

Alex Alley

Round the World sailor,
World Champion and
World Record holder



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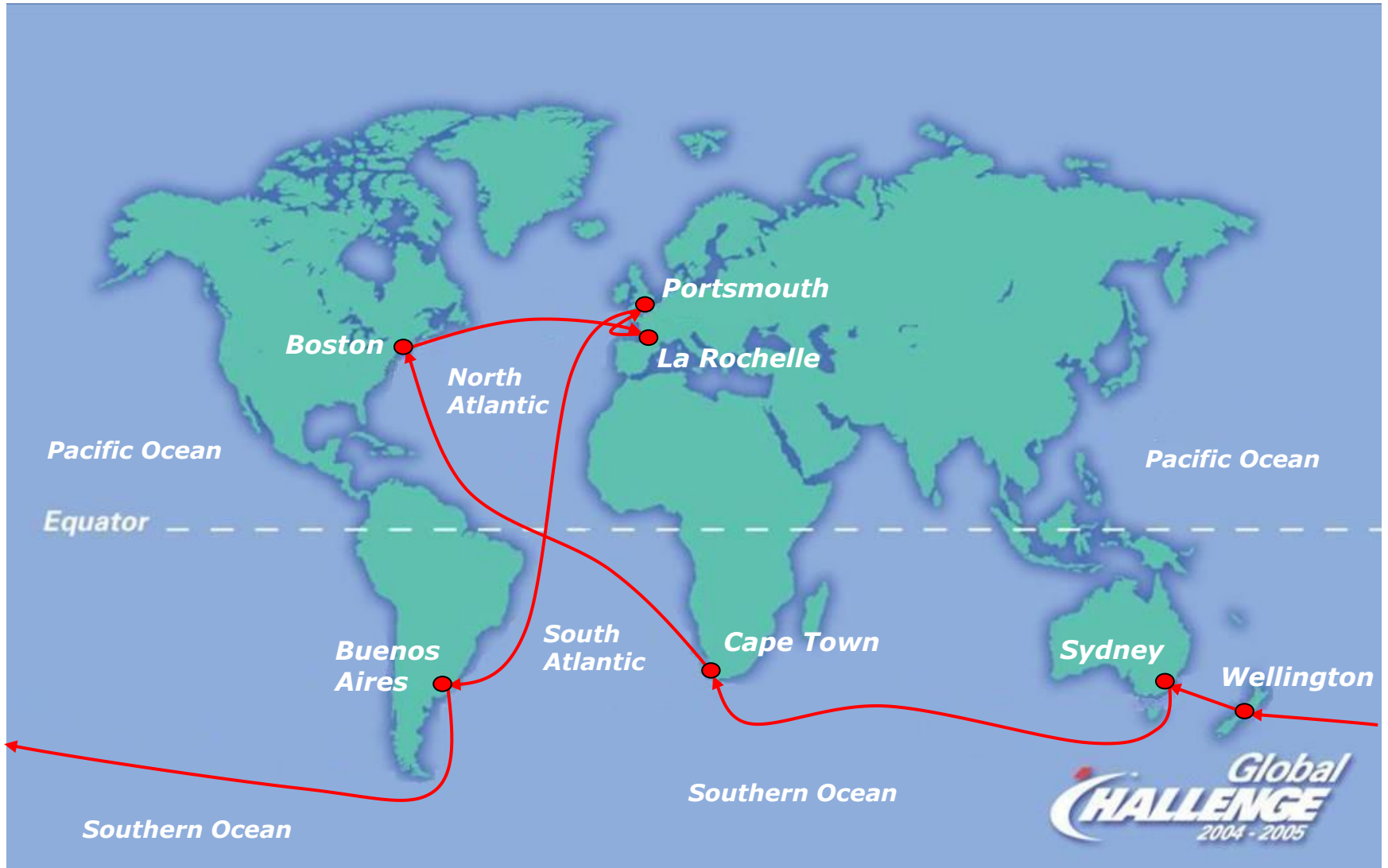


PLUGA
SERINGA

Global Challenge Race History

- Conceived in 1989
- British Steel 1992
- Amateur
- Worlds toughest yacht race
- Every 4 years

