

# VENDÉE ST. PETERSBURG

Press pack



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**VENDÉE**  
CONSEIL GÉNÉRAL

**Start from  
St. Gilles Croix-de-Vie  
16th May 2010**





# Contents of the Press Pack

<b>Editorial:</b> <i>Philippe de Villiers</i> .....	p. 5
<b>The race</b> .....	p. 6
<i>The rising stars of ocean racing multihulls</i>	
<b>Weather analysis</b> .....	p. 8
<i>Two weather patterns and a lot of contrasts</i>	
<b>The competitors</b> .....	p. 10
<i>List of entrants</i>	
<b>Saint-Gilles Croix-de-Vie</b> .....	p. 20
<i>The start: A port steeped in history</i>	
<b>St. Petersburg</b> .....	p. 22
<i>Destination: The Venice of the North</i>	
<b>Vendée</b> .....	p. 25
<i>A marine identity</i>	
<b>Programme</b> .....	p. 26
<i>The schedule of events in Saint-Gilles Croix-de-Vie</i>	
<i>2010 - the France Russia year : celebrations in St. Petersburg</i>	
<b>Website</b> .....	p. 28
<b>Media arrangements</b> .....	p. 29
<b>Media contacts</b> .....	p. 30



©Saint-Gilles Croix-de-Vie

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Vendée Globe

*Based on an initiative from the Vendée Council, the Vendée – St. Petersburg Race has been created thanks to the contribution of all those involved in the economic and tourism sectors in Vendée. This new race helps ensure more than ever that Vendée stands out as the leading maritime department in France.*

At noon on Sunday 16th May 2010, nine crews will set sail from Saint-Gilles Croix-de-Vie to head for St. Petersburg, the jewel of Russia. A highly unusual and demanding course on the choppy seas around 14 different countries will mean the competitors will have to achieve high speeds, while showing precision and ensuring perfect control of their 50-foot boats in this most original of races. But we can be sure of the courage and determination of these top skippers. There is no doubt they will reveal these assets during this new sporting adventure, leaving in their wake another chapter in the friendship linking us to Russia.

When the multihulls flying the colours of Vendée with the the two hearts logo, pass into the mouth of the Neva and head slowly up the Russian river greeted by an enthusiastic crowd, it is the whole

of Vendée that will be on display. There is no better way than this for our department to celebrate the joint event that brings us together in this France-Russia Year.

From 7th May, visitors and fans of sailing alike will be invited to come and discover the superb race village in Saint-Gilles Croix-de-Vie and to encourage our new heroes before they set off out to sea and disappear over the horizon, where dreams and performance will come together.

To all the skippers about to conquer the oceans, on behalf of all the people of Vendée, I wish you fair winds and happy sailing!

**Philippe de Villiers**

*President of the Vendée Council*

# A brand new course for the rising stars of multihull racing



©Jean-Pierre Féquet

*Over the past few years, the 50-foot (15.24 m) multihull racing circuit has been built around offering an alternative to all the racers, who want to take part in an offshore race on demanding speed machines, while ensuring costs remain accessible. They have taken part in major ocean races, been involved in Grand Prix style events in various ports around the French coast, but up until now the Multi50 class has not had its own specific reference event... The Vendée St. Petersburg fills that gap.*

*The idea of sailing between Saint-Gilles Croix-de-Vie, in Vendée on France's Atlantic coast all the way to St. Petersburg, the former capital of Russia, which is so steeped in history, may appear to be a bold initiative. Usually, ocean races offer us destinations on the other side of the Atlantic, and indeed it is very rare to find races based around the North Sea and the Baltic. And that is one of the main attractions of this race, as it brings together an up and coming class and an innovative course, which is technically very challenging.*

## **A class reaching maturity**

There was a small band of pioneers, who fought for this class to be recognised, based on a few basic principles: they wished to make it possible to sail on ocean racing multihulls, where they would find all the excitement of high speeds, while at the same time keeping costs under control thanks to some draconian construction specifications. The Multi50 class has therefore seen new projects being developed each year with top name sailors becoming involved in their development. At the end of 2009, three new projects saw the light of day and it is rumoured that several other sailors would like to get their foot in the door and see their ambitions come true with the construction of a new boat.

