



Team SCA keeping fit with Tai Chi in China during the Sanya stopover.

A break from the dog bowl

Reaching terra firma after weeks at sea offers a welcome break to crew members in the Volvo Ocean Race. *Shape* caught up with Team SCA's Sally Barkow while she was enjoying a few days' rest in Abu Dhabi.

What do you appreciate the most about reaching a stopover?

Reaching a stopover is always a big rush of adrenaline and energy, it is always nice to reach the dock and see all the familiar faces, family and friends eagerly waiting to greet us. After the excitement dies down, the simple things are what you look forward to the most - a hot shower where you can actually put on clean and dry clothes afterwards, a fresh meal that is not eaten out of a dog bowl or with a spoon, and a good night's sleep in a proper bed that is not on an angle or moving around the whole night!

What is the team's medical condition when coming ashore after freeze-dried food and insufficient sleep during a leg?

Our team doctor has been immensely

proud of our whole team in all the body metrics tests that he has done so far in each stopover. It is very difficult to maintain a healthy body weight during a leg and to ensure that everyone is eating enough food and drinking enough water to have enough energy for each day, as everything we do is so incredibly physical onboard and requires a lot of strength and power. We also do not have enough time during each stopover to really build up our strength or get back to our ultimate body weight, so it is even more important that we make sure to eat and sleep whenever we have the chance onboard.

What activities are prioritized during the stops?

The general plan is that we have a couple



Sally Barkow enjoys being at sea, but is grateful for proper food and proper beds during the stopovers.



That's right - it's not freeze-dried!



Meeting relatives and friends is also very much appreciated and important for reloading during the time ashore.

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Blog from Team SCA during leg 1

of days to debrief and go through the leg to discuss what went well and where we can improve. Then we hand the maintenance list over to our wonderful shore crew and we have a short break where we take whatever time we have to rest, eat good food and explore the city we have just sailed into. After our break, we come back to work and have a couple of days' training before the ProAm and InPort race days, and then it is leg start and time to do it all over again.

What type of training do you do during the stopovers?
Training is very important even during the stopover. In terms of physical training, we are at the gym every morning with our trainer Santi, who plans a range of stretching, core exercises, cardio and some strength work. Before leaving we have a few days of training on the water to make sure all the systems are up and running and to work on any new strategies. We also have all the packing to do for the next leg, our own kit bags as well as the food bags, replacing any spare parts we have used and loading the boat up to race again.

How are decisions made about swaps and who is to be onboard for the next leg?

We are very lucky in Team SCA to have a squad of 13 sailors to choose from, so that we can swap out two members for each leg in order to have the best group possible, to try out different dynamics and positions and in case anyone has an injury or needs to step down for a leg.

What might be the main reasons for conflicts or arguments onboard, if any?

On any Volvo Ocean Race boat, or any team environment in fact, there will always be conflicts of varying degree about strategies and opinions. On this boat we are with each other 100 percent of the time, so we are like sisters. Someone might get angry if you don't wash your bowl after you have eaten, just silly things like that. Fortunately everyone onboard has one shared goal and appreciates everyone's role, so we generally manage to avoid any arguments that might arise.

How do you mentally reload for the next leg?

Mentally it is really important to take the time to rest, to have some time alone and think about the past leg as well visualize what is coming up so that we can prepare as much as possible before actually living it. It also helps to be as organized as possible in the lead-up to start day. Everyone gets very excited in the final few days, so it is easy to get caught up in all the spirit of the atmosphere. But of course it is also nice to do something fun during the stopover and get away from the race environment just for an afternoon or an evening to clear your head and think about other things for a while.

What was the most difficult thing to prepare for before the race began?

The most difficult thing about our training leading up to arriving in Alicante was the idea of going into the unknown. The majority of us had never sailed in the Volvo Ocean Race before, and knowing that we were about to race against many of our heroes and sailing role models was quite daunting, as we had no idea how we would stack up within the fleet. Even though our team had done the most training of any crew in these boats, we still had the most to learn. ■



Slackline challenge

HERE'S AUSTRIAN daredevil Mich Kemeter walking a 22 meter slackline, 27 meter up in the air – a mast to mast walk from Team SCA to Team Alvimedica.