Race Route



3rd October

Leg 1 Start

Portsmouth to Buenos Aires

6200 miles

35 Days at sea









CHALLENGE BUS

HPX

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5th November Leg 1 Finish

Portsmouth to Buenos Aires
(6200) 6465 miles
(35) 34 Days at sea



28th November

Leg 2

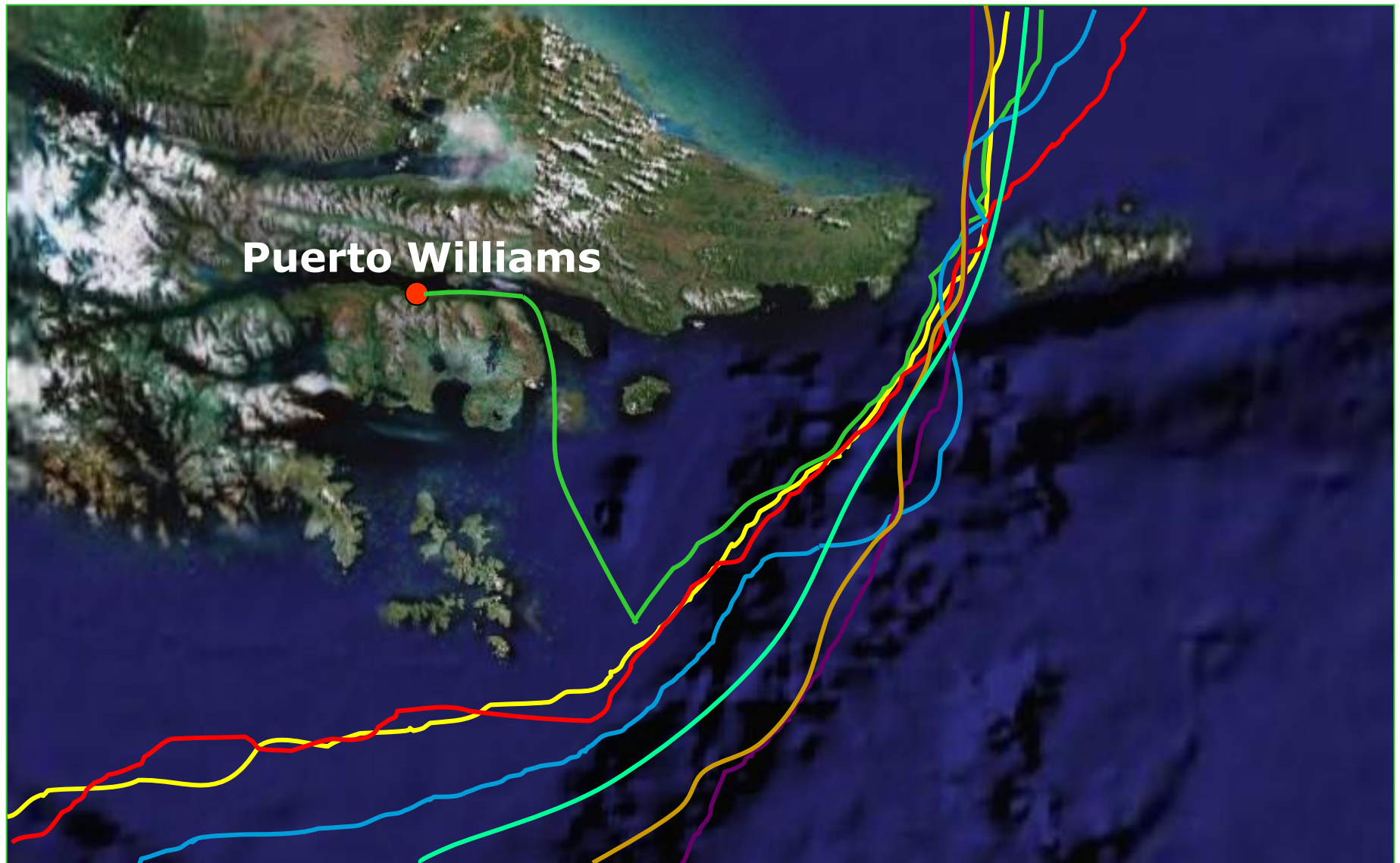
Buenos Aires to Wellington
6100 miles
40 Days at sea

