W60 was Yamaha, skippered by Kiwi, Ross Field, while Grant Dalton's New Zealand Endeavour won the maxi class. Dalton hadn't beaten the W60s into the finish at Southampton, but he had taken eight days off Peter Blake's round the world record, however, next time it would be just Whitbread 60s, paired down and all about speed, all the time.

THE ROUTE **Total Distance 31,975nm**

Leg 1	SOUTHAMPTON TO PUNTA DEL ESTE Commenced September 25 1993 Distance 5,938 nm
Leg 2	PUNTA DEL ESTE TO FREMANTLE Commenced November 13 1993 Distance 7,558 nm
Leg 3	FREMANTLE TO AUCKLAND Commenced January 8 1994 Distance 3,272 nm
Leg 4	AUCKLAND TO PUNTA DEL ESTE Commenced February 19 1984 Distance 5,914 nm
Leg 5	PUNTA DEL ESTE TO FORT LAUDERDALE Commenced April 2 1994 Distance 5,475 nm
Leg 6	FORT LAUDERDALE TO SOUTHAMPTON Commenced May 21 1994 Distance 3,818 nm

1993-94 RACE COURSE AND RESULTS

LEFT TO RIGHT.

IT TAKES A LOT OF STAMINA TO STEER FOR LONG PERIODS OF TIME.

GRANT DALTON WAS HAPPY WITH HIS TEAM'S PERFORMANCE

NEW ZEALAND ENDEAVOUR FEATURES A CLIPPER BOW TO EXTEND THE BOAT'S SAIL AREA.



POSITION	YACHT	NATIONALITY	SKIPPER	ELAPSED TIME
MAXI CLASS				
1	NEW ZEALAND ENDEAVOUR	NEW ZEALAND	GRANT DALTON	120 DAYS 5 HOURS
2	MERIT CUP	SWITZERLAND	PIERRE FEHLMANN	121 DAYS 2 HOURS
3	LA POSTE	FRANCE	ERIC TABARLY	123 DAYS 22 HOURS
4	URUGUAY NATURAL	URUGUAY	GUSTAVO VANZINI	144 DAYS 20 HOURS
WHITBREAD 60 CLASS				
1	YAMAHA	JAPAN	ROSS FIELD	120 DAYS 14 HOURS
2	INTRUM JUSTITIA	EUROPE	LAWRIE SMITH	121 DAYS 5 HOURS
3	GALICIA '93 PESCANOVA	SPAIN	JAVIER GANDARA	122 DAYS 6 HOURS
4	WINSTON	UNITED STATES	BRAD BUTTERWORTH	122 DAYS 9 HOURS
5	TOKIO	JAPAN	CHRIS DICKSON	128 DAYS 16 HOURS
6	BROOKSFIELD	ITALY	GUIDO MAISTO	130 DAYS 4 HOURS
7	HETMAN SAHAIDACHNY	UKRAINE	EUGENE PLATON	135 DAYS 23 HOURS
8	DOLPHIN & YOUTH	UNITED KINGDOM	MATT HUMPHRIES	137 DAYS 21 HOURS
9	HEINEKEN	UNITED STATES	DAWN RILEY	138 DAYS 16 HOURS
10	ODESSA	UKRAINE	ANATOLY VERBA	158 DAYS 4 HOURS

PHOTOS: PPL, PPL/MARK PEPPER, RICK TOMLINSON



The seventh and final race under the Whitbread banner changed the public face of ocean racing forever. The sheer excellence of the on board video footage and the quality and quantity of the daily emails from the crews ensured a huge media interest worldwide.

For the first time, the fleet was made up of one class only, the Whitbread 60, and a fleet of 10 set off from Southampton on 21st September, vying for the Volvo Trophy. A complicated points scoring system replaced elapsed time. One important effect of the W60 was its attraction to big-name, round-the-buoys racers. The boat provided a challenge they could not resist. Dennis Conner was once again trying his skill, as was Chris Dickson. Perhaps the biggest surprise was Paul Cayard, whose bona fides as a Star boat champion and America's Cup competitor hardly seemed to suit the rigours of ocean racing. Some did not take him seriously.



