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THE STORY SO FAR



Dare to Dream®

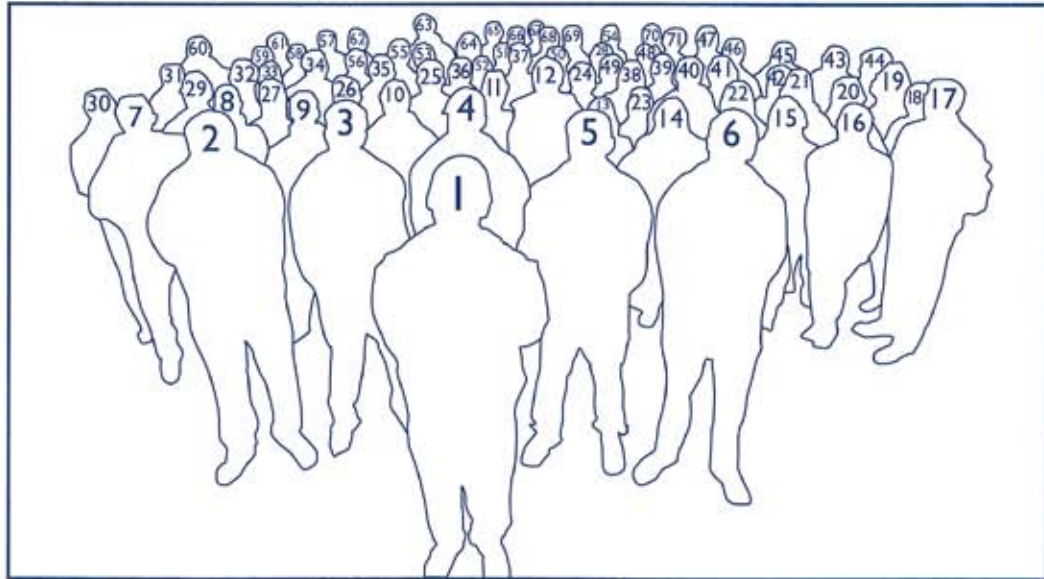
TEAMPHILIPS



## The Story so Far

- 1996 Bruno Peyron announces The RACE. Pete Goss immediately decides he will enter - initial discussions with Adrian Thompson begin
- January '98 Pete announces £4 million bid to win The RACE at London Boat Show
- March '98 Team settle on Baltic Wharf, Totnes as build site
- June '98 Andy Hindley and Mike Calvin announced as first crew members
- October '98 Goss Challenges' free, interactive, Visitors' Centre opened to the public at the build site in Totnes and www.petegoss.com launched
- December '98 Moulds for catamaran completed
- January '99 First carbon fibre laid
- February '99 Crew selection process begins
- 18th March '99 First piece of "jigsaw" complete. Accommodation pod popped out of mould
- 31st March '99 10th scale engineering replica of rig tested at the Royal Marines Base, Chivenor, Devon
- 17th May '99 Musto clothing tests at DERA wind tunnel, Farnborough
- 20th July '99 First two halves of one hull joined
- 21st September '99 Royal Philips Electronics announced as title sponsor. Final crew of six announced
- 12th January '00 Open Day at Visitors' Centre to mark over 500,000 visitors and launch www.teamphilips.com
- 29th February '00 First launch day - attempt failed due to adverse weather conditions
- 4th March '00 Launch of *Team Phillips*
- 9th March '00 Twin masts stepped in Totnes
- 11th March '00 *Team Phillips'* maiden voyage from Dartmouth
- 14th March '00 Naming of *Team Phillips* by Her Majesty The Queen at St Katharine's Dock, London
- 15th March '00 *Team Phillips* returns to Dartmouth
- 27th March '00 *Team Phillips* leaves Dartmouth for sea trials
- 29th March '00 Disaster - Port bow becomes detached
- 30th March '00 Missing bow section found
- 12th April '00 *Team Phillips* towed back to Totnes for repairs
- May '00 First Stage of repair complete - the Structural Survey and Audit
- 2nd May '00 One mast stepped into ground for sail development programme
- 16th June '00 Mast bend
- June '00 Second Stage of repair complete - detached part of bow reattached to the main structure.
- 3rd July '00 Third Stage of repair complete - area prepared for additional strakes and ring frames. All destructive work finished
- 18th August '00 Fourth Stage of repair complete - all external structure added
  
- Future
- 23rd September '00 Launch of *Team Phillips*
- Oct - Nov '00 Atlantic sea trials
- 31st December '00 Start of the RACE, Barcelona, Spain

Story of Team Phillips - Back Page names



- |                      |                       |                     |                |
|----------------------|-----------------------|---------------------|----------------|
| 1 Pete Goss          | 22 Rachel Williams    | 43 Jeff Aspin       | 64 Ray Wooley  |
| 2 Mike Calvin        | 23 Rob Ellis          | 44 Penny Ellis      | 65 Painter     |
| 3 Alex Bennett       | 24 Gordon Leech       | 45 Peter Hall       | 66 Painter     |
| 4 Graham Goff        | 25 Chris Jenkins      | 46 Nick Booth       | 67 Painter     |
| 5 Andy Hindley       | 26 Keith Warren       | 47 Len Barden       | 68 Chris Hild  |
| 6 Paul Lisen         | 27 Julian Dumont      | 48 Sue Cobby        | 69 Jim Dwyer   |
| 7 Paul Mumford       | 28 Maggie McCougill   | 49 Ted King         | 70 Rob Qum     |
| 8 Nathan Bone        | 29 Jonathan Roberts   | 50 Kerry Gallagher  | 71 June Barden |
| 9 Neil Bowney        | 30 Barry Noble        | 51 Painter          |                |
| 10 Gary Worthing     | 31 Andy Bailey        | 52 Mike Bamer       |                |
| 11 Don Donnarumma    | 32 John Anderson      | 53 Painter          |                |
| 12 Keith Fennell     | 33 Phil Tucker        | 54 Tim Burke        |                |
| 13 Pippa Ellis       | 34 Tony Springett     | 55 Phil Alkanhead   |                |
| 14 Alison Ford       | 35 Martin (Paw) Perry | 56 Adrien Chauton   |                |
| 15 Patricia Jarek    | 36 Martin Stacey      | 57 Hans Keller      |                |
| 16 Denise Brad       | 37 Dave Salmon        | 58 Dave Sharp       |                |
| 17 Mark Orr          | 38 Cal Lockwood       | 59 Mario Donnarumma |                |
| 18 Clare Drew        | 39 Jack O'Brien       | 60 Paul Miller      |                |
| 19 Wendy Howarth     | 40 Shane Dickson      | 61 Petr Vanko       |                |
| 20 Kay Strmonds      | 41 Kieren Malley      | 62 Jez Erickson     |                |
| 21 Victoria Williams | 42 Marion Hurst       | 63 Adrian Thompson  |                |

The page: Paul Lisen at helm during sea trials, March 00. Photograph: Mark Packer / Mirrorpix  
 Front cover: Team Philips on maiden voyage, March 00. Photograph: Rick Tomlinson

Follow arrows for *Team Phillips* time line →



Page 2  
 1. Pete Goss at helm of Team Philips. March '00. Photograph: Mark Peacor / Mannequin  
 2. 20,000 people lined the River Dart to watch the launch of Team Philips. March 2000. Photograph: Nigel Hicks  
 3. Announcement of Royal Philips Electronics as the sponsor. September '99. Photograph: Levan Bisi  
 4. Personal sponsors' names are displayed on Team Philips' hulls. March '00. Photograph: Rick Tomlinson  
 Page 4  
 1. Granny Barney during a forum on www.pete-goss.com. January 2000. Photograph: Nigel Hicks  
 2. School children "sailing" Team Philips at the free centre in Totnes. June 2000. Photograph: Nigel Hicks  
 3. School party in the Visitor Centre. June 2000. Photograph: Nigel Hicks  
 4. Volvo in life-size replica of the accommodation pod in the Visitor Centre. Photograph: Nigel Hicks  
 5. Children learning about technology used in the Musto high performance clothing to be worn by the crew. June 2000. Photograph: Nigel Hicks  
 6. Children in part of hull mould on display in the Visitor Centre, Totnes. Photograph: Nigel Hicks  
 7. School children design and draw their own boats as part of the Goss Education programme. Drawing: Lark, King Charles Primary School  
 8. Pupils at Puzing Primary School with Pete Goss. July 1999



## Message from Pete

This book is a pictorial record of how an amazing group of people have pulled together the ingredients for the adventure of a new millennium. It is a celebration of achievement.

