



FAIRPLAY CUP 2011

www.fairplaycup.co.uk

The last shall be first

- Exclusive race photos
- Full 2011 roundup
- Final placings
- Prize winners
- Race reports



 PRE-RACE PREPARATIONS





Are you up for the cup?

The Fairplay Cup was conceived in discussions at Posidonia in 1994 as a way of getting representatives of the different sectors of the shipping industry together in a friendly but mildly competitive environment

It is held each summer in the Solent, on the UK's south coast, using a fleet of identical chartered yachts. Most crews meet for dinner the evening before, followed the next day by a breakfast, a pre-race briefing and a shakedown sail.

A first race is followed by a running lunch and the day continues with a second race and refreshments ashore. If time permits, a third race will be included. An informal

evening reception is followed by the prize presentations and dinner in a historic venue.

The number of participants is limited, but if you would like details of how to enter a team of your staff or guests, visit www.fairplaycup.co.uk and fill in the online form or contact Debbie Winchester at Fairplay on +44 (0)1737 379128 or email deborah.winchester@ihs.com.

No sailing experience is needed – just a sense of humour. 🏆

The Fairplay Cup boats

The Fairplay Cup is a one-design event that uses the extensive fleet available from Sunsail at Port Solent, near Portsmouth. It has upgraded its fleet a number of times over the years and now provides high performance yachts designed with racing in mind.

The Beneteau First 40 – or 'Sunsail F40' – design has a large wheel, spacious cockpit and large sail plan. And, with an identical fleet, it's all about how much you and your crew want to win.

Type	Beneteau First 40
Length, oa	12.58m
Length, waterline	10.6m
Beam, oa	3.89m
Draught	1.95m
Sail area	86.5m ²
Berths	8
Crew	12

The last shall be first

Previous performance is not necessarily a guide to future results. That may be good investment advice, but it also applies to the Fairplay Cup

It's trite, but it's true: you are only as good as your last job. And it's the same with the Fairplay Cup: no two are the same and this 17th adventure has set a high standard for those yet to come.

The differences between that first event in 1995 and this year's are striking. Then, a small fleet of cruising yachts were rounded up for the occasion and despatched on a day-long pursuit with little formal race organisation. A second race was added some years ago, along with professional race management and this year brought us the prospect, for the first time in the Cup's history, of a three-race series.

This year's boats were different, too. Sunsail – who supply the boats and organise the contest – have changed their emphasis in the past 12 months. 'Sunsail Racing', as they now answer the phone, has a new focus and provided 23 racing machines – at nearly 12.6m, larger than the yachts used in the event before and a far cry from anything resembling a weekend cruising boat. As one crewman commented later in the bar, they were difficult to sail and challenging. "You wouldn't take your wife on it."

He knows his wife better than most, of course, but there were plenty of women taking part in the Cup who would have disagreed with him, because this event has always welcomed men and women, of all ages and abilities.

First-timers

And it welcomed 23 crews this year – just one short of last year's record – bringing together many who had been here before with some who were up for the Cup for the first time.

Rightship was one such first-time entry, although its CEO Warwick Norman had sailed as a guest on previous events. He had journeyed the furthest to be in Portsmouth, flying in from Australia.

Other newcomers had come shorter distances: Carisbrooke Shipping, for example, is based in Cowes on the Isle of Wight – on the southern side of the Solent; their colleagues may even have been able to watch their progress from their office windows. In fact, anyone in the world could have followed the fleet's progress: as one of the

photographers discovered on his smartphone, these new boats are fitted with AIS transmitters and he was able to view their tracks on his hand-held device.

Both Rightship and Carisbrooke know all about dry shipping. With the forecast looking less than balmy, this Fairplay Cup looks set to be one in which experience of wet shipping would be an advantage. Law firm Jackson Parton says on its website that it handles both wet and dry marine matters, so it should be well prepared for its Cup debut.

Others are making welcome returns to the Cup. Israel's Totem Plus has long been a keen supporter, forsaking the sun-kissed Mediterranean for less predictable UK waters. Michael Else & Co are also committed Cup contenders, back again with their tried and trusted Sextant crew moniker, and the Baltic Exchange Sailing Association is also back, with a new crew name of uncertain derivation.

Others who have shown commitment over the years include Wärtsilä and Smit, both of whom had invested in their own-brand spinnakers. Unfortunately, the new boats mean that these will not be suitable for the event this year.