Leg 2





7th Dec - Race for Cape Horn









13th December

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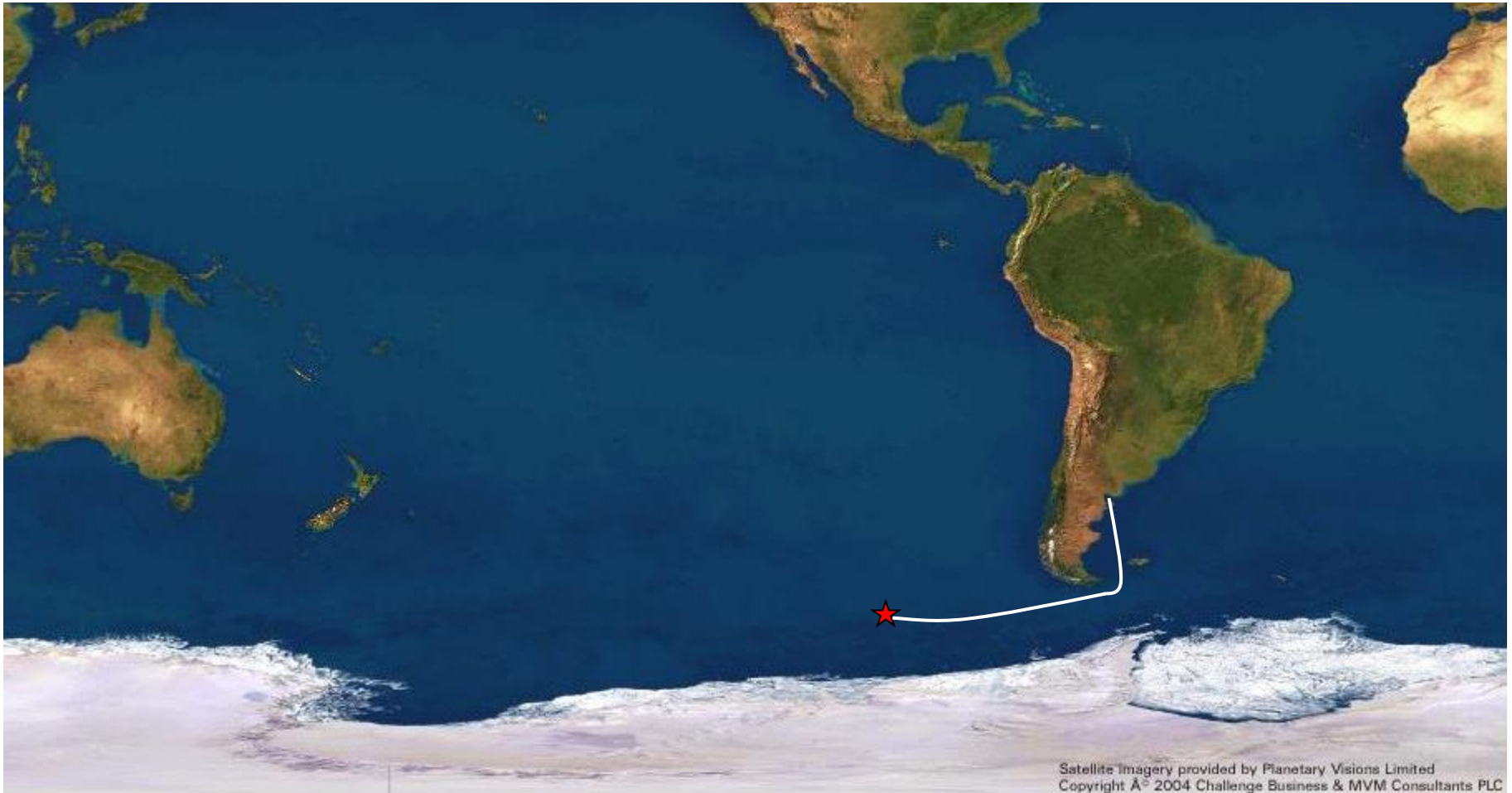
56° 19.49' South

97° 32.97' West

Wind speed

28 – 38 Knots

Snowing



Satellite imagery provided by Planetary Visions Limited
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Stelmar

