

The WAVE

The Coastal & Offshore Rowing Magazine of  &  

ISSUE #2 | JANUARY / FEBRUARY 2020



Inside this issue...

OCEAN ROWING & CHALLENGES

OCEAN ROWING &
CHALLENGES

ROW AROUND
SCOTLAND 2020

INSPIRATIONAL STORIES
PLUS MORE...



SOUTH WEST

Coastal Rowing League



You are invited to participate in the South West Coastal Rowing League this 2020 season.

This form of coastal rowing is being considered as a candidate for the Olympics in Paris 2024!

Races are Ladies and Men's coxed scull coastal quads are 8km on a buoyed course.

Single, double sculls and mixed double scull and coxed quad sculls are 4km on buoyed courses.

Boat hire is available with prior notice to enable participation (additional costs may apply and subject to availability).

Fee: £6 per rower per regatta.

Date	Regatta Name	Location
4 th April 2020	Langstone Regatta <i>Hosted by: Exmouth Rowing Club</i>	Exmouth, Devon
2 nd May 2020	Breakwater Bash <i>Hosted by: Mayflower Offshore Rowing Club</i>	Plymouth, Devon
16 th May 2020	Thatcher Rock <i>Hosted by: Torquay Rowing Club</i>	Torquay, Devon
30 th May 2020	Parson & Clerk Gallop <i>Hosted by: River Teign Rowing Club</i>	Teignmouth, Devon
15 th August 2020	Muddy Rubble <i>Hosted by: Mayflower Offshore Rowing Club</i>	Plymouth, Devon
29 th August 2020	Lead Weigh8 <i>Hosted by: River Teign Rowing Club</i>	Teignmouth, Devon
12 th September 2020	Exe Raid <i>Hosted by: Exmouth Rowing Club</i>	Exmouth, Devon
26 th /27 th September 2020 (TBD)	Pier-to-Pier <i>Hosted by: Torquay Rowing Club</i>	Torquay, Devon

For more information or to enter, please email: GBR.SWCRL@gmail.com



Life begins at the end of your comfort zone

Neale Donald Walsch



The Oarsome Foursome.

Picture by ReSound.



Welcome to Issue #2 of The Wave – the Coastal and Offshore Magazine.

In this issue, we explore the variety of Ocean rowing and challenges. For the adventurous, individual or whether part of a team, we hope you find some inspiration to take your rowing to another level of endurance – the mental and physical.

We welcome the isle of Ireland as part of the coverage and we look forward to sharing their news with you.

This issue has been a challenge within itself to produce due to numerous computer issues that has plagued its development – including recreating a majority. As a result, some original content has been excluded and will feature this in future issues.

With crews arriving in Antigua as part of the 2019 Talisker Whisky Atlantic Challenge, we highlight some other rows that may be of interest including Rowing around Britain!

We are honoured to feature contributions from the Ocean Rowing Society as well as the 8th women to ever have rowed solo and second fastest to have rowed across the Atlantic – Dawn Wood, read her inspiration story in this issue.

We would like to say congratulations to all the crews that participated in the World Championships in China and Hong Kong, as well as the crews who participated in the Challenge Prince Albert II row in Monaco.

The Wave Rowing in 2020 will feature more content on the website including latest news, events, Boat/Equipment buy and sell, The Wave Rowing original content, rowing varieties guide plus more.

Thank you for all your kind comments and feedback in relation to Issue #1 and the reception of The Wave Rowing. It really means a lot and love to hear your feedback in order to help it grow.

Is something missing or looks like we forgot to mention? We need to you send us your press release including photos so we can feature this for you!

We all have inspirational stories, share them with us; share your competition results, news, and achievements and help provide the content.

Together we can grow stroke-by-stroke.

Enjoy the issue!

Craig Chaulk
Creator
The Wave – The Coastal & Offshore Rowing Magazine



@thewaverowing

Send us your news, stories and results!
rowing@thewaverowing.com

The WAVE

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The Wave – The Coastal & Offshore Rowing Magazine
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Editor, creator, formatting **Craig Chaulk**

A special thank you to all those that have contributed content for this issue and those companies that have offered discounts for our readers. I hope you all enjoy this issue and may there be many more.

Front cover: © GB Row Challenge Ltd.

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Lifeboats

GIVE YOURSELF A FLOATING CHANCE

If you're in trouble in cold water:

- 1 Fight your instinct to thrash around**
- 2 Lean back, extend your arms and legs**
- 3 If you need to, gently move your arms and legs to help you float**
- 4 Float until you can control your breathing**
- 5 Only then call for help or swim to safety**

FOR THOSE WHO FIND FLOATING A LITTLE HARDER:

- clothing can provide natural buoyancy for the first few minutes.
- stick to gentle movement to help you float.
- practice your floating technique in a pool.

The average temperature of British and Irish coastal waters is 12–15°C. That's cold enough to cause cold water shock.

WHEN THE SHOCK HAS PASSED, LOOK FOR SAFETY. OPTIONS ARE LIKELY TO INCLUDE:

- swimming to safety – parallel to the beach if you're caught in a rip current
- calling for help
- finding something to hold onto to help keep afloat
- thinking about ways to preserve body heat until help arrives.

Help save lives. Share our Float to Live advice.
RNLI.org/RespectTheWater

The RNLI is the charity that saves lives at sea
Royal National Lifeboat Institution, a charity registered in England and Wales (209603), Scotland (SC037736),
the Republic of Ireland (20003326), the Bailiwick of Jersey (14), the Isle of Man, the Bailiwick of Guernsey and Alderney

RESPECT
THE WATER





Lifeboats

RESPECT THE WATER WHEREVER YOU ARE

What do you do if you see someone in trouble in the water?

All too often, people's first instinct is to go into the water. As a result, too many people drown trying to save others or their pets.

If you see somebody in danger of drowning at the coast, **call 999** or **112** and ask for the coastguard straight away.

Look for something that floats and throw it out to them.

Help them stay calm and encourage them to float.

HELPING YOU TO STAY SAFE



AT THE BEACH

- Go to a lifeguarded beach and swim between the red and yellow flags.
- Before going into the sea, consider your ability and the conditions; swimming in the sea is very different to swimming in a pool.
- When you enter the water, take time to acclimatise to the temperature.
- Have someone watching you from the beach and make sure they are able to call for help.



NEAR OPEN WATER

- When you're near open water, keep away from the edge; stick to designated paths and look out for safety signs; and keep clear of uneven, unstable or slippery ground.
- Avoid walking alone or at night, and always carry a means of calling for help.
- If exploring the coastline, always get local advice on the tide to make sure you don't get cut off.



ON THE WATER

- Carry a means of calling for help in case you do end up in trouble.
- Wear the appropriate flotation device, such as a lifejacket or buoyancy aid, it could save your life.
- If you are going out alone, tell someone ashore about your plans and what time you expect to be back.

To find out more visit: [RNLI.org/RespectTheWater](https://www.rnli.org/RespectTheWater).

Please support us by sharing these important lifesaving skills.

The RNLI is the charity that saves lives at sea

Royal National Lifeboat Institution, a charity registered in England and Wales (209603), Scotland (SC037736), the Republic of Ireland (20003326), the Bailiwick of Jersey (14), the Isle of Man, the Bailiwick of Guernsey and Alderney





Fishguard and Goodwick tackling the waves as part of the South West Coastal Rowing League. ©C.S Chaulk

2020 World Rowing Coastal Championships heads to Portugal

Source: FISA/World Rowing

The 2020 World Rowing Coastal Championships combined with the World Rowing Beach Sprint Finals has been attributed to Oeiras, Portugal.

The event will take place at Praia da Torre a popular swimming beach on the Lisbon coastline in the town of Oeiras.

Coastal rowing has been developing in Portugal with the support of the Portuguese Rowing Federation's coastal rowing programme. The federation currently hosts five coastal events annually.

The World Rowing Coastal Championships are open to club crews from any nation. There is no limit to the number of entries. The Coastal Championships are held annually, usually in October and are raced over a distance of usually 4000m for heats and 6000m for finals. Buoyed turns are a feature of racing. There are seven boat classes for men and women; single scull (or 'solo'), double sculls, coxed quadruple sculls and mixed double scull. For more information, please click [here](#).

Coastal rowing goes to the 2022 Youth Olympic Games

Source: FISA/World Rowing

Coastal rowing is about to get a whole lot younger. The International Olympic Committee has announced that coastal rowing will feature at the 2022 Youth Olympic Games (YOG) to be held in Senegal. Read the full story [here](#).

Coastal rowing in the Paris 2024 Olympics?

The International Olympic Committee Executive Board will confirm the programme for Paris 2024 during its meeting in December 2020. World Rowing recently confirmed that coastal rowing is being considered as a candidate with racing likely be held in Marseille.

Rumour: British Rowing Offshore Championships 2020

With many events now published, we are yet to hear the announcement from British Rowing. BROCC 2019 at Sandbanks was cancelled at short notice due to the conditions, however the beach sprints did proceed. Rumour has it that the South Devon coastal town of Exmouth is being considered amongst others.



2019 South West Coastal League winners

After closely fought season, River Teign Rowing Club were victorious in taking home the SWCRL Gill Mannings-Cox trophy. The ladies winners were tied with Exmouth and Teign. Teign also claimed the men's and mixed, Exmouth took the overall trophy in the Masters (50+) in a season that has welcomed new rowers and clubs trying the league/rowing from Wales and some south coast clubs.



80TH ANNIVERSARY OF
DYNAMO OPERATION IN
DUNKIRK



SUNDAY
MAY 31th 2020



For more details :

beachrowing.sportingdunkerquois@gmail.com

DUNKIRK
BEACH ROWING

Swift Racing



PULLING TOGETHER THE PAST



CORNISH PILOT GIG ASSOCIATION

Contribution by: Cornish Pilot Gig Association.

Over the last eighteen (18) months the CPGA has been running a heritage project. The aim of the project to capture as much of the heritage of the 'Cornish Pilot Gig' a class of boat, as possible in the time given and archive it for all to be able to access eg online via www.cornishmemory.com, a physical archive (where necessary) and an interpretation board for each club to display so that the general public, when they see the boats or even if they don't can just read the board and explore more about the sport.

The project has captured the eye of many. The contributions have been predominantly from the gig rowing community. But the sharing of the collections has engaged diverse public groups. From those who are interested in local maritime history to those who are interested in social history of community groups. National groups, as well as all those directly covered in the project resources.

There are interviews from over fifty (50) different people, eg [Andrew Nancarrow](#), one of the gig builders. More documents going online all the time and the largest resource – photographs. The photo and film elements of the project have generated many talking points / discussions and have brought together groups of people who haven't necessarily been in contact with each other for a number of years. A significant collection donated to the CPGA has been the '[Gibson Collection](#)' which relates to the World Pilot Gig Championships held on the Isles of Scilly and had been documented since its interception by the Gibson family in the form of photographs.

The project has been shared at various stages of its progress eg at the World Pilot Gig Championships in the Isles of Scilly in May 2019. '30 Years of Blood, Sweat and Beers', the film was compiled of archive BBC footage relating to the World Pilot Gig Championships with the broadcast report of each year. This was part of the four-day exhibition held in the Town Hall, St Mary's.