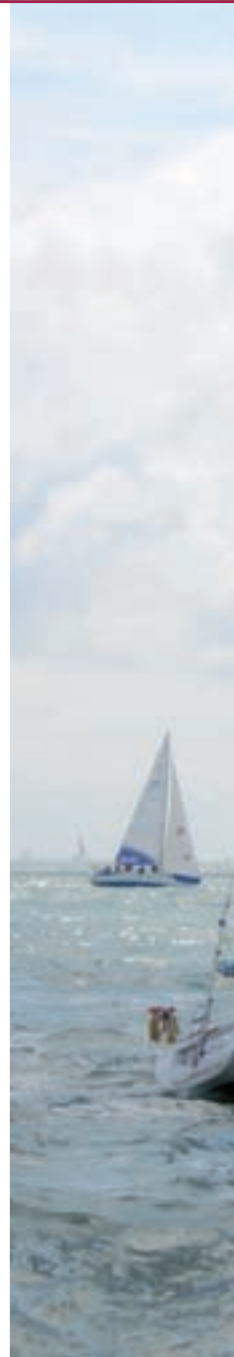
Fairplay itself made a similar investment a few years ago and its kite became part of the retirement largesse heaped upon its outgoing managing director earlier this year, Richard Silk, who was one of the founders of the event. He attended this year as its Commodore Emeritus.

Now as part of the wider IHS Group, *Fairplay* welcomed two other IHS crews: one representing AIS Live, who should be able to tell us where they're going, and 'Ships, Planes, Trains & Automobiles', which pretty much covers its range of data interests.

Two class societies were once again out in force. Lloyd's Register fielded three boats while Bureau Veritas turned out with four; this, too, underlines a change from the Cup's founding, when entries were restricted to just one participant from each industry sector.

By the same token, while only one law firm could have joined the original event, this year there are three: Jackson Parton, Ince & Co and Holman Fenwick Willan, who were out to regain the trophy that they held in the past.

 **FIRST RACE**





“Thanks again for a great day out – everyone enjoyed it”

 **FIRST RACE**



Holman Fenwick Willan
power down the
spinnaker leg in
challenging conditions





And if the wind fails, Wärtsilä and ABB, lubricated by Castrol, can provide alternative motive power – something that one crew would have been pleased to use.

That crew was Ince & Co, which – like a number of the boats this year – had to negotiate an extra hazard: a sea lock. Sunsail is based at Port Solent, a marina complex protected by a lock to prevent tidal effects. Most of its boats are moored to a pontoon outside the lock and, in previous years, this has been the departure point for the Cup's competitors.

However, this year a substantial number could be found inside the marina and Ince & Co's St Katherine's Dockers were last to be let through. Ironically, they are the most familiar of all the crews with this arrangement, with their London HQ located next to the eponymous St Katherine's Dock in London, which has a similar access arrangement.

Last at the start

The delay at the lock meant that Ince & Co arrived late for the start of the first race. It also meant that they – and, indeed, all the locked-in boats – were overlooked by the event's photographers, who had clambered from one wet boat to the next to capture team photos before departure.

As is clear from many of the team photographs on these pages, 'wet' was an understatement. A bright sunny start during the traditional race breakfast of bacon rolls and Danish pastries, soon gave way to clouds and then torrential rain as crews prepared their boats.

Race officer Simon Grover had relayed the day's forecast at the skippers briefing: Southwest 4-5, veering west 5-7 before backing southwest 4-5. The sea state would be slight becoming moderate; rain or showers. Visibility: good becoming fair or poor. In short, a bit of everything.

He had some other words of advice: he reserved the right to dictate a sail plan and, crucially, any boat over the line at the start would be called back over the radio but if the message was not heard, "there is no cause for redress".

The first race was set for an 1100 start, although the more important first task was to stow the food, drink, flags and paperwork before they got too soggy. As the weather closed in, it seemed to mock the smart pair of sunglasses that *Fairplay* had provided to every crewmember.

Yet, no sooner had the work that is best done in the dry been done in the wet, it stopped raining and boats departed the pontoon. One, however, helpfully showed how not to do it. A small dredger and barge were clearing mud from around the pontoon, which some might feel is a good indicator of where the shallow water is. Perhaps in an effort to calibrate its echosounder, the first boat to leave provided a useful marker for where the deeper water wasn't.

