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## PREPARING FOR THE LONG RUN!

NEWSLETTER #8

### LATEST NEWS

Over the last month, the technical team at the OceansLab boatyard in La Rochelle have made strong advances with modifications and upgrades on our state-of-the-art IMOCA, preparing it for the season ahead.

In parallel, we have had several key events to promote our clean energy innovations to accelerate positive change in the IMOCA class and maritime sector, hosting a trip from the Vendée Globe organisation and with PHIL presenting at BOOT Düsseldorf at the Blue Innovation Dock.

It all makes for exciting times at OceansLab! We can't wait to see what the following months bring as we look forward to getting our IMOCA back out on the water, whilst offering the unique opportunity for additional Partners to join the project in this world first.



Credit: Olivier Blanchet

### AN UPDATE FROM PHIL

February was an eventful month, where we had some great opportunities to share the progress made on our blue tech developments, as well as moving forward with much of the work needed to repair and develop the boat for the sailing season ahead.

Over the last couple of weeks, the hangar has seen a buzz of activity, where we have welcomed back a team of tireless Spanish boat builders who we met in La Coruña when we needed help with some repairs during our November sea trials. They have been taking on various improvements to the boat that will result in better stability, reduced weight and a stronger bow section. All these improvements will ensure that the boat is kept up to date with resisting the unimagable slamming loads these boats are now seeing, that seem to continually elevate as the competition gets tighter.

We have also had some great help from Black Pepper Yachts to reinstall the new bowsprit, whilst Sylvain our composites expert has been working on repairing and reinforcing the magnificent foils this boat relies on.



Credit: Olivier Blanchet

In terms of our focus ahead for this year, as many of you know, there has been a lot of uncertainty around whether we can, or cannot qualify for this year's Vendée Globe. Following much discussion with the organisers, it is clear that the chances of qualifying are very low, but cannot be ruled out.

In light of such uncertainty one has to be realistic and importantly refocus on the long term vision: to remind oneself of the bigger picture, the longer term goals, of how we can reach them and ultimately the purpose behind the project that drives us and provides that wholesome reward.

We will soon be announcing, an exciting alternative pathway in line with our vision, which will deliver on our environmental objectives with significant European promotion, whilst building our performance over the next eighteen months towards the next major grand slam event following the Vendée Globe: The Ocean Race Europe, in 2025.

Right now, our main focus is on securing an additional Partner who is aligned with our vision, and purpose-driven projects, whilst carrying on, full steam to get this unique, world first IMOCA brimming with potential, back in the water as soon as possible!

### IN CASE YOU MISSED IT

Alongside developments at the boatyard, last month saw a number of events at which the OceansLab team presented their clean innovations to future users of the maritime industry.



BOOT Düsseldorf

Phil presented at the Blue Innovation Dock, both with a keynote on the IMOCA technologies followed by a thought leadership discussion, on the future role of hydrogen for recreational vessels and how to overcome the challenges involved in the decarbonisation of larger vessels.

Credit: OceansLab



The UNESCO & Vendée Globe event in Paris

Earlier last month, Vendée Globe announced their commitment towards a sustainable, zero emission energy pack for 2028, that OceansLab technology fulfils, whilst also announcing a partnership for data acquisition from the IMOCA's in the Southern Oceans to aid meteorological and climate models.

Phil was there to meet with UNESCO scientists to discuss key data requirements in order to validate ocean health studies related to the increase of CO2 absorption and ocean warming – something that OceansLab innovations are working tirelessly to combat.

Credit: Jean-Marie Liot/Alea



Visit from SAEM Vendée

OceansLab hosted Alain Lebouf, President of the Vendée Globe and President of the Vendée Departmental Council, and the organisers of the Vendée Globe, and presented the fuel cell, hydrogen storage and electric propulsion technologies as a key alternative to decarbonising the future of the IMOCA Class.

The Vendée region has access to green hydrogen, produced in Bouin, and has recently opened several green hydrogen stations, so maritime hydrogen solutions are a core future approach.

Credit: Olivier Blanchet

### OCEANSLAB TEAM MEMBERS



Credit: OceansLab

#### Meet Antoine Mainfray - Technical Director

Antoine works closely with the boat captain to centralise and coordinate all the information from the architect, the shipyard and the various stakeholders regarding all the technical elements of the boat, including the structure and composites, the weight, stability, onboard systems, energy production and appendages.

