

**Teva Team Sets Sail in the Med-Red Rally**

10/03/2005

Israel



In an effort to promote peace, and support sailing activity in the region, yachts from around the world joined an organized rally, "Sailing for Peace," from the Mediterranean Sea to the Red Sea in March 2005.

This private-based sailing initiative, the first "Med-Red Rally", departed from the Tel-Aviv Marina on March 4, 2005, crossed the Suez Canal from Port Said to Suez then around the Sinai Peninsula, along the coasts of Egypt and Saudi Arabia up to the gulf of Aqaba and Eilat over a period of 11 days.

Some 400 sailors onboard 50 yachts participated in this bi-lateral, regional and international rally, including crews from Israel, Turkey, the Netherlands and France.

**An international team of TEVA sailors also proudly participated in this rally, onboard Dorit Meltzer's "Lady C", demonstrating determination and excellent teamwork in accomplishing their mission.**

Below is the "travel log" (email messages sent daily to friends and family) detailing their voyage, allowing us a glimpse into this exhilarating experience, including a final newsletter #7 which was recently added to conclude the adventure.

**Med-Red News Letter #1****06/03/2005 21:00**

Hi to all,

We found the wonders of technology on "Lady C" it's called Blackberry. (You can also keep track of us thru [www.matysonboard.com](http://www.matysonboard.com) under Med-Red-Rally icon.)

So we would like to share with you our experience.

We left the Tel-Aviv Marina at 14:30 March 4th in extreme sea conditions such that normally one does not leave the Marina. We were helped by the police boats and in the first 2 miles we were splashed so much that we were all soaking wet. The sea was rough until about midnight when we got no wind. We entered Port Said in a blue and white flag (!) and Teva's flags, very proudly, at 4 pm March 5. We are now waiting to start a Med-Red-Rally convoy in the Suez canal to Ismaellia, Egypt.



Israel Makov, Teva CEO, shows his support for the Teva Crew at the opening ceremony, before they depart from the Tel Aviv Marina

We'll keep you updated.

We thank all of you in helping us fulfill this dream as Teva's people.

Best regards,

Lady C.



The "Lady C" leaving the Tel Aviv Marina with a splash!~

**Med-Red News Letter #2****07/03/2005 10:50**

Hi to all,

Eventually due to procedures, we didn't leave Port Said yesterday. We were ready to leave for about 8 hours, and in the meantime we were visiting the other boats. We had a great dinner and evening of jokes. We had guests - all together we were 30 (!) people in the Lady C's cockpit. This morning we were woken up by the loud horns of the Egyptian Pilots (the navigators of the convoy) at 6 am. Even in the "basic training" in the army we were not woken up in such a manner. We jumped out and started to operate everything in pajamas. Easy, the Commodore of the rally, instructed everyone to start their engines and groups of boats started to raise their anchors.



Rene and Golan

Beautiful sight of quietly, coolish, polite, disciplined, organized group of people and boats. By 7 am all boats were waiting at the "pool" to form the convoy according to the Flotilla's groups. We are part of the white group (the racing one) and last in the convoy. The sight of a line of masts in front of us is unbelievable. Some boats are accompanied by Dolphins. You should have seen the Egyptian guard with a Teva hat and the other guards drinking coffee with BRIUT ETZLY BATEVA ("Health for Me is Teva") caps... seeing us off.



The convoy sailing out of Port Said

We are now ready for breakfast. With our chef there is no way we will lose weight. We will motor sail today 45 miles to Ismaelia. As we wrote this newsletter we got word that we will not enter Ismaelia, but sail directly to Suez. So we have about 100 miles (about 180 km) and we'll get there probably during the night. We are in the Suez Canal with Israel and Teva's flags...



Egyptian soldiers drinking coffee at the docks



A Sushi Brunch in the Suez Canal.  
L to R: Mark, Zvika, Rene, Moshe, Golan,  
Dorit, Inbar and Tidhar



Best to you all,

Lady C crew.

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### Med-Red News Letter #3

08/03/2005 23:14

Hi all,

Sorry for the delay in the reporting because the crew was separated as we will tell you in a moment.

After a 17 hour cruise in the canal on Monday, we arrived at midnight to Suez. We were waiting in the convoy to enter the Marina one by one. We had to be careful not to drift by the stream to the reef. In the meantime we were floating and fueling the dinghy which is the only way to leave the boat and to get to shore. The docking is between 2 buoys (3 boats side by side), by the time we ended all the docking and arrangements it was already 02:00. 6 of us were already dressed by 06:00 to join the trip Cairo and see the Pyramids. And 4 of us (2 without visa) and the 2 skippers stayed on board for maintenance, fueling, filling up water, cleaning etc.



Ron and Tidhar tying the boat - Suez

Those of us who joined the trip to Cairo were picked up by small dinghys. Visiting the Pyramids, the Sphinx and the local museum with Egyptian hospitality and plenty of security around.

At midnight tonight we are scheduled to start the journey towards Sharem El-sheikh, and the weather forecast is not for clear skies. The southern wind changed now to northern pretty strong wind. We are waiting to see what the schedule is. We have 180 miles to Sharem-el-sheikh which means that if we leave tonight we have 2 nights on the road. The more dangerous place is about 20 miles from Sharem - YUVAL Pass (MEITZARY YUVAL) and it will be a real adventure to pass it at night.