It was a lengthy procession through Portsmouth Harbour, past what is left of Britain's naval forces – which still officially include HMS *Victory* – past the iron-clad warship HMS *Warrior*, which was to be our evening venue, and on into the Solent. It was lengthy not only because of the distance to be covered but also because of the time taken for those who needed to lock out of the marina.

For the IHS Fairplay crew, this cruise provided their Sunsail skipper with an opportunity to display his knowledge of naval history. They must never forget, he told them, the date of Nelson's victory at the Battle of Trafalgar. "There followed descriptions of the *Victory* and *Warrior*, build dates, notable facts and flags that were flying," noted one of the crew in her log, as well as "the names of the old, rusty grey ships doomed for demolition as well as those that weren't: the *Daring*, the *Diamond* and the *Dauntless*."

The lecture expanded to cover local shopping facilities, places to avoid at night, historical brothel areas and where to find the best pubs. "From the outset I don't think any of us actually felt we were in a race," the log recalls, not least because the skipper was perhaps too honest. "Let's face it, we're probably not going to win" had been his first words. "True, but our hearts still sank all the same," the log records. "Our day out on the Solent was more like a tour than a race."

Fortunately for the stragglers, the wind proved as variable in direction as the forecast had predicted, making it difficult for the race officer to set a course and lay a start line. So the first race was delayed until 1120. No sail plan was defined, leaving crews to reef or not, and to use their spinnakers or not. In these challenging conditions, those decisions could prove to be crucial.

The course was defined as a simple triangle, covering a fair proportion of the Solent's width. And it would be a





“We were overjoyed to win. Our ambition had been only to be the first of the BV boats”

crowded start line, with 23 yachts jostling for position. Fortunately, it was not quite that many: only 20 made it on time. Ince & Co, delayed by the lock, motored as fast as they could through the harbour and were still hoisting sail as the 10-minute warning sounded. At five-minutes, they cut their engine, in line with racing rules, and started when they eventually reached the line. AIS Live and the Baltic Sailing Association were the other two late starters as the rest of the fleet got away, mostly on starboard tack.

Tides are always a talking point in the Solent. Thanks to the Isle of Wight and its effect on the tidal flow up the English Channel, there are four high tides a day in nearby Southampton water and local knowledge can be a valuable commodity. On the press boat, the helmsman possessed much of that knowledge and, in his experience, the tide turns a full two hours before high water. And high water will be at 1230 so, by his reckoning, the water flow was already ebbing even though there was still an hour left before high water.

This matters, since there is always a choice of whether to tack out into deeper water – where its flow will be greater – or to stay inshore. According to the press boat’s skipper, the deeper water should be favoured, even though the tide table might suggest otherwise.

Three crews appear to take this option: Smit, BV Rotterdam and LR Marine; we shall follow their progress. Another boat to follow is Smit Salvage, adjudged to be first across the line at the start, which will earn its crew a trophy. Will that start stand them in good stead at the first mark?

First at the mark

From where the press boat positioned itself, on the outside of the course near the mark, Smit did appear to have kept its position, challenged closely by BV’s Fat Chance crew who eventually rounded the mark in first place, just ahead of Smit. Also in the leading pack were Michael Else & Co and BV Rotterdam – approaching on port tack against the run of play and neatly tacking round the buoy, followed by Holman Fenwick Willan in fifth place and BV Rotterdam in sixth.

Above: Castrol’s crew slide through the water towards 10th place, above.
Opposite, left: Alternative approaches to the first mark. Opposite, right: Smit Salvage wins the first race

FIRST RACE



Photos: Krispen Atkinson, Paul Gunton


**FAIRPLAY
CUP
2011**

LR Marine – the other boat that had stayed out in the deeper water – was seventh at the mark.

For BV UK Marine, this leading position was a novel experience, as their boat name – Fat Chance – clearly suggested. They attributed their success to their Sunsail skipper’s shrewd assessment of their abilities – for example, not entrusting the navigation to a colour-blind engineer, as they had done in previous outings. “It is the first time we knew where to go without having to follow the rest,” its log recorded later; an important point, now that they found themselves in the lead. “When the navigator said ‘head for the buoy astern of the orange tanker’, most of us couldn’t even see the tanker.”