At the Newquay Championships, both ladies and men's in September 2019 a new exhibition 'Newquay Rowing Revival and the County Championships' was shared. The exhibition was hosted in the Fisherman's Mission, Newquay Harbour.

The biggest event in terms of sharing with an audience 'live' was 'The Story of Gig Rowing' an evening where the film was screening at the Regal Theatre, Redruth in November. The event was free and nearly reached capacity on the night. The film combined existing heritage material and newly acquired material as a direct result of this project, its sections being:

- The Joy of Rowing - its enduring appeal
- The Origins of Cornish Pilot Gigs - their forms, functions and communities
- The Rowing Revival - friendship, tradition and competition shared by Newquay and the Isles of Scilly
- World Champion Women - their challenges and achievements
- Cadgwith Buller - building a gig is building community
- A Growing Sport - the founding of the Cornish Pilot Gig Association and early c20th clubs

As you can imagine this project will never be finished, as the sport continues to grow and flourish, more can and will be added.

Do take a look at the website www.cornishmemory.com and the collections of:

- The Cornish Pilot Gig Association
- The Gibson Collection
- The John Bawden Collection
- The Ted Gundry Collection

These have a depth of resources about the 'Cornish Pilot Gig' that will give you a real insight into the heritage of the boat and the sport.



OCEAN TOCITY



EARLY BIRD IS NOW OPEN!

An Rás Mór

6 June 2020

**CORK
HARBOUR
FESTIVAL**

15-24 May, 30 May & 6 June 2020

For more information see <http://oceantocity.com/registration/>

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www.thewaverowing.com/advertise

Contribution by: Rowing Ireland - Offshore



Contribution by: Rowing Ireland - Offshore

The third Irish Offshore Rowing Championships took place in Ballygally, Co Antrim on Saturday 7th September. Hosted by Cairndhu RC and sponsored by Swift Racing, the event was the largest to date with 27 clubs and almost 100 crews participating. This included regular guests from Jersey, England, Wales and the USA. The events offered were the seven FISA categories. Offshore Rowing (used to differentiate it from the fixed seat coastal rowing) has exploded since it was taken over by Rowing Ireland just over two years ago. Since then the number of boats has increased fourfold with both coastal and river clubs now participating.

Strong winds resulted in a delay of an hour to the start and also a change to the course. Once the racing commenced however the strong gusts moderated resulting in good challenging conditions.

The star of the day was former CW1X World Champion Monika Dukarska. Fresh from helping to qualify a W2- for the Tokyo Olympics, Monika won the CW1X and was a member of the CW2X & CW4X+ winning crews for Killorglin RC.

In the CW1X, showing promise in 2nd by Sienna Healy, Arklow & in 3rd Miriam from Castletownbere R.C. With Killorglin taking gold in the CW4X+ for the third year in a row, the Composite Crew from Castletownshend/Galley Flash shows continued improvement by year to take 2nd, followed by the ladies from Castletownbere taking 3rd.

In the CM4X+ another former World Champion, Niall O'Toole who won the LM1X in Vienna in 1991 was a member of the Wicklow RC/Killurin RC/Ring RC composite which won the CM4X+. In 2nd position was Myross R.C, followed by the galant Castletownshend Men who belted across the line to hold 3rd position.

In the CM1X was the mighty man from Loughros Point, Patrick Boomer, followed by an astounding 2nd and 3rd position by the Bantry Men, Andrew Hurley swooping in 2nd, and a promising young man Charlie Lavin who came in 3rd.

The impressive Bantry men also took 2nd in the CM2X, while Patrick Boomer Loughros Point and his Father James Boomer CairndhuRC took 3rd position. The Team from the UK UL Tyrian had a clear win in first position.

Full Results here:

<https://tinyurl.com/Irish-OffshoreChamps>

LAMBAY ROWING CHALLENGE



**FINGAL ROWING CLUB
SEPT 19TH 2020**

WHERE: RUSH SAILING CLUB
WHEN: SAT 19TH SEPT @ 10AM

Free entry The Family event. Open to all ocean rowing boats
www.FingalRowingClub.ie - fingalrowingclub@gmail.com



'Anstruther' tartan team. Photo Credit: Jon Gerrard

'Oar'some communities across Scotland are getting ready to row around Scotland...

all 1,800 miles of it!



2020 has been designated as a year in which Scotland's Coasts and Waters will be showcased and celebrated with a programme of activity designed to support the nation's tourism and events sectors.

The year, led by VisitScotland, will sustain and build upon the momentum of Scotland's preceding Themed Years to spotlight, celebrate and promote opportunities to experience and enjoy Scotland's unrivalled Coasts and Waters, and encouraging responsible engagement and participation from the people of Scotland and our visitors.

A year-long programme of events, activities and ideas will shine a spotlight on the impact our waters have had on Scotland, from the formation of beautiful natural features to the creation of our national drink – whisky.





'Anstruther' St Ayles Skiff in action. Photo Credit: Saskia Coulson

Contribution by: Scottish Coastal Rowing Association.

'Oar'some communities across Scotland are getting ready to row around Scotland.

Former Cambridge rowing Blue Sue Fenton from the Isle of Seil, near Oban, is co-director of the first ever relay expedition attempting to circumnavigate over 1,800 miles of the Scottish coastline in an open top boat.

Hotly contested funding support has come from the Year of Coasts and Waters Events Fund managed by EventScotland. The award was for £11,000 with match funding from St Ayles' Skiff enthusiasts and crowdfunders.

The mighty challenge could involve around 1,000 skiffies from up to 70 clubs as far apart as Gretna to Orkney - craggy coastlines, wild waves and the odd whirlpool or two.

'If the tides and wind are with us then it'll be a doddle but we're not elite athletes, just communities of all ages connecting with each other and our coastal heritage.

'It's going to be fantastic! Each section, with all its different clubs, will have a start and finish date so it's up to the crews when they do it. It gives them wiggle room for inclement conditions. We wouldn't want to make people feel they have to go out in Gale Force 5 or 6! Each crew will have about 10 miles to go, it's not huge but it's quite a challenge' said Sue.



Some of the 'Pilots' of the RowAround2020. From left to right: Robbie Wightman, North Berwick, convener of the Scottish Coastal Rowing Association; Co-event director Sue Fenton from the Isle of Seil Coastal Rowing Club; Kate Lorimer from Broughty Ferry Boating; Matt Grist from Cromarty Community Rowing Club, Topher Dawson from Ullapool Coastal Rowing Club, Alan Thompson from Annan Harbour Trust, Wendy Clements from Portsoy Coastal Rowing Club and Lindsay Watt from Golspie Rowing Club. Photo credit: James Fenton

Working out safe passages and poring over maritime charts is a huge part of planning ahead. When land gets in the way between baton-handovers, eco-savvy organisers have come up with a water-tight plan.


'The East Coast goes in a straight line but the West Coast gets more complicated. We are going to try and link the off-shore clubs by using sustainable transport - horses, runners and bicycles to pass the baton on,' said Sue.

Out on the water, skiff crews will also be turning filmmakers capturing footage on GoPro cameras for a film destined for ocean and outdoor festival screens and they will also be doing their bit to save the planet by taking water samples for micro-plastics.

The ambitious relay, starting from Gretna in April and ending six months later at Loch Tummel, also marks the 10th anniversary of the Scottish Coastal Rowing Association (SCRA).

Marie Christie, Head of Development at VisitScotland said: "We are delighted to be supporting Rowaround Scotland as part of Year of Coasts and Waters 2020. With its hugely varied coastline and inland waters, Scotland will provide the perfect stage for this unique baton relay, shining a light on the sport of coastal rowing."

How to follow the expedition's progress

Landlubbers will be able to follow the whole expedition's progress as it travels clockwise around the coast because the baton will be fitted with a special tracker transmitting directly to a dedicated website and the RowAroundScotland Facebook page. On Twitter, join the conversation using #YCW2020. 

For further information, visit: www.rowaround.scot



Nikki Nelson



Nikki Nelson

Monster The Loch, Loch Ness
28th September 2019



Nikki Nelson



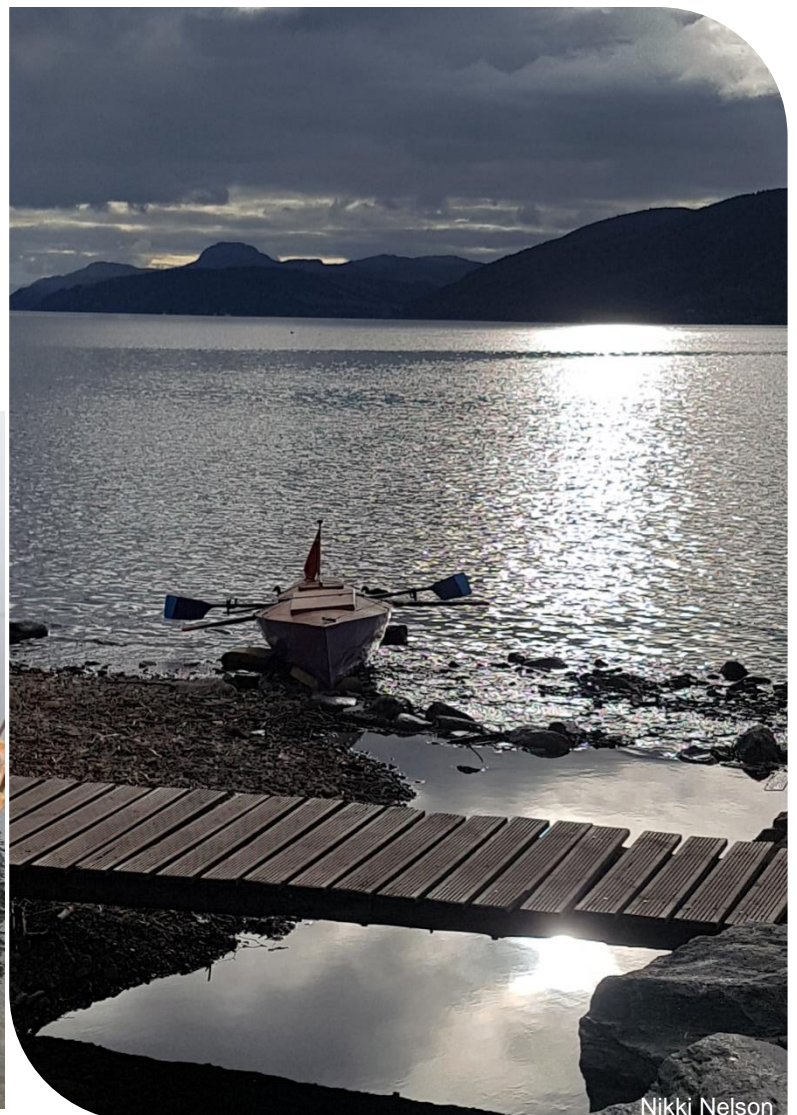
Nikki Nelson



@duffus_estate



@duffus_estate



Nikki Nelson

The **WAVE**

The Coastal & Offshore Rowing Magazine

We're on Instagram!

@TheWaveRowing



Tag us or use

#TheWaveRowing

We may feature your photo in the next issue!