We don't know if the Blackberry will work until we will arrive at Sharem. We will send you the next newsletter the moment we have a Blackberry connection.

All the best from us, all in stormsuits and soaking wet.

Lady C crew.

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### Med-Red News Letter #4



"Lady C" from "Lady Sienna", before transfer-

09/03/2005 08:24

So we were lucky again, the front passed us yesterday and the sky is only dark but no strong wind or waves, it is just starting to rain again.

The Egyptians are surrounding us wherever we go with a big police and army force. They want this first rally to be a maximum succes. They wanted us to leave yesterday night at 1 am so that our convoy would not interfere with the strict hours of the merchant vessels and tankers to the north and south of the canal.

But eventually at the moment we were ready to release the ropes at 1 am, they agreed to let us leave in the morning. So we will now pass the difficult / dangerous areas of this leg in daylight. We are scheduled to leave at 9 am and this time our group will be the first to leave (white - racing group) we are still trying to fix our radar with no success till now.



L to R: Moshe, Tidhar, Rene and Zvika.



Shimon, I must tell you that I didn't believe that the flag chains on the mast and the railing would hold so long and are still as new as they were, surviving the wind, rains and salty water, thank you.

We are by the way called in this rally "the Teva boat" also in the communication (VHF radio).

The best to you all  
From the rainy and cold weather in Suez,

The Lady C - Teva crew

## Med-Red News Letter #5

12/03/2005 00:15

Hi to all,

On Wednesday morning, after a short delay, we pulled up the anchor and started sailing south to Sharem-El-Sheikh with a morning northerly breeze of less than 10 knots. We arrived at the racing group Start line, turned off the engine and waited for the starting signal.

At about 21:00 the wind started to become stronger and the calm Red Sea became higher and higher. Within 2 hours it got to extreme conditions.

During the night the wind was steady 30 knots with gusts of 45-50 knots, pushing the rally participants south at an average speed of 8 knots, even with no engine and only a handkerchief of genua (very unstable sailing conditions).

At first light, we could finally see the Red Sea, and understood that we were sailing in a "washing machine", and that the weather and sea conditions worsened during the night.



The "Lady C" in between the waves



Golan in the washing mashine...

The sea rose to 4 meters on average.(!)

At first light we were 60 miles from destination, with a steady wind of 35-50 knots, with gusts of 65 (!) knots. We were soaking salty wet. During the night we were escorting another yacht who towed a third one that had lost its steering capability, to anchor in a bay till morning.

The pass in Meitzarey Yuval was very tough. When we thought to raise a storm sail it was too late. It was dangerous to let people go on deck. Whoever was in the cockpit had a harness on him, tied to the life line or the railing.

Finally at around 15:00 we arrived to Ras Muhamad (4 miles from Sharem and the waves became lower, still splashing us but we could feel a warm breeze. Now we felt that finally after a long wash in the washing machine, we got to the Dryer. We anchored at 5 pm after 2 rounds of anchor ties with another boat's anchor. Finally safe in beautiful Sharem (as the song AD SHAREM EL SHEICH CHAZARNU ELAICH SHENIT.....)("To Sharm El-Sheikh, we've come back to you again")

For Ron, our skipper, Sharem, and especially the port that we are docking in, has a unique memory. During 1979-81 Ron commanded missile boats in the Israeli Naval Service - INS



(in Hebrew "ACHI"), which docked here in the same piers that today serve the UN and Egyptian boats. Ron says that it feels very bizarre. Ron, thus couldn't leave his old base, and spent the whole day touring the reefs, piers and facilities." Those were the days my friend..." Ron brought to my "little" Lady C, all three missile boats and their habits, disciplines and tradition. We are Navy people now - tougher than ordinary Med sailors.



The team works great together. Navigating, preparing food, sailing, watching for obstacles, direction of merchant vessels, filming and quoting the GASHASH (a team of well-known Israeli comedians).....

Unlike planned, we are staying one day in Sharem to gain some strength and to rest. Tomorrow morning we'll start the last leg of this part of the journey - to Eilat. Probably a very rough 48-hour trip with expecting wind on our nose.

Shabat shalom to all from the port of Sharem.

Lady C-Teva crew

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**Med-Red News Letter #6**

**13/03/2005 05:15**

Hi to all,

We had a rough day. As you probably heard one boat sunk but the crew was picked up by 2 other boats very shortly after. Another boat had sea water in the bow and a malfunctioning engine, and was thown to shore by the Egyptian Navy. They were helped by 2 other friends who stayed with him till the Egyptians came in very rough sea conditions. At 2am we anchored in DAHAB.



Dorit at the wheel through the Yuval straits



The people in our team are incredible and I'll elaborate later.