An impressive last

Equally remarkable was the arrival of Ince & Co at the mark – last but, given their unfortunately delayed start, already back in touch with the fleet. And the Baltic Exchange crew had also made an impression. Their poor start had been down to a torn spinnaker, discovered during the shakedown cruise, which the committee boat was able to swap. But it took time, and they were second-to-last at the start. By the first mark, they had snatched a few places, rounding in 17th place.

IHS Fairplay’s Ships, Planes, Trains & Automobiles crew caught the reporter’s eye from the press boat. “Dawdling,” he wrote as an aide memoir of its leisurely progress round the buoy in 15th place and with a reef, two places behind their colleagues in the AIS Live boat, also sporting a reef. “In the distance we saw one or two brave souls with spinnakers up and laughed heartily at their folly,” said the Ships, Planes ... reporter. “We laughed and laughed till our sides ached and we could see them no more.”

That was the decision: to fly the kite or not. Most did not, but Smit had no doubt about their intentions and had theirs up in a trice, closely followed by five other crews as the chase to the second and last mark began. This time, the best water – according to the press boat skipper’s theory – is inshore and some boats head that way, notably Carisbrooke Shipping’s 4eva Optimists and Michael Else. Three more crews take a chance with their spinnakers and

Smit slowly gains on BV as they near the second mark, with HFW now up in third place as the fleet becomes widely spread.

Whether the position at the mark was influenced by BV’s decision to lower its spinnaker earlier than Smit is impossible to say, but as they rounded, it was Smit that had taken the lead, followed by BV, HFW and Michael Else, their inshore excursion apparently costing them a place. Then LR Marine, up two places at the end of the run.

After that, the boats just had a short final leg and they held those positions to the finish line and the first race was over. And what of the late starters, Ince & Co and the Baltic Exchange? The St Katherine’s Dockers managed a commendable 14th – “we managed to do ourselves proud in every sense other than starting,” commented one crewmember in the bar later – while the Baltic Exchange had whistled through the fleet to finish eighth, speculating on what might have been. “Once we got going it was good fun,” commented one of its crew after coming ashore.

Further down the field, some took a positive outlook. Wärtsilä UK, finishing 17th, saw their first race as a training exercise. “The boats were a little bigger than last year and it took us amateurs a little time to get used to the hard work required,” their post-race report said. And one crew had actually done some training, arriving the day before and taking their boat out for practice.

That was Totem Plus, and one of its crew enjoyed the whole experience, despite feeling off-colour during the first race. In the process, she discovered an instant cure for seasickness: “Go with the flow and wonder what will happen next – question soon answered by massive wave that totally drenches self and brings one to sudden senses. Get up quickly and feel much better. Ask for ham sandwich and revert to being chatty happy crew mate.”

With the first race over, crews have a chance to heave-to, relax and break out the beers – but not on second-placed Fat Chance; its Sunsail skipper had imposed a strict ‘no alcohol’ rule as part of her winning strategy. And, given their good showing on the first race, they were not going to argue. But can they maintain their form in the next two races? 🏆



With hopes of fitting in an unprecedented third race, the Fairplay Cup's timetable was looking tight as the second race got under way

Racing to a deadline





If this year's event is to set a new benchmark of three races in one day, there is no time to lose. As the press boat drops anchor off the beach and yachts heave to for their sandwich lunches, there is little more than a 40-minute break before the second race, scheduled for 1300.

One crew – BV Rotterdam's Dutch Courage – decided it had seen enough of the conditions and announced its retirement. It was, no doubt, a difficult decision: with a ninth position in the first race, it was not beyond the realms of possibility that it might have achieved a podium finish after three consistent races if other results went its way. For taking what was, for them, the right decision in the conditions, they were awarded the Safe Sailing trophy that evening.

In line with the morning's forecast, the wind has picked up over the lunch interval, although it seems to have backed to the south rather than veered to the west. The 10-minute warning is sounded and the course announced: it is a long one, with five buoys, and, if a third race is to go ahead, there won't be time to hang around. However, with the wind still strengthening, there will be no lack of power.

There should be no repeat of the earlier start, when some boats were simply not there, but Ince & Co again run into difficulties. After their late arrival for the first race, they were anticipating a good departure across the second start-line, which was defined from the committee boat to a nearby yellow buoy as the outer mark, but in their eagerness they failed to spot that there were two yellow buoys. "With two minutes to go, we realised that we couldn't be this good," they confided in the bar later.