With the waves bobbing the boats unpredictably around in

the water, and the breeze picking up to five knots in the Abu Dhabi port, every step was a leap into the unknown. He didn't make the full line this time, but as he says, "it's going to happen".

Orphans and elderly invited to pavilion

DURING THE CHINA stopover, SCA invited locals who not normally have the chance to experience anything like the Volvo Ocean Race – a group of elderly residents and a group of children from a local orphanage.

The elderly live alone without any family. They got to meet Team SCA's Liz Wardley, who also had lunch with them in the pavilion. It was the first time any of the elderly

tasted "western food" and tried to eat it with a fork and knife.

Some of the kids from the local orphanage had never seen a real sailing boat before.

During the day, SCA announced a donation of RMB 35,000 worth of product value; i.e. all furniture in good shape from the kids' corner and baby changing station will be donated from SCA to the orphanage.



Catching up with Sophie

We caught up with Team SCA's Sophie Ciszek who's home in Australia recovering from her operation of a herniated disc.

You had an operation on Christmas eve. How did the operation go?

The operation was 100% successful and the process of healing is slow. Also the compression on my nerve was quite severe so the goal is to be free from pain and then on the road to being fit again.

What is it like following the race from land, are you in touch with the boat?

Following the race from land is not what I want, but I really have no choice. It is tough at times but it is also fun to see the race and the girls from another perspective. I have had email contact with the boat and a call just before they finished Leg 3, coming into Sanya.

What is the long term prognosis, do you expect to be in Auckland for Leg 5 to Brazil?

Yes, my back should be ready to go by Auckland, I just need to keep working hard, have patience and hopefully nothing gets in the way.

SWEDISH ONBOARD REPORTER

ANNA-LENA ELLED is the first Swedish woman to take part in the Volvo Ocean Race for thirteen years, and she joined Team SCA for the fourth leg of the Round the World Race from Sanya, China to Auckland, New Zealand.

Anna-Lena is onboard reporter, rotating with American Corinna Halloran. Anna-Lena Elled is a 39-year old journalist from Gothenburg who runs her own sailing magazine "Search" with her husband.



From shy to inquisitive – Chinese girls at the training session.

Why does the body change? Why do I menstruate? Not far away from the Volvo Ocean Race stopover city Sanya, China, SCA and WSSCC arranged a menstrual hygiene management training for some 30 young girls.

Body knowledge for Chinese girls

SCA AND THE Water Supply and Sanitation Collaborative Council (WSSCC) jointly organized another menstrual hygiene management education in Haikou in connection to the Volvo Ocean Race stopover in Sanya, China on February 5.

The training session provided the nearly 30 participating girls, aged 10 to 12, an opportunity to discuss topics like the female body, the importance of good hygiene during menstruation and to feel pride in what happens naturally every month.

In November 2014, a similar workshop was organized in South Africa in connection with the Cape Town stopover.

"It's been inspiring and motivating to be a part of these projects. I have seen groups of young girls develop, in just a couple of hours, from being

extremely shy – to the extent of them covering their faces – to being courageous enough to ask questions, talk in front of the group and starting to look at their bodies as something to be proud of," says Kersti Strandqvist, SVP, Group Sustainability, who participated in the training sessions in both South Africa and China.

A group of women – doctors, teachers and community volunteer organizers – had been trained in a train-the-trainers session by WSSCC the day before. The pre-training is essential to continue to spread the word and knowledge around menstruation. ■

SCA and WSSCC's partnership is initially related to SCA's participation with Team SCA in the Volvo Ocean Race, during which the parties will develop joint activities. WSSCC is the only UN body devoted solely to the sanitation and needs of vulnerable and marginalized people. Read about the menstrual hygiene management training in South Africa in Shape 4, 2014.

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