© WSRA

Pirates in Porthmadog

Contribution by: **Welsh Sea Rowing Association.**

After all the serious competition of the Celtic Challenge and the regular league races, the Porthmadog Pilot/ Pirate race adds a bit of light relief towards the end of the season. The race starts and finishes at the nearby village of Borth y Gest, where once some of famed the Western Ocean Yachts were built. When they, and other sailing ships approached their home harbour at Porthmadog the local pilots, many of whom lived in the "Pilot Houses" at Borth y Gest would race out in their gigs to meet the ships at the 'bar', the first to the ship getting the job of navigating them over the shifting sands of the estuary.

The Pilot Race has its roots in this tradition, but in recent years it has been taken over by hordes of mischievous pirates. The flotilla of Celtic longboats, all decorated in bunting and flags and armed with 'water cannon', bailer buckets and water bombs, row in procession from the harbour at Porthmadog to the start line in the bay at Borth y Gest. The crews on board are variously dressed in flat caps, tweed jackets, dresses (even some of the ladies), bandanas, pirate outfits, and the odd Jack Sparrow costume. Even during the relative calm of the procession, the odd salvo of water is exchanged between boats.



© WSRA

At Borth y Gest, the 'Pilot', usually one of the more agile junior members, gets out onto the beach while the crews jostle for position in the shallow water of the bay. Despite having drawn lots for a numbered position on the beach, some crews are not adverse to a spot of cheating even before the race starts. Whilst waiting, some of the coxes sneak up on other crews and treat them to a mild drenching, swiftly followed by retaliatory attacks. Then the flag drops and the pilots and coxes race back to their boats, and the race is on.

After a brisk racing start the first challenge for the coxes is to negotiate a path through the small boats moored in the bay. Inevitably as there are fewer gaps than there are boats in the race the first clashes of oars occur, followed by salvos of water fired between boats. Whilst the crews are busy rowing and trying to extricate themselves the cox and pilot are lobbing water and sometimes insults between boats. The luckier crews manage to get through unscathed and head off to their first destination about a mile away.

They are heading for a strip of beach next to a holiday cottage called 'The Powder House' which lies at the point between Borth y Gest's furthest beach and the three mile long Black Rock Sands. This was once the point that gunpowder was landed from the ships, a safe distance away from the harbour.



© WSRA

On the beach the pilots must race from their boat, collect an empty barrel of Purple Moose beer (from the local brewery that also sponsors the club) - rumours abound that they were full when they arrived - and carry them back to the boat, whilst the crews turn the beached boats around ready to get off. All the while the pirates guarding the beach, and the crews are chucking more water at each other.

The boats take a more convoluted route back involving a couple of sharp buoy turns, affording more chances to soak a passing crew. Some of the rivalries are by now getting quite fierce, with oars clashing as coxes try to get the boats close enough for some effective target practice. Even the crews of the support boats, enjoying the power and manoeuvrability of outboard motors are now joining in.

The first boat back to the bay at Borth y Gest, with its barrel safely delivered on the beach is declared the winner, this year a crew from Beaumaris rowing club. The other crews arrive in fairly quick succession, and more water fights develop on the beach. It's a moot point whether it's a rowing race or a water fight involving boats, but any crew not thoroughly drenched by the end was either very lucky or hadn't been trying hard enough!

With one final twist in keeping with best pirate tradition, one of the crews who had suffered the most from retaliatory attacks due to their cox's over exuberance with the water cannon, mutinied and left their cox on the beach. All was forgiven though and forgotten when everyone gathered at the bar to recant their tales over a pint and a hot barbecue. Prizes were awarded to the winning crew – specially commissioned mugs from the 'Friends of Borth y Gest' – and the crew judged the best dressed. And many of the visiting crews on departing declared the race to be the most fun in a boat they had all year!



© WSRA



© WSRA



© WSRA



© WSRA



Contribution by Mumbles Amateur Rowing Club

Contribution by Mumble Amateur Rowing Club

Mumbles Amateur Rowing club took part in the Great River Race 2019 (London Thames) with 2 Celtic Longboats teams ('MumblesBirds are go' and 'MumblesBees Sting') from Mumbles competed in the race. And we won our category! 'MumblesBirds are go' were 1st Celtic Mixed team winners and 5th Celtic longboat out of 27, with a race time of 2hr45.27 and came 82 overall. More than 300 boats raced from London Docklands to Ham in Surrey 21.6 spectacular miles of London.

'MumblesBees Sting' did extremely well too as they came 6th for Celtic Mixed team in 2hr53.41, were 17th Celtic longboat and came 158 overall.

The Great River race is London's River Marathon. A spectacular boat race up the river Thames, it attracts over 300 competitors from all over the globe, carrying approx. 2,400 competitors racing for 35 trophies. The Great River Race has become the biggest and most prestigious. So we are really proud of our amazing achievement. As a club we have worked so hard this year by putting in hours of training and racing and it has certainly paid off.



Contribution by Mumbles Amateur Rowing Club



TOWY Rowing Club also participated. @SammiiOwen

Coastal Rowing Regattas in The Netherlands



In The Netherlands are 6 Coastal Races each year. These races are in a National Competition but registration for individual races is also possible, for domestic and foreign teams.

These regattas are:

April 18th, 2020

The Royal Pampus Cup

Location: Muiden, approx. 10 kms east of Amsterdam.

Races are held on the IJsselmeer

Distance: approx. 5 kms

Boat types: CM4x, CW4x, Cmix4x, CM1x and CW 1x

May 17th, 2020

Medemblik Challenge

Location: Olympic sailing centre approx. 60 kms north of Amsterdam. Races are held on the IJsselmeer

Distance: approx. 5 kms

Boat types: CM4x, CW4x, Cmix4x, CM1x and CW 1x

June 20th, 2020

Kick of Loosdrecht

Location: Loosdrechtse Plassen, inland lakes approx. 10 km SE of Amsterdam

Distance: approx. 5 kms

Boat types: CM4x, CW4x and Cmix4x

July 4th, 2020

Scheveningen

Location: Scheveningen, near The Hague. Races are held on the North Sea

Distance: approx. 5 kms

Boat types: CM4x, CW4x, Cmix4x, CM1x and CW 1x

September 6th, 2020

The Rotterdam Harbour Races

Location: Port of Rotterdam

Distance: approx. 4 kms

Boat types: CM4x, CW4x, CM1x and CW 1x

September 19th, 2020

IJmeer Challenge

Location: Amsterdam. Races are held on the IJsselmeer

Distance: approx. 5 kms

Boat types: CM4x, CW4x, Cmix4x, CM1x and CW 1x

For all these regattas is a registration fee of 60 euros. Boats can be rent in case of timely registration

For further information and entry, please email...

romco@wxs.nl

OCEAN ROWING

There have been 858 attempts to row an ocean.

544 rows have been completed.

42 ocean rowboats are now at sea.

1079 ocean rowers have successfully rowed an ocean; this includes 70 individuals, of whom have rowed an ocean / oceans more than once solo, in pairs or multi-crew teams.

274 rows are recorded as incomplete.

9 ocean rowers were lost at sea.

As of the end of the 2018 season, the Himalayan Database reports that there have been 9,159 successful summit climbs by 5,294 people.

295 people are known to have died climbing Everest.

The number of Space travellers is 565.



“**K**now thyself” (nosce te ipsum), an antique maxim upholding the Ocean Rowing Society’s (ORS) coat of arms, encompasses a journey mankind has sought throughout history. Ocean rowing advances mankind to the forefront of this journey by isolating its challengers from our virtually and physically interconnected society and forcing them to uproot and harness their limitations. Out in the open ocean, rowers tend to be closer to satellites than our societies and, without the grounding limitations of the Earth’s surface, are only impeded from progressing along their route by their unveiled personal limitations (and weather conditions present at the time). It is for this reason that Kenneth Crutchlow and Tatiana Rezvaya founded and invested 30 years in developing the ORS, the official body governing ocean rowing internationally. Due to their efforts, ocean rowing has become one of the few sports that has maintained detailed records of all its successful journeys and unsuccessful attempts, which have inspired the hundreds of rows that have taken humanity through uncharted waters and adverse conditions.

The humble beginnings of ocean rowing were pioneered by Frank Samuelsen and George Harbo who, in 1896, a time of technological and logistical primitivity, rowed from the U.S. to the U.K. Since then, technological advancements and electrifications of equipment have empowered teams and solo rowers to undertake increasingly challenging crossings and, eventually, gave rise to the first ocean rowing race in 1997 from East to West. Of the 31 boats that set-off in this race, 30 succeeded, showcasing the viability of safely crossing an ocean by oar, resilience of the equipment and, therefore, resulting in the first of what would become an annual ocean rowing event (Talisker Whisky Atlantic Challenge).

Since then, not only have the majority of the world’s oceans been touched by oars but equipment and systems have continued to improve to increase efficiency and the overall wellbeing of the crew. Crews have not only incorporated watermakers into their boats, releasing the weight of stored freshwater and increasing the potential for hydration, but now also have satellite-based EPIRBs, GPS, and internet access that improve safety and reduce the workload of the crew. Boatwrighting has also advanced and, as a result, “open class” boats have been developed which, unlike their “classic class” counterparts, are subject to more windage, resulting in higher average speeds. Due to performance being inherent to boat design, records are established in specific categories. The ORS chose not to standardize the sport in this regard due to the unique challenges that each option presents its crew with and to promote future development of the sport (in contrast to FISA that prohibited the implementation of sliding riggers in racing boats, despite their proven ability to increase speed).

The ocean is the epitome of freedom and, as a result, ocean rowing has continued to diversify since its inception. Ocean rowing is based on skills that, unlike other sports, are not necessarily tied to factors such as gender, background, and physical ability. Despite the establishment of the past and current ocean rowing races, which tend to heavily contribute to the influx of prospective ocean rowers, there are also crews that independently organize their own ocean crossings and forge new routes. With independence, however, comes a reliance on oceanic and atmospheric conditions. Propulsion of ocean rowing boats is dependent on a harmonious ensemble of the physical exertion of the crew as well as wind, waves, and currents so rows tend to head from East to West in the lower latitudes and the reverse in higher latitudes (with the exception of several that offer no trade wind support and, therefore, rely predominantly on human power). Ocean rows have already taken crews to both Polar areas of Earth and, with the prevailing effects of global warming, “break the ice” for new routes to be ventured through.

The exploration side to the sport is only one of the reasons that it has and continues to grow rapidly. Being at sea, living in rudimentary conditions for months on end while propelling a heavy boat through resisting waters, pushes the sport to the extreme end of the endurance sport spectrum. Interest in endurance sports is on the rise so the community has strong faith in the continued success and progression of ocean rowing. Given the prolific participation in and forecasted growth of the sport, the ORS will be reforming its systems and management to continue serving the community in the best way possible. This effort will be led by established ocean rowers, Fiann Paul and Chris Martin, whose interview resulted in the publication of this article, coordinated by fellow rower Amir Meraban. The ORS has always sought to connect ocean rowers of the past with those of the future and will continue to inform and guide prospective rowers in their personalized journey to self-discovery.

The Ocean Rowing Society

The Wave would like to thank the ORS in contributing to this issue. The ORS Intl. website is one of the largest resources on the history of ocean rowing on the internet.