Five years ago, we *'dared to dream'*. From a blank sheet of paper, we set out to create the world's most advanced ocean going yacht and win *'The RACE'* - a no-rules global drag race, starting from Barcelona in December 2000.

Our intention? Grab the 21st century by the horns.  
 Our limits? Imagination and technology.

Such a vessel would require a robust team providing dedicated effort across a vast spectrum of skills and technology. Its catalyst, a passion for excellence in the face of uncertainty, for its grounding was but an idea. It was for us to provide substance behind the vision.

It takes courage to challenge the norm, none more so than on the part of our sponsors, who as partners in the true sense of the word, have provided unstinting financial, technical and moral support throughout. Their commitment could not have been more tested than when disaster struck off the Isles of Scilly with the loss of the port bow. Each and everyone of them stood by us.

I have never seen this as 'our project', it is not exclusive, rather something to be shared. Indeed, we see ourselves as custodians of the project on behalf of anyone who is interested. It will only happen once and our ethos is to share the adventure by being completely open in our voyage into the unknown.

If we have a watchword, it is participation. To date, 8500 people have put their names on the hull as personal sponsors. 950,000 people have passed through our interactive visitors' centre and



we receive anything up to 10,000,000 hits a week on our website. *Team Philips* has become a touchstone for many. It is their faith and support that has kept us going during the dark hours, with letters, emails, jars of honey, cakes and bottles of whiskey.

Previous escapades have illustrated that there are two challenges to be faced in the lifecycle of a project such as ours. The first, which in my view represents 70% of the result, is to get to the start line. Thanks to the blood, sweat and tears of a fantastic group of people who make up *Team Philips* that foundation is now in place and shared in this book.

As yachtsman Bruno Peyron once said, *"If ever I have achieved anything in this world, it is because I have been able to stand on the shoulders of giants."* Nothing could be more so in the case of the people behind *Team Philips*. They have made it happen.

Here's to The RACE, the final part of the challenge - fair winds to us all.  
 Cheers, Pete

## The People's Project

Pete, in his own words:  
*"You will probably not have heard of Granny Barney. She is 60 and to celebrate her birthday and the Millennium, she and her dog walked the entire coast of Cornwall. After 300 miles she raised over £10,000 for her local church and us. We have named the galley on Team Philips after her. She will be with us in spirit all the way around the world."*

*"People like that are the heartbeat of the Team Philips' project. They are our touchstone, our invisible inspiration. We will carry their names on the hull of the revolutionary catamaran Team Philips. They will have been involved in our educational programme, which is being pioneered in Cornwall. They will have been touched in different, acutely personal ways by what we are attempting to achieve."*

*"In return, we will be open, accessible to all. I have seen other projects intimidate the casual visitor, and the human touch will be paramount. We are not rock stars, strutting around the marina in a cocoon of self-importance. We are merely a tightly-knit team, aware of how fortunate we are to be involved in something so fundamentally exciting."*

*"One of my earliest memories involves being taken out into Plymouth Sound on my grandfather's old motor yacht, to wave farewell to Blondie Hasler, in one of the early single-handed transatlantic races. I yelled out, wishing him good luck, and he shouted something indecipherable back. I was touched, enchanted by the timeless challenge of the sea, from that very moment."*

*"I was three at the time. I want to reach out to people between the ages of 3 and 103. Team Philips will be the people's boat, in the people's yacht race."*

## The Goss Centre of Challenge & Adventure

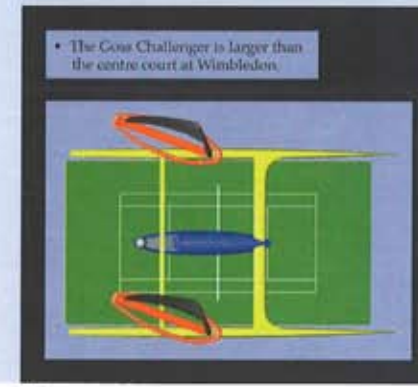
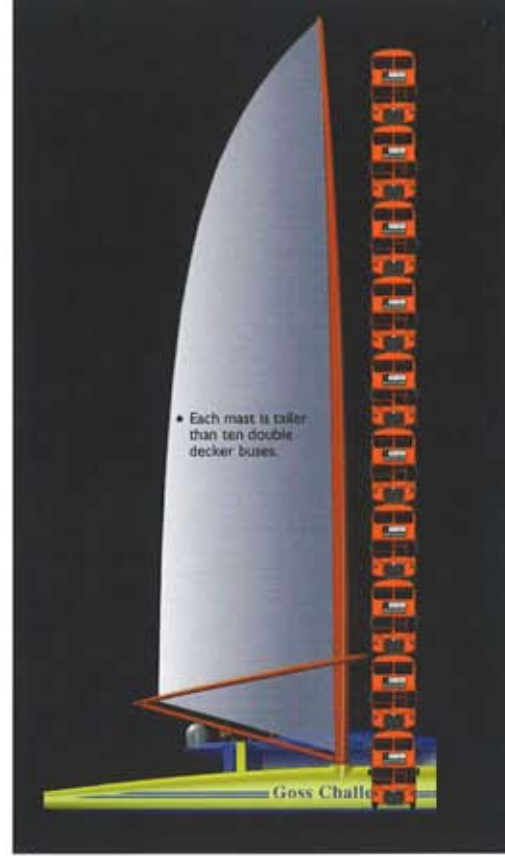
Opened in October 1998, the centre has seen nearly 1,000,000 visitors. In keeping with the ethos of the project, admission is free and open to all. Visitors can learn about the technology used to build *Team Philips* and watch her under construction. There is a life size replica of the accommodation pod and the cockpit. April 2000 saw the opening of [Cafe@goss](http://Cafe@goss) and the new conference centre.

## Goss Education

Together with Penryn College, Goss Challenges have been working on an on-line education programme designed to inspire children to learn. It is found on [www.gosseducation.com](http://www.gosseducation.com)

*"If we can help a child to run that extra mile, then it has all been worth it."*  
 Pete Goss





Page 5  
 1. Designer Adrian Thompson, Build Manager Gary Venning and crew member Andy Hindley pour over design plans during 'Team Philips' construction - November 1998  
 Photograph: Nigel Hicks  
 2. Team Philips' giant masts are the height of 10 double-decker buses one on top of another  
 Diagram: Paragon Mann  
 3. Team Philips on Millar sea trials, March 2000. Photograph: Rick Tomlinson  
 4. Initial line drawing of Team Philips, 1998. Drawing: Paragon Mann  
 Page 6  
 5. Adrian Thompson, designer of Team Philips, in London - March 2000  
 Photograph: Nigel Hicks  
 6. Team Philips is the same size as the Centre Court at Wimbledon. Diagram: Paragon Mann  
 7. Barry Noble, Team Philips' rig designer - June 1998. Photograph: Nigel Hicks

