



# NOTICE OF RACE

## VENDEE ARCTIQUE 2022

Starts on 12<sup>th</sup> June 2022 from Les Sables d'Olonne

AMENDMENT as of 20<sup>th</sup> May 2022

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*Where the letters [DP] appear in a rule of the NOR, they shall mean that the penalty for a breach of the said rule may, at the Jury's discretion, be less than disqualification.*

*Where the letters [NP] appear in a rule of the NOR, they shall mean that a boat cannot file a claim against another boat for having breached this rule. This modifies RRS 60.1(a).*

# PREAMBLE : DEFINITIONS AND ABBREVIATIONS

## NOTICE OF RACE

The applicable rules for the Vendée Arctique 2022 are comprised of the Notice of Race and the Sailing Instructions, as well as their amendments and annexes. In signing the application form and the registration form, Skippers undertake to comply with the said rules.

## BOAT

A boat will be a monohull IMOCA with an IMOCA Measurement Certificate that is valid for the Vendée Arctique 2022.

## PARTICIPANT

A Participant comprises several entities :

- **A Skipper**
- **His/her substitute Skipper**, if need be
- **Team Manager**: he/she will be the interlocutor of:
  - The Organising Authority for all topics relating to the organisation of the race.
  - Race Management, for all sailing, sporting and safety matters, standing in for the Skipper when necessary.
  - **Referees for sporting and regulatory aspects**
- **Sponsors**: all financial, logistical and/or technical partners of the Skipper/boat.
- **Shore team**: all those acting ashore for the Skipper and his/her boat, before, during and after the race. The Shore team will be represented by the Team Manager.
- **Communication representative**: entry point for all communication requests from the **OA**.
- **Multimedia representative**: permanent interlocutor of the **OA** on audiovisual aspects. During the race, his/her mission, including on-call duty, is to validate video footage and photographs sent by the skipper upon reception and before distribution and broadcasting. He/she may be assisted by one or two substitutes.
- **Crisis Communication representative**: **OA's** contact in the event of a crisis
- **Media representative**: entry point for media requests from the **OA** and media contacting the **OA**
- **Digital representative**: entry point for requests relating to the Skipper's digital platforms (website, social networks, etc).

## OFFICIAL NOTICEBOARD

The Official Noticeboard will be available online on the website of the race <http://www.vendee-arctique.org/>  
Abbreviations used in this Notice of Race and official documents will include:

NOR	Notice of Race
OA	Organising Authority
TM	Team Manager
TSS	Traffic Separation Scheme
FFVoile	Fédération Française de Voile
SI	Sailing Instructions
CR	Class Rules
IMOCA	International Monohull Open Class Association
WS	World Sailing
PSMer	Premiers Secours en Mer
FASa	First Aid at Sea
HSMT	High Seas Medical Training
OSR	Offshore Special Regulations
COLREGS	International Regulations for the Prevention of Collisions at Sea
RRS	Racing Rules of Sailing
SAEM	Société Anonyme d'Economie Mixte (semi-public company)

# 1. ORGANISATION

## 1.1 Organising Authority

The Vendée Arctique is a race organised by the SAEM Vendée, with a capital of EUR 3,000,000, whose head office is located at 40 Rue du Maréchal Foch la Roche sur Yon cedex (Vendée, France), represented by its CEO, Mrs Laura Le Goff, duly authorised to so represent the SAEM by virtue of the decision of the Board of Directors of 17th May 2016.

The race website is: <http://www.vendearctique.org/>

The Organising Authority may be referred to as “the Organiser or SAEM Vendée or **OA**” in official documents.

## 1.2 Race Management (RM)

The Race Management team is composed of :

- Francis Le Goff Off-shore Race Director
- Pierre Hays Assistant Race Director
- Claire Renou Assistant Race Director
- Yann Chateau Assistant Race Director

The Race Director, commissioned by the SAEM Vendée and authorised by the FFVoile, shall manage all sailing and safety aspects of the race. He/she works closely with the FFVoile and the appointed officials with regard to all racing and regulatory aspects of the race. He/she works closely with the SAEM Vendée and its service providers and the IMOCA Class.

The Race Director acts under the SAEM’s control.

## 1.3 Service providers in contact with Race Management

Race Management oversees the coordination of the following service provisions:

- Weather (Christian Dumard-Hokuléa)
- Rankings during the race (Yann Groleau-Hauwell Studio)
- Skippers’ positions
- ~~Ice watch~~
- Tracking software (Adrena)
- Nautical logistics (Foulques Espinassou)

## 1.4 Team of Race Officials

The Team of Race Officials is appointed by the FFVoile in accordance with its regulation including the International Jury which will be formed in accordance with annexe N of the RRS and RRS 70.5. Its decisions will be final.