If you are interested in rowing an ocean or wish to know more including rows in progress, statistics, boat sales and more – please visit their website at...

www.oceanrowing.com

TALISKER™ WHISKY

ATLANTIC CHALLENGE

Rowing 3,000 miles from La Gomera to Antigua, the teams started their campaign on December 12th, 2019 rowing in a boat at 7 metres long and just under 2 meters wide, with only a small cabin for protection against storms. Each rower challenges the limit of human endurance, but their mental and physical stamina will result in a life-changing achievement as they reach land again on the shores of Antigua.

With 35 entries from around the world, the entrants from the United Kingdom are listed below. Though there's no entrants from Ireland participating this year, there will be entrants from Ireland in TWAC 2020.

Solo

ATLANTIC ONE

NUMBER: (2) **63 Days, 13 Hrs, 41 Mins (31st)**
 ROWER: JIM PHELAN
 BOAT DESIGN: R25
 CHARITY: TEAM FELIX, DUCHENNE UK
 WEBSITE: [HTTP://WWW.ATLANTIC-ONE.CO.UK](http://www.atlantic-one.co.uk)

WHITE ROWS

NUMBER: (4) **48 Days, 21 Hrs, 51 Mins (22nd)**
 ROWER: MARCUS BEALE
 BOAT DESIGN: R25
 CHARITY: MACMILLAN CANCER SUPPORT
 WEBSITE: [HTTP://WWW.WHITEROWS.CO.UK/](http://www.whiterows.co.uk/)

MAD GIRAFFE

NUMBER: (6)
 ROWER: JOHN DAVIDSON
 BOAT DESIGN: R25
 CHARITY: MY NAME'S DODDIE (FOUNDATION)
 WEBSITE: [HTTP://WWW.MADGIRAFFEATLANTICROW.CO.UK](http://www.madgiraffeatlanticrow.co.uk)

Pairs

RESILIENT X

NUMBER: (8) **37 Days, 7 Hrs, 54 Mins (7th)**
 ROWER: MAX THORPE & DAVE SPELMAN
 BOAT DESIGN: R25
 CHARITY: BECOMING X
 WEBSITE: [HTTP://WWW.RESILIENTX.CO.UK](http://www.resilientx.co.uk)

ROW OFF THE WALL

NUMBER: (11)
 ROWER: SARA BREWER & ANN PRESTIDGE
 BOAT DESIGN: SEA SABRE
 CHARITY: ALZHEIMER'S SOCIETY AND STREET LEAGUE
 WEBSITE: [HTTP://ROWOFFTHEWALL.COM](http://rowoffthewall.com)

ATLANTIC DREAM CHALLENGE

NUMBER: (9)
 ROWER: PAUL HOPKINS & PHIL PUGH
 BOAT DESIGN: WOODEN PAIRS
 CHARITY: TINY LIVES & THE FIRE FIGHTERS CHARITY
 WEBSITE: [HTTP://WWW.ATLANTICDREAM17.COM](http://www.atlanticdream17.com)

HELL OAR HIGH WATER

NUMBER: (13) **44 Days, 21 Hrs, 58 Mins (19th)**
 ROWER: CHRIS NICHOL & JAMES TORDOFF
 BOAT DESIGN: R25
 CHARITY: CENTREPOINT & BHC NEONATAL UNIT
 WEBSITE: [HTTP://WWW.HOHW.CO.UK](http://www.hohw.co.uk)

THE SEABLINGS

NUMBER: (14) **43 Days, 15 Hrs, 22 Mins (18th)**
 ROWER: ANNA MCLEAN & CAMERON MCLEAN
 BOAT DESIGN: R25
 CHARITY: UN WOMEN UK
 WEBSITE: [HTTP://WWW.THESEABLINGS.COM](http://www.theseablings.com)

Trio

ALL OAR NOTHING

NUMBER: (15) **38 Days, 15 Hrs, 31 Mins (10th)**
 ROWER: CHARLIE MEDWIN, CHRIS SLACK & LEWIS MATTHEWS
 BOAT DESIGN: R45
 CHARITY: ONESIGHT, RIGHT TO PLAY, KIDNEY CANCER UK AND EHERCC
 WEBSITE: [HTTP://WWW.ALLOARNOTHING.CO.UK](http://www.alloarnothing.co.uk)

BROAR

NUMBER: (16) **35 Days, 9 Hrs, 9 Mins (3rd)**
 ROWER: EWAN MACLEAN, JAMES MACLEAN & LACHLAN MACLEAN
 BOAT DESIGN: R45
 CHARITY: CHILDREN 1ST AND FEEDBACK MADAGASCAR
 WEBSITE: [HTTP://WWW.BROAR.CO.UK](http://www.broar.co.uk)

TEAM MARGOT

NUMBER: (17) **39 Days, 23 Hrs, 59 Mins (14th)**
 ROWER: MARTIN BEAUMONT, GUY DRESSER & HAMISH MILLER
 BOAT DESIGN: R45
 CHARITY: TEAM MARGOT FOUNDATION
 WEBSITE: [HTTP://WWW.TEAMMARGOTATLANTICROWERS.COM](http://www.teammargotatlanticrowers.com)

OARSOME FOURSOME

NUMBER: (18) **49 Days, 13 Hrs, 49 Mins (24th)**
 ROWER: MO O'BRIEN, BIRD WATTS & CLAIRE ALLINSON
 BOAT DESIGN: R45
 CHARITY: CORNWALL BLOOD BIKES, CAREFREE, EXMOUTH & LYMPSTONE HOSPISCARE
 WEBSITE: [HTTP://WWW.OARSOMEFOURSOME.CO.UK](http://www.oarsomefoursome.co.uk)

Fours

HMS OARDACIOUS

NUMBER: (19) **37 Days, 7 Hrs, 3 Mins (6th)**
 ROWER: HUGO MITCHELL-HEGGS, DYLAN WOODS, CALLUM FRASER & MATTHEW HARVEY
 BOAT DESIGN: R45
 CHARITY: THE ROYAL NAVY & ROYAL MARINES CHARITY (RNRMC) AND GREENWICH HOSPITAL.
 WEBSITE: [HTTP://WWW.HMSOARDACIOUS.COM](http://www.hmsoardacious.com)

ATLANTIC GUARDSMAN

NUMBER: (20) **39 Days, 15 Hrs, 31 Mins (12th)**
 ROWER: DEREK SPENCE, JOHN FORD, JOHN ADAMS & COLIN CORFIELD
 BOAT DESIGN: R45
 CHARITY: THE SCOTS GUARDS CHARITY
 WEBSITE: [HTTP://WWW.ROWFORHEROES.CO.UK](http://www.rowforheroes.co.uk)

ANCIENT MARINERS

NUMBER: (24) **49 Days, 9 Hrs, 7 Mins (23rd)**
 ROWER: MIKE WINN, JOHN MOORHOUSE, GUY MUNNOCH & STEVE HUGHES
 BOAT DESIGN: R45
 CHARITY: BLIND VETERANS & OPEN ARMS MALAWI
 WEBSITE: [HTTP://WWW.ANCIENTMARINERS.NET](http://www.ancientmariners.net)

ATLANTIC AMBITION

NUMBER: (25) **39 Days, 7 Hrs, 41 Mins (11th)**
 ROWER: EWAN BELL, JAMES PROTHEROUGH, ED WILSON & JON MEROTRA
 BOAT DESIGN: R45
 CHARITY: ALZHEIMER'S SOCIETY, CRY (CARDIAC RISK IN THE YOUNG), MS UK & SURFRIDER FOUNDATION.
 WEBSITE: [HTTP://WWW.ATLANTICAMBITION.COM](http://www.atlanticambition.com)

FORTITUDE IV

NUMBER: (28) **32 Days, 12 Hrs, 35 Mins (1st)**
 ROWER: OLIVER PALMER, TOM FOLEY, HUGH GILUM & MAX BREET
 BOAT DESIGN: R45
 CHARITY: WEST LONDON ZONE
 WEBSITE: [HTTP://WWW.FORTITUDEIV.COM](http://www.fortitudeiv.com)

FORCE ATLANTIC

NUMBER: (30) **37 Days, 13 Hrs, 53 Mins (9th)**
 ROWER: RICHARD HALL, CHRIS HAMES, ALEX WALSH & KIAN HELM
 BOAT DESIGN: R45
 CHARITY: ARMY BENEVOLENT FUND, THE SOLDIERS' CHARITY
 WEBSITE: [HTTP://WWW.FORCEATLANTIC.COM](http://www.forceatlantic.com)

BUCKS BUOYS

NUMBER: (31) **45 Days, 4 Hrs, 13 Mins (21st)**
 ROWER: KEVIN LUFF, FRANKIE (PAUL) SMITH, NIC PARSLOW & RHYS LUFF
 BOAT DESIGN: ROSSITER/WOODVALE FOURS
 CHARITY: MACMILLAN CANCER SUPPORT AND IN-VISION
 WEBSITE: [HTTP://WWW.BUCKSBUOYS.COM](http://www.bucksbuoys.com)

DORABROS

NUMBER: (32) **36 Days, 10 Hrs, 31 Mins (5th)**
 ROWER: JAMES DEEHAN, LIRIMGULA, RUFUS SCHOLEFIELD & CHARLIE CRANE
 BOAT DESIGN: R45
 CHARITY: TEENAGE CANCER TRUST
 WEBSITE: [HTTP://DORABROS.COM](http://dorabros.com)

ATLANTIC MAVERICKS

NUMBER: (33) **50 Days, 0 Hrs, 19 Mins (25th)**
 ROWER: IAN DAVIES, ROY DIXON, RICHARD BAKER & IAN DUNCAN
 BOAT DESIGN: R45
 CHARITY: ROYAL BRITISH LEGION, MYELOMA UK, 353, REVITALISE
 WEBSITE: [HTTP://WWW.ATLANTICMAVERICKS.COM](http://www.atlanticmavericks.com)

Fives

THE FELIX FIVE

NUMBER: (34) **41 Days, 12 Hrs, 55 Mins (16th)**
 ROWER: DAVID EDWARDS, IAN HOLDCROFT, DAVID JARMAN, JULIAN THOMAS & JAMES WADSWORTH
 BOAT DESIGN: R45
 CHARITY: FELIX FUND
 WEBSITE: [HTTP://WWW.FELIXFIVE.WORDPRESS.COM/THE-CHALLENGE/](http://www.felixfive.wordpress.com/the-challenge/)

THE OCEAN 5

NUMBER: (35) **35 Days, 19 Hrs, 50 Mins (4th)**
 ROWER: KEVIN GASKELL, MATT GASKELL, WILL HOLLINGSHEAD, CHRIS HODGSON & SAM COXON
 BOAT DESIGN: R45
 CHARITY: THE PLASTIC SOUP FOUNDATION
 WEBSITE: [HTTP://WWW.THEOCEAN5.COM](http://www.theocean5.com)

**CONGRATULATIONS TO ALL THE ROWERS OF THE
2019 TALISKER WHISKY ATLANTIC CHALLENGE**



RANNOCH
ADVENTURE



Photo credit: #williamjames_24_ contributed by Rannoch Adventure.