The starting hooter sounded and immediately two boats were called as being over the line at the start – Michael Else and Castrol. From the press boat, keeping well away from the pack, it was impossible to see whether one or both boats returned for a restart.

In conversation later, the Sextant crew confirmed that they had heard the call and responded. But it was a blow: with a fourth position in the first race, they had hopes of building on that foundation but those seemed dashed. "Everyone had a two minute head start by the time we got over the line", they said.

A quick glance around the leading boats showed that

Smit's Salvation crew, fresh from their first-race win, were not among them. Their position at the first mark will define how much they need to do if they are to hold the lead.

Meanwhile, the sky has darkened. Over to the west, a squall is making steady progress along the coast. With luck, it will track inland but, even if it does stay onshore, the associated winds are likely to be strong and variable in direction.

Sunshine at last

More boats have reefs in this race – at least one, IHS Fairplay, has added a second during the lunch interval – and spinnakers will be challenging in these conditions. But then, as if to show how variable this weather can be, the sun breaks through as the yachts approach the first mark. It was the highlight of the day, commented one of Jackson Parton's crew later.

At the mark, BV's Fat Chance rounds first, ahead of Holman Fenwick Willan tacking in from the other side of the course and LR Marine's A Frayed Knot. With their fifth place in the first race, this is a useful position, one ahead of BV's Dutch Concert, which is followed by Wärtsilä UK, LR Rotterdam and Carisbrooke's 4eva Optimists. Only then – in eighth place – do Smit's Salvationists round the mark, giving them a hill to climb if BV and HFW are to be challenged. Still, there is always the third race.

And what of the re-starters? Castrol now lies in 10th place and Michael Else in 16th – an impressive recovery. Unfortunately, it emerged at the dinner, the Castrol crew had not heard the recall announcement and had not restarted so, as far as the race officer and the official results were concerned, Castrol were non-runners.

As they round the buoy, no boats hoist a spinnaker, with the course more of a reach than a run. At the next mark, however, the course change takes the boats onto a run and Holman Fenwick Willan have their spinnaker ready and hoisted smartly as they round the mark behind BV Marine, now with a clear lead and marked down in the race reporter's notes as the likely Cup Winner.

LR Marine is now in third place and Wärtsilä UK has climbed to fourth, ahead of LR Rotterdam and then Smit – up two places during the leg. LR Marine, however, is seen to



🏆 SECOND RACE



be heading well inshore. There are arguments that suggest that a series of reaches is faster over the ground than a run, but this seems risky at this stage. HFW's solitary spinnaker also proves a brave tactic, ending in a spectacular broach well ahead of the press boat. No other crew had gambled with a spinnaker in these testing winds; as one of the Baltic Exchange crew commented later, "we would have lost more than we'd have gained to have flown one, as I think they may have done".

The preferred option was to goosewing the jib, a set-up that Smit appeared to work hard to maintain but which seemed to be paying dividends as it closed in on a pack that was chasing Wårtsilå UK, in third place, but BV's Fat Chance

was still the clear leader as it gybed round the next mark.

It was here that LR Marine came unstuck, hitting the mark and coming to a halt. Its crew later confirmed that it had made a complete turn as its penalty but both incidents ended their hopes of a good finish.

HFW's spinnaker experience had also lost them time as they rounded the mark with the chasing pack. Time for the whole event was passing quickly and it was no surprise that the race officer announced a shortened course, leaving just a rush to the finish, with BV's Fat Chance leading HFW and Wårtsilå UK.

But what might have been? After their re-start, Michael Else clawed their way to eighth. "We could have won if it hadn't been for half a boat length over the line," said one of its crew ruefully later.

Perhaps they can make amends in the third race which will follow as soon as the squall that has now reached the fleet blows out. One crewmember records the wind at 32kts as the committee boat suggests shortening sail and Press Gang announces its retirement while others take in reefs.

It is now 14:15, leaving plenty of time for the third race, but the wind is not being co-operative. Until it settles to a consistent direction, laying a start-line will be impossible. The wind does eventually drop, but does not settle and, after discussing the options with *Fairplay's* man on the press boat, racing is abandoned for the day and the inaugural three-race Fairplay Cup will have to wait for another year.