## 1.5 Referring doctor / Race doctor

In accordance with annexe 3 of the the FFVoile’s medical regulations, Thierry Charland, referring doctor/race doctor, will be in charge of studying the medical records of each Skipper as well as their medical monitoring during the race on behalf of the OA.

## 1.6 OA’s communication departments

Providers’ names and contact details for editorial and digital content, media relations, audio-visual production, photography, web, ... will be communicated later by means of a memo and/or an amendment to this NOR.

## 2. NAME AND OBJECT OF THE RACE

### 2.1 Name

The official name of the race is « **VENDEE ARCTIQUE - LES SABLES D'OLONNE** ».

The "**VENDEE ARCTIQUE**" name is a brand registered with the INPI by the SAEM Vendée who is sole owner of the name and rights to the brand and logo, in France and abroad.

### 2.2 Object

The VENDEE ARCTIQUE is a sailing race, raced every four years. It is open exclusively to monohulls that comply with the current rules of the IMOCA class.

## 3. FUNDAMENTALS

**General principle:** the Vendée Arctique is a **solo** (single-handed), **non-stop** race and **without any outside assistance**.

### 3.1 Solo (single-handed)

The Skipper commits to sailing alone and to face all events arising during the Vendée Arctique alone. In addition, he/she cannot have an animal on board.

### 3.2 Non-stop

No stopover is permitted.

### 3.3 Without assistance

Any action non-explicitly authorized in this article 3.3 is prohibited. Prohibitions mentioned under the present notice of race are thus non-restrictive.

#### 3.3.1 General

- Assistance of a third party, be he/she on land, aboard a boat or an aircraft is prohibited
- "Remote" help or assistance (email, telephony, text messages, data exchange, video call...) is limited as defined below.

#### 3.3.2 Routing and weather

In addition to NOR 4.4,

Is prohibited :

- Personalised meteorological assistance,
- Routing. Routing is defined as an analysis, interpretation or processing of information or personalized data, specifically prepared for one Skipper or a group of Skippers, coming from outside the boat and enabling the understanding of various meteorological situations and the choice of the course(s) to follow or not to follow, with the exception of the meteorological information sources authorised in NOR 4.4.
- ~~Weather data requests on D-ICE Engineering / Predictwind / Avalon / Sailgrib / Dorado/ Zygrib, with remote routing, and weather data requests on Expedition / Adrena / Maxsea or any other navigation software not mentioned here.~~

### 3.3.3 Performance support [DP]

#### It is prohibited:

- to receive or access any analysis, interpretation, processed information or data carried out outside the boat and, in a general way, any provision of tactical and/or technical information necessary for decision making in order to improve the performance of a boat or its skipper.
- to send data from the boat to land which could be used to analyse and improve performance except if they are made public instantaneously on reception. The data access method shall be endorsed by RM beforehand.
- to send data between the boat and its team, in one way or the other, which could be used to analyze and improve the choice of trajectory of the boat.
- to access any software or update non-embarked in Les Sables d'Olonne. To deliver data automatically, in real-time or delayed, apart from those specifically authorized by RM.
- to receive any calculation designed to improve performance or optimize the trajectory conducted on a non-embarked computer
- to help or advise the Skipper in the management of his/her race
- to take control, defined as "any human and/or technological intervention outside the boat"
- to give a Skipper psychological help or assistance organized by a specialist in this field

#### It is authorized :

- to send positions from YB beacons to the OA, without changing the transmission time step nor the type of data transferred
- to discuss ETAs and logistics with the shore team and RM
- to record data stored by the boat; this data will be made available by the participant at the end of the race.

### 3.3.4 Medical assistance

Medical assistance must be conducted by the referring doctor of the race or by the Skipper's doctor indicated in the registration file or through the Center of Maritime Medical Consultation in Toulouse. In accordance with medical secrecy, medical assistance shall be declared and detailed to the Race doctor.

### 3.3.5 Remote technical advice [DP]

Remote technical advice, defined as any information given by a support person (within the meaning of the RRS) enabling the Skipper to solve alone a technical problem on the boat with the means available on board, is authorized.