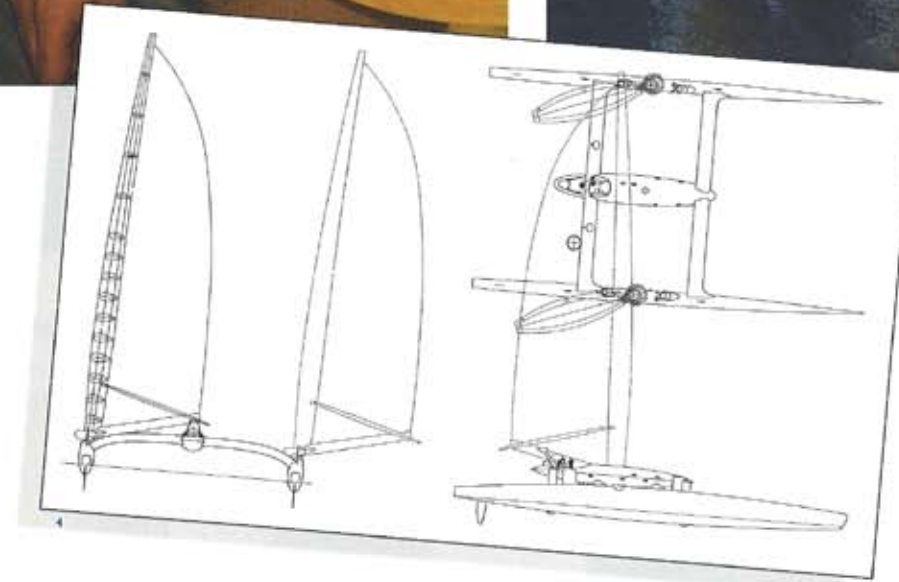
## Team Philips

Team Philips, designed by Adrian Thompson, is a state of the art catamaran built of composite materials at Baltic Wharf in Totnes, Devon, UK.

- Length 120 ft (37 m)
- Width 70 ft (21 m)
- Height 135 ft (41 m) twin masts

### Facts:

- Larger than the centre court at Wimbledon
- Largest pure carbon structure in the world, but weight of only three small elephants
- Each mast is the height of ten double-decker buses stood one on top of another
- 80 BMWs can be parked between her hulls



➔ Design of catamaran begins

1996



Bid to win The RACE announced

January 1998



Baltic Wharf, Totnes becomes build site  
 March 1998



First crew members announced

June 1998



"We've had a million years of evolution at our fingertips. Wherever we've confronted a problem we've asked ourselves how nature would deal with it. Team Philips is a machine, a product of state of the art technology, but she is more like a fish than a Formula One car. We've thought of her as a natural product. Take where the beams join the hull. We've learned from the way the fibres of a branch run into the trunk of a tree. There are no wires supporting the sails, but you don't see rigging on a bird's wing. I'm acutely aware my friends are on this boat, beyond the reach of rescue services in the Southern Ocean. It's a big responsibility, which involves finely honed decisions based on degrees of risk." Adrian Thompson

Designer: Adrian Thompson  
 Rig Designers: Barry Noble and Martyn Smith  
 Build Team: Gary Venning, Build Manager  
 Keith Fennell, Production Manager



**Pete Goss**

Born Yealmpton, Devon - December 22, 1961  
Lives Torpoint, Cornwall, UK  
Married to Tracey, 3 children  
Role: Skipper

A former Royal Marine whose life has been dominated by adventure. He has completed four transatlantic and two round the world sailing races. Gained global recognition in 1996/7 Vendee Globe non-stop single-handed round the world yacht race when he rescued fellow competitor, Raphael Dinelli. He was awarded the Legion d'Honneur, France's highest honour, and an MBE.

**Andy Hindley**

Born Blackburn, Lancashire - July 15, 1967  
Lives Twickenham, UK  
Married to Julie  
Role: Pete's Second in Command

An excellent background in dinghy sailing and two circumnavigations under his belt. Andy, who has a Bsc (Hons) in Physics and Electronics, has reached the top of his sport at a young age. He made his mark as watch leader under Pete Goss on *Hofbrau*, which finished third in the 1992/3 British Steel Challenge. He then skippered *Save the Children* to third place in the 1996/7 BT Global Challenge.

1. Team Philips' crew in the cockpit - March 2000. From left to right: Graham, Paul, Andy, Alex, Mike, Pete at Helm. Photograph: Nigel Hicks
2. Pete Goss at Helm of Team Philips - March 2000. Photograph: Rick Tomlinson
3. Pete Goss at Helm of Team Philips - March 2000. Photograph: Rick Tomlinson
4. Andy Hindley, Team Philips' second in command - March 2000. Photograph: Levon Bass
5. Andy Hindley installing the wind generator on Team Philips - February 2000. Photograph: Rick Tomlinson
6. Mike Calvin at work on Team Philips - March 2000. Photograph: Rick Tomlinson
7. Mike Calvin September 1999. Photograph: Levon Bass



**Mike Calvin**

Born London - August 3, 1957  
Lives Eversholt, Bedfordshire, UK  
Married to Lynn, 4 children  
Role: Media Communications

Mike, chief sports feature writer with the Mail on Sunday, sailed with Pete and Andy in the 1992/3 British Steel Challenge. He has won many major awards including sports journalist of the year and sports reporter of the year. He has covered five Olympic games, five World Cup finals and more than 60 different sports. Mike was named the Sports Reporter of the Year '99 at The British Press Awards.



**Graham Goff**

Born Bognor Regis - May 5, 1959  
Lives Chichester, West Sussex, UK  
Married to Karen, 2 children  
Role: Sails

Graham's love of the sea took him into a career in boat building and sailmaking. He has won many national and international sailing championships on a Martyn Smith designed Firebird. His association with Pete began in 1988, when he produced the sails for *Comish Meadow*, the 26ft Firebird Pete sailed across the North Atlantic. He has now teamed up with Halsey Lidgard to build the sails for *Team Philips*.



**Paul Larsen**

Born Healesville, Victoria, Australia - January 16, 1970  
Lives Totnes, Devon, UK  
Single  
Role: Structural Maintenance

Paul has always sailed on multi-hulls. He first started at the age of 12 on a Hobie 14. He has continued to race and win since then. His dream is to sail the fastest, largest boats around the world. He raced on board *Explorer* with Bruno Peyron and set a new Trans-Pacific record. He is one of life's adventurers and is never without a smile.

**Alex Bennett**

Born Whitby, North Yorkshire - April 2, 1976  
Lives Torquay, Devon, UK  
Single  
Role: Supplies and provisions

Alex has been consumed by sailing since the age of 4. His competitive spirit began to be nurtured from the age of 11 when he raced Toppers around the North of England. During 6th Form College he decided to take up a career in professional sailing. He has recently completed the Mini Transat, a transatlantic race for 21ft yachts. He finished 5th out of 72 starters. A true sportsman, Alex also enjoys rugby, badminton, kayaking and any outdoor activity. He aims to compete in the Vendee Globe in 2004.

8. Graham Goff - March 2000. Photograph: Rick Tomlinson
9. Graham Goff preparing Team Philips' gull sails - March 2000. Photograph: Rick Tomlinson
10. Paul Larsen constructing a carbon hullhead - September 1999. Photograph: Nigel Hicks
11. Paul Larsen - March 2000. Photograph: Rick Tomlinson
12. Alex Bennett - September 1999. Photograph: Levon Bass
13. Alex Bennett at work on Team Philips - March 2000. Photograph: Rick Tomlinson

➔ Goss Challenges' Visitors' Centre opened  
[www.petegoss.com](http://www.petegoss.com) launched  
October 1998



Moulds for catamaran completed  
December 1998



First carbon fibre laid  
January '99



Crew selection process begins  
February '99



## Gary Venning's eight point guide to building *Team Philips*

- 1 Build the plug and mould. The mould is made out of MDF and good old four by two. Think of it as a fine piece of furniture, made by craftsmen. Accuracy is essential, so it is tested to air industry standards by laser sights.
- 2 The mould is made airtight, sealed and then laminated with PTFE film fabric. This is naturally slippery, so the constituent pieces of the boat will release easily.
- 3 Carbon fibre is taken out of a freezer, and left overnight to rise to room temperature. Layers, of various depth, are then placed over the PTFE.
- 4 Time for the filling in the sandwich. We insert a Nomex core, made of specially impregnated paper.