What appeals to Antoine in particular is the fact that IMOCA projects are, in essence, a mix of technology and innovation, which he finds extremely interesting and motivating. Antoine explained that the uniqueness of the OceansLab project sits with the integration of alternative energy sources, in particular the hydrogen fuel cell system, which adds a major intellectual and technical challenge to all the usual aspects of this type of boat. The environmental R&D dimension is also a particularly important aspect for Antoine.

Over the past few weeks, coordinating the work of the various composite specialists on the repair of the bowsprit, the structural reinforcement of the slamming zone, the repair and reinforcement of the foils, the modification of the cockpit cap and many other composite issues have been at the forefront of Antoine's mind. Weighing and analysing as many components as possible, to optimise the boat's performance and meet the requirements of the IMOCA class is crucial.

### DID YOU KNOW?

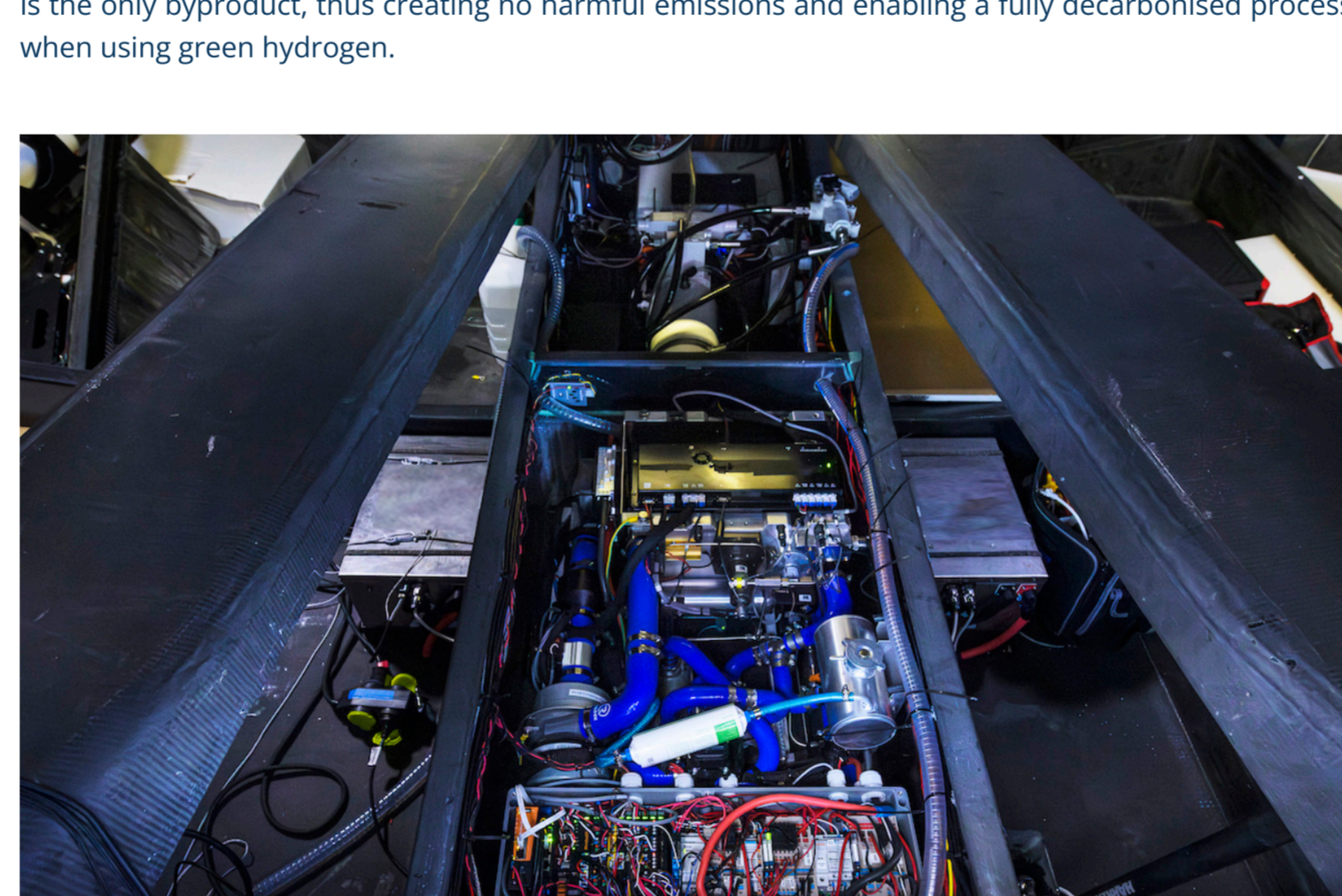
#### How a Hydrogen Fuel Cell works

Fuel cells use a chemical process to convert hydrogen into electricity.