#### Is prohibited :

- Giving technical advice to the Skipper about repairs in order to optimize the trajectory of the boat and minimize its loss in distance.
- Technical advice: advice connected to manoeuvring or operating the boat, particularly to compensate the loss in performance following technical damage, shall not be given.
- Taking control, defined as "any human and/or technological intervention outside the boat, including sending personalized updates by email allowing remote action on one or several elements, equipment, or settings of the boat in place of the crew".
- Downloading software or updates from the boat (except for those publicly accessible and referenced and subject to authorization by RM before downloading).

#### Is authorised :

- Communicating orally and in writing, exchanging photos and videos, when aimed at enabling the Skipper and its team to describe a technical problem and offer a method of repair so that the Skipper can make the repair autonomously.
- Any technical advice to the skipper shall be accessible at all times to RM if a technical discussion group is set up through instant messaging (such as Whats App, Telegram, etc.)
- Technical advice shall be strictly limited to actions of repair.

### 3.3.6 Communication [DP]

By and large, any communication between the boat and land (email, telephony, messages, video call or other) must respect prohibitions and restrictions described in NOR articles 3.3 and 4.4.

#### Is authorized :

- communication (email, telephony, video call, messages) between boats and rescue services
- surfing on websites from the boat, on condition that these websites are public and referenced in search engines. Browsing history shall not be erased and may be subject to verification within 96 hours after the return of the boat.
- sending photo, video and audio files to the FTP made available by the OA or to the team's communication departments ashore.
- downloading entertainment media aboard the boat: films, music, videos...

The **OA** reserves the right to request the content of any communication between the skippers and land or other competitors at sea at any given moment, whatever it may be. A competitor's refusal to give the content of this communication may be forwarded to the Jury for penalties.

### 3.3.7 Access to mooring [DP]

A Skipper may put into port at anchor or on mooring post by his/her own means and without any outside assistance to make repairs that are necessary for his/her safety or for that of his/her boat in order to continue the race. A Skipper will not be authorised to dock or to moor alongside a boat or a quay, nor to go ashore above the limit of the highest level of high tide.

## 4. RULES

### 4.1 Official language

French is the official language of the race. The **OA** will make an English version of each text (rules, annexes, etc.) available to Participants. In the event of any conflict in the translation, the French text will prevail.

### 4.2 Official time

Times will be expressed as follows:

- Ashore, which includes operations for the start and finishes: in local time.
- At sea, in UT.

### 4.3 Applicable texts

The event shall be governed by:

- the rules and regulations provided in the Racing Rules of Sailing 2021-2024, throughout the whole of the race;
- the national prescriptions translated into English for non-francophone competitors and set out in Annexe "FFVoile Prescriptions";
- Part B of the International Regulations for the Prevention of Collisions at Sea (COLREGS) when applicable;
- Category 1 of the Offshore Special Regulations (OSR) and as may be amended by the FFVoile;
- The skipper acknowledges having read the FFVoile Prescription (OSR – FFVoile no. 3Bis 2022/2023); OSR 3.02: the skipper is solely and entirely responsible for the decision to conduct an inspection as described in Appendix L of the OSR or to have it conducted;
- IMOCA Class Rules 2022;
- IMOCA Globe Series 2021-2025 Championship rules;
- Equipment Rules of Sailing (ERS) when they are not in conflict with the IMOCA Class Rules;
- The following RRS are modified:

- RRS in chapter 2: RRS in chapter 2 apply within 30 miles from the start line and 30 miles before the finish mile for each portion of the course covered in the daytime. They are replaced by part B (steering and sailing rules) of the International Regulations for the Prevention of Collisions at Sea (COLREGS) for these portions of the course covered in the night-time and for the rest of the course.
- RRS 41 (Outside help): modified in NOR paragraphs 3 and 4.
- RRS 45 (Hauling out, making fast, anchoring): modified in NOR paragraph 3.3.7.
- RSS 48.1. (Limitations on equipment and crew): modified as follows: “boats may carry spare equipment during the race provided they have written consent from race management and in accordance with Class rules”.
- RSS 51 (Movable ballast): take out the 2 first sentences and replace by: “any moving of weight (stacking) for the purpose of changing trim or stability is authorized within the following limits: inside the boat, all other heavy elements, with the exception of batteries, which may cause damage to the boat or injure the crew shall be firmly and permanently fixed in place, except when they are moved around. Food, water and fuel tanks, safety equipment (except life rafts and/or sealed equipment), fittings and spare parts can be stowed in boxes and moved if they are made fast to the boat. Sails may be moved around at will. Sail bags shall not be able to retain water”.
- RRS 54 (Forestays and headsails tacks): not applicable.
- RRS 55.2 (Spinnaker poles, whisker poles): not applicable.
- The following RRS are modified in the SI: RRS 61 (Protest requirements); RRS 62 (Redress); RRS 63 (Hearings); RRS 64 (Decisions) and RRS 66 (Reopening a hearing).
- the **OA**'s rules relating to the application of the present NOR and its annexes.