It was a disappointment to many, especially Wårtsilå UK who had hoped to build on that third place. "The weather beat us, which was a great pity as we were all fired up," they noted in their feedback.

"We were overjoyed to win," confirmed BV Marine UK's Fat Chance in their feedback notes. "Our ambition had been only to be the first of the BV boats." The crew has, they recalled, "a past record of being last" but they had set out to improve on that and, by a combination of organisation and tactics, they achieved their aim. As one of the crew commented after coming ashore, "the wind got up and away we went."

And that, in a nutshell, is how the last shall be first. 🏆



Seafarers UK benefits from the Cup

For the second time, the Fairplay Cup supported the Seafaring charity Seafarers UK. Its role is to raise funds that are channelled to other seafaring charities, providing support to people from the navy, commercial shipping and the fishing industry, and their dependents.

Fairplay itself donated £2,000, presenting a cheque to the organisation's chief executive, commodore Barry Bryant during the evening prize-giving ceremony on board the HMS Warrior in Portsmouth Dockyard while a raffle raised £400 from guests.

For more information, visit www.seafarers-uk.org.

Seafarers UK chief executive Barry Bryant, right, receives a cheque for £2,000 from Ron Crean, director of strategic marketing for IHS Fairplay

Final placings & prize winners



Event	Award	Boat
First boat legally across the start line	Lauritzen Cool Trophy	Smit Salvage (Salvation)
Safe sailing	Safety at Sea International Trophy	Bureau Veritas Rotterdam (Dutch Courage)
Winner, first race	Bottle of whisky	Smit Salvage (Salvation)
Winner, second race	Bottle of whisky	Bureau Veritas UK Marine (Fat Chance)
Best team name	Bottle of whisky	Castrol (Ctrl+Alt+Delete)
Most improved crew	Bottle of whisky	Wärtsilä UK (Just Cruisin') (+14 places)
Least improved crew	Bottle of whisky	Lloyd's Register Marine (A Frayed Knot) (-7 places)



Bureau Veritas UK Marine – Fat Chance

Holman Fenwick Willan – Court Short

Smit Salvage – Salvation

Position	Company	Boat name	Race 1	Race 2	Total
1	Bureau Veritas UK Marine	Fat Chance	2	1	3
2	Holman Fenwick Willan	Court Short	3	2	5
3	Smit Salvage	Salvation	1	6	7
4	Bureau Veritas Rotterdam	Dutch Concert	6	5	11
5	Michael Else & Co	Sextant	4	8	12
6	Baltic Exchange Sailing Assoc	Shagger's Honeymoon Express	8	7	15
7	ABB	Annaweighwego!	7	9	16
8	Lloyd's Register Marine	A Frayed Knot	5	12	17
9	Wärtsilä UK	Just Cruisin'	17	3	20
10	IHS Fairplay	Press Gang	16	4	20
11	Lloyd's Register Rotterdam	Calculated Risk	11	10	21
12	Carisbrooke Shipping	4eva Optimists	13	11	24
13	Ince & Co	St Katherine's Dockers	14	14	28
14	Totem Plus	Intrinsically Sail	12	16	28
15	Bureau Veritas	Development Never Impossible	18	13	31
16	Bureau Veritas Rotterdam	Dutch Courage	9	24	33
17	Rightship	Re Let	19	15	34
18	Castrol	Ctrl+Alt+Delete	10	24	34
19	Carisbrooke Shipping	4eva Hopeful	15	21	36
20	AIS Live	Storm in an F Cup	21	17	38
21	Jackson Parton	Let's Charter Party	20	20	40
22	Lloyd's Register Rail	R U Having a LRF?	22	19	41
23	IHS Fairplay	Ships, Planes, Trains & Automobiles	23	18	41

Note: Ties have been resolved by taking the relative positions in the second race, in line with racing rules

“We all certainly had an exciting and entertaining day and there is obviously room for improvement”

Team members represent their boat's host unless otherwise mentioned



01

Bureau Veritas UK Marine, Fat Chance

Left-Right: Brian Thompson (Brian Thompson Sailing); Peter Howard (Carisbrooke Shipping); Jae Jones (Hanson Marine); Lisa Burton; Fred Hardy; Toby Brooks; Paul Hansford (Isle of Man Shipping)