It was not until a third of the race had gone by that a definite pecking order had been established and, by this time, Paul Cayard with EF Language had won two legs and Swedish Match/Gunnar Krantz had taken the third. Records, too, had been set. Silk Cut/Lawrie Smith, set the 24 hour world record for a monohull during leg two of 449.1 nautical miles but her challenge for overall glory fell apart in the southern ocean on leg five when her mast came down.

In the end, Paul Cayard demonstrated that lack of experience in ocean racing was no handicap. By the end of the seventh leg he had opened up a virtually unassailable lead on the points table and interest lay with the battle for second place. This was won, at the final hurdle, by Merit Cup/Grant Dalton with Swedish Match/Gunnar Krantz taking third place.

PHOTOS: ALLSPORT, MIKE HEWITT/ALLSPORT

1997-98 RACE COURSE AND RESULTS

POSITION	YACHT	NATIONALITY	SKIPPER(S)	POINTS
1	EF LANGUAGE	SWEDEN	PAUL CAYARD	836
2	MERIT CUP	MONACO	GRANT DALTON	698
3	SWEDISH MATCH	SWEDEN	GUNNAR KRANTZ	689
4	INNOVATION KVAERNER	NORWAY	KNUT FROSTAD	633
5	SILK CUT	UNITED KINGDOM	LAWRIE SMITH	630
6	CHESSIE RACING	UNITED STATES	GEORGE COLLINS	613
7	TOSHIBA	UNITED STATES	DENNIS CONNER PAUL STANDBRIDGE	528
8	BRUNEL SUNERGY	NETHERLANDS	HANS BOUSCHOLTE ROY HEINER	415
9	EF EDUCATION	UNITED STATES	CHRISTINE GUILLOU	275
DNF	AMERICA'S CHALLENGE	UNITED STATES	ROSS FIELD	48

THE ROUTE

Total Distance 31,600nm

Leg 1	SOUTHAMPTON TO CAPE TOWN Commenced September 21, 1997 Distance 7,350 nm	Leg 6	SAO SEBASTIAO TO FORT LAUDERDALE Commenced March 14 1998 Distance 4,750 nm
Leg 2	CAPE TOWN TO FREMANTLE Commenced November 11 1997 Distance 4,600 nm	Leg 7	FORT LAUDERDALE TO BALTIMORE Commenced April 19 1998 Distance 870 nm
Leg 3	FREMANTLE TO SYDNEY Commenced December 13 1997 Distance 2,250 nm	Leg 8	ANNAPOLIS TO LA ROCHELLE Commenced May 3 1998 Distance 3,390 nm
Leg 4	SYDNEY TO AUCKLAND Commenced January 4 1998 Distance 1,270 nm	Leg 9	LA ROCHELLE TO SOUTHAMPTON Commenced May 22 1998 Distance 450 nm
Leg 5	AUCKLAND TO SAO SEBASTIAO Commenced February 1 1998 Distance 6,670 nm		

LEFT TO RIGHT.
CREW MEMBERS
TRIMMING SAILS
ONBOARD MERIT CUP.
PAUL CAYARD, SKIPPER
OF THE WINNING
YACHT, EF LANGUAGE.
EF LANGUAGE
CROSSES THE
CHANNEL DURING THE
FINAL LEG OF THE
WHITBREAD ROUND
THE WORLD RACE.





Eight teams, including an all female team, were on the starting line on September 23 for the first race under the Volvo banner which will be remembered for its drama. Roy Heiner, the skipper of the highly-fancied Assa Abloy was replaced by watch captain Neal McDonald after finishing in fifth place on leg one. Illbruck, which won the leg, almost sank on leg two when an inspection hatch worked loose and she shipped gallons of water. Tyco was forced to retire from leg two with severe rudder failure.