#### 4.4 The **OA**'s undertakings with regard to the Skippers

##### 4.4.1 Main meteorological information

"Safety" information will be published by the weather provider selected by the **OA** and will be forwarded to the Skippers by RM. It will be published in French and in English, in the form of a special weather report when required by the conditions (wind >30kts, waves >5 metres) and will include :

- the general situation and its evolution,
- forecasts and trends up to 48Hrs, according to a description of the sailing zones given to each Skipper before the start,
- if appropriate, maps incorporating, for instance, zones with winds possibly above 35 knots, gusts zones, zones with wave swell over 5 meters, ...

Safety reports will be emailed by RM to skippers and also dropped on the FTP account.

In the event of difficulty to transfer this data, and in order to reduce the size of this file and facilitate transmission, the information will be simplified and adapted to the Skipper's geographical situation. He/she will receive only the report concerning his/her geographic zone.

##### 4.4.2 Additional meteorological data [DP] (modifying RRS 41(c))

In addition to the weather information, Skippers will be allowed to acquire meteorological data under the following conditions:

- If the data is accessible, whether free-of-charge or at a cost, to all Skippers, without any exclusive rights existing between a data provider and a Skipper or a group of Skippers;
- If their content is "raw", i.e. as published by an official governmental meteorological agency, and not modified, prepared or assessed for a Skipper or a group of Skippers (including weather data requests detailed in NOR 3.3.2).

The Skippers can then acquire:

- images from observation satellites;
- observation and forecast charts;
- digital data files.



Access to this digital or graphic information will only be authorised if it comes from an official governmental meteorological agency or a private weather company, be it directly or indirectly: Météo France, the Met Office, ECMWF, NOAA, NCEP, Copernicus, DWD, KNMI, MeteoBlue, Predictwind, D-ICE Engineering, GEM. Nevertheless, this data may be compressed to accelerate access.

At the request of RM, each Skipper shall provide the meteorological sources which he/she will be using, together with the access codes and the software enabling the information to be read and exploited. Skippers will also have to give a full demonstration of the use of this data.

RM reserves the right to prohibit a Skipper's access to data which it considers to be in contravention of the letter or the spirit of the rules applicable to the race.

#### 4.4.3 Daily rankings during the race

During the race, RM will prepare and publish up to 4 sets of rankings per 24-hour period. The publication will take place at (local time) :

- 7:00
- 11:00
- 15:00
- 19:00

It will be forwarded to the following persons at the same time:

- Skipper at sea;
- Team Manager;
- Participant's communication representative.

The cost of transmitting rankings to the Skippers will be borne by the OA.

Real-time rankings will be drawn up for the race after any Jury decisions have been taken into account.

#### 4.4.4 Prohibited zones [DP]

Prohibited zones will be defined in the sailing instructions. They can be of different kinds including :

- Traffic Separation Schemes (TSS)
- Restricted prohibited zones (wind farms, tidal turbines, fish farms, ...)
- Prohibited zones defined by the OA, for instance, to avoid collisions with cetaceans or drifting ice, whose coordinates may be changed during the race depending on their evolution by means of an amendment to the SI.

#### 4.4.5 Race monitoring

Race Management will ensure monitoring of the whole fleet 24 hours a day, 7 days a week.

#### **Exceptional circumstances**

In exceptional circumstances, and in situations that might involve the Skippers' safety (meteorological conditions, international conflict, etc.), RM may have to issue specific directives with which the Skippers must comply. A request for re-routing issued by RM will be implemented in accordance with the COLREGS.

In the event of a Skipper requiring assistance, or if a boat is in danger, RM may provide routing for a Skipper or a group of Skippers in order for them to reach the Skipper requesting assistance or the boat in danger as soon as possible.

These new directives will be issued in order to deal with the conditions encountered in the best possible way. Thus, they may modify one or more articles of this NOR, of the SI or of other applicable rules referred to above. In such cases, they will be the subject of a detailed report submitted to the Jury by RM.

#### 4.4.6 Medical care

The referring doctor/Race Doctor for the race is Thierry Charland.