- 5 The remaining layers of carbon fibre are applied, to complete the structure. It resembles an aircraft wing, rather than a boat.
- 6 A specially constructed oven is placed over the mould. It looks a little like a greenhouse. The mould is then baked at 85 degrees centigrade.
- 7 All pieces of the boat are eased from the mould, and glued together like a giant jigsaw. Once *Team Philips* is assembled at Baltic Wharf, we knock down the end of the shed, and lower her into the River Dart for her first journey.
- 8 Have a party!

- 1 One of *Team Philips*' moulds, April '99.
- Laying layers of glue film to bond inner skin to nomex core, April '99.
- Laying nomex core, May '99.
- Design team, crew and construction in factory, Feb '00.
- Client after covers erected over moulds, July '99.
- Lifting 1st half of hull out of mould, May '99.
- Laying outer layers of carbon, May '99.
- Pairing starboard hull, Feb '00.
- Joining two hull halves, July '99.
- Raising accommodation pod into place, Nov '99.
- Electrician, Gordon Leach, installs electrics in pod, Jan '00.
- Securing starboard naming, Feb '00.
- Build team in full protective gear, Dec '99.
- Adhering personal sponsors names to hull, Feb '00.
- Have a party!, Dec '00.
- At Photographs on pages 9 - 10: Nigel Hicks

Accommodation pod popped out of mould  
18<sup>th</sup> March '99



Replica rig tested  
31<sup>st</sup> March '99



Musto Clothing tests  
17<sup>th</sup> May '99

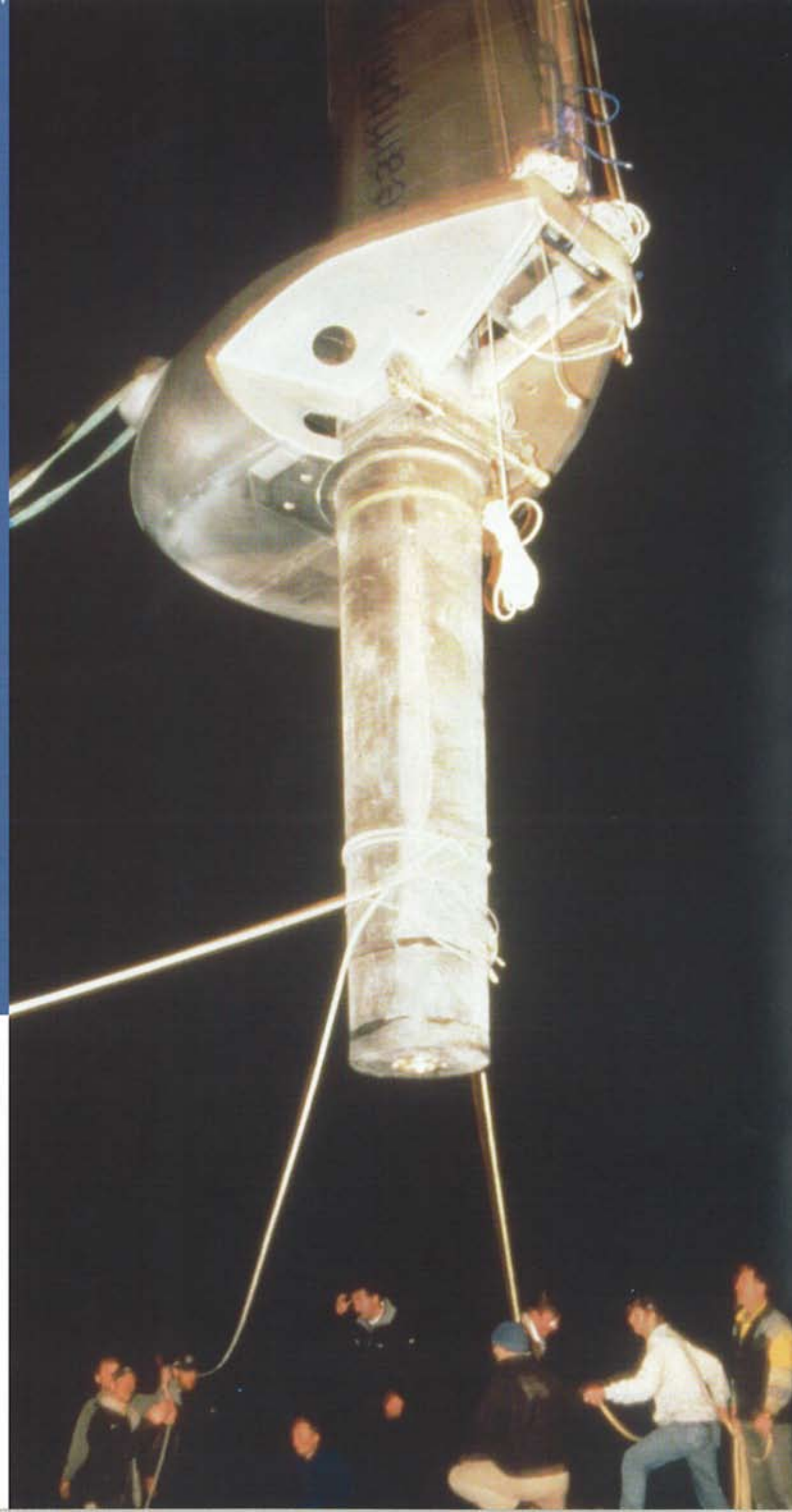


Hull halves joined  
20<sup>th</sup> July '99



Royal Philips Electronics announced as title sponsor  
21<sup>st</sup> September '99





### Weather scuppers *Team Philips* launch

Pete Goss, his team, and thousands of supporters suffered the disappointment of postponing the launch of *Team Philips*, only minutes before the world's largest racing catamaran was due to be lifted into the River Dart. The decision was taken on safety grounds due to high winds and the speed of the river. The 20,000 spectators, who had waited in suspense from the early hours of the morning, were immediately invited to the build site.

Pete Goss said, "It would have been foolish to force the launch ahead when conditions were not right. It is just not worth throwing away five and a half years of hard work in one afternoon."

I know what it feels like to be an astronaut. I feel like a space shuttle pilot told that the launch has been put on hold a matter of seconds before lift off."