## **An innovative course**

From Saint-Gilles Croix-de-Vie (on France's west coast) to St. Petersburg, the competitors will not have time to get bored. With stretches of coastal sailing, which will allow them to discover new landscapes, and the need to keep an eye on all the shipping, the event clearly justifies the need

for this to be a crewed race. Keeping a watch around the clock is vital in these waters and there will be many changes of direction, as they negotiate their way through straits, while the local effects of coastal weather will make this a race where there are bound to be a lot of changes in the rankings and where the number of manoeuvres will surely be huge.

## **Some legendary stretches**

The reefs around the island of Sein and Ushant off the Breton coast are regular features in ocean races. But in most cases, these islands are the final bits of land that the competitors see before heading out into the ocean. This time, however, after that they will have to make their way through the Straits of Dover with all its shipping, then skirt around Jutland, before making their way through the channel between Denmark and Norway, and entering the Gulf of Finland to end up at the foot of the Peter and Paul Fortress right in the heart of St. Petersburg. So the competitors will be facing a demanding race on a course, which nevertheless will prove to be exciting and spectacular.

## Multi50 class rules

The class rules for the Multi50 were drawn up above all to limit the cost of constructing and maintaining boats, while leaving enough room for designers and sailors to work their magic.

- **Maximum length** : 15.24 metres (50 feet)
- **Maximum beam** : 15.24 metres
- **Maximum air draught** : 23.77 metres

Cantering masts are forbidden.

Six sails on board including a storm sail and a mainsail.

It is forbidden to use certain expensive materials like titanium. The use of carbon is also limited for some parts.

# Two weather patterns and a lot of contrasts

*We can be certain that the weather will play a preponderant role in how this first Vendée – St. Petersburg race will unfold. Looking at the race overall, we can see that the competitors will have to deal with two major weather patterns, both subject to a number of coastal effects.*



## From Saint-Gilles to the northern tip of Denmark

The Atlantic, the Channel and the North Sea are all exposed to the same type of general weather system in May. In simple terms, the pace of the race will be determined by the westerly airstream. Low-pressure areas, which form over the Western Atlantic end up passing over latitudes, which

can vary from Ireland in the far south all the way up to the north of Iceland. The fleet can expect to be pushed along in a westerly flow, unless the Azores high climbs further north than usual at this time of year. If that happens, they can expect north-easterlies for the start of the race.



## The Baltic Sea

The fleet will then be sailing in a closed sea, which is sheltered from the influence of the ocean by the mountain chains along the western coast of Norway. The weather conditions are not as predictable with the possibility of finding calms, thermal winds, and huge changes in conditions in a short space of time. These conditions mean that the crews will have to remain very alert at all times.

## The vagaries of coastal sailing

Among the many parameters that will need to be taken into account during these three thousand miles of sailing close to the coast, the crews will have to pay particular attention to the effects of thermal breezes, stronger winds around headlands, the influence of the landscape, currents and tides. A real puzzle for the navigators to get to grips with, as at the same time they will have to deal with the overall picture, as well as local effects, and come up with a strategy, which may well need to be constantly updated.

# List of competitors

name of the boat	skipper	crew
Crêpes Whaou ! 3 n°3	Franck-Yves ESCOFFIER	Outward leg : Loïc ESCOFFIER Antoine KOCH Return leg : Kevin ESCOFFIER Antoine KOCH
Actual n° 53	Yves LE BLEVEC	Outward leg : Ronan DESHAYES Eric LOIZEAU Return leg : Ronan DESHAYES Jean Baptiste LEVAILLANT
CLM n°29	Hervé CLERIS	Outward leg : Christophe DIETSCH Erwan PELLEN Return leg : Ronan DELACOU Alain VEYRON
Naviguez Anne Caseneuve n°4	Anne CASENEUVE	Outward leg : Christophe HOUDET Romuald FAVRAUD Return leg : Christophe HOUDET Antoine HOUDET
La mer révèle nos sens n°7	Philippe LAPERCHE	Outward leg : Philippe LAPERCHE Alan PENNANEAC'H Return leg : Eric BLOUET Jérôme VAUDELET
FenetreA-Cardinal n°5	Erwan LE ROUX	Outward leg : Didier LE VOURCH Richard LONCLE Return leg : Didier LE VOURCH Richard LONCLE
Pir2 n°55	Etienne HOCHEDÉ	Outward leg : Françoise HANSS Yoann TRICAULT Return leg : Françoise HANSS...
Région Aquitaine- Port Médoc n°9	Lalou ROUCAYROL	Outward leg : Arnaud BOISSIERES Romaric NEYHOUSSE Return leg : Arnaud BOISSIERES Romaric NEYHOUSSE
Crêpes Whaou ! 2 n°2	Loïc FEQUET	Outward leg : Victorien ERUSSARD Matthieu SOUBEN Return leg : Victorien ERUSSARD Matthieu SOUBEN