Stelmar

21

13



13th December

07:12

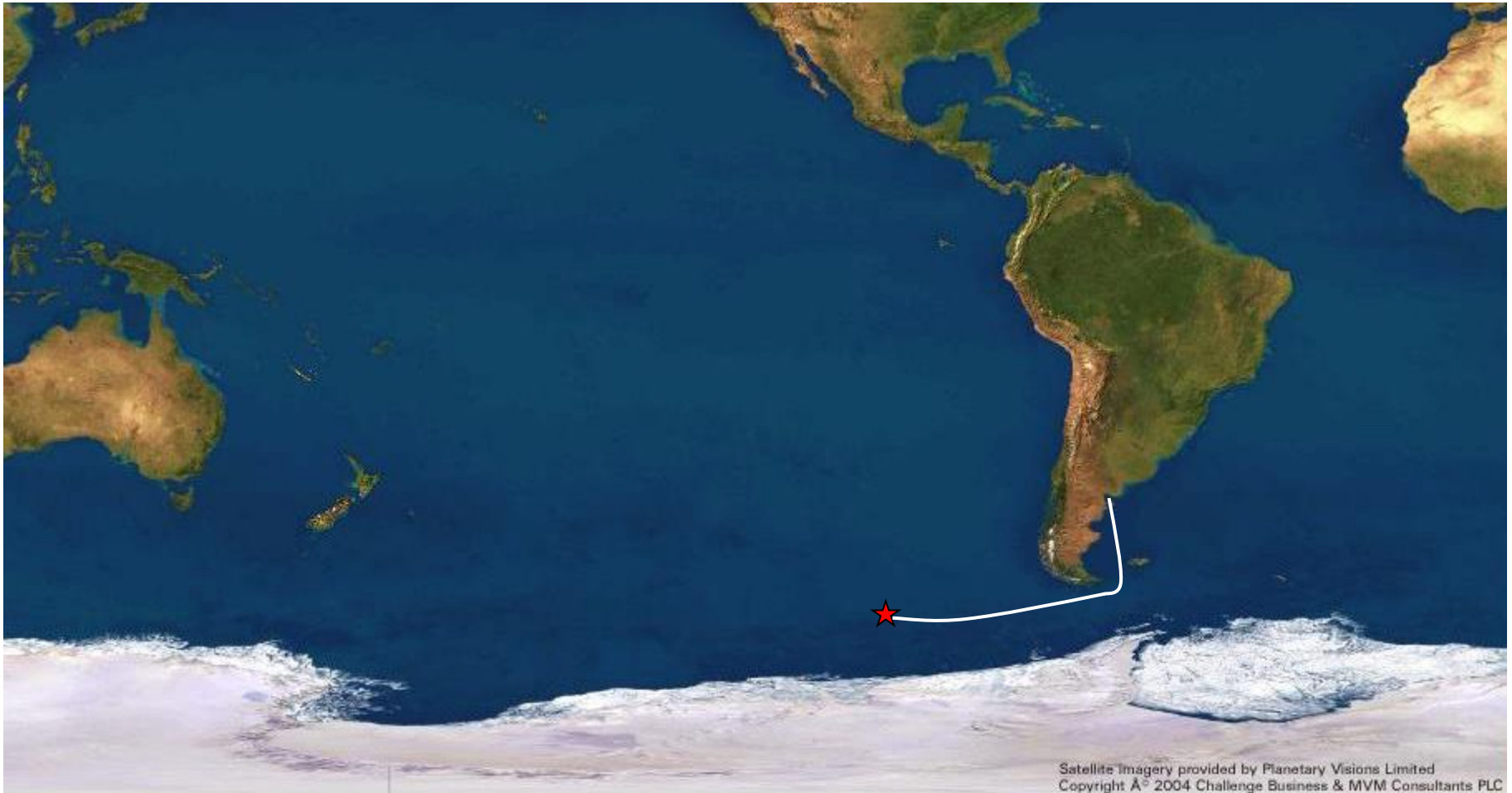
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Waypoint 'Flash'

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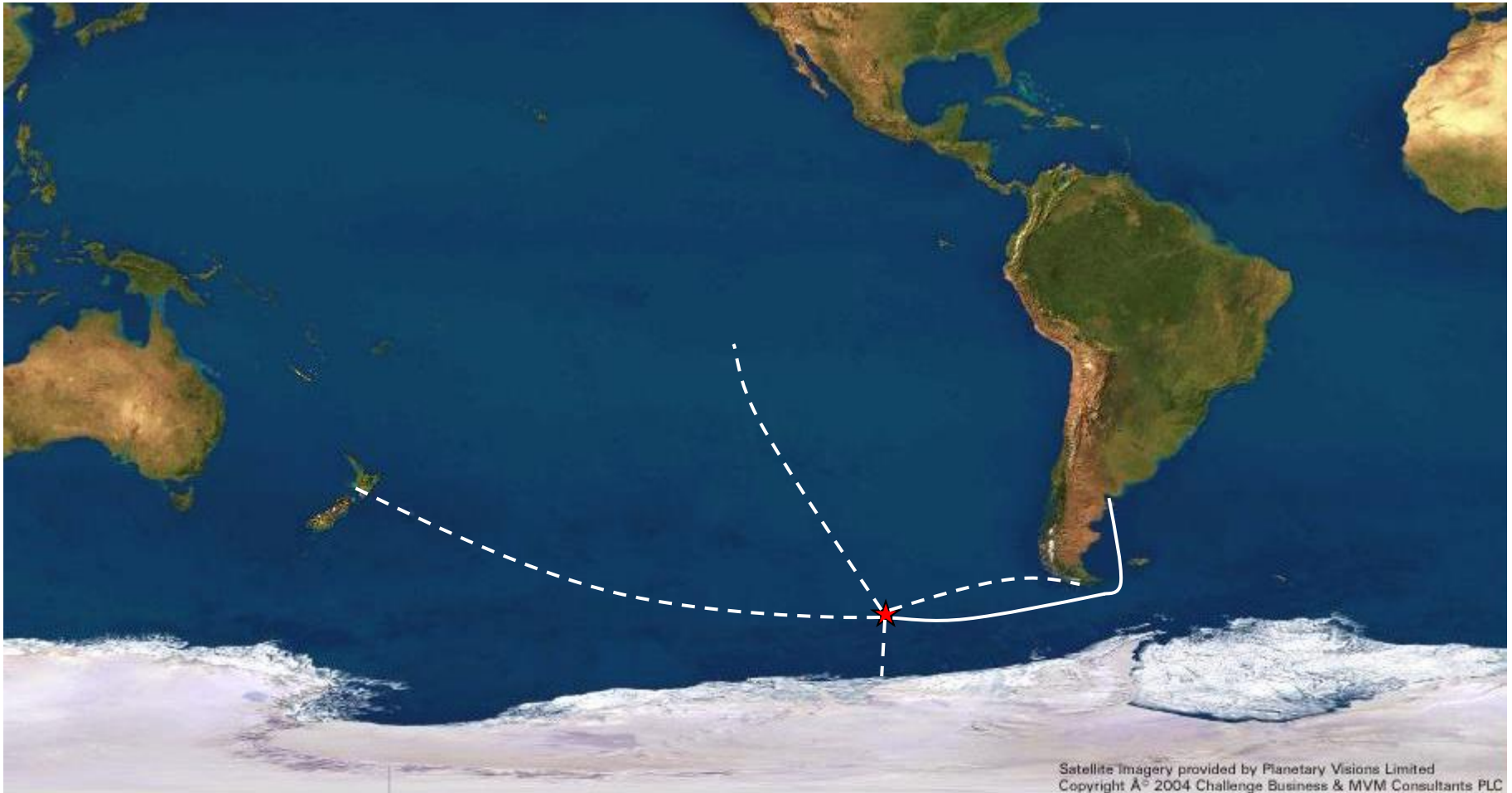
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GLOBAL CHALLENGE: THE YACHTS RETURN