7 reasons why Rannoch Adventure is THE Go-To Ocean Rowing Company

1. **Experience:** Charlie Pitcher and Angus Collins are at the coalface of Rannoch Adventure. Charlie has rowed solo across the Atlantic twice, won the Trans-Atlantic Race in 2009 and set the solo world record in 2013. Angus has rowed the Indian Ocean once and twice won the Atlantic Ocean race in a fours boat. Together, they rowed around Great Britain as part of a team and between them, they've rowed over 20,000 nautical miles at sea. He knows every facet of this business inside out.
2. **Expertise:** We have built more than 70 ocean rowing boats over the past 8 years - more than any other boat builder globally. This year, Rannoch has been involved in the building and shipping of 88% of the entire TWAC 2019 fleet. Our production manager, Mike, and electrician, Gary, have 80 years of professional experience between them. We know every facet of this business inside out!
3. **Customer service:** Our professional, skilled, knowledgeable team prides itself on its friendly and individual approach to every customer requirement.
4. **Focus:** We pride ourselves on being the only rowing business out there that is run by rowers and short-handed sailors and put our entire focus on rowing.
5. **Safety:** We have an envious 100% record for safety and reliability for all boats we have been involved with on the oceans.
6. **Support from beginning to end:** From the moment you enquire about wanting to row an ocean, you will receive Rannoch's full support. From your initial discussion with Charlie about what it takes to be an ocean rower right through to advising on your boat specification, providing training (physical, sea survival, navigation, first aid), supplying parts and equipment for your trip, shipping your boat to the start of your adventure, and selling your boat at the end – we can do it all.
7. **World records:** We have been involved in a world record in every ocean and every race. This year Rannoch rowers collected a massive 12 records in the latest Guinness World Records Book 2020!

"There is no better place to find the perfect trusty ocean rowing boat coupled with the ideal knowledge base that any novice to professional adventurer would need to row an ocean with. Our R45 boat that Atlantic Discovery used for TWAC 2018 has now crossed the Atlantic Ocean 4 times! That is a true testament to the brilliance and masterpiece of Rannoch ocean rowing boats... they can be relied upon to deliver and be trusted for all ocean rowing expeditions."

Isaac Kenyon, Atlantic Discovery, TWAC 2018

BOOK NOW for our Open Day on Saturday 25th April 2020 to see for yourself what makes Rannoch Adventure so unique!



www.rannochadventure.com

Want to know more or to book a place at our open day? Contact us...

Tel: +44 (0)1621 782 127

Email: info@rannochadventure.com

Rannoch Adventure Ltd, Unit 8, Dammerwick Business Farm, Marsh Road, Burnham-on-Crouch, Essex, CM0 8NB, United Kingdom

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Aurora Sea School

In recent years, the sport of Ocean Rowing has become a lot more popular creating a clear need for crews to carry out training in certain maritime disciplines. All of the major races now insist on mandatory courses as well as proven sea hours and training.

To provide this training for ocean rowers by ocean rowers Dawn has set up 'Aurora Sea School' and delivers courses which include Marine Radio, First Aid, Navigation and Sea Survival. These courses are mandatory for the main Ocean rowing races but are also highly recommended for anyone embarking on an independent row.

Ocean Rowing is a very safe sport IF the crew are sufficiently trained, know their boat inside and out and practice their emergency drills. These courses and training from Aurora Sea School will give you the very best head start to ensure your expedition is successful.

About Dawn

Dawn has been a commercial mariner for the past 16 years and involved in ocean rowing since 2014. Her Ocean rowing career began in China training crews with Rannoch Adventure for an expedition into Hong Kong. At the beginning of 2019, she rowed solo and unsupported across the Atlantic Ocean so she could become a better teacher. *Read her story on page 40.*

Dawn has a wealth of experience and is a commercially endorsed yacht master working in Maritime policing, yacht master instructor, as well as a qualified British Rowing session coach and an RYA instructor.

Why Aurora Sea School

There are many excellent sea schools around the world who also deliver top quality training. However, Dawn is the only sea school principle who has also rowed an ocean. This means that your course is delivered from the point of view of an ocean rower and her experience is invaluable to tap into. Aurora sea school delivers a bespoke five-day course which not only includes the courses, but also includes evening sessions bespoke to your needs. These evening sessions can include anything from on the water training, man overboard courses, extra first aid or seamanship sessions. In fact, if Dawn is not able to deliver what you are after she will know someone who can and will endeavour to get it arranged for you.

These courses require an element of pre study, however again we help you with this. We can include the pre study in the evening sessions, or we can add an extra day to the course to ensure you go away ready to tackle the ocean

Spaces are limited, so please get booked in early by emailing Dawn@RowAurora.co.uk



© Aurora Sea School / Dawn Wood

6 Day Training Programme

Each morning will begin at 09:00hrs. You will need to bring with you the course books which will be provided, a note book, pen and pencil and a passport size photo for your SRC Licence. On the day of your sea survival course you will need clothing to wear in the pool, shorts and t-shirt will be perfect.

At the successful completion of the course you will be awarded:

- RYA First Aid Certificate
- RYA Sea Survival
- VHF SRC Marine Radio Operator's Certificate.
- RYA Essential Navigation

All course materials are included, you just need note book pens and pencils.

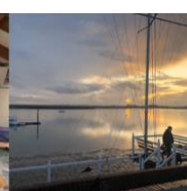
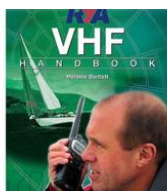
Bringing your own boats

If you would like to get out on the water in the evenings you are welcome to bring your own boats as there is a pontoon at the Yacht Club where you can moor up. Mooring is included in the cost of the course for the duration of the course. If you do not have your own boat yet, we can work with Rannoch Adventure to organise a taster session and boat hire just let us know your requirements.

Next adventure

When Dawn is not rowing she is thinking about rowing, training others in rowing or planning her next big row – **Arctic Row Challenge** from Tromsø in Norway to the farthest point north before hitting the ice shelf; then row down into Longyearbyen in Svalbard.

Show her your support, donate and follow her journey on Facebook [here](#).



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ROW AROUND GREAT BRITAIN

THE WORLD'S TOUGHEST ROWING RACE

The only 2000 mile non-stop endurance rowing race around Britain's coast

GB Row's Row Around Great Britain Challenge

a row with a purpose...

© GB Row Challenge Ltd.

By Jim Bastin, Director, GB Row Challenge

A brief history

The idea to row around Great Britain was first thought up by William de Laszlo who, at the time, was serving in the British Army as an Officer in the Grenadier Guards. During an Operational Tour of the Balkans, William was looking for an extreme challenge to do once the Tour finished. He was looking for something new, something that had never been done before in order to raise as much money as he could for Leukaemia Research. After considering a number of events, including the Trans-Atlantic row and Marathon de Sables, William came up with the idea of rowing around Great Britain and immediately set about creating a suitable Team to achieve such a task. It was at this point that I met William - I too was serving in the Grenadier Guards as a Colour Sergeant and was looking for an extreme event to take part in on completion of the tour. I therefore jumped at the opportunity when William asked if I was interested in taking part in GB Row Challenge, as the crew member to manage logistics. Soon after, William recruited another Officer and experienced Rower, Ben Jesty and his close friend, rower and ocean navigator Will Turnage.

We got our boat from Justin Adkin in early January 2005 and spent a few months preparing it before taking it to sea for the first time in late March. We then spent a number of weekends honing in our skills and finally braved a 5 day/4 night trip off the Welsh Coast at Aberdovey, so completing our training and preparation! We as a team and a boat were now ready to go!

On Tuesday 7th June, 2005 at about 14:00 hrs and after 6 months of planning, preparation and training we rowed under Tower Bridge and down the Thames on the ebb tide to attempt the first ever continuously and unsupported row around mainland Great Britain, which we successfully completed rowing back under tower bridge 26 days 21 hours and 14 minutes later on Tuesday 05th July, setting a new Guinness World Record in doing so.

Now 15 years on, when asked about the event I took part in in 2005, my initial and immediate memories are of painful blisters on hands and feet and being thrown around in a tiny rowing boat in heavy seas. However, when I actually stop, sit back and think about it, I remember the incredible experiences I was able to encounter, and a surprise around every corner of the coastline. Memories that will stay with me for life, like meeting a fishing boat off Worthing coast at 2am in the morning and the fishermen donating £10 towards the charity, Dolphins showing off and pirouetting next to the Eddystone Lighthouse, the incredible beauty of the rugged Cornish coast where we met a basking shark at arms distance from the boat, the storm we encountered in the Irish Sea which created huge waves, then meeting a colossal pod of Dolphins which was quickly followed by meeting up with the massive aircraft carrier HMS Illustrious.

I also remember experiencing the incredible power and movement of the tidal flows at Portland Bill and Duncansby Head... Yes, the hard days were really hard, when heading back out into the North Sea after the enjoyable and pleasant waters rowing through the highlands, encountering incredibly strong winds at Cape Wrath and battling across the Moray firth, which was extremely hard work, then when we finally finished and rowed back under Tower Bridge the satisfaction of having raised so much money for charity (£225,000), to me it wasn't just a great challenge but also an incredible learning experience and an educational encounter with the spectacular and beautiful coast line that surrounds Great Britain. The protection of this coastline is one of the reasons why we came up with a Race with a Purpose.



© GB Row Challenge Ltd.

Race with a Purpose

This year, we're excited to be working in collaboration with Plastic Ocean & marine biologists at the University of Portsmouth to measure the effects of water pollution, noise pollution and increasing water temperatures on marine diversity around the British coast. We feel extremely proud to be able to contribute to such an important cause in doing all that we can to help protect our beautiful coastline.

The race will take a detailed survey of pollution around Great Britain's waters measuring:

- Micro Plastics
- Acidity Levels
- Temperature Levels
- Acoustic Noise Pollution Levels

Record Breakers so far

Since 2005 GB Row has run events in 2010 and 2013 in both these years new records have been set and the original record broken;

- 2010 The Seagals, First Ladies 4 in a time of 51 days, 16 hours and 42 minutes in Go Commando.
- 2013 First Men's Pair Savoir Faire in a time of 41 days 4 hours 38 minutes and 39 seconds in the Emilia Oliver.
- 2013 The Islanders set a new World Record time for a men's four of 26 days 9 hours, 9 minutes and 39 seconds in The Black Oyster.

Records still to be set:

- Ladies Pair
- Men's / Ladies Six
- Mixed pair
- Mixed Four
- Mixed Six
- Any Trio or Five still to be set

So, if you're looking for a challenging, extreme, endurance adventure which offers interest and surprise around every corner then look no further than GB Rows 'Round Great Britain Challenge' after you've rowed 2000 miles around the entire coast of mainland Great Britain, you won't be disappointed.



GB Row 2020

GB Row's Round Great Britain race will start from Tower Bridge, London on 1st June 2020.

We're still accepting teams to enter into this incredible Race and we have our own boats available for teams to hire. This is a non-profit event; we try and keep costs as low as we can to make the event is as accessible to as many as possible.

Entry Fee

Private entry boats

- Pairs Boat £1,500.00 + VAT
- Fours Boat £3,000 + VAT
- Six persons + Boats £4,500 + VAT

Therefore, equalling £750.00 per person
Plus £250.00 + VAT per person administrative charge.

Hire of a GB Row Boat

Boat type: Rossiter Ocean 3

Boat Hire, 6 x rowers paying £3,500.00 + VAT per rower = £25,200 total for the boat, this is essentially the boat ready to race minus rations, the crew's personal safety clothing / equipment and personnel insurance cover, plus any specialist equipment a team may wish to take.