Franck-Yves Escoffier  
**Crêpes Whaou ! 3**  
n°3

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*Here we are looking at the favourite. A keen promoter of the Multi50 class, Franck-Yves Escoffier has also been one of the outstanding leaders for many years. With an unprecedented set of results in this category, an incomparable experience in ocean racing and with his knowledge of the sea acquired over many years as a fisherman, Franck-Yves Escoffier has built himself the reputation of reaching his destination quickly.*

#### The crew

For this first crewed ocean race, the skipper of Crêpes Whaou ! is going to be able to count on a particularly strong crew, as he is taking on Antoine Koch, well known for showing off his skills in the Orma and Figaro circuits, as well as his two sons, Loïc, skipper on a St. Malo fishing boat, for the outward voyage and Kevin, a multihull design engineer and member of the crew of the giant trimaran Banque Populaire V.

#### The boat

Crêpes Whaou ! 3 is one of the latest generation of Multi50s. More powerful, yet lighter, she benefited from the latest technology developed out of the experience acquired aboard the first boats. For his newest boat, Franck-Yves Escoffier decided to entrust the design work to the Van Pétégghem – Lauriot-Prévost team.



(Outward leg : Loïc ESCOFFIER / Antoine KOCH - Return leg : Kevin ESCOFFIER / Antoine KOCH)



Yves Le Blévec  
Actual  
n°53

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**Although a newcomer to the series, Yves Le Blévec has some high ambitions. A previous winner of the Transat 6.50 La Rochelle - Salvador da Bahia, he has a new machine at his disposal, having worked on every little detail to come up with the boat he wanted. He already has a lot of experience of multihull sailing under his belt, as he was part of Bruno Peyron's two crews, which won the Jules Verne Trophy.**

#### The crew

This time, Yves Le Blévec will have Ronan Deshayes, his assistant alongside him. He too has had success in the Transat 6.50. His third crewman may well be Eric Loizeau, one of the pioneers of ocean racing multihulls before he turned his attention to mountaineering. This combination of experience and practice at the highest level may prove to be an explosive mixture.

#### The boat

Actual was the first Multi50 to be designed by Guillaume Verdier, who worked with VPLP on the IMOCA monohulls, which came first and second in the most recent Transat Jacques Vabre. Although the boat has experienced a few teething problems, there is no doubt that the Vendée St. Petersburg will offer an opportunity to prove her full potential.



©Yvan Zedda/Actual

(Outward leg : Ronan DESHAYES / Eric LOIZEAU - Return leg : Ronan DESHAYES / Jean Baptiste LE VAILLANT)



Hervé Cléris  
CLM  
n°29



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**Hervé Cléris is certainly one of the pillars of the Multi50 class. An orthodontist by profession, this keen amateur showed the way for the Multi50 class based on a few guiding principles: the construction of fast boats, which nevertheless remained within reach of small businesses, and where safety and reliability were not compromised for the sake of technical innovation. A fierce defender of the idea of keeping costs down, he was one of the guiding lights in the development of the series.**

#### The crew

For this race, Hervé Cléris will once again be inviting on board Christophe Dietsch, who has regularly been at his side over the past few years and accompanied him in the last Transat Jacques Vabre. After a convincing period in series Mini boats, Christophe prepared Hervé's boat and knows her like the back of his hand.

#### The boat

CLN is a Nigel Irens designed boat dating back to 1990. Her reliability and the perfect knowledge that Hervé has of her may however not be enough to compensate for the speed differential in comparison to the latest generation of boats. But in a race, where there are a number of unpredictable factors and tricky stretches, his crew continues to believe that anything is possible.



©Francine Cléris

(Outward leg : Christophe DIETSCH / Erwan PELLEN - Return leg : Ronan DELACOU / Alain VEYRON)



## Anne Caseneuve

### Naviguez Anne Caseneuve n°4

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**Out of all the skippers taking part, Anne Caseneuve is certainly among those, who know their boat best. A professional skipper, throughout the year she takes trainees on board the trimaran that she built with the help of Christophe Houdet, who also prepares Francis Joyon's boats.**

#### The crew

This is a family affair, as Anne is taking her partner Christophe Houdet and Romuald Favraud on board for the outward leg, with Antoine and Christophe Houdet for the return leg from St. Petersburg. Also on the outward leg, it is rumoured that Jacques Vincent, one of the most experienced ocean racing multihull sailors, may be joining the crew.