RACE DIARY: Crews gather memories that will last a lifetime as they begin their fantastic voyage around the world. But

A rousing send-off... then



Team Stelmar battles through rough weather round the North

Extreme weather, encounter with sea creatures, harrowing close-quarters racing and even some time to fun. The Global Challenge race was the pooling, life-changing experience of a lifetime – a challenge for the individual sailors of the teams. Over the next three pages, **Sean Downes** shows how the drama of the 10-month, 29,000-mile race unfolded.

Left five. Participants in the Global Challenge race got off in a hazy morning that brought a squall which hit the yacht. After a routine send-off at Government House, the crew was accompanied by a motorcade of police and a band. The yacht was launched by the Governor-General, who wished the crew every success. The crew were then taken to their base at the Government House, where they were met by a band and a motorcade of police. The crew were then taken to their base at the Government House, where they were met by a band and a motorcade of police.

In the Southern Ocean. The crew of the yacht were taken to their base at the Government House, where they were met by a band and a motorcade of police. The crew were then taken to their base at the Government House, where they were met by a band and a motorcade of police.

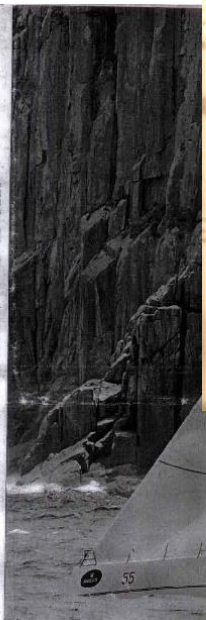
YACHTING: BY GLOBAL CHALLENGE

Land ahoy, 2,000 miles starboard

Paula Reid, a crew member on Stelmar, reports from the remotest of places

NEW Year's Eve dawned and the crew of Stelmar are let me see... the digital counter is just changing, 45,044 degrees south, 118,570 degrees west. Roughly to the nearest metre. The post is 2,000 miles from the nearest habitable land, possibly the most remote spot on the planet. It's a pretty rocky morning to be honest with 3/8 cloud cover, as the weather experts like to call it. The wind is a bit weak, and a heavy drizzle has settled in. It's really chilly and I am feeling a bit lonely for somebody from another world to chat with a brew. Ah here it comes, right on cue. Timing is everything. The perfect start to the last day of 2004. Cheers everybody. Last night was bliss. Since we have had to rest our minds on empty coaching. Wellington by Jan 23 in the Global Challenge race. The world race, we have navigated the watch system so that each night one crew member gets a chance to sleep right through and recharge the batteries. It's amazing what it does to the soul to be so close to the world's end. It's 11 days since we saw anything of anybody other than the occasional albatross swooping down to check us out. But it doesn't seem lonely. The e-mails and the phone calls have been coming in all over the holiday period and we have our daily radio chats with the other boat crew though they are 2,000 miles further west closing in on New Zealand. After our dramas earlier in the leg we are now three crew members short but there are still 15 of us, living in a fairly confined space. You haven't got the space to be alone, not the time to be lonely. To have suffered not one, but two medical emergencies in the course of one leg has