Final crew of six announced 21<sup>st</sup> September '99

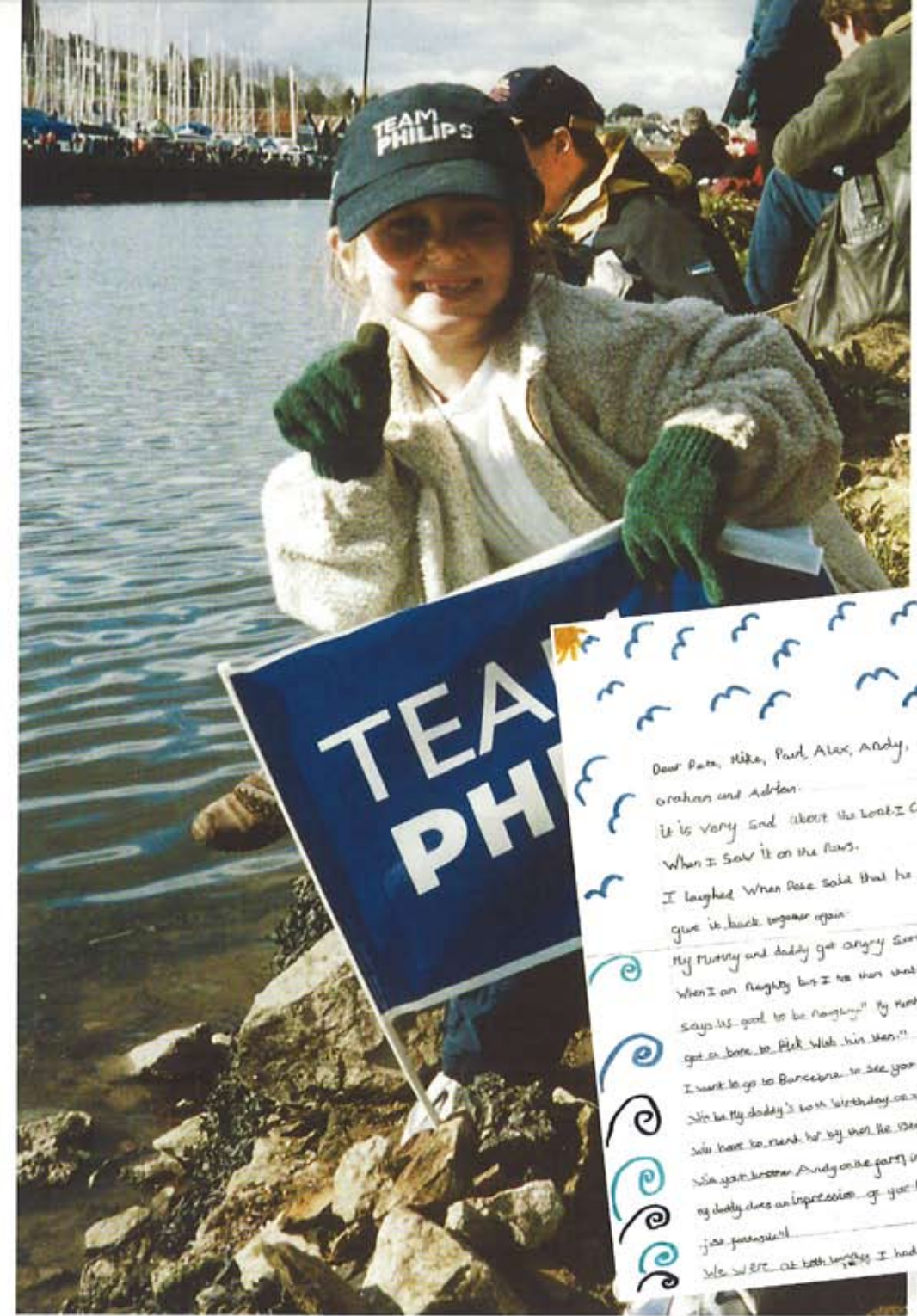


"Open Day" at Visitors Centre www.teamphilips.com launched 12<sup>th</sup> January '00

Aborted launch 29<sup>th</sup> February '00



1. Removing end wall of factory, Feb '00 Photograph: Nigel Hicks
2. Base of mast, March '00 Photograph: Nigel Hicks
- 3/4/5. Slipping mast, March '00 Photograph: Nigel Hicks
6. Lifting *Team Philips* out of shed, Feb '00 Photograph: Nigel Hicks
7. Fitting diggerboards, March '00 Photograph: Nigel Hicks
8. Lowering mast into place, Jan '00 Photograph: Nigel Hicks
9. On the eve of *Team Philips* original launch date, the team arrived here in position next to the River Dart, 26<sup>th</sup> February '00 Photograph: Mark Phipps / Marnepics
10. Pete makes difficult decision to postpone launch, 28<sup>th</sup> February '00 Photograph: Mark Phipps / Marnepics
11. Thousands of onlookers assist launch of *Team Philips*, 29<sup>th</sup> February '00 Photograph: Nigel Hicks
12. Pete briefs marines who helped on launch day, 29<sup>th</sup> February '00 Photograph: Mark Phipps / Marnepics



Dear Pam, Mike, Paul, Alex, Andy,  
Graham and Adrian.  
It is very sad about the boat I called  
When I saw it on the news.  
I laughed when Paul said that he will  
give it back together again.  
My Mum and Dad got angry sometimes  
when I am naughty but I know that "Pete Goss  
says it's good to be naughty" by every says "I  
got a bone to pick with him then!"  
I want to go to Barcelona to see you all off it.  
It's my daddy's boat "Wednesday" so you can say  
I've had to stand for my dad. He said to look  
at you know Andy on the part in surprise  
my daddy has an impression of you. He says "it's  
just fantastic!"  
We say etc. at both times I had a doggy.

Because I love Mike and Paul... we were all on  
the... it's just FANTASTIC!!  
My best friend is the Hub and I want a Map and  
Scarf book

Good Luck Love from Megan  
Hope  
Age 9  
11/11/00



### The launch

Team Philips touched water for the first time on the 4th of March, 1545hrs, amidst cheers and tears from the crowd of 40,000 spectators. The six man crew unfurled a banner which simply read "Thanks for all your support - From Pete and the crew".

"Just fabulous." Said Goss. "A wonderful day out on the river. It's not just Team Philips that's floating, it's me. There are people everywhere we look. They're in the fields, along the banks. They're with us every step of the way."

"In a way, the launch is like a start gun firing. Our lives will change, because once Team Philips is in the water everything else will drop away. Putting theory into practice will be a real thrill."

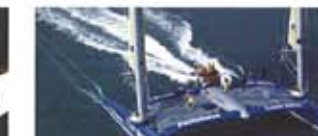
Graham Goff

"This is the start of a new phase. The build team have done their stuff brilliantly and now it is up to us to get to know Team Philips. She is our new home. I'm looking forward to moving in immensely."  
Andy Hindley

→ Launch  
4th March '00



Masts stepped  
9th March '00



Maiden voyage  
11th March '00

1. Crowds lining the River Dart to watch launch, 4th March '00. Photograph: Nigel Hicks
2. Pete Goss at helm of Team Philips for first time, 4th March '00. Photograph: Nigel Hicks
3. Team Philips touches water for the first time, 4th March '00. Photograph: Nigel Hicks
4. Henry Vahri presents crew member, Mike Calvin, with model boat he built, 4th March '00. Photograph: Nigel Hicks
5. Megan Hope at launch of Team Philips
6. Crowds lining the River Dart to watch launch, 4th March '00. Photograph: Rick Tomlinson
7. A flotilla of boats escort Team Philips down the River following for launch, 4th March '00. Photograph: Rick Tomlinson
8. Letter from Megan Hope to Pete Goss & The Team.





## 14<sup>th</sup> March '00 - A Royal Engagement, St Katharine's Dock, London

History was made as Her Majesty The Queen named a racing yacht for the first time ever. Spectators, press, sponsors, hundreds of onlookers and the entire Goss Challenges team - brought up from Tolnes, Devon by coach for the day - witnessed the naming. Over 40,000 joined in through the live webcast on [www.teamphilips.com](http://www.teamphilips.com).

"This is the ultimate form of recognition. To have such an endorsement of our project is a source of the greatest possible pride. Her Majesty's presence, on such a milestone occasion, rewards the efforts of the thousands of people who have contributed to our progress". Pete Goss

Goss invited The Queen to "Bestow upon us the honour of naming this fantastic boat". To this, she replied, "I name this yacht *Team Philips*, God Bless her and all who sail in her."

Canon Lionel Webber, the Chaplain to Her Majesty The Queen, read a prayer written by the children of Penryn Community School, Cornwall. This was followed by the band of Her Majesty's Royal Marines playing a march written by the winner of the *Team Philips* national music competition, Katie Birkwood from Bournemouth School for Girls.