© GB Row Challenge Ltd.

© GB Row Challenge Ltd.



Required qualifications and training:

Private boat entry:

- Skipper – Coastal Skipper preferable, however Day Skipper will be considered depending on experience, (this can be for a motorboat).
- 1 x crew member to have essential navigation qualification.
- 2 x crew members to hold First Aid at sea qualification.
- All crew to have Sea Survival qualification.
- All crew to have VHF radio user qualification.

The following at sea training must be completed:

- 1 x training sessions comprising of 48 hours continuously at sea.

Required qualifications and training:

GB Row hired boat:

- Coastal Skipper
- 1 x crew member to have essential navigation qualification.
- 2 x crew members to hold First Aid at sea qualification.
- All crew to have Sea Survival qualification.
- All crew to have VHF radio user qualification.

The following at sea training must be completed:

- 2 x weekend training sessions – 36 hours at sea.
- 1 x 5 days 4 nights training session – continuously at sea.

For more information about entering this event, please visit the GB Row website at www.gbrowchallenge.com and register your interest.

NOW AN ANNUAL EVENT: FIRST WEEK IN JUNE 2020 / 2021 / 2022 / 2023





TWO INCREDIBLE EVENTS, ONE MOMENTOUS DAY



LONDON 2 **LAND'S END** **ULTIMATE ROWING CHALLENGE**

**A 500 mile rowing race along the
stunning south coast of Britain**

Two incredible events, one momentous day

LONDON 2 LAND'S END RACE

All images and GB Row artwork © GB Row Challenge Ltd.

By Jim Bastin, Director, GB Row Challenge

GB Row Challenge are also running a second race to complement the Round Great Britain Race; The London 2 Land's End Race. All boats will set off at the same time from Tower Bridge, London on the ebb tide on 1st June 2020. Entry to this event requires an Ocean Rowing boat, (all categories are accepted, except Solo rowers), navigational equipment, navigational lighting and communications equipment. The boats must meet certain safety requirements that come with an ocean rowing boat (i.e. self-righting ability). Crews are also required to hold certain safety qualifications (these are not difficult to obtain) and the skipper must have a recognised maritime qualification like Coastal / Day Skipper. An average crew should take around 7-10 days to complete this event.

Entrance fees:

£1000.00 + VAT per boat
 Plus
 £250.00 + VAT per rower

Qualifications & Training

- Skipper – Coastal Skipper preferable, however Day Skipper will be considered depending on experience.
- All crew to have Sea Survival qualification.
- All crew to have VHF radio user qualification.
- 1 x crew member to have essential navigation qualification in addition to the Skipper. This qualification is still TBC, it's not difficult to obtain.

All boats must meet the required maritime safety standard with Nav lights, Nav equipment, VHF radio, EPIRB, life raft and Dan buoy and crew must have suitable PPE clothing for wearing at sea.

For more information about entering this event, please visit the GB Row website at www.gbrowchallenge.com and register your interest.



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NOMAN IS AN ISLAND

RACE TO END HPV

AND PREVENT 5% OF CANCERS

NOMAN BARCELONA - IBIZA: RACE TO END HPV AND PREVENT 5 % OF CANCERS

The BARCELONA - IBIZA and IBIZA - BARCELONA races are NOMAN's premier ocean rowing events. Teams of amateur rowers are pitted against each other in 3-day, 200-mile races across the Mediterranean. Rowing across an ocean is like no other sport. It is as much about the crews' ability to cope mentally, as it is about technique and physical strength. No prior rowing experience required.

Training for NOMAN's events is tailored to individual abilities and conducted by expert ocean rowers. The boats, equipment and clothing supplied are all top of the line. Throughout the races, crews are followed by a support vessel and your safety is of paramount importance throughout.

Crew members are required to complete the following qualifications:

- RYA VHF Radio
- RYA First Aid at Sea
- RYA Sea Survival
- RYA Essential Navigation and Seamanship

NEXT RACES: JULY 2021

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A MESSAGE FROM THE FOUNDER

"I started the NOMAN campaign with my sisters Justine and Camille and the overwhelming support of our inaugural participants, to increase awareness about the Human Papillomavirus and its connection to men, while creating a unique endurance experience designed to represent the struggle and isolation that many cancer patients feel, especially those that carry an extremely challenging stigma.

Caring for my mother Paulette Isabel Crowther, Justine, Camille and I saw how the emotional anxiety of a cancer diagnosis can sometimes be more challenging than the side effects of physical treatment. Relying on each other for mutual support along our journey, we worked as a unit to provide Paulette with constant care to help her navigate the difficult diagnosis of Stage IV HPV-related anal cancer. When she passed away in 2010, we were devastated, but Paulette's incredible spirit spurred us to understand how we could help prevent HPV from ending someone's life early again.

The more we discovered, the more shocked we became:

- 80% of people are exposed to HPV at some point in their life.
- HPV causes 5% of cancer cases. Cancers caused by HPV are increasing, not decreasing.
- Only one new drug to treat any HPV-related cancer has been approved in the past 19 years.
- Three approved vaccines, however, exist. They protect against the most common cancer causing HPVs.
- HPV causes cancer in both men and women. In ten years' time, more men than women will suffer from HPV-related cancers in developed countries.
- In almost all countries, boys are not provided universal access to HPV vaccines.

To achieve our finish-line goal of beating HPV-related cancer, we must work together across genders, populations, and institutions. NOMAN illustrates that no-one can fight HPV-related cancers alone, certainly not by targeting one gender in isolation when both genders are affected by HPV. A gender-neutral virus requires a gender-neutral vaccine.

NOMAN is more than a race, it is a call to action."

Yours,

Tristan Almada

NOMANCAMPAIGN.ORG | HQ@NOMANCAMPAIGN.ORG | [@NOMANCAMPAIGN](https://www.instagram.com/NOMANCAMPAIGN)



THE ONLY 2020 FEMALE CREW



4,000 KMS FROM CALIFORNIA TO HAWAII ROWING THE PACIFIC

We are 'Girls Who Dare', the only female crew taking on the Great Pacific Race in June 2020. We will set off from San Francisco and row 2400 nautical miles unaided across the deep blue Pacific Ocean to Hawaii! Our aim; to break the current world record of 50 days, 8 hours, 14 minutes.

The Great Pacific Race is one of the World's toughest endurance races. On the 7th June 2020 we will row under the Golden Gate Bridge to mark the start of the race. This is the fourth time the race has run and it has so far only yielded 48 rowers to complete the crossing. Teams are made up of 2 or 4 crew, all compete in identical boats, entirely self-supported and unassisted from beginning to end.

We will live on a 24 foot boat with two people rowing at all times. We rotate every two hours continuously until Honolulu. We will be eating dehydrated rations, toileting in a bucket and sleeping when we can - no more than 90 minutes of sleep at a time and each of us rowing for 12 hours every day.

The Pacific Ocean is the largest ocean in the world and the most terrifying. There are swells of up to 50 foot and hurricanes are a real possibility! We will row through the night, through the poor weather, the wind, the rain and the cold. We will be pushed to the breaking point by sleep deprivation, extreme physical and mental fatigue, seasickness, widespread salt sores and weight loss and all whilst running the risk of encounters with sharks, wildlife, and very large ships.



All images contributed by Girls Who Dare.

In contrast to the Atlantic Row we will be battling against the currents and winds for the first 2-3 weeks and facing a much greater swell throughout.



Training is both mental and physical. The mental struggle will no doubt be the hardest part of the row and also one of the most difficult to prepare for. We are working hard on spending as much time as possible getting to know each other and our team dynamics so we can work together and learn to overcome the hard times together working cohesively. We are under no illusion that this is going to be easy but the support and drive from ourselves and together as a crew will no doubt guide us safely to Honolulu!!

Physical training involves plenty of time on a rowing machine or in a boat as well as cross training by running, swimming and cycling. Also strength training and core stability work. We are training at least once a day and trying to keep it as varied as possible. As soon as our boat is ready we will be out on the sea. We need to complete 100 hours on the water prior to the start of the race but obviously the more time spent getting to know the boat the better. Fitting training around our full-on lives is very tricky - never enough hours in the day!

We have been brought together by our passion for adventure and our drive and determination; united by our love for sport and rising to the challenge. We are a group of ordinary women who have jumped at the chance to stretch ourselves physically and mentally. Our vision is to be a relatable, tangible example to inspire and empower others to dare to dream big, aim high, push out of their comfort zones and free themselves from any preconceived ideas and stereotypes; societal or personal. If we can do it so can you!



We are very proud to be working to fundraise for Mates in Mind mental health charity, Harlequins Foundation and Inspiring Girls International.

Mates in Mind is a charity that works closely with employers to ensure all their employees are well supported and have accessible, easy access to mental health advice. They work to build skills, give access to resources and create a culture in which employees are supported. This is very close to our hearts being four busy women with very full on lives managing our own mental health and resilience, never will they be tested more than on the Pacific.

Harlequins Foundation is an independent charity, for which Vicki is an ambassador. It has the fantastic goal of promoting the empowering effects of sport and activity, and managing and addressing the conversation of mental wellbeing. Their flagship programmes work hard to develop tomorrow's female leaders and also develop skills to improve physical health and mental wellbeing to 9-12 year olds, a vital age. They are increasing awareness around mental health and supporting preventative provision for young people.

Inspiring Girls International is a charity dedicated to raising the aspirations of young girls around the world by connecting them with female role models and encouraging them to aim high. Our values align strongly with Inspiring Girls and we want to be part of that network of role models inspiring girls to stand up and be counted. With hard work and determination you can be whatever you want to be. We want to share the message that they do not have to be constrained by any preconceived ideas or societal 'norms'

Stand up and believe that you can do it! Be brave, be bold, DREAM, DARE, DO!



All images contributed by Girls Who Dare.

The Wave asked the Girls Who Dare to list five do's and five don'ts for any aspiring ocean rowers

Do's

1. Communicate well, openly, honestly and listen to others
2. Be realistic - over promising leads to guilt for you and disappointment for others
3. Get to know each other really well - you are going to be at your best and worst with these people so they need to know how to manage you and vice versa!
4. Agree on your team goal/aim - To win? To complete? To have a go?
5. Have a personal motivation, you will not succeed in doing this for someone else

Don'ts

1. Bottle things up - they will come out
2. Be dismissive or impatient of others ideas - you may not always be right!
3. Blame - you are a team
4. Be vague - assign tasks or things will float along and not get done
5. Hold a grudge - after an argument/discussion has been had, say your piece and let it go.

Please support, follow, sponsor at...

Website: dreamdaredo.org.uk

Facebook: [GirlsWhoDare2020](https://www.facebook.com/GirlsWhoDare2020)

Instagram: [@girls.who.dare](https://www.instagram.com/girls.who.dare)

Twitter: [@GDare2020](https://twitter.com/GDare2020)



SOLO**ATLANTIC OCEAN****UNSUPPORTED****51 DAYS, 17 HOURS, 15 MINUTES****DAWN WOOD shares her story**

All images © Dawn Wood



On the 25th of February 2019, Dawn Wood (Row Aurora) became the 8th Woman on earth to have ever rowed across the Atlantic Ocean Solo and Unsupported. She did it in 51 days 17hours and 15mins missing out on the world record by just a couple of days.