really tested us, especially the second incident when we had to turn 180 degrees around and retrace over 1,000 miles back to Ushuaia in the Beagle Channel in order to turn down back to safety. We couldn't turn too long. Tim Johnston took the lead and got used to that showers and proper food again we would have lost the will to continue. As you can imagine, there is a lot of sympathy and concern for the crew of Stelmar. It's done, who have now had to divert towards Chatham Island to ensure immediate medical assistance for John Masters, one of their crew members. The latest plan we understand is for John to be airlifted by a New Zealand coast-guard helicopter as soon as they come within range. Hopefully everything will go smoothly. It sums up the whole spirit of this race but some of the *Samoa* and *Sew* The crew – both altered courses and arranged to rendezvous with *Somerset* to transfer extra medical supplies for John. There aren't many of us down here so we have to help each other. It's going to be some reunion in Wellington. Some days you can feel a bit detached but on other days you have the sensation of being right at the heart of things. And on other occasions you realise what a small place the world is. Over since Monday every morning I get a phone call has mentioned the nightmare that the people in the Indian Ocean are currently experiencing. Many on board Stelmar have travelled to the resorts and know the regions that have been devastated. One of our sponsors has facilitated a donation of supplies. The charity thing going on the world race can't be cut. The ocean can never be cruel. It makes us appreciate being what we already have. When we look out and see the big rollers coming our way you just have to be the best, your skill, and a little bit to help.



It's a breeze: Aeri, the first British handicap winner of the Sydney-Hobart race

Thiercelin suffers rare fail

By Tim Jeffrey
MAURIC THIERCELIN yesterday became the fifth retirement in the Vendée Globe non-stop round the world race. His first failure in the solo race. Thiercelin, who has a distinguished record that includes fourth and second in the previous two Vendées, anchored in the Bay of Otago, New Zealand. His abandonment of *Procyon* showed the necessary rig, sail and hull repairs could only be done with help from sailors; such assistance would immediately disqualify him from the race.

YACHTING

Battling Brits turn and turn again

Trouble on the high seas leaves Stelmar playing catch-up in the Global Challenge

By Brendan Gallagher

IN THE BEST tradition of Brits fighting the elements in remote parts of the world at Christmas, Team Stelmar were heading back out into the treacherous Southern Ocean for a third time in two weeks yesterday after a second medical emergency threatened to end their participation in the Global Challenge, the round-the-world yacht race for amateur crews.

The crew, skippered by professional yachtsman Clive Cosby but otherwise consisting entirely of weekend sailors and novices, confronted yachting experts by opting to continue the second, and hardest, leg of the race from Buenos Aires to Wellington.

They now face a daunting 5,000-mile race against time to arrive in Wellington before Jan 23, the organisers' cut-off date if they wish to continue the race on Feb 6 when it departs for Sydney and then on to Cape Town. All the boats have to be overhauled before each leg for safety and insurance purposes and are withdrawn if this has not been completed.

"Stelmar have got 35 days to complete a voyage that would ordinarily take 92 days if normal conditions prevail," said Andrew Roberts, Global's project director. "Unfortunately the Southern Ocean can throw anything at you. Normal conditions rarely exist and they must already be tired a little disadvantaged."

"There is almost no room for error and they are now three crew

members light, but don't write them off yet. They have already shown themselves to be an incredibly durable and close crew. To turn around yet again and retrace all those hard-earned miles takes some doing."

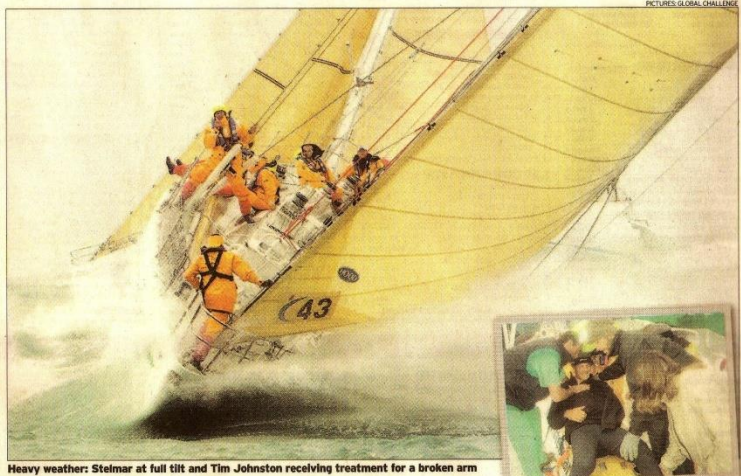
By way of compromise with the organisers, who are headed by Sir Chay Blyth, *Stelmar* will head first for waymark alpha – which at 52 degrees north, 120 west is reckoned to be the most remote spot on earth, some 2,000 miles from the nearest land – but then have agreed not to sail below 52 degrees. They will take a more northerly but marginally safer route than they would otherwise prefer if wishing to maximise boat speed.