Similar to batteries, fuel cells operate with electrochemical reactions between the anode or cathode and the electrolyte membrane, but instead are fed with continuous fuel and air supplies, from outside of the cell.

When hydrogen comes into contact with the catalyst, the hydrogen splits into protons and electrons. The protons pass through the proton exchange membrane unimpeded and proceed to the cathode side, while the electrons are blocked and forced to travel through an external circuit. As they travel along the external circuit, they provide the electricity to power your car, or to drive a motor.

The hydrogen protons and electrons are reunited and combine with oxygen to produce water, which is the only byproduct, thus creating no harmful emissions and enabling a fully decarbonised process when using green hydrogen.



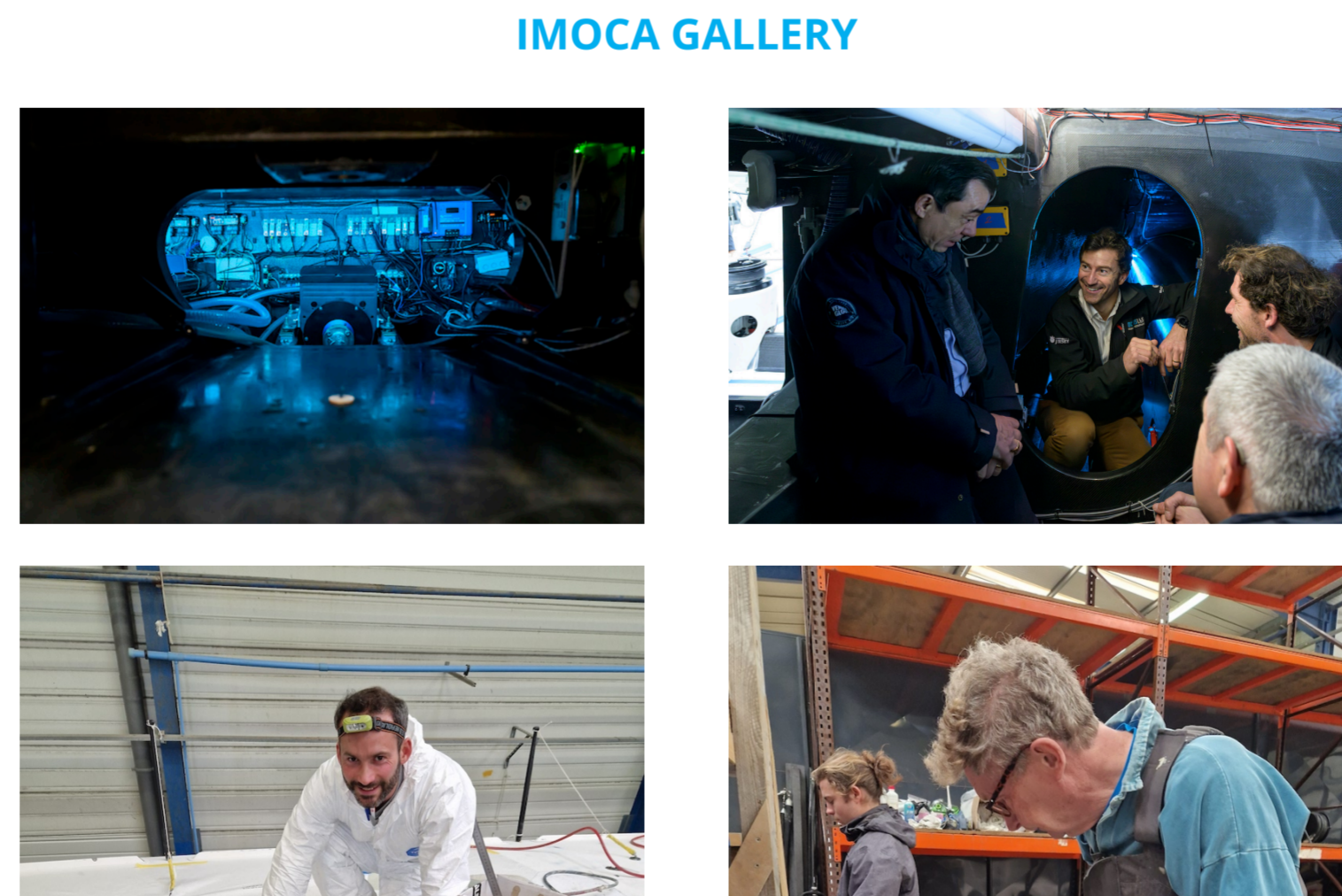
Credit: Olivier Blanchet

### PARTNERSHIP OPPORTUNITIES

Unique opportunity to become a lead partner of OceansLab and support our mission to accelerate the uptake of high performance clean innovations through the world's most extreme ocean races.

[READ MORE HERE](#)