#### The boat

Croisières Anne Caseneuve is a trimaran that was designed by Jack Mitchell and Christophe Houdet. Conceived for a combination of cruise racing and ocean racing, she is a boat that has already shown what she can achieve.



©Naviguez Anne Caseneuve

(Outward leg : Christophe HOUDET / Romuald FAVRAUD - Return leg : Christophe HOUDET / Antoine HOUDET)



## Philippe Laperche

### La mer révèle nos sens n°7

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**Philippe Laperche, a dental surgeon and ocean racer for more than 25 years now, has always shown a penchant for multihulls. Owner of Hydrofolie, a small 40-foot trimaran, which in those days was the best performer in the series, he then moved on to the Solitaire du Figaro, which he took part in several times. Having decided to return to his first love, he bought Gamin which is in fact none other than Franck-Yves Escoffier's first multihull aboard which he twice won the Route du Rhum.**

#### The crew

The Vendée St. Petersburg is going to offer him the opportunity to hand over the reins. It will in fact be Pierre Hingant, who will be taking control over the controls on the return voyage. He will be sailing alongside Philippe Laperche from Vendée to Russia in order to get to know the boat a little better. Alan Pennaneac'h will be on the outward voyage, Eric Blouet and Jérôme Vaudelet will make up the crew for the return voyage.

#### The boat

Built in 1991 based on designs by JP Brouns and P Gaudry, La mer révèle nos sens was fine-tuned in 2002 by Franck-Yves Escoffier for the Route du Rhum. She is still a very fine boat, which could climb all the way to a place on the podium, if the wind is helpful. We saw proof of that in 2008 when the boat finished the Quebec – St. Malo transatlantic race in second place behind the unassailable Crêpes Whaou !



©Jacques Vapillon

(Outward leg : Philippe LAPERCHE / Alan PENNANEAC'H - Return leg : Eric BLOUET / Jérôme VAUDELET)



## Erwan Le Roux FenêtréA Cardinal n°5

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**Here is another talented sailor, who is making his entrance into the Multi50 circuit. Erwan Le Roux has built up a considerable list of achievements: the Tour de France sailing race with Daniel Souben and the Transat Jacques Vabre alongside Franck-Yves Escoffier count among his most recent successes. The Vendée St. Petersburg will offer him an opportunity to see how he measures up before the 2010 Route du Rhum. One thing is certain, Erwan wants to establish his footing in the Multi50 circuit and he is someone we can expect to do well very quickly.**

### The crew

For this first crewed race, Erwan will be accompanied by his faithful crewmen. Richard Loncle prepares the boat and knows the trimaran inside out. Didier Le Vourch, who has raced in the Transat 6.50, is an accomplished racer, who has moved smoothly from the 6.50 to class40 and to racing multihulls. These three men are not there just to take part.

### The boat

Better known under the name of Trilogic, FenêtréA Cardinal is the boat aboard which Eric Bruneel sailed to finish in second place in the 2006 Route du Rhum in the 50-foot boats. Built in 2003 based on designs by Joubert-Nivelt for her overall structure and Marc Lombard for the floats, she particularly stands out when the breeze gets up.



©Jean-Marie Liot/ Team FenetreA Cardinal

(Outward leg : Didier LE VOURCH / Richard LONCLE - Return leg : Didier LE VOURCH/ Richard LONCLE)

## Etienne Hochédé PIr<sup>2</sup> n°55

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**Etienne Hochédé is a worthy representative of those amateurs that contribute so much to the Multi50 class. A garage-owner from Abbeville, he will be sailing on one of the oldest trimarans in the fleet. Among his achievements, he constructed a monohull aboard which he took part in several transatlantic races before he was attracted to multihulls and started to enjoy gliding over the water.**

### The crew

The crew has not yet been drawn up. Etienne Hochédé will however be setting out with Françoise Hanss, one of his loyal crew. As for the others, there is still room if you feel like discovering Northern Europe by sea...

### The boat

PIr<sup>2</sup> is the only aluminium boat in the fleet. Built in 1983 around a design by Sylvestre Langevin, this small trimaran went through some great times thanks in particular to her inverted Y-shaped foils, which were revolutionary for their time. Today the boat may not have what it takes to compete with the more recent constructions in the fleet, but she is an old faithful, which should allow her crew to complete the race without any difficulty.