02

Holman Fenwick Willan, Court Short

Back, left-right: Toby Stephens; James Gosling; Dominic Johnson; David Jones (Cooper Gay); Jeff Cox (Steamship Mutual); Steve Hill (XL Insurance); Hugh Brown. Front, left-right: Kieran Hopkins (Samuel Stewarts); Leo Dixon (JLT); Simon Shaddick



03

Smit Salvage, Salvation

Back, left-right: Tom Walters (Holman Fenwick Willan); Thomas Bracewell (Samuel Stewarts); Harm Tiddens; William Leschaeve (London Offshore Consultants); Gerwin Peeters; Hubert Mertens. Front, left-right: Gertjan Verver; Hadewych Reintsema; Reinder Peek; Richard Janssens

Bureau Veritas Rotterdam Dutch Concert

Left-right: Jurriaan Guljé; Herman Spilker; Steven Kwast; Edgar van Oers (Anthony Veder); Martyn Schouten (IHC Merwede); Jochem Neuteboom (Pon Power); Mark de Jonge (SMIT Vessel Management Services); Jaap Gelling (Damen Shipyards)



04

Michael Else & Co, Sextant

Back, left-right: Andrew Pearson (Norton Rose), James Gair (James Gair Yachting), Gavin Ritchie. Front, left-right: Alexander Brewster (MECO), Paul Seip (Dutch P&I), Jonathan Suckling (Arthur J Gallagher), Mike Coulter (Price Forbes), Richard Jordan (JLT), Chris Else



05

Baltic Exchange Sailing Assoc, Shagger's Honeymoon Express

Left-right: Tom Dyke; Ed Gibson; Alex Lindsay; Drewry Cooper; Guy Newton; Franz Mimler; Michael Ackerman. Also on board: Jenny Deyes; Charlie Bonfield



06

ABB, Annaweighwego!

Left-Right: Andrey Andreev (Zodiac Maritime); Ash Harris (Sunsail); Steve Hill (BT); Alan Weeks (Carnival); Dave Spragg; Danny Evans (Andrew Weir Shipping); Dermot O'Connell (NATC); Nick Shooter (Carnival); Steve Salter (Viridor)



07

Lloyd's Register Marine, A Frayed Knot

Left-right: David Taylor; Andy Easdown; Julian Mason (Hart-Fenton); Vasilis Mavrogorgis (Lomar Shipping); Adam Collins (BP Shipping); Angus Fairley; Peter French (Clarksons); Simon Bonnett (Marshall Islands Register); Olly Harris (Carnival Shipbuilding). Also on board: Paul McStay



08

Wärtsilä UK, Just Cruisin'

Left-right: Stephen Booy (Carnival UK); Paul Bennett; Martyn Drye (Optimar UK); Ronnie Allen (MCA); Mikko Vakevainen; Andy Alderson (Hart, Fenton & Co.); Andrea Cosmini; Richard Vie (Carnival UK); Allan Greenland (MCA)



09

IHS Fairplay, Press Gang

Back, left-right: Anthony Few; Blake Bartlett; Jim Osbourne; Andrew Thompson (Sunsail). Front, left-right: Richard Vaughn (Royal Navy); Deborah Winchester; Steve Smith (Royal Navy); Nigel Barrow; Hamish Edsell (Sunsail)



10

**Lloyd's Register Rotterdam,
Calculated Risk**

Left-right: Neil Mackie (Wood Group); Léon Westhoeve (E.on Benelux); Peter Burrridge; Mason King (Sunsail); Ton Holthuis; Bradley Knowlton; Hans van Holst; Peter Green (AMEC); Andy McGeachie (Apache North Sea)



11

Castrol, Ctrl+Alt+Delete

Left-right: Lisa Straughton (Carisbrooke Shipping); Ed Malone (Irish Ferries); Steve Milhench; David Bollard; Sam Brannan (Carisbrooke Shipping); Neil George (P&O Ferries); Henry Kingston (Port of Cork); Glyn Jones (P&O Ferries); Awyn Evans (Sunsail)



18

**Carisbrooke Shipping,
4eva Optimists**

Left-right: Geoff Shilling (Sunsail); Phil Jones; Bob Ray (Cleveland Potash); Richard Whitelock (Sibelco); Anthony Whittaker (Frontier Agriculture); Alan Watts (Imerys UK); Andy Rham (Clarksons); Jaime Troncoso; Daniel Alberdi (Berge Spain); Jorge Pla; Ian Walker