Dawn took on this incredible adventure to raise awareness about plastic pollution in our oceans and to raise money for the marine conservation society. Here is her story in her own words.

Why take on the challenge?

I've been a commercial mariner for 16 years as part of the Essex Police Marine Unit and I patrol over 400 miles of coastline, however that's with engines and a crew!! 3,000 miles solo with just my oars for power was a bit different. As part of my job I have to keep up to date with my qualifications, such as sea survival so I already had many of the skills needed, but it was by no means an easy ride. I still had so much to learn about the boat's equipment from the electrics through to the sea anchor drills. I had also been the chairman of my local rowing club for 4 years so between work and pleasure I sometimes spend more hours on the water than land!

Four years ago, I went out to China helping run an ocean rowing project for some university students – I was helping teach them navigation, seamanship and other marine related subjects. Whilst out there I gained a lot of experience with ocean rowing boats and the seed was sown. Four of the girls from the project rowed the Atlantic as a foursome. I realised I couldn't tell people I had helped train these girls and not do it myself.

Being alone

Being alone was one of the things I loved about the whole experience. I loved the feeling that when things went wrong, I had to deal with it myself. When I dealt with the problem there was an amazing feeling of achievement and of course, when things went well, I was the only person that it could be attributed to. I'd often go for days without listening to any form of entertainment, but I did enjoy the odd audio book. I wish I had downloaded more as there were days where I needed a little boost but I'd had run out of things to listen to.

Plastic pollution

I first became aware there was a problem when I joined the Essex Marine Unit and saw how much rubbish was floating out there. Every single day I am out, I collect litter, and it gets worse during the summer as the use of our coastline increases. Balloons are the most common item I find, but I have found everything from pond moulds to car parts and hundreds of inflatable beach toys. I even found a crisp packet from 1985! I really felt I wanted to do something to help, but apart from the obvious of reducing my own plastic consumption- I did not really know how to spread the message. When I got involved in Ocean rowing I realised that I could use this challenge to raise awareness of the problem.

It was a pretty sad moment when I was slap bang in the middle of the Atlantic and I saw a plastic bottle float past. I was closer to the satellites in space circling above me than the nearest human and there it was, evidence of our pollution. Out there I was amazed that every day I saw litter floating past. I had prepared myself for seeing rubbish near to land, as I am used to seeing it around the coastline in the UK, but to see it floating in the clear blue ocean was heart-breaking. Every piece I saw stood out like a sore thumb in the natural surroundings of the ocean.

© Row Aurora / Dawn Wood



The highs and lows

By far the best bits were my encounters with wildlife. I saw turtles, shark, marlin, dolphin, sea birds, and flying fish and although I didn't see whales, I often heard them in the distance at night. It was incredible to see these amazing creatures in their natural environment, very emotional actually. I never once wanted to give up, this was never an option. However, there were a few times where I wondered why on earth I had decided to do this. There were some really tough days which were caused by adverse wind conditions. When the wind was against me, I would end up going backwards no matter how hard I rowed. On one day I rowed for 19hrs out of 24 simply to try and make some forward progress. Very demoralising times.

Life on board

The boat had a cabin where I slept, and when the door was shut properly the cabin is sealed stopping water getting in. During the day it was extremely hot and stuffy, so getting any sleep was tough.

The most I could sleep for was two hours at a time as I had to constantly check my position in relation to ships in the vicinity, make sure I was on the correct course, change the auto helm and lots of other jobs. Day to day life became very simple and made me realise how much we take things for granted, for example just turning the tap on. My fresh water came from a water maker which I could only run if my batteries were fully charged, some days I struggled to make even one litre.

What I learnt

I have learnt that I am much tougher than I thought, both mentally and physically. I have never been naturally good at anything but have just worked really hard at everything I've ever put my mind to and succeeded that way. I also learned that failing to reach a goal doesn't mean you've failed.

My book

I found writing my book an amazing way of bringing the whole thing together and remembering all the highs and lows. But I'm writing about, not only the crossing, but the year leading up to it and the challenges I faced. I hope that the book will be a great read not only to people interested in ocean rowing, but inspiring others to achieve their own goals and how to deal with tough challenges.

You can find my book on Amazon, just search Dawn Wood - the book is called Row Aurora or by [clicking here](#).

The Wave Rowing asked Dawn five do's and don'ts advise for anyone wanting to take on the Ocean:

Do's

1. Speak to as many people as you can. Not everyone has the same experience at sea.
2. Know your boat inside and out. In the ocean anything that goes wrong will be down to you to fix, it's too late to learn it once you are out there.
3. Look after your boat and she will look after you.
4. Make sure your boat is fully checked over and sea worthy before starting your expedition.
5. Plan your route and make some contingencies. Relying on someone else to rescue you may not be an option.

Don'ts

1. Don't take anything for granted, most people will have some kind of support from the shore, but it's your responsibility to make sure you can deal with situations if your communications go down.
2. Don't forget about personal hygiene. This may sound a bit odd after all who cares if you are a bit pongy out there? But you can avoid all sorts of debilitating illnesses and infections just by making sure you look after yourself.
3. Don't shortcut anything that has to do with safety.
4. Don't let the bad days get you down, getting to the end will make it all worthwhile
5. Don't let anyone spoil your dreams. There will always be someone who is unimpressed or think they know better, so just ignore them and do it for yourself.

© Row Aurora / Dawn Wood



ROWING THE ATLANTIC

1997 VERSUS 2020

© The Transatlantic Trio

Article by: Julie Paillin, The Transatlantic Trio

A boat built in a front garden, no training requirements or food ration checks and a murderer and prison guard rowing together. A lot has certainly changed since the first Atlantic rowing race in 1997!

Julie Paillin, who is hoping to be part of the first mixed trio to row the Atlantic this year, met with Keith Mason-Moore who was part of the of the first Atlantic rowing race in 1997 to talk about his experiences and see just how much has changed in the proceeding 23 years...

Julie Paillin (JP): *How did you end up taking part in the first Atlantic crossing in 1997?*

Keith Mason-Moore (KMM): Well it is a long story, but I used to do all kinds of mad events. Yacht races, canoe races and lots of fell racing.

I signed up to do the Snowdon marathon and the week before the race I went into Leicester to buy some running shoes. The owner of the shop was a guy called Phil Davis and it turned out he was doing the same marathon as me.

It was my first ever marathon and I actually came seventh! After the race Phil introduced me to a group of guys from the Bowline Fell Running Club. One of them had bought a boat and they would do a lot of multi-discipline races such as the Five Kingdoms and Three Peaks yacht races.

That was what got me into the water side of things. Then a little while later I saw Phil and he told me about this rowing race he fancied doing, he hadn't rowed before, and he told me it was across the Atlantic.

The following week we were playing rugby down in Luton and by chance I got introduced to a guy in the club – Graham Walters – who was also doing a rowing race. I got chatting to him and it was exactly the same race I had been talking to Phil about – across the Atlantic!

I said to him "You're joking? - I am getting deja vu as one of my friends entered it last week".

Then I asked him the fateful question – I said "Who is your partner?" and he told me he hadn't got one, so I said "Let's have another beer..."

And that was it – that was the start of the whole process I guess.

JP: *Did you get an amazing euphoric feeling when you decided to do it? I felt like it was like a new relationship – like the buzz you get from that spark and that feeling for about three weeks! I was on Cloud 9!*

KMM: It was just that feeling of adventure – that whole process that I love anyway, in any event I have ever done.

JP: *So how did you plan everything? It would have been a lot harder to do it back then.*

KMM: Well Graham was a carpenter and builder, he decided he would get the kit for the boat and build it and he started doing that in the front garden. That was the Easter of the year the race was happening. The boat was still in bits at the time it had to go across to Tenerife. It went as a shell basically.

I ordered my oars from America and they arrived three days before we set off and I hadn't a clue how to put these things together!

I arrived two weeks before the start of the race with a bag full of metalwork's – the rowlocks and god knows what else.

We got 700 litres of Buxton Spring water in five litre containers, so Graham packed them into the hull of the boat to go out on the shipping container – so that was the water sorted! And we took wet food on board, no dry stuff.

JP: *So were there any requirements to do training courses?*

KMM: No. The only stipulation was that the boats were deemed to be suitable for the event on the day of the race. The boat met its water requirement and that was it, you were off.

JP: *You see we have pre-scrutineering in the UK now, you have to lay everything out as if you were being scrutinised in La Gomera and they go through it all to make sure you aren't going to waste their time when you are out there!*

KMM: Well they didn't look at our rationing or anything like that. The army guys rowing on our crossing ended up running out of food I think.



Keith and Graham in their boat built from a kit in Graham's front garden.
© The Transatlantic Trio from unknown source.

JP: What electronic equipment did you have?

KMM: We had a VHF radio, a GPS with a small screen and the chart – a paper chart. Even up to the day we set off we hadn't decided which route we would take, we thought "well we will just follow everyone else to start with!"

JP: Oh wow, so how prepared did you feel at the start?

KMM: Well put it this way, the boat saw water for the first time the day before we set off and Graham was still working on the boat as we rowed out to the start line, so other competitors definitely were more prepared!

The scrutineers came round each day and they were just holding their head in their hands when they came to our boat – whilst the other boats were being fitted ours was still being built!

So when we set off, we didn't know which way we were going, there was nothing plotted on the chart. We got down as far as the back end of the Balearic and then we hit one of the hurricanes which started sending all the crews backwards. We went back about 27 miles.

JP: Were there many big storms?

KMM: We had some very big seas, but because of the currents usually they were with us, pushing us on.

As we were going across on the north equatorials we had quite a few big seas – it was almost like sitting in the Perfect Storm film.

You'd be rowing and the back-end of the boat would be going up and you'd look at it and it would still be going up. Then you'd look about 10 or 20 feet above you and you'd see the crest and you'd still be going up on this wave.

Then the wave would break around the boat and then you'd slip off the back, and you'd know the wave behind it was probably a bit bigger!

JP: Did you get seasick?

KMM: I didn't, but Graham did, in fact quite a few of the rowers, with the meal the night before, ended up with the trots. Graham I am pretty sure had food poisoning for about the first week.

JP: What wildlife did you see?

KMM: Endless. Obviously birds all the way across, fish, we had a Dolphinfish that followed us for two weeks.

We saw all sorts of things – whales, pilot whales, we had pods and pods of dolphins – pods of 50 plus dolphins.

When we were about 300 miles off the Caribbean we saw our first white parrot looking bird that came out that far, which was quite amazing. And then of course there were the famous flying fish battering us – hitting us in the head or the stomach or wherever really!

JP: And how many boats were there altogether?

KMM: I think there were 30 boats that started. One of the pairs was Pascal Blond and Joseph Le Guen, Pascal was an inmate – a murderer, an ex-Foreign Legion guy who had killed two people in a fight in France and went to prison for it. He did it with his French Prison Warder – Joseph Le Guen.

They built the boat in the prison and the warder and the prisoner rowed across. As soon as they reached Barbados the people there told him he couldn't land and flew him back to France!

JP: Did you cry at all?

KMM: No not at all. It was the whole experience, you were there in the moment, you were working and absorbing everything going on around you, there is so much happening you almost can't know what you are thinking about in many ways.