©Denis Le Gall/Piu Bella

(Outward leg : Françoise HANSS / Yoann Tricault - Return leg : Françoise HANSS...)



## Lalou Roucayrol Région Aquitaine-Port Médoc n°9

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**Lalou Roucayrol is one of the Multi50 class sailors with the most experience of multihulls. He designed and built his own boat and hopes to smash the single-handed round the world record sailing against the prevailing winds. In other words, she is a boat conceived essentially for heavy weather... even if she is still capable of clocking up high average speeds.**

### The crew

Deeply attached to his home region of Aquitaine, it is not that much of a surprise that Lalou has chosen a crew from that region. Romaric Neyhousser worked in the past as an engineer on Mediatis, Yves Parlier's catamaran with her innovative stepped hull and regularly worked with Lalou. As for the third man, it is none other than Arnaud Boissières, who finished the last Vendée Globe in seventh place and has just opted for a short interlude aboard a multihull.

### The boat

Le bateau de Lalou Roucayrol est destiné à devenir le premier d'une série monotype. Conçu pour la course au large mais aussi pour proposer de la croisière rapide dans des conditions de confort acceptable, c'est un bateau qui accepte qu'on le pousse au maximum de ses capacités, ce que l'équipage présent sur cette course ne devrait pas manquer de faire.



©YvanZedda/Région Aquitaine-Port Médoc

(Outward leg : Arnaud BOISSIERES / Romaric NEYHOUSSE - Return leg : Arnaud BOISSIERES / Romaric NEYHOUSSE)

## Loïc Féquet Crêpes Whaou ! 2 n°2

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**Loïc Féquet has almost always sailed on two or three hulls. A racing catamaran specialist, who has achieved national and international honours racing a Hobie Cat 16 and Hobie Tiger, he made his first steps into ocean racing alongside Victorien Erussard, his alter ego from St. Malo. In the Quebec - St. Malo transatlantic Race and the Transat Jacques Vabre, the two men were complementary and combined their experience. As Victorien Erussard is busy looking for a partner for the Route du Rhum, it is Loïc who is taking the reins of the boat and is focusing on the preparation.**

### The crew

Loïc Féquet – Victorien Erussard, already a fine pairing. The two men know each other extremely well and their qualities are complementary. Victorien, following his training in the Merchant Navy is particularly well placed to deal with the weather and navigation, while Loïc will be focusing on handling the boat and the tactical aspects. They will be inviting along Mathieu Souben, one of the rising stars of multihull racing. This certainly on paper looks like a stand out trio.

### The boat

The list of successes achieved by Franck-Yves Escoffier's former boat speaks for itself. While she may not benefit from the latest design innovations found on her successor, she is certainly a great performer, quite capable of going for a win in this race, where there are so many traps along the way and where everything can change so quickly.



©Yvan Zedda/Crêpes Whaou !

(Outward leg : Victorien ERUSSARD / Matthieu SOUBEN - Return leg : Victorien ERUSSARD / Matthieu SOUBEN)

# A port steeped in history as the starting point



©Saint-Gilles Croix-de-Vie



SAINT GILLES  
CROIX DE VIE

With the establishment of a 1500 sq.m village open to the public, the involvement of many businesses from Vendée and the homage that will be paid to St. Petersburg and Russia, the pulse of Saint-Gilles Croix-de-Vie will beat to the rhythm of this new race for a month. From 7th May, the date by which the boats must arrive in the port, to 24th May, and then from 2nd to 13th June, the village will be open seven days a week. The general public will of course be able to follow

the boats throughout the race, get to know the competitors and what life is like on board thanks to detailed presentations of the various crews involved. Each day from 16th May to the finish of the first leg and from 31st May to the return of the boats, the public will be able to attend live radio sessions with the sailors taking part in this adventure. To conclude, the village of Saint-Gilles Croix-de-Vie will be entirely decked out in the colours of St. Petersburg. This event will also be an opportunity for the harbour and surrounding area to show off their economic strengths.

On the one hand, Saint-Gilles Croix-de-Vie is a working harbour for sardine fishing, but it is also one of the leading spots in France for pleasure craft. It is here that the Bénéteau yards set up their headquarters. The port in Vendée has therefore been for many years now the nerve centre of Europe's biggest boat builder... Then, there are the other heavyweights of the boat sector, Jeanneau and Alliaura Marine. Today, it has become a national training centre for Figaro Bénéteau 2, 6.50m and Class 40 boats. It is here that many racers will prepare, hoping to see their name up on the podium of the Solitaire du Figaro or other major ocean races, such as the Transat 6.50 and the Route du Rhum... Saint-Gilles Croix-de-Vie has also already shown on several occasions its ability to organise top class national events by hosting legs in the Solitaire du Figaro.