Keith Kilpatrick/Amer Sports One was sick and confined to his bunk but thankfully The Royal Australian Air Force came to the rescue with an airdrop of medical supplies and Kilpatrick was later transferred to a waiting fishing boat near Eclipse Island, Western Australia. He was never to sail again on Amer Sports One, which, in the closing hours of the leg, suffered a spectacular broach, pinning the boat on her side for five minutes off the entrance to Sydney Harbour. Skipper Grant Dalton, lying injured in his bunk, was powerless to help as the boat flailed hopelessly on her side.

Just hours into the Sydney to Auckland leg, a huge waterspout threatened the fleet. Everyone got away unscathed, although SEB later suffered rudder failure and retired. Lisa McDonald's crew broke their forestay and also hit something suspicious, delaying their restart from the Hobart pitstop and on to Auckland.

The Southern Ocean lived up to its reputation and from Auckland to Rio the fleet encountered the worst ice they had ever seen. SEB was dismayed and limped in to Ushuaia under jury rig. Hours after the restart from Rio de Janeiro, SEB collided with illbruck and arrived in Miami with a jagged look to her bow. A protest was filed but not upheld.

During the dash across the Atlantic illbruck turned in a near faultless leg, and, clocking up 484 nautical miles, they beat SEB's 24-hour record from the Southern Ocean. Disaster struck Lisa McDonald's Amer Sports Too, when her mast broke and ended her team's involvement in the leg in an instant. Leg eight to Gothenburg was an enthralling battle and resulted in the closest finish in the history of the race with five boats finishing within seven minutes after 1,075 miles of racing.

The day of the start from Gothenburg had both sailors and commentators shaking their heads in disbelief. The spectator fleet on the water and the crowds lining the shore outdid anything seen on the America's Cup courses or Sydney to Hobart starts. It may even have outdone the end of the final race of the America's Cup in Fremantle. If Gothenburg had been a phenomenon, the finish in Kiel had to be seen to be believed. A huge crowd, was there to applaud them all, but the winner's enclosure belonged to John Kostecki and his German boat illbruck.

2001-02 RACE COURSE AND RESULTS

LEFT TO RIGHT.
THE FLEET STARTS CLOSE
TO THE SHORE IN CAPE
TOWN.
JOHN KOSTECKI
VICTORIOUS.
ILLBRUCK TRAINING IN
SYDNEY.



POSITION	YACHT	NATIONALITY	SKIPPER(S)	POINTS
1	ILLBRUCK CHALLENGE	GERMANY	JOHN KOSTECKI	61
2	ASSA ABLOY	SWEDEN	NEAL McDONALD	55
3	AMER SPORTS ONE	ITALY/FINLAND	GRANT DALTON	44
4	TYCO	BERMUDA	KEVIN SHOEBRIDGE	42
5	NEWS CORP	AUSTRALIA	JEZ FANSTONE	41
6	DJUICE	NORWAY	KNUT FROSTAD	33
7	SEB	SWEDEN	GUNNAR KRANTZ	32
8	AMER SPORTS TOO	ITALY/FINLAND	LISA McDONALD	16

THE ROUTE Total Distance 31,600nm

Leg 1	SOUTHAMPTON TO CAPE TOWN Commenced September 23, 2001 Distance 7,350 nm	Leg 6	MIAMI TO BALTIMORE Commenced April 14, 2002 Distance 875 nm
Leg 2	CAPE TOWN TO SYDNEY Commenced November 11, 2001 Distance 6,550 nm	Leg 7	ANNAPOLIS TO LA ROCHELLE Commenced April 28, 2002 Distance 3,400 nm
Leg 3	SYDNEY TO AUCKLAND Commenced December 26, 2001 Distance 2,050 nm	Leg 8	LA ROCHELLE TO GÖTEBORG Commenced May 25, 2002 Distance 1,075 nm
Leg 4	AUCKLAND TO RIO DE JANEIRO Commenced January 27, 2001 Distance 6,700 nm	Leg 9	GÖTEBORG TO KIEL Commenced June 8, 2002 Distance 250 nm
Leg 5	RIO DE JANEIRO TO MIAMI Commenced March 9, 2002 Distance 4,450 nm		

THE FOUR 'CORNER STONES'

After the huge success of the inaugural Volvo Ocean Race, known for 25 years as The Whitbread, the next edition of the Volvo Ocean Race will start for the first time from the Mediterranean in November 2005.