It is an adventure, it is challenging, it is very arduous, there is sleep deprivation, but the human body is an amazing thing, it can adapt to those different circumstances especially if you have a mind that can link into that and work with it.

JP: Can you remember how much did your project cost?

KMM: I think we guesstimated £47,000. Obviously the boat was built in house so there was no cost and there were no training costs as we didn't do any!

But it is one of those things that whatever the cost – it has to be done. The value in itself is far greater than any financial side of things and the experience you will take home with you, from there forwards, will stay with you for life.

JP: It is a life changer isn't it?

KMM: Definitely. It was a great, great experience and I can still relieve almost every single moment and I think all of us that did that race had very similar experiences that we won't ever forget.



The Transatlantic Trio training in preparation for the 2020 Talisker Whisky Atlantic Challenge in a Rannoch Adventure R45. © The Transatlantic Trio.

Atlantic Rowing 1997 versus 2020 at-a-glance table

	1997	2020
Crew size	Pairs only	Solos, pairs, trios, fours & fives
Water-maker	Handheld survival water maker and 700 litres of Buxton Spring water in five-litre containers!	Electric Water-maker and hand pump water-maker
Batteries	Solar panels – Lithium rechargeable batteries	Lithium
Scrutineering	Pre-race Boat and 'equipment' checks	Pre-shipping check and full pre-race scrutineering.
Food	Around 6,000 calories per day, but largely based on guesswork.	6000 calories for each rower per day for 60 days
Cost	£50,000	£110,000
Team	The two rowers!	Full Land team support including Photographer, Drone, Videographer, Ocean trainers, Nutrition and Fitness, Hypnotherapy, Psychology
Boat made of	Wooden plywood (Laser cut sections glued together)	Fibreglass, Carbon Fibre, GRP
Constructed	Home made – in front garden	Majority are company built for example Rannoch Adventure; homemade still possible (following race safety and rules)
Race	First ever race	Annual Event

© The Transatlantic Trio.

Julie Paillin is part of The Transatlantic Trio, who are hoping to become the first mixed trio to cross the Atlantic when they take part in the Talisker Whisky Atlantic Challenge in 2020.

She was speaking to Keith Mason-Moore who, along with Graham Walters, competed in the first Atlantic Rowing Race in 1997 going from Playa San Juan in Tenerife to Port St Charles in Barbados. Keith and Graham completed their crossing in 65 days.

For more information about The Transatlantic Trio, visit their website: www.thetransatlantictrio.com



The Transatlantic Trio from left to right; Mark Sealey, Amy Wood and Jooles Paillin © The Transatlantic Trio.

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RAID ROWING THE TOES OF IRELAND

SIX LADIES
EIGHT DAYS
ONE GOAL

Contribution by Toes of Ireland.

The perfect waves are deep long smooth rolling waves, that carry enough water to fill a swimming pool. They are at least two metres in height, over seventy metres in length and travel at a speed of fifteen-to-twenty kilometres per hour. In essence, they are deep green ocean swell that has travelled for hundreds of miles to get to your stern. As the pull of the waves sucks the speed out from under you... you know it is going to be big. With a long tug on the finish of the stroke, the sensation of release is instant. You know you have 'caught' the wave. Your stroke rate is way above thirty strokes per minute and the only work you're putting through your blades is to keep the boat straight, as the bow pierces deep into the water. With a bit of luck you can run the wave as long as you can stay straight and it holds its power.

These are the waves that the offshore boats love.

The best places to find these waves are where the deep ocean meets the raising sea floor; Brittany, Cornwall and Southern Ireland.



This summer a small group of 6 rowers called the Blisterhood, could be found wild camping on the remotest Irish beaches, with a Fillipe offshore double strapped to the roof of their 9 seat van. The daily route of life was dictated by the tides and the wind. Nothing else mattered. There were long days of killing time waiting for weather windows and even longer days of exhausting action, waking at 3am to put on wet kit and ending at last light with hands so sore you couldn't zip up your sleeping bag. Sleep is snatched between rows and food forced down as fuel, while the bus lurches along the coastal lanes between crew changes.

This is Raid Rowing and it is extreme in every sense of the word. The ingredients are simple. One offshore double, six to eight rowers, one mini bus, one driver and a ton of safety gear.

The plan is to find the most beautiful and inaccessible stretches of coast and to journey round them as quickly as possible by changing the crew every one or two hours.

Efficient route planning and navigation is a must, making sure you hit the right tidal gates and sneak inside any tidal over falls.



© The Toes of Ireland / Anna Childs.

Once you understand the forces of the sea and the wind, you make your own the privilege of rowing into: the cut at Mizen Head; ripping the race at Dursley Sound; seeing first light surrounded by water as far as the eye can see in Bantry Bay; entering Slip of the Glen between the pounding surf, or passing currachs between the heads of Brendon Cove.

As a Raid Rower - these experiences will be yours to keep forever.

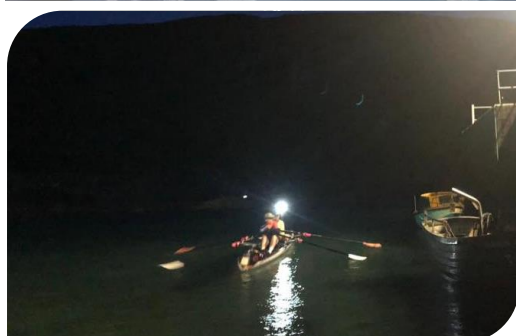
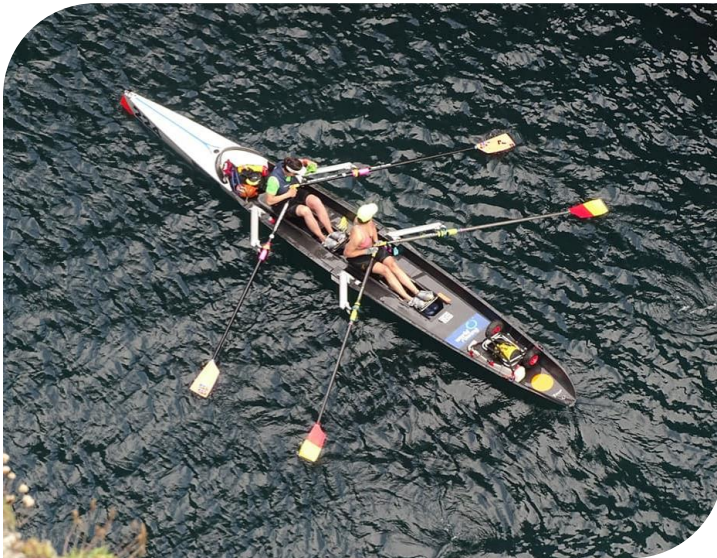


Toes Of Ireland

The crew rowed Toe Head to Ballybunion in eight days in summer 2019 and were supported by local rowers and clubs along the route. The Blisterhood included Guin Batten (Thames RC), Judith Schulz (Tideway Scullers), Anna Childs (Exmouth RC), Louise Wymer (UTRC), Gilly Mara (Warwick RC) and Karen Ball (Thames Valley Skiff Club).

Foot Of Britain

On Friday 18 August 2017, a team of eight women set a new rowing world record, completing a relay row of 320 nautical miles along the entire south coast of the UK in a coastal double scull. Their epic challenge started in Sennen Cove in Cornwall, crossing the start line at Land's End at 5.55pm on Saturday 12 August and finished by passing North Foreland, Kent, five days, eighteen hours and twenty five minutes later, setting the new world record.



Row 3,000 miles (4,828 km) across the Atlantic in the next two months

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CHALLENGE



Image courtesy of ReSound

to support Oarsome Foursome row in the Talisker Whisky Atlantic Challenge

Ordinary women achieving the extraordinary!

Oarsome Foursome are three women from Cornwall and Devon, aged between 30 and 60. They are rowing the Talisker Whisky Atlantic Challenge race – 3,000 miles (4,828 km) from La Gomera in The Canaries to Antigua – having started on December 12th, 2019 to raise money and awareness for three amazing charities: Cornwall Blood Bikes, Hospiscare Exmouth & Lymington and Carefree.

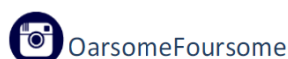
The Oarsome Foursome arrived in Antigua on January 31st, 2020... Crossing the Atlantic in 49 days!

The Talisker Whisky Atlantic Challenge is billed as the world's toughest rowing race for good reasons:

- ✓ Each team will row in excess of 1.5 million oar strokes over a race.
- ✓ Rowers will row for 2 hours and sleep for 2 hours, constantly, 24 hours a day, every day.
- ✓ More people have climbed Everest than rowed an ocean.
- ✓ Over €6million has been raised for charities worldwide over the past 4 races.
- ✓ The waves the rowers will experience can measure up to 20 ft high.
- ✓ Rowers burn in excess of 5,000 calories per day.
- ✓ Each rower loses on average 12kg crossing the Atlantic!

Team / Club Challenge

Show your support in trying to row the Atlantic in teams of up to three rowers to see if you can match or beat the 49 days! Log your km's on the following page.



oarsomefoursome.co.uk



Uniting through Skiff Rowing

I'm a member of Killyleagh coastal rowing club which is in County Down, Northern Ireland and in May 2017 went to Woudrichem in the Netherlands to take part in their first regatta.

The second evening we were there we attended the launching ceremony of a recently built skiff and a lady rower from Scotland admired the necklace I was wearing (top left). Her exact words were "hen I love your necklace" and I explained to her that my husband bought it for me when we visited Iona two years previous. I'd been brought up in a house called 'Iona' and had always wanted to visit the island.

A male rower from Scotland overheard the conversation and said "that's a coincidence my sister lives in a house called Iona in Islandmagee". I said "at Millbay in Islandmagee" and he said "yes how do you know"? (By the way Islandmagee is a small peninsula in County Antrim). I went on to explain that it was the same house that I'd lived in and we then discovered that our fathers had been friends and worked together at Ballylumford power station in the 1950's and 60's.

The rower was Hugh Maclean who rows for the FOCCR's (Firth Of Clyde Coastal Rowing Club) and it was over 50 years since I had last seen him. I gave him my father's telephone number (he lives in North Yorkshire) and Hugh got his father, who still lives in Islandmagee, to ring him. Last year when my father was over staying with me I took him down to visit Hugh's father Alister and they had a wee dram together and took a long trip down memory lane!

My father Nat is 94 and Alister is 95. It was some time later that I found out through Hugh the name of the female rower, Elizabeth Furrie better known as wee Liz, she rows for Broughty Ferry and also Queensferry and is such a character. I met up with them both two years ago when at the FOCCR's regatta in Largs and then again at the worlds in Stranraer. So skiff rowing certainly unites people!

Anne

County Down, Northern Ireland
(Killyleagh Coastal Rowing Club)

Send us your letters and comments

What are your thoughts and opinions on *The Wave*, feedback, what would you like to see, did you learn something new?

What issues do you foresee or have experienced and suggest within the Coastal & Offshore community?

Share with us and fellow rowers your views and tales.

Share your results, pictures and achievements with fellow rowers to help promote your sport.

thewaverowing.com will soon feature a news section in addition to the e-magazine!

Email: rowing@thewaverowing.com

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Issue deadline for content: 23:59 March 15th, 2020

The WAVE

The Coastal & Offshore Rowing Magazine

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