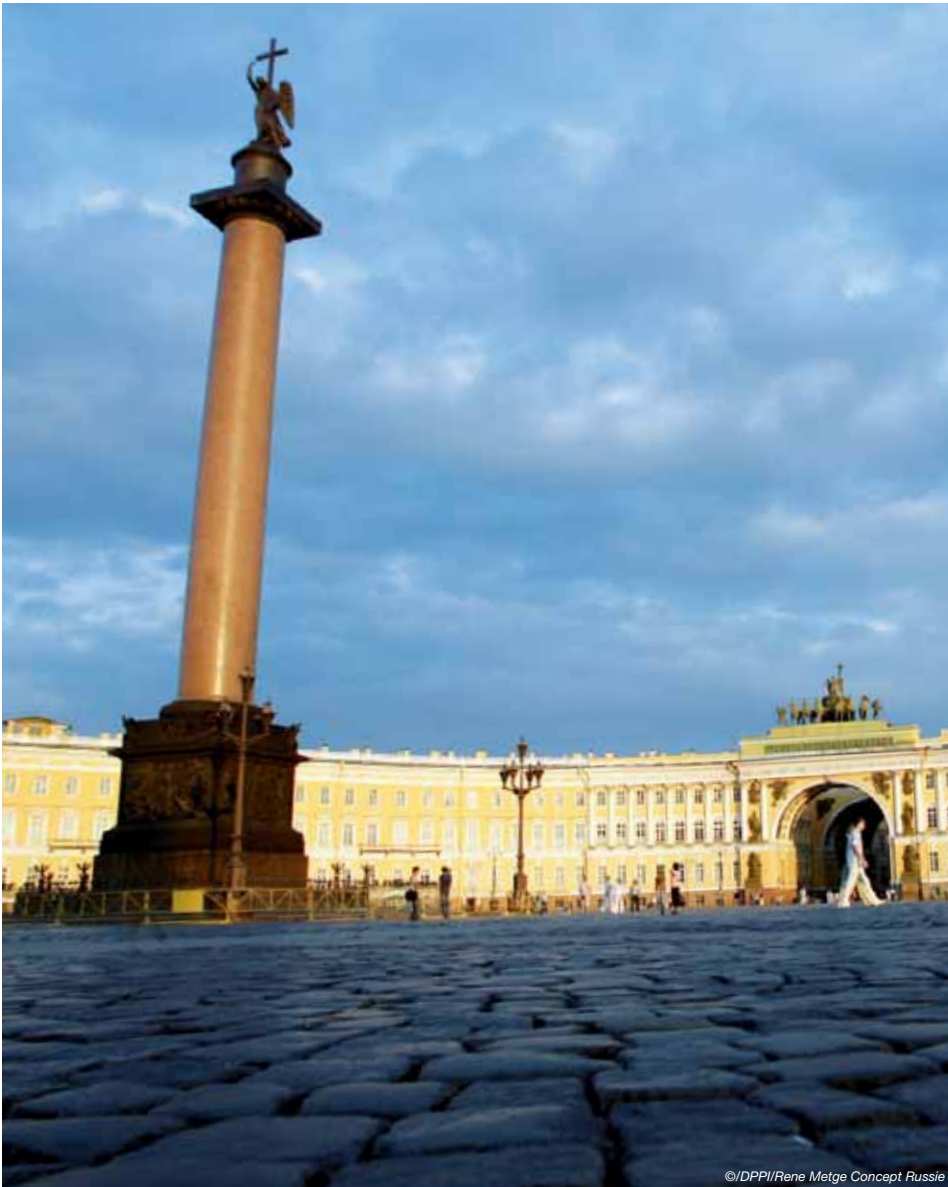
## Famous visitors

*Saint-Gilles Croix-de-Vie has in fact already had links with Russia. Firstly, there was Serge Prokofiev, who during his years in exile in France, came to stay in the port in Vendée where he wrote his Quintet opus 39. Much later on, Alexander Solzhenitsyn came to pay homage to the Russian poet, Marina Tsvetaeva, whose work in the eyes of the author, embodied resistance to oppression.*



©Saint-Gilles Croix-de-Vie

# Heading for the Venice of the North



©/DPPI/Rene Metge Concept Russie



With more than four million inhabitants and an unrivalled cultural influence, the city that was the former capital of the Russian Empire from its foundation in 1712 right up until 1918 remains just as attractive today. Founded by Peter the Great, the city built on the Neva Delta went on to become Russia's leading sea port. Thanks to St. Petersburg, Russia would be able to build up a navy, which was able to rival her Swedish and Finnish neighbours. But above all, the port became the bridgehead for foreign trade.