Stelmar's run of bad luck started just before they left Buenos Aires on Nov 28 when a crew member withdrew on the eve of departure and then two weeks ago, just as *Stelmar* was rounding Cape Horn, another crew member, Karen Smith, was taken ill. Cosby, 28, decided that he could not risk venturing into the Southern Ocean in such circumstances and headed for Punta Williams, the southern-most town in the world, where Smith was hospitalised and eventually taken home.

The medical evacuation took 19 hours in total and when *Stelmar* motored back to the point they left the race, and set sail again, they resumed in a distant 12th and last place.

Over the next week, however, showing excellent heavy weather sailing ability, they clawed their way back up to fifth when trouble struck again.

This time Tim Johnston had the upper part of his left arm smashed by a freak wave while working on the forestry in the bow during a violent snow squall, with winds of around 45 knots and a large sea



Heavy weather: Stelmar at full tilt and Tim Johnston receiving treatment for a broken arm

crew member Dr Ruth Newton and Cosby made the decision to turn around again and head for the Argentine port of Ushuaia, which they reached early yesterday.

Johnston was immediately flown to Buenos Aires for medical treatment and organisers expected the race to accept the inevitable and bow out graciously. However, after hot showers and a meal, and negotiations with Roberts and his technical support team in Plymouth,

they decided to resume racing. "We had another hot meal, said goodbye to Tim and then took on 1,770 litres of fuel, to motor back to where we turned around, and 1,800 litres of water before heading back out into the Beagle Channel and on to the Southern Ocean," said crew member Paula Reid.

"It was agony racing over 1,000 miles out into the Ocean and then

having to swing around 180 degrees and return to the mainland. Tim's safety was the priority, though, and now we know he's OK, and it's been agreed that we can 'race' again, spirits are very high. Adversity has brought out the best in everybody and we couldn't be tighter as a crew."

Another crew member Rich Parson, an undertaker by profession, has immediately begun

devising a schedule to keep the crew busy, mentally, over the next month, and to stop brooding over what might have been. "We are going to have Yacht Racing Rules seminars, working practices and procedures reviews, breakfast meetings, Yachtmaster classes, route planning for legs three and four, in fact a whole host of plans to ensure that we fill our time constructively."

PICTURES: GLOBAL CHALLENGE

Waypoint 'Flash'

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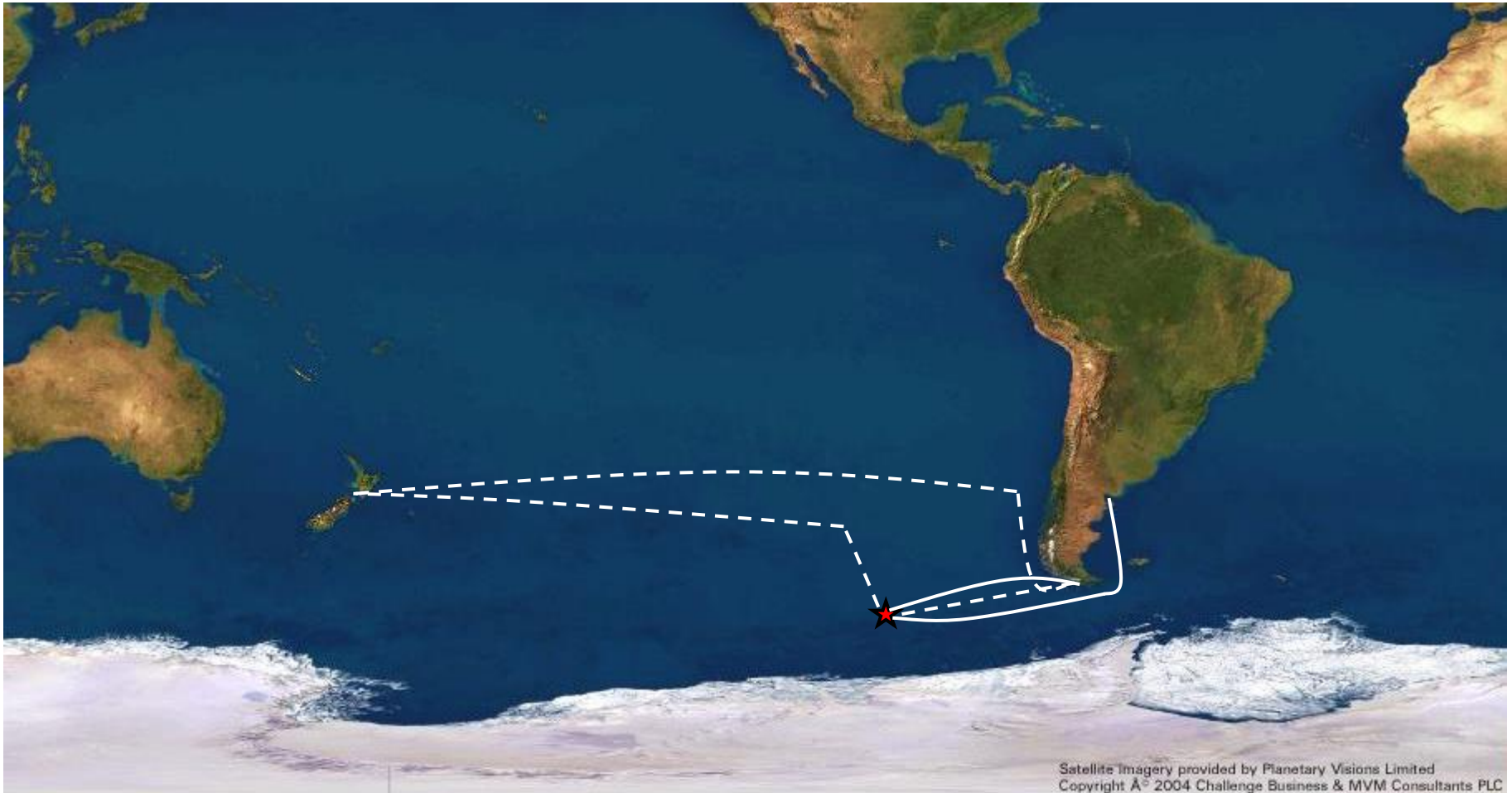
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UNISYS