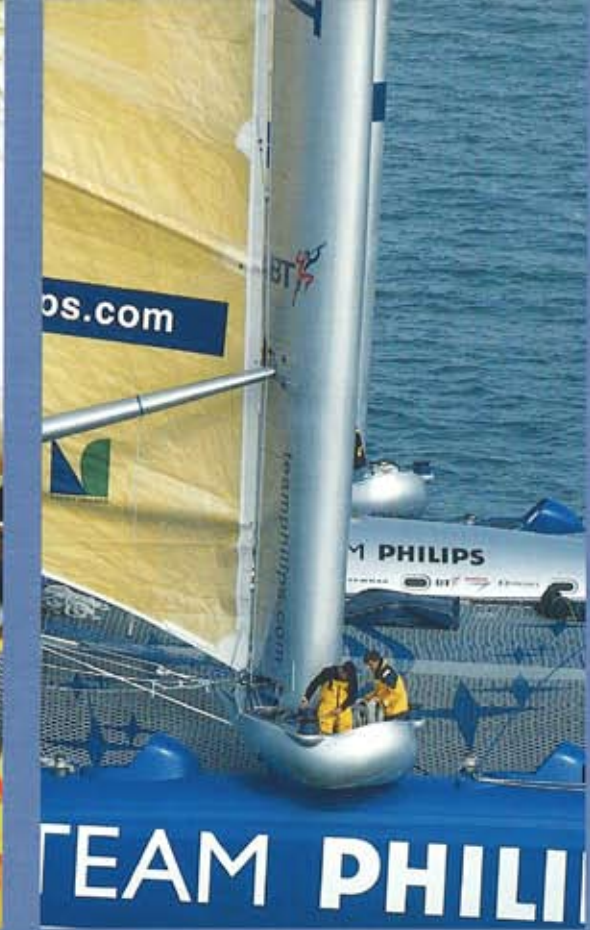
"This is going to be like the birth of a king, a really special moment in all of our lives. Obviously we will all be busy, but hopefully we won't get too caught up in the rush."

Paul Larsen

## Naming Ceremony ➔

14<sup>th</sup> March '00

1. Her Majesty Queen Elizabeth II names yacht "Team Philips", 14<sup>th</sup> March '00. Photograph: Kias
2. Royal Marines Band play Team Philips march, 14<sup>th</sup> March '00. Photograph: Richard Young
3. Team Philips led up river to Tower Bridge, London, 14<sup>th</sup> March '00. Photograph: Rick Torfreson
4. Team Philips Crew meet Her Majesty The Queen, 14<sup>th</sup> March '00. Photograph: Kias
5. Team Philips on River Thames, en route to naming ceremony, 14<sup>th</sup> March '00. Photograph: Rick Torfreson



## 27<sup>th</sup> March - Team Philips undergoes sea trials

Team Philips set out on sea trials on the 27<sup>th</sup> of March.

"Now we are able to power her up, I really want to ramp up the pressure. We can start to put big loads through the rig, make her do what she is designed to do by putting her through her paces at high speed in rough water. That will show us what wave piercing is all about." Said Pete Goss.

Team Philips headed in a SSW direction into the Atlantic. She sailed close to the coast of Devon and Cornwall and travelled at 15 knots with no sails up. The first full day of testing was largely spent between the Lizard and Lands End, Cornwall.

"She sails like a bird, silent and graceful, slicing through the water with ease. Even in calm seas, she glides along at double the windspeed."

### → Sea trials

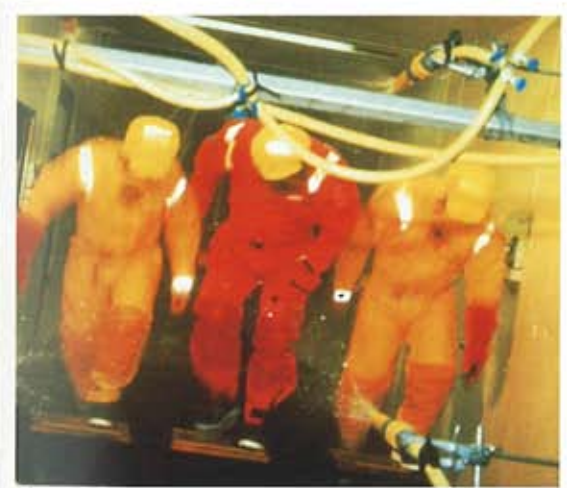
27<sup>th</sup> March '00



1. Team Philips on maiden voyage from Derrnouth to London, March '00. Photograph: Rick Tomlinson
2. Andy Hindley at navigation station in accommodation pod, March '00. Photograph: Mark Popper / Mannopics
3. View from Team Philips helm, March '00. Photograph: Mark Popper / Mannopics
4. Crew members reef sails from mast cockpit, March '00. Photograph: Rick Tomlinson
5. Pete Goss in accommodation pod, March '00. Photograph: Mark Popper / Mannopics
6. Crew members at helm during sea trials, March '00. Photograph: Rick Tomlinson



On board Team Philips, March '00. Photograph: Rick Tomlinson



## Life on board

### Sweet Dreams

Each of the crew members has their own bunk on board *Team Philips*, and one of the worlds' foremost sleep experts, Claudio Stampi of Harvard University, has helped the crew to identify their own sleep signatures.

Fatigue can manifest itself in different, sometimes disturbing, ways. It can result in damaging mood swings, poor decision making, and disorientation. The timing of sleep is all important and so the team have pinpointed when they are at their best and when they are at their worst, and will work together to maximise this information while they are sailing.

### Bon Appetit

A balanced diet and peak personal fitness provide the basis for sound decision making and essential quick reaction times to all situations. One error by the helmsman and this could mean the difference between finishing the race and failure.

The food on board *Team Philips* lives up to four standards. It is:

- lightweight when packed
- high in carbohydrates
- tasty
- easy to prepare

Each freeze dried meal comes in its own sealed package and contains 96% real food as opposed to 80% water of "wet foods" - all the crew have to do is add water!

During The RACE, the crew will eat:

- 800 bars of chocolate
- 2520 cups of tea
- 1680 freeze dried meals



### Clothing tests

Protection from the elements, safety and comfort are all key aspects of the clothing the crew will wear on board. Musto have developed new performance gear that meets all of the special requirements on board *Team Philips*. To ensure that the clothing will perform under the harsh conditions they will encounter in the Southern Ocean, the crew put it through rigorous testing at DERA.

### Fitness

With only six crew members on board *Team Philips*, it is vital they are all capable of enduring the physical stresses they will be under as they sail around the world. Formula One trainer Bernie Shrosbree of the Benetton Human Performance Centre is putting the crew through their paces. He has developed unique training programmes to encourage overall fitness of the crew, so that they are physically prepared for anything the sea might throw at them.

### The Ultimate sailing Shoe

*Team Philips* has been working with the Danish footwear manufacturer and bronze sponsor, Ecco, to design the ultimate sailing shoe. There are only 6 pairs in the world costing around £30,000 per pair.

"These shoes are simply unique" said Pete Goss. "At last we have a shoe which gives us the means of dispensing with boots and shoes. A durable shoe which has the ability to take us all the way around the world from the tropics to the southern ocean and which meets our requirements to keep lightweight and radically innovative."

1. Pete Goss with team mate, Bernie Shrosbree, at the Benetton Human Performance Centre, Oct '99. Photograph courtesy of Benetton
2. Team Philips' crew with food and equipment stores. Photograph: Nigel Hicks
3. Crew test Musto clothing in wind tunnel at DERA. Photograph: Nick Dimbleby
4. Alan Bennett prepares a meal in Danny Boney's Galley, March '00. Photograph: Mark Pepler / Mirapix
5. Team Philips' sleeping area, March '00. Photograph: Rick Tomlinson
6. Pete undergoes fitness tests at Benetton, Oct '99. Photograph courtesy of Benetton
7. Graham Goff on mast, March '00. Photograph: Rick Tomlinson
8. Crew put the ultimate sailing shoe, by Ecco, to the dry sailing test, May '00. Photograph: Richard Austin



## 29<sup>th</sup> March, '00 - Disaster strikes

A normal dawn watch - Mike Calvin and Andy Hindley were on watch together. The sea state was moderate and the boat speed was approximately 16/17 knots. Andy and Mike were completing the last of their first light deck checks when a loud bang resonated through the hull.