Now featuring on the UNESCO list of world heritage sites, St. Petersburg is a major political and cultural centre in Russia. Crossed by the Neva, one of the shortest and most powerful rivers in Europe, the city was built on 42 different islands. The canals which weave their way through the city offer it its special charm. Apart from the Peter and Paul Fortress which protected the city from attack by sea, it is impossible to ignore the Hermitage Museum, which can boast a thousand rooms and its 60,000 works make it one of the finest museums in the world.

The fame of St. Petersburg is closely linked to past events. Built in the reign of Peter the Great, up until the October Revolution, it was home to the tsars. That explains its magnificent buildings and many palaces along the banks of the Neva. It became Petrograd in 1914, under the impulse of

patriotic nationalists, who wanted to give the city a more Russian sounding name, as they believed the old name to be too German-sounding. The city was also the centre of the Russian Revolution in 1917. During the Second World War, the city, which was renamed Leningrad after the death of Lenin, held out during a 900 day blockade by the German and Finnish armies, who wanted to make a symbolic breakthrough. It is thought that there were 1.2 million civilians killed and 500,000 military deaths. But the siege of Leningrad became a symbol of the spirit of resistance. It was here that Shostakovich began work on his seventh symphony during the siege by the German army. The work was performed in the main theatre while bombs poured down on the city. A way to show that nothing would destroy the determination of the inhabitants. In 1991, a popular referendum voted for the change back to the original name of St. Petersburg.

The banks of the Neva will be welcoming the competitors of a major multihull race for the first time. A big marquee will be set up at the foot of the Peter and Paul Fortress to offer a display and to inform the Russian public about the characteristics of the event. On the eve of the start from St. Petersburg, there will be a parade by the fleet on the Neva for all the spectators, who will be able to discover the unusual sight of multihulls sailing along between the banks of the city. Peter, as her inhabitants often call their city, will surely remember this experience, which should lead to more of the kind in the coming years.

### **Cradle of the arts**

*Apart from the Hermitage Museum, which is home to works of art by a wide range of painters as varied as Rembrandt, Rubens, Matisse, Gauguin and Picasso, the city was also home to many artists including Pushkin, Gogol, Dostoyevsky or more recently Nabokov.*

*Russia's greatest composers including Mussorgsky, Tchaikovsky and Stravinsky made use of the atmosphere of the city to write their masterpieces.*



©Jacques Vapillon/Vendée Globe

# Vendée, a marine identity



©Saint-Gilles Croix-de-Vie

*If the name of Vendée is associated with the world's most famous single-handed sailing race, it is not down to chance. The marine identity which Vendée has acquired, is not merely due to its 250 miles of coastline with the two islands of Noirmoutier and Yeu. It is also because this is a land of master builders. Centred around the two major yards of Bénéteau and Jeanneau, it is the world's leading production area for pleasure craft.*

It is not just a question of industrial strength: it also requires a genuine sensitivity to the sea in all its aspects. Modern marinas have been built right alongside working fishing harbours. The competitive spirit and the founding values of the department are transcended by the Vendée Globe, which with more than a million visitors attending the start and almost as many at the finish, has become the pinnacle of global sailing. It is not by chance that many Vendée based firms have become associated with the event. This may take many forms: partnerships with racers, enabling them to line up at the start, direct support for the event itself, working alongside the department in the marine sector... The possibilities are endless.

This explains why it is in Saint-Gilles Croix-de-Vie that the national training centre has opened to unearth the talent of tomorrow, to offer them everything they require to progress and maybe in the future, they will fly the department's colours at the start of the Vendée Globe.

## **The Vendée St. Petersburg race**

The world's leading centre for solo ocean racing with the Vendée Globe, the Vendée department is now creating another major event with this new race between Vendée and Russia. Open to a class of spectacular ocean racing machines, 50-foot monohulls, and we can rest assured that this latest event will once again be a huge popular success.