We had waves of 5 to 6 meters in peak with a short distance from each other and on our nose. We had to manually steer the boat and slide on the waves so the bow would not hit the water each time it went down from one wave to climb another, and that's what we did for about 12 hours. Tomorrow (today actually) morning, at first light, we intend to leave for Eilat. We believe that from Nueva the sea will be calm. We are tired but in a very good mood, and most important, safe and sound

Below here, is what I prepared at noon when we just started the way and had to stop when the sea became very tough.

We were supposed to leave Sharem at 5 AM but knew that it would be later due to bureaucracy with the Port Authority. So we got up at 05:45. With the first coffee I went to look for the missing Lady C registration certificate which the port authority took with our passports when we arrived to Sharem. An hour later after conducting a turnaround plan in the filing system - which was immediatly executed by the Egyptian Immigration office people, the certificate was found and we pulled up our anchor and left Sharem at 07:10. Five miles after Sharem we heard on the radio that the boat that was leading our group and left earlier, had decided to return to Sharem due to sea and wind conditions in the Tiran straits.



The port at Sharem



Erez takes a break

So we circled around the area that we were in, playing with the sails and filming. Another boat who asked to transfer a photographer from their boat to ours to take pictures of them was another important experience that gave us an opportunity to train on transferring people from boat to boat at sea (of course the sea was calm at Sharem bay at that time). Eventually we docked back in Sharem port and waited to hear about the sea conditions in the Meitzerym from a few boats that decided to continue and pass through them. At around noon we received a good forecast and we decided to leave Sharem once again, after a good brunch. Pulling up the anchor this time took us about an hour and a half because of another boat's anchor. This was also a good experience to untie the four chain loops of their chain on our anchor. It took 5 people on each boat and strategic planning, to resolve.

Finally at 1:50 PM, we started our way to the Meitzarim (Straits). Of course the weather forecast was inaccurate to say the least.

And to go back for a moment to the TEAM, as promised, below is a VERY short description.

Golan, a very talented steering man who hardly needs sleep, and together with Tidhar and Inbar, remind us that we need to eat from time to time (and as frequently as possible). Tidhar and Tzvika are a team within the team for all the



electronics, anchor, and with Moshe and Rene - who is also our communication officer, identify boats in our vicinity and their sailing direction and more. Mark, THE Navigator, Erez the chef, the anchor man, the navigator and whatever is needed. And of course Ron - the Maestro of sea knowledge and capabilities... Not enough words to describe it.

We are now on an anchor watch shift because the wind, here in the bay of DAHAB, is very strong - and steady at 23 knots. Since we are circling on our anchor from side to side (by the strong current on one side, and again pulled by the anchor towards the wind) we need to make sure that it is not pulled out. So Rene and I, in between watching the distances from the other Med-Red boats who hide here for the night, are writing to you this news letter.



Sunset at Ras Muhammad - entering Sharem

We just heard from Jasmin, who continued on their way to Eilat, that the wind outside is calming down a little so we hope that tomorrow (today) will be an easier day. We will of course keep you posted. Hopefully after Nueba the Israeli cells will work, but don't count on it.

Liron, Tidhar is sorry that he didn't succeed in calling you. He loves you and misses you.

Best to you all and see you in a day or 2.

Lady C - Teva Crew

## Med-Red News Letter #7

### Epilogue for the first part

The sea near Nueba, again unlike the forecast, rose and became very unpleasant. We left Dahab on March 13 at 08:00 am and arrived at the port of Eilat at 01:00 am on the 14th. After Israel entry procedures, including Israeli police and the INS ship (Dabur) identifying us by spotlight at sea, we continued to the Eilat Marina. In order to enter the marina, there is a bridge that needed to be opened and then we passed through a narrow and shallow canal. It took us about an hour and a half to find a docking spot, and you should have seen it - docking between two very small pedal boats - like David and Goliath - blocking the whole width of the pier! We immediately got to packing and cleaning the boat, and by 05:00 am all the crew members left for the 06:30 flight to Tel Aviv to start a normal work day.



The "Lady C" looked shiny and clean, and no one could believe what she had gone through only 6 hours before!

On April 7, a second crew of 7-8 members of Teva's team will sail back from Eilat to Tel Aviv. We will try to keep you posted and hope for tranquil sailing (even "unadventurous", if we may request...).

We thank you all again for your support and concern. We actually felt that on board the "Lady C", 14,000 Teva employees were with us! A film of our adventure is in editing, and we hope to post it on the intranet soon.

Best to you all,  
Lacy C Crew



### Crew members of the "Lady C":

Dorit Meltzer (Director, Teva Investor Relations)  
 Erez Meltzer (CEO, Netafim)  
 Tidhar Meltzer (just finished 3 years in the Israeli Naval Service, missile boat crew)  
 Inbar Meltzer (13 years old - enjoyed the adventure!)  
 Golan Hayat (Teva Finance Division, Economic Department)  
 Moshe Havdala (Finance Manager, Abic Veterinary Division)  
 Tzvika Danzinger (Teva Kfar Saba - Operations)  
 Mark Luchter (Teva Information Technology - Corporate Infrastructure)  
 Rene van Walstijn (Teva Europe Information Technology Administrator )  
 Ron Ginzburg (Head of the Naval Department, Israeli Electric Company)



"Lady C" on the way to Eilat - towards Nueba

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