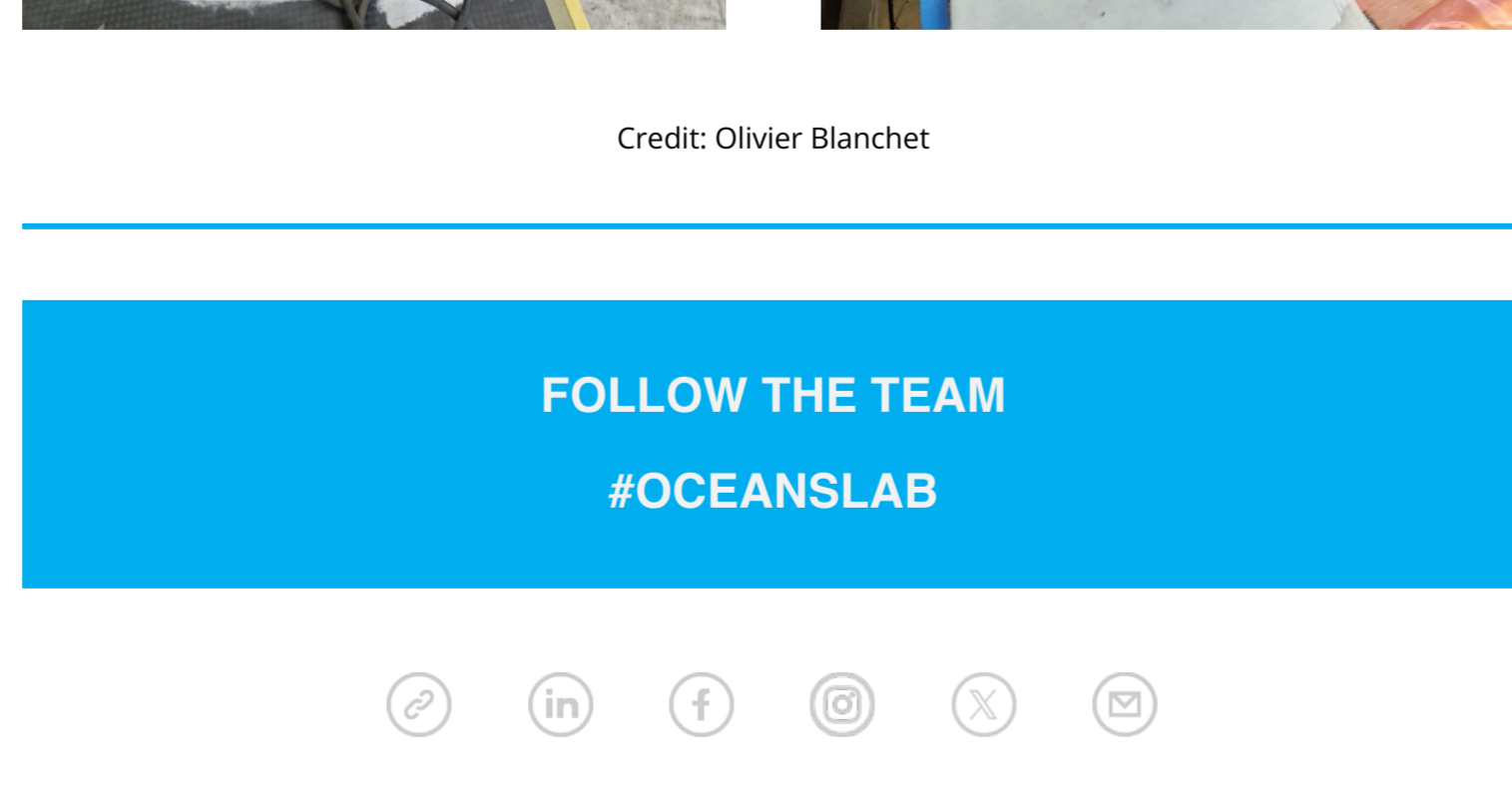
### IMOCA GALLERY



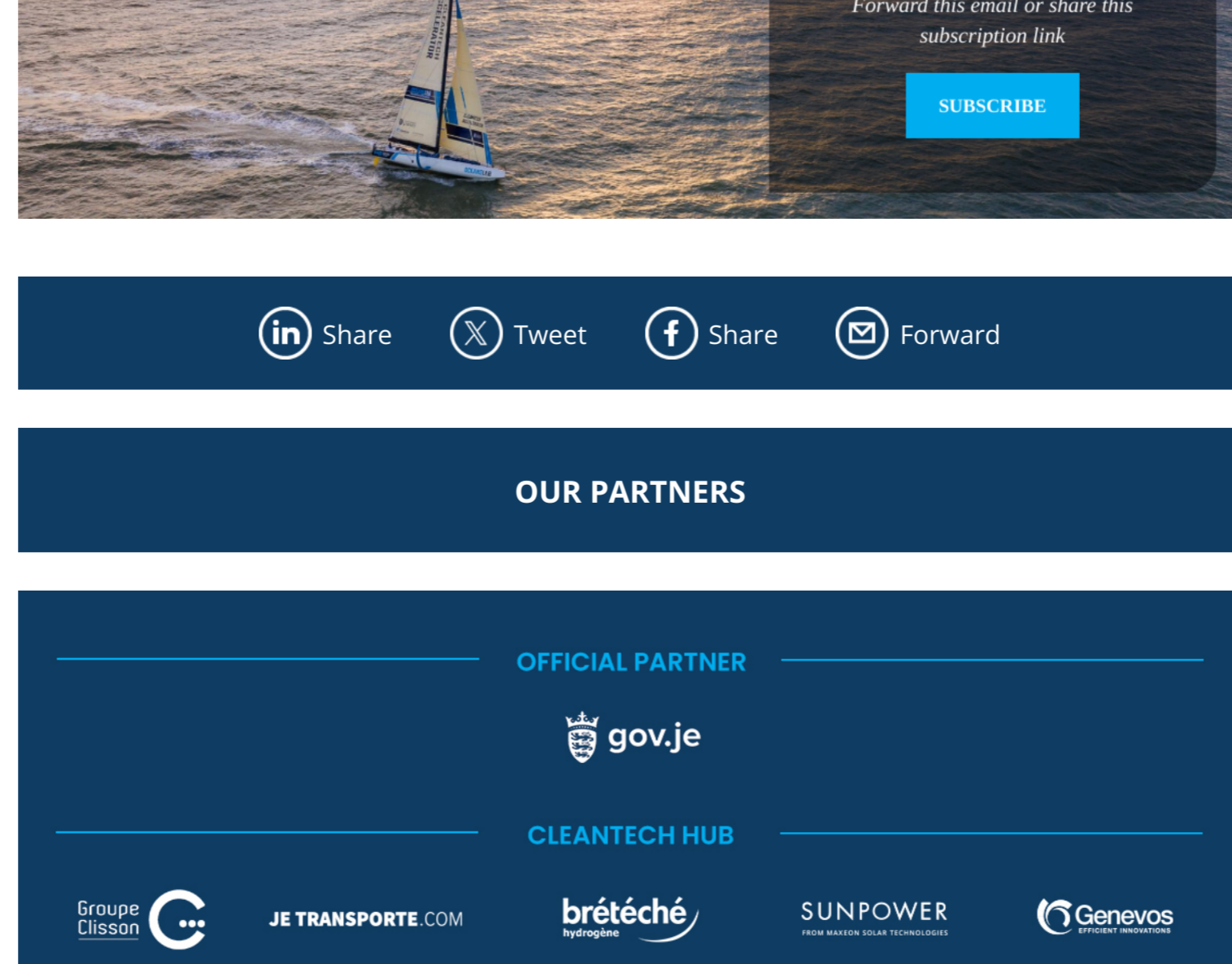
Credit: Olivier Blanchet

### FOLLOW THE TEAM

#OCEANSLAB



### OUR PARTNERS



### PARTNERSHIP OPPORTUNITIES

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