It is indeed this very same dynamic approach which is leading several business leaders from the Vendée department to make the most of the stopover in St. Petersburg by establishing business contacts with Russian partners and developing a working relationship with them.

The sea is the stage for this confrontation between racers, but it also creates links between men. The solidarity shown by seafarers and their willingness to help others along with the ability to propel themselves beyond normal limits, are the very same values that businesses in Vendée strive for at all times. The results show just how successful they have been.

# The village in Saint-Gilles Croix-de-Vie: as big as the event

From 7th to 24th May, thousands of visitors are expected in the Vendée St. Petersburg race village in Saint-Gilles Croix-de-Vie. There will be a second wave from Wednesday 2nd to Sunday 13th June to celebrate the return of the sailors. In the car park at the canning works, right next to the race pontoon, which will be completely open to the public, the race village will be set in a 1500 sq.m covered area.



## A Village open from 10 in the morning to 7 each evening

In the race village, visitors will be able to enjoy: A 400 sq.m multimedia area presenting the race and the skippers with films, displays and models. A special area given over to the partners of the Vendée-St. Petersburg and to the sponsors of the boats taking part, where they will be presenting their businesses and their involvement in sailing and ocean racing.

A shopping village where firms and businesses will be displaying and selling their products. The competitors' pontoon will be open each day from 10 in the morning to 7 in the evening

## The start as the high note of this popular event.

On Sunday 16th May, the boats will start to leave the pontoon from 10 in the morning to head for the start zone, where they will line up to set sail at noon.

The spectators will be able to enjoy the sight from land or at sea.

(Please note the times referred to here are local times)



2010 France-Russia year

## Celebrations in St. Petersburg

### 21st May to 24th May

*Music*

Mariinsky Theatre White Nights Festival dedicated to French music : Berlioz "The Trojans" and Ravel's Concerto in G major with Hélène Grimaud

### 21 May

*Contemporary art*

Tania Mouraud's exhibition "La Fabrique" at the Krasnoe Znamia Centre with the collaboration of the St. Petersburg Pro Arte

### 23 May

*Music*

Versailles Ball with Jérôme Correas, Isabelle Poulenard, Françoise Masset and Jean-François Lombard to celebrate the three hundredth anniversary of Tsarskoye Selo, the Catherine Palace in St. Petersburg

### 28 May

*Music*

Stero Leto Festiva dedicated to the "Transmusicales de Rennes" music festival

### 28 May

*Music*

Five centuries of French and Russian music with the Mastersingers of Notre-Dame in Versailles and the St. Petersburg Philharmonic Youth Choir

### 30 May

*Theatre*

St. Petersburg City Festival – Presentations by five French street theatre companies – Off Company, Ilotopie, Kumulus, Tango Sumo and Mécanique Vivante

### OFFICIAL WEBSITE

The official race website will allow you to keep up to date with all that is happening in the race with at least two summaries each day. A 2D chart means you can follow the race live and take a look at the latest rankings. The website will also be a means of gaining access to the daily radio sessions with the skippers as well as the latest pictures (photos and videos) of the competitors at each start and finish.



[www.vendee-saintpetersbourg.org](http://www.vendee-saintpetersbourg.org)

### RACE AND PRESS HQ

Race and press headquarters will be set up in the Race Village from Friday 7th May in Saint-Gilles Croix de Vie. A press room will be available to the various media and journalists, who will be able to work there and take advantage of broadband access.

### RADIO SESSIONS

An audio link-up with the skippers will be organised every day from Monday 17th May to 24th May (outward leg) and from 4th to 13th June (return race).

- Time of the daily radio session:  
11h00 (French time)
- Length of the radio session:  
30 to 40 minutes

These radio sessions will be transmitted live on the official race website: [www.vendee-saintpetersbourg.org](http://www.vendee-saintpetersbourg.org) They may also be downloaded from the press section on the official website. Audio recordings may also be requested.

### TV / VIDEO PRODUCTION

A video library free of rights for media use will be recorded on the day of the start of the race and will be available to TV stations and picture agencies 24 hours after the start. During the race, all of the video content (ready-to-broadcast programmes, feeds, video filmed on board...) will be available for download from the event media server: [www.vendeestpetersbourg.org](http://www.vendeestpetersbourg.org)



### PHOTOGRAPHS

Photographs of the race will be made available by the DPPI Agency. Some photos will be free of rights for media use and may be downloaded from the press section of the official website

### INTERNET

<http://www.vendee-saintpetersbourg.org>



## MEDIA CONTACTS

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