12

**Carisbrook Shipping,
4eva Hopeful**

Front, left-right: Margrete Marshall; Per-Rune Austgulen (Henschien Insurance Services); Jan-Inge Walen (WR Berkley); Simon Stonehouse (Brit Insurance); Simon Merritt. Back, left-right: Marius Lazar; Espen Tokstad (HDI Gerling); Robert Wester; Atle Fjelstad (Norwegian Hull Club)



19

Ince & Co, St Katherine's Dockers

Left-right: Roderic Jones; Victoria Waite; Mark de la Haye; Livvi-Zen McDonald; Robert Hodge (ITIC); Kevin Cooper; Tamir Ben Laiche (Euroceanica); Mudit Singh (Southern Seas); Dominic Hurndall (Oaklin Consulting); Ian Carter (A Bilbrough & Co)



13

AIS Live, Storm in an F Cup

Back, left-right: Neil Arora (BP); Rob Morrogh (BP); Alex Booth (BP); Richard Browning (BP); Ron Crean; Eske Hansen (BP). Middle, left-right: Adam Jewell; Richard Silk. Front, left-right: Euan Montgomery (Sunsail); Oli Scrimshaw (Sunsail)



20

Totem Plus, Intrinsicly Sail

Back, left-right: Nicolas Bialystocki (Antares Shipping); Tom Ossieur (Ray Car Carriers); Azriel Rahav; Frances Baskerville (CIRM). Middle, left-right: Arnon Nitzan (Ofar Ships Holding); Erez Moshe (Golden Blessing); Yoram Golan (Galram Surveyors & Adjusters). Front, left-right: Merav Levy; Yossi Margosches



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Jackson Parton, Let's Charter Party

Back, left-right: Jonathan Clyne; Gunnar Gran (Scandinavian Insurance Management); Guy Walker (Start Marine); Alex Askew. Middle, left-right: Andrew Edmonds; Maria Gerakaris-Michanitzis; Nick Parton; Pat Green (Sunsail). Front: Gareth Thompson (Steamship Mutual); Craig Maille (Sunsail)



21

**Bureau Veritas,
Development Never Impossible**

Francois Van Oost (Vano); Pierre Tahon (Aderco); Thibaut Swolfs; Vincent Maes (Multi); Leo Cappoen (Meuse et Sambre); Pierre Durot (Boeckmans); Leanna Hill (Sunsail); Dave McKenzie (Sunsail); Eric Lallemand



15

**Lloyd's Register Rail,
R U Having a LRF?**

Left-right: Martin Hayhoe; Steve White (Siemens); Tim Shakerley (Freightliner); Simon Whitehouse (URS/Scott Wilson, sitting); Joss Apps; Garry Taylor (Porterbrook); Kevin Shelton (LR Group Services); Richard Freston (LR Energy). Also on board: Martin Giles; Brian Morgan (Tube Lines)



22

**Bureau Veritas Rotterdam,
Dutch Courage**

Left-right: Frank Kersbergen; Bram Roelse (IHC Merwede); Walter Huisman (CFL); Leen Warnaar (Arklow NL); Colin Earles (Sunsail) Jan Smit; Nicole van Vliet (Royal Boskalis Westminster) Bart Otto (Flinter)



16

**IHS Fairplay, Ships, Planes,
Trains & Automobiles**

Back, left-right: Ben Hancock (Glencore); Jakub Walenkiewicz (DNV); Jon McCowan; Stuart McTavish (Innospec); Louisa Swaden; Nana Brew. Front, left-right: Adam Peters (Sunsail); Peter Jones (Sunsail); David Large (SGS)



23

Rightship, Re Let

Left-right: Rob Lomas (Intercargo); Marc Forster; Slawomir Ostrowicki; Clive Chaney (Sunsail); Paul Coley (MCA); Mick Stead (Sunsail); Richard Peckham (DBTG); Roy Webb; Alastair Fischbacher; Warwick Norman



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For more information or to register for next year's Fairplay Cup, go to www.fairplaycup.co.uk and fill in the online form or contact us through the website




**FAIRPLAY
CUP**
2011

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Photography by:

Krispen Atkinson & Paul Gunton

Printed by:

Warners Midlands plc,

The Maltings, Manor Lane,

Bourne, Lincolnshire