At 0745, on the 29<sup>th</sup> of March, *Team Philips* called over BT's satellite phone and stated that there had been significant structural failure of both the port and starboard bows. The Goss Crisis plan was put into effect: St Mary's Lifeboat was launched, the crews' families were informed, *Team Philips'* insurers and press were notified.

The St Mary's Lifeboat stood by while *Team Philips* and her crew remained on board and attempted to make their own way to St Mary's on the Isles of Scilly. The port bow became detached several hours after the call was made, and *Team Philips* was towed into the Sound.

"There were times when I saw the water wash over the hull names on that port side and I felt like crying. This is obviously a major set back and I feel most of all for the team who have put their heart, bodies and soul into this. It is a sad, sad day but we're going to regroup and come back stronger. It's not over yet." Pete Goss.

1. Team Philips loses 45 ft section of port bow. A search party recovered the broken bow the following day, 29<sup>th</sup> March '00. Photograph: Rick Tomlinson
2. Team Philips' bow breaks off Isles of Scilly. Rick Tomlinson stands by, 29<sup>th</sup> March '00. Photograph: Rick Tomlinson
3. Team Philips at Isles of Scilly, 29<sup>th</sup> March '00. Photograph: Rick Tomlinson
4. Team Philips set back in Dartmouth, awaiting passage to factory in Totnes, at Goss Composites, April '00. Photograph: Nigel Hicks



Disaster - Port bow becomes detached, 29<sup>th</sup> March '00



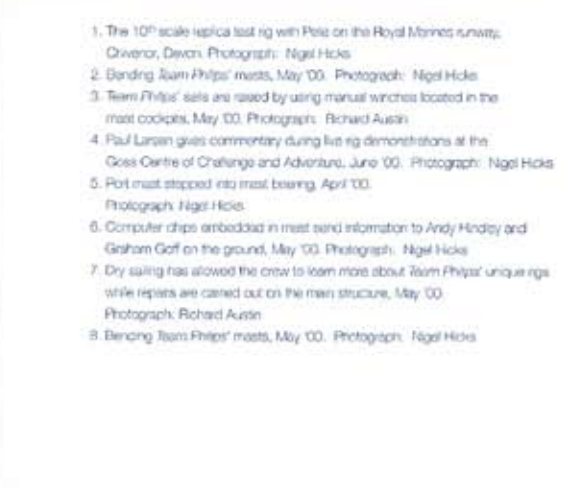
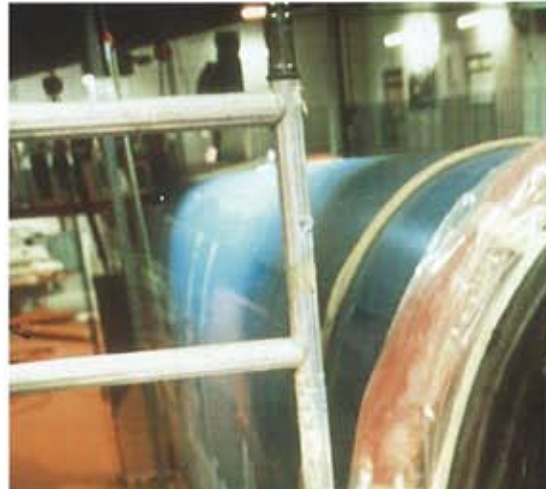
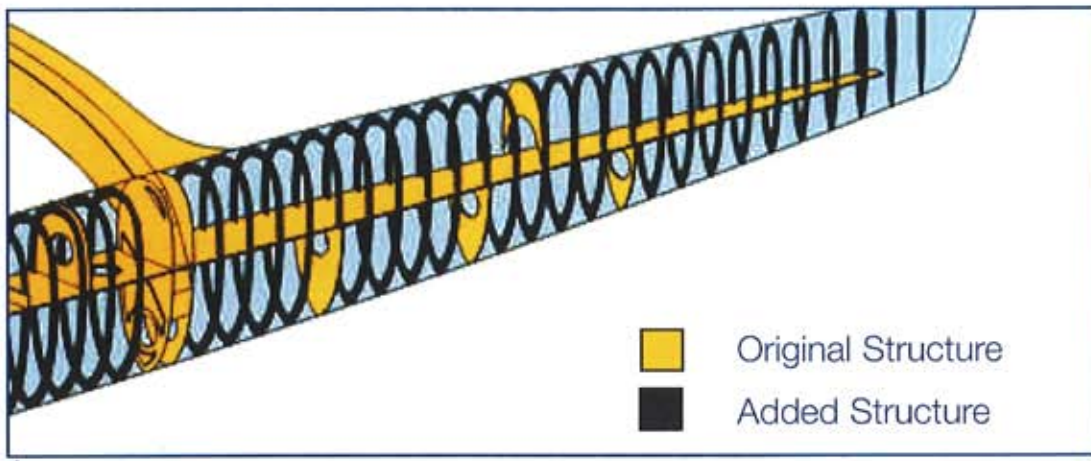
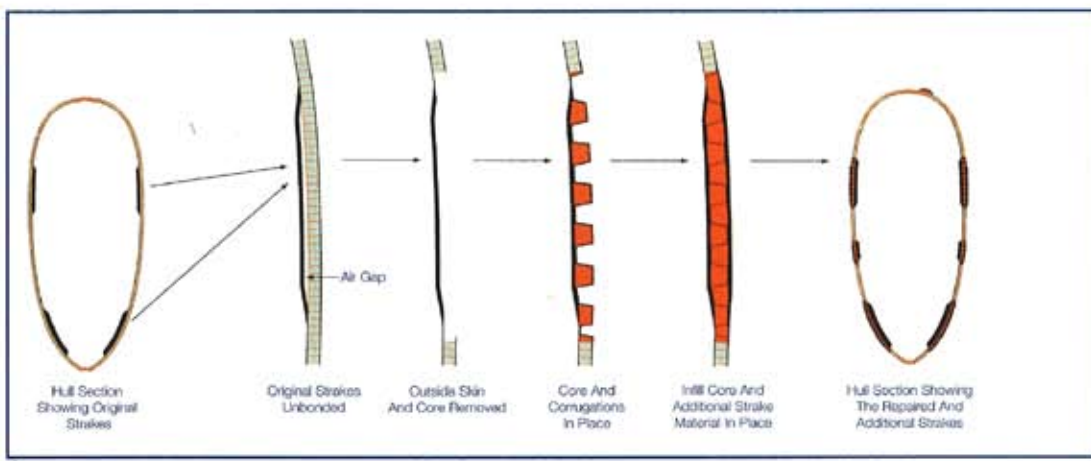
Missing bow section found 30<sup>th</sup> March '00



Team Philips arrives in Totnes 12<sup>th</sup> April '00



First Stage of repair complete May '00



1. The 10" scale replica test rig with Pave on the Royal Marines runway, Devon, Photograph: Nigel Hicks
2. Bending Team Philips' masts, May '00. Photograph: Nigel Hicks
3. Team Philips' sails are raised by using manual winches located in the mast cockpits, May '00. Photograph: Richard Austin
4. Paul Larsen gives commentary during live rig demonstrations at the Goss Centre of Challenge and Adventure, June '00. Photograph: Nigel Hicks
5. Port mast stopped into mast bearing, April '00. Photograph: Nigel Hicks
6. Computer chips embedded in mast send information to Andy Hindley and Graham Goff on the ground, May '00. Photograph: Nigel Hicks
7. Dry sailing has allowed the crew to learn more about Team Philips' unique rigs while repairs are carried out on the main structure, May '00. Photograph: Richard Austin
8. Bending Team Philips' masts, May '00. Photograph: Nigel Hicks

## Bow break - the problem and the solution

Dozens of surveys, lasers and taps later, *Team Philips'* builders and designers were satisfied that *Team Philips'* revolutionary design was sound.