imagine it. done.





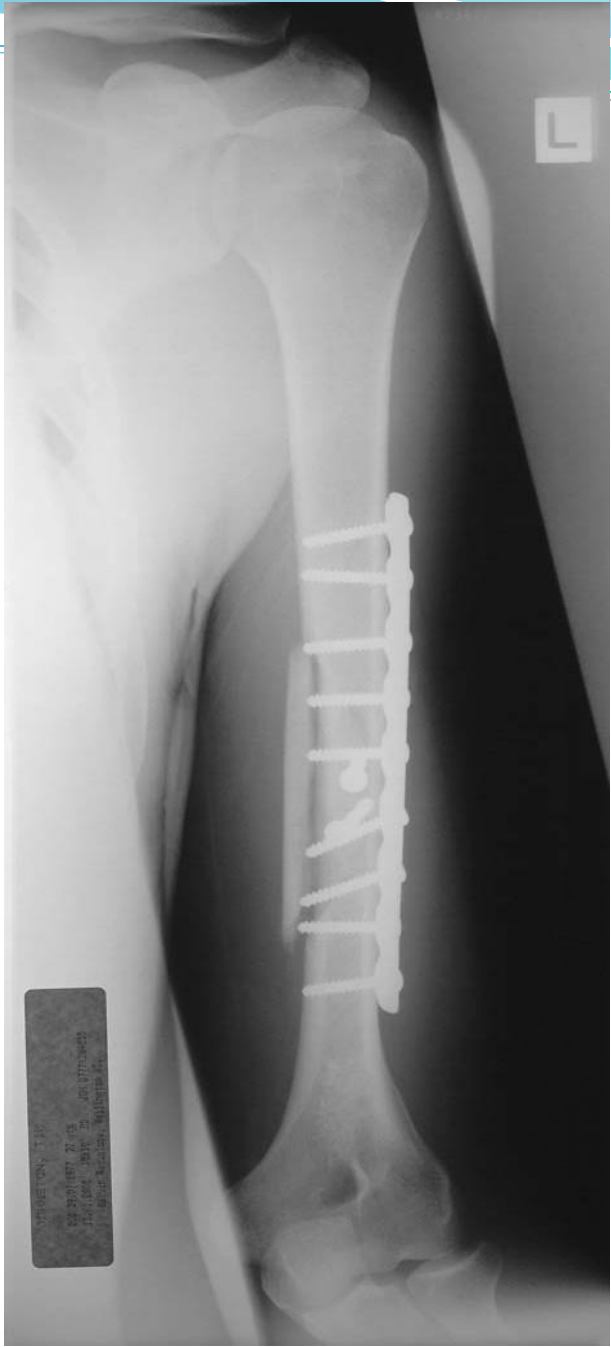
20th January Leg 2 Finish

Buenos Aires to Wellington

Miles (6100) 9703

Days at sea (40) 52









Stelmar

- Total of 35,499 miles sailed
- 184 Days at Sea
- Won 1 leg and came 3rd in another
- Top 6 finish overall
- 4 x 24 hour records;
 - Leg 2 BA to Wellington 259.20 miles
 - Leg 5 Cape Town to Boston 270.93 miles
 - Leg 6 Boston to La Rochelle 275.89 miles (race record)
 - Leg 7 La Rochelle to Portsmouth 198.67 miles

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