The first Volvo Ocean Race, which began in Southampton, England, in September 2001 and finished in Kiel, Germany, in June 2002 was the most successful round the world race to date, firmly establishing the event as one of the world's premier sporting events. Racing was closer than ever before, with new world speed records and a successful mix of short course and long ocean racing legs. The Volvo Ocean Race 2005-06 will build on this strong foundation with the intention of producing the most consummate, all-round racing team the world has ever seen.

There are four pillars supporting our strategy:

- The Volvo Ocean Race 2005-06 will be a world-class sporting event
- It will be an interesting and challenging event for the sailors
- It will be engaging and inspiring to sailing enthusiasts and the public alike
- It will present sponsors and syndicates with an even better value for investment



DJUICE DRAGONS

THE OBJECTIVES

REDUCE THE COSTS FOR THE CAMPAIGNS

In the last race, the campaign costs for some of the teams was up to USD20-25 million. Although, without exception, sponsors now look upon it as a good investment, the intention is to make it possible to reduce this amount to around USD15 million, or even lower, thereby making the Volvo Ocean Race 2005-06 one of the most attractive sporting sponsorship opportunities available.

Factors such as the total time span of the event, the number and length of each of the stopovers, reduction in the number of sails, only allowing one boat per team, reduction in crew members and standardised meteorological information being provided, will help to achieve this.

IMPROVE THE MEDIA VALUE EVEN FURTHER

The media results from the 2001-02 race were impressive*, but improvements will be achieved by a new design of boat, new team structures and in port racing which, coupled with an even stronger media strategy, will significantly increase news and sport related media exposure. Even more spectacular footage will be sent from a self contained media station within the boat, which will assist with the quality of footage delivered.

MORE EFFICIENT STOPOVERS

Shorter, more attractive but fewer stopovers will lead to an enthusiastic port-side audience as well as generating better interest from the general public, through generating increased media

exposure. In each stopover, there will be a nine-day window beginning with an in port race, the prize giving, the final preparation for the restart and the restart weekend itself.

CONTINUOUS DEVELOPMENT

As the premier ocean race, the event has always been on the forefront of development, particularly when it comes to the yachts, the race concept itself and commercially. As can be seen by the new model, we have chosen to continue this philosophy by allowing all members of the sailing community to 'buy in' to the race, which will help to develop and evolve the sport in general.

RESPECT FOR THE HERITAGE AND THE SPORTING ASPECTS

The Volvo Ocean Race is the ultimate symbol of man against nature, and a race with a great heritage. Over the last 30 years, some of the most recognised all round sailors in the world, such as Sir Peter Blake, Grant Dalton, Tracy Edwards, Paul Cayard, Dennis Conner and Chris Dickson have taken part in this event, on their way to becoming international sporting personalities. It has always been the race that every sailor has aspired to compete in, and we wish to foster this ideal. Balancing the epic nature of the ocean legs, the in port fleet racing will confront sailors with additional challenges they have not seen in the past, while conserving the importance of the long ocean legs.

* Please see the document **Marketing through the Volvo Ocean Race**



THE NEW BOAT DESIGN

Innovation has always been the signature of this event and it was time to introduce a new design of boat for the 2005-06 event. With development in mind, a forum of skippers, designers, syndicate heads and representatives from the Volvo Ocean Race collated ideas on what should be changed in the rule for the next event. There were many opinions as to what the new yacht should look like and how it should perform; sadly for the V.O.60 rule, all agreed that something new was required and the brand new, state-of-the art 70' monohull race boat was conceived. Maybe it is a shame to see the end of the use of the V.O.60s in this prestigious event but, as with the development of other sporting events like Formula 1, it will be remembered with pride and looked back on as the forerunner to many modern high-speed racing yachts.