The 45 ft port bow section of *Team Philips* failed due to a production problem. Carbon strakes (strips) running the length of both hulls did not bond fully to the Nomex honeycomb layer underneath causing the hulls to buckle under pressure. The solution is to add a series of stringers and ring frames to each hull making them strong enough to withstand the loads that will be applied to them in the Southern Ocean.

"The repairs will cost the project a great deal in terms of time and money, but our sponsors and supporters have stood by us all the way and we are very grateful to them." Said Goss.

1. Diagram of stringers to be added to Team Philips, May '00. Diagram: Paragon Mann
2. Sheet of carbon fibre being applied to port bow jet, June '00. Photograph: Nigel Hicks
3. Removing nomex core from port hull, June '00. Photograph: Nigel Hicks
4. Diagram of ring frames to be added to Team Philips, May '00. Diagram: Paragon Mann
5. Removing core from port hull, June '00. Photograph: Nigel Hicks
6. Shipping paint from starboard hull, June '00. Photograph: Nigel Hicks
7. Final repair of port bow to hull structure, June '00. Photograph: Nigel Hicks

### Sail development programme

2<sup>nd</sup> May '00



### Mast bend

16<sup>th</sup> June '00

## Mast and Sail Development Programme

While *Team Philips* was being repaired, the crew carried out a mast and sail development programme: testing the rig, fine tuning the sails, inventing gadgets to make life on board safer and more efficient.

As part of the programme, the crew applied nearly 2 tonnes of load to *Team Philips'* mast, bending it 3 metres. The loads applied were equivalent to hanging three BMW estate cars from the mast!

Data gained from the bend exercise will help re-calibrate the strain gauges that tell the crew how far they can push *Team Philips* when they are out sailing.

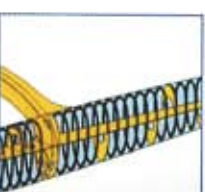
Under tests, *Team Philips'* rig performs even better than expected, using only 20% of its capacity under 2 tonnes of load!

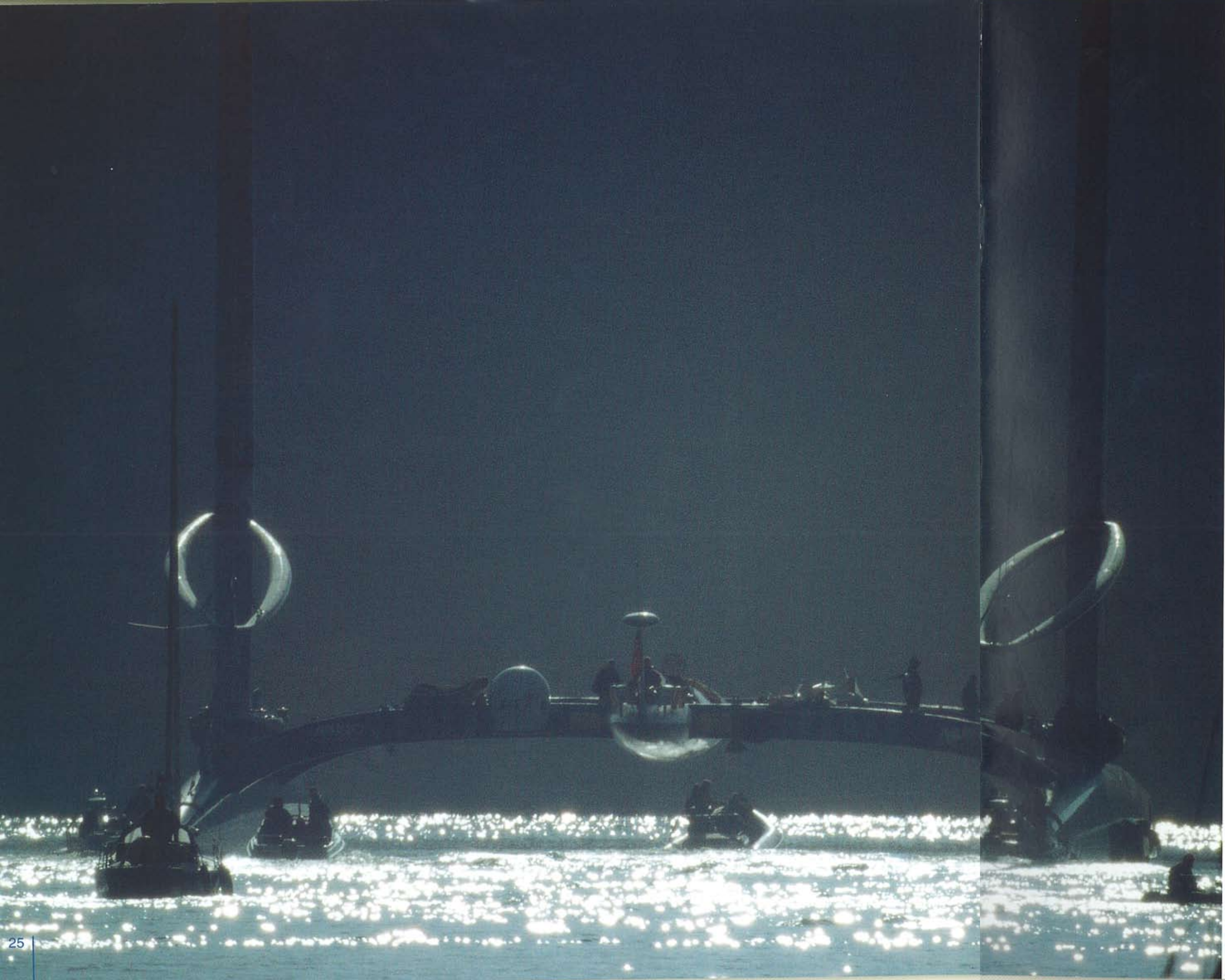


Second Stage of repair complete  
3<sup>rd</sup> July '00



Third Stage of repair complete  
3<sup>rd</sup> July '00





## The future

*Team Philips'* ultimate aim is victory in The RACE.

### What is the Race?

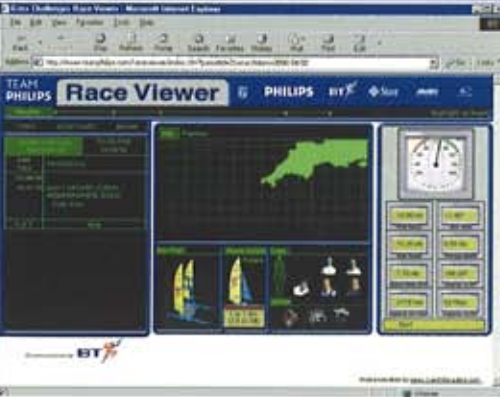
Yachtsman Bruno Peyron felt that the Millennium warranted a sporting and cultural yacht race on a global scale to reflect the technology of the 20th Century and the foresight & innovation of the 21st.

It is a global drag race, harnessing innovation and technology to make the world a smaller place. Many will dream of being there but not all will make it. The RACE is inspirational because it is much more than just another yacht race around the world. Unhindered by rules, the yachts will be very large, fast and high tech.

Along with the other Race competitors, *Team Philips* will moor up in Port Vell, Barcelona, Spain on the 9th of December where she will be based for the final days leading up to the start of the Race. Visitors will be able to learn more about *Team Philips* in her own area of "The Race Village", and view the giant catamaran first hand.

The RACE starts from Barcelona in Spain on 31st December '00.

Team Philips on maiden voyage down River Dart, March '00. Photograph: Colin Wilmshurst



Race Viewer - Follow Team Philips through the Race Viewer: [www.teamphilips.com](http://www.teamphilips.com)

Re-launch of Team Philips

23<sup>rd</sup> September '00

Atlantic sea trials

Oct - Nov '00

Start of the RACE, Barcelona, Spain →

31<sup>st</sup> December '00