The race has become known for its stories of human endeavour, for the cutting edge design of ocean racing yachts, for challenging and breaking world speed and distance records, for pushing the development of hull shapes, keel, rudder and sail design, for utilising new materials, for leading the world in on-board communications, for increasing the levels of yacht safety and in the last event, the closeness of the racing.

The new, open design race boat will have a canting keel, a choice of one or two centerboards, and a choice of one or two rudders. Above all, it will be very fast and exciting to sail. The prescribed rule will remain relatively open, presenting a challenge and test for the designers, thereby encouraging the development of even faster yachts.

It will be an easier boat to sail, with fewer sails to handle and better living conditions for the crew. The race rules will favour imagination, creativity and sailing skills, and not an environment where the biggest purse necessarily gives a bigger edge.

Each boat will have certain common features: canting keel and bulb, standardised carbon fibre mast and a reduction in the number of sails from 38 to 23 for the race overall, with approximately 10 sails measured in per leg. We hope this will help to constrain costs to eliminate those areas where traditionally huge expenditures have made fractionally competitive differences.

Recognising the importance of sophisticated media coverage, the new race boats will be required to have a dedicated on-board media centre separate from the navigational equipment. The latest mini-cams will be installed on each boat to provide even more spectacular coverage of this great and challenging event.

Crew numbers will be reduced and women will be encouraged by new crew limits. An all-male crew will be limited to nine; for a mixed crew of a least five women the number will be increased to 10 and an all-female team may have up to 11 crewmembers.



OTHER CONSIDERATIONS

Two-boat-testing has always been considered a great advantage. It is also an expensive one. Teams with less time and money will not have this option, so by ensuring that a syndicate can only build one new boat, we will remove this advantage. Time on the water is also of great assistance in testing equipment and training crewmembers. With a new design it will be even more important and advantages will be gained by being out on the water early. To try and reduce the 'arms race' to be the first team on the water we will not be publishing the V.O.70 rule until September 2003. This does not restrict when the boat can be built but means that everyone can begin work on research and development at a similar time and have approximately the same, relatively limited, time on the water in the run up to the start. Competing teams may join up for training purposes, improving information sharing and the camaraderie of the race without inflating costs.

TIME PLAN

Traditionally the Notice of Race, which details the boat and the route for the next event, has been issued at the London International Boat Show in the January following the finish of the previous event. With so many changes to consider, we felt that we would be rushing and may not have had time to undertake the necessary consultation and consideration to make the right decisions. The Notice of Race will be published along with the V.O.70 rule and the Participation Agreement in September 2003. Additions to these documents will be made at regular periods.

THE COURSE


The race track will continue to follow the traditional route of the old clipper ships, sailing around the world with the prevailing winds, however it will be take place over a shorter time span, with only seven legs and therefore less stopovers.

An exciting new feature introduced for this event is a number of scoring gates and pit stops around the world, where the fleet will be able to score points, which will count towards the final score.


Traditionally the race has always begun in the UK, and the first change comes with the inclusion of a Mediterranean port city as the start port, details of which will be published nearer to the start of the event.

The first leg will take the fleet south, via a scoring gate at Fernando da Noronha, on the Brazilian coast, to Cape Town, South Africa. Cape Town has been a natural part of previous races given its geographical location where two of the world's great oceans meet, and thereby a logical destination for leg one.

Leg two will be the first test of the Southern Ocean. Historically, the event has always been known and respected for its long ocean legs, taking the event far south into the Southern Ocean. It is racing across this lonely ocean that allows the sailors to use their experience and



The contest itself is made far more interesting by requiring the yachts to pass through designated gates. Even more appealing will be the inshore racing. GRANT DALTON



push their boats to the limit and it is generally considered to provide the most exciting ocean racing in the world. To make it even more exciting, we have introduced a scoring gate at the Kerguelen Islands and another at Eclipse Island, off Albany on the west coast of Australia. The leg finish will be in an Australasian port, which is still under negotiation. All the previous races have visited Australia or New Zealand, and in the case of the Volvo Ocean Race 2001-02, both were included. At least one of these countries will be a stopover in the next race, with the other providing a pit stop.

Leg three will take the fleet back into the Southern Ocean and around the infamous Cape Horn, which will also be a scoring gate, before the hot slog up to the leg finish in Rio de Janeiro, Brazil. South America has been a part of the race since its conception in 1973, and we are pleased to continue the tradition of stopping in this important world market place.

Leg four will go direct to Baltimore, missing out a stopover in Florida, but with the inclusion of a scoring gate at Fernando da Noronha. The race will restart from Annapolis as in previous years.

A pit stop in New York is another new feature which will set the fleet up for a crack at the Blue Riband transatlantic record from the Ambrose Light to the Lizard off the south western coast of England (which will also be a scoring gate), before finishing the leg in Southampton, the home of the race for many years.

Leg six will be a very tactical short leg, through the English Channel and the North Sea to Göteborg, the home of Volvo and the scene of huge support during the last event.

And finally the fleet will sail the seventh leg as short sprint to a Baltic port for a spectacular and close finish. Still under negotiation, the finish port will be announced closer to the start of the event.

PIT STOPS

Following the huge success of the very first ocean racing pit stop, in Hobart, Tasmania, during the previous event, we have decided to include two pit stops for this edition of the race. The first will be either Australia or New Zealand and the second will be in New York. Pit stops not only provide a marvellous media opportunity, but also a grandstand for the public, enabling them to get up close and personal with the crews when they are in full-on racing mode and find out what really goes on when the pressure is high. Teams will also collect half points for their finishing positions at pit stops.



IN PORT RACING

Another new feature for the next Volvo Ocean Race will be the inclusion of six in-port races, with points counting towards the overall result. These inshore races will provide an exciting atmosphere for the public, who will have the opportunity to see, first hand, these spectacular



DANIEL FORSTER

race boats in action with their world-class crews and feel a real involvement with the event. Each stopover port will host a race, excluding the start and finish ports.

Crew limits for in-port racing will be extended to allow for one extra crewmember, perhaps a member of the shore crew, a 'star' sailor, a fleet racing specialist or a local expert. In addition, three, non-participating, crewmembers will be invited to race on each boat,

comprising a syndicate nominee (who could be the owner), a member of the media and a Volvo representative. Inshore racing will give the inshore sailors on the teams an opportunity to prevail in their speciality, close to the shore where spectators can get caught up in the drama. The media will be able to package great races and the syndicates and sponsors will be able to programme their entertainment and hospitality activity around these showcase events.

SCORING

The event will continue to use a high scoring system, i.e. in a 12-boat competition 12 points will be awarded to the winner of each leg, the overall winner being the team with the most points at the end of the race. All legs will count with no discards allowed. On the long ocean legs, the gates will offer half points. The same system of 'half points' will be used for the in port racing, accounting for 20% of the total points on offer.

AND FINALLY....

The Volvo Ocean Race has evolved over 30 years. It is now vastly different from the event that was conceived over a pint of beer in a pub between Col. Bill Whitbread of the brewing family, and Admiral Otto Steiner, of the Royal Naval Sailing Association. But some things never alter, and although it is a highly professional event, it will always remain an adventure. The challenge of the oceans never changes and it is still just as demanding to race through desolate Southern Ocean as it was back in 1973. The respect that is felt as Cape Horn slips silently away to port is never dimmed. This race is still the ultimate in human endeavour, and it will always demand faith, trust and respect among teammates. It is life at the extreme and will always remain so.



RICK TOMLINSON