In addition, each Skipper will be free to consult, before and during the race, a doctor who he/she has appointed in his/her registration file or through the Maritime Medical Consultation Center of Toulouse.

#### 4.4.7 Gambling games

The Vendée Arctique is a public asset, in the interest of a high-risk human and sportive adventure. The **OA** therefore reserves the right to prohibit any form of gambling or betting, related directly or indirectly to the Vendée Arctique. If necessary, it will strictly monitor the enforcement of this ban and take legal action immediately against any offender, regardless of his/her/its geographical origin.

#### 4.5 Participants' undertakings with regard to the OA [DP]

In entering the race, Participants undertake:

- to comply with the applicable rules set out in this NOR, the SI, their annexes and amendments.
- upon the request of RM or race officials, to provide any information regarding:
  - the Skipper's sailing, his/her route and choice of course, the weather information used, any racing incidents or any other element concerning the race;
  - a full list of correspondents contacted during communication between the Skipper and his/her shore team, or with any other person during the race;
  - the content of this communication: whether this information and/or communication was given or established in the form of e-mails exchanged between the Skipper and one or more correspondents ashore, telephone calls, or any other form.

The **OA** may carry out random checks at the finish.

## 5. SAILING INSTRUCTIONS

Sailing Instructions (SI) will be published on Friday 20<sup>th</sup> May 2022 at the latest. They will be available in digital format at the following address : <http://www.vendeeartique.org/>

## 6. ELIGIBILITY AND ENTRY

The content of the registration file will be online on the race website on 30<sup>th</sup> March 2022 at the latest, in the "skipper area – registration file".

It must be filled in online. The original of some documents must also be sent by post to the SAEM Vendée. Minimum age to enter the race is 18 years old on the day of the start.

### 6.1 Registration

Once a Skipper has filled in his/her registration file (approved by the **AO**) and has achieved his/her qualification (approved by RM), he/she will officially be considered as registered **subject to the administrative and technical file being sent no later than 2<sup>nd</sup> June 2022.**

The registration file must be filled in online on the race website <http://www.vendeeartique.org/> no later than 14<sup>th</sup> May 2022.

#### 6.1.1 Registration file to fill in (no later than 14<sup>th</sup> May 2022) :

- Registration form: to be downloaded, filled in, signed and uploaded once again onto the race website. It is essential that the original copy of the signed registration form be sent by post to the SAEM Vendée;
- Contact details, boat, Skipper and substitute Skipper information forms: to be filled in online;
- Additional documents:
  - A certificate of third-party liability insurance valid for the Vendée Arctique 2022 race.
  - A certificate waiving any right to recourse

Both certificates will be downloaded online, filled in, signed and uploaded once again onto the race website. Signed originals of the certificate of insurance and waiver must be sent imperatively to the SAEM Vendee by post.

- Entry fee: once you have sent the entry fee to the SAEM Vendée, tick the box on the entry form confirming you have done so.
- For a skipper who holds a FFVoile Club Licence:
  - Either the valid FFVoile Club Licence with the “competition” mark attesting that a prior medical certificate stating no contraindication to sailing in competition has been issued
  - Either the FFVoile Club Licence with the “membership” or “practitioner” mark together with a medical certificate stating no contraindication to sailing in competition issued less than a year before.
- For a skipper who doesn’t hold a FFVoile Club Licence:
  - A proof of membership to a National Authority member of World Sailing
  - A valid certificate for third party liability insurance with a cover for at least three million euros
  - A medical certificate stating no contraindication to sailing in competition issued less than a year before (written in French or English)
- A deposit of EUR 5,000 (loss of beacon, penalties, etc.).

#### 6.1.2 Medical file

- Medical file: to be downloaded, filled in, signed and sent by post to the SAEM Vendée in an envelope marked "Vendée Arctique 2022 - Medical file - confidential";
- Results of an echocardiogram
- Results of a stress test dating less than 4 years
- Biological assessment dating less than 2 years

#### 6.1.3 Administrative and technical file

The administrative file must be filled in via the boat dropbox shared with the teams by the IMOCA Class. It will be forwarded by the IMOCA Class to the **OA** and must be completed no later than **2<sup>nd</sup> June 2022**.

Administrative file to be filled in:

- photocopy of the 2022 authorisation to carry advertising for boats concerned;
- photographs of the boat: to be filled in;
- IMOCA information (French registration deed, ANFR 2022 Licence, EPIRB information, communication means, liferaft booklets);
- Information for the Skipper and substitute Skipper if any : WS certificate, medical, SRC, beacon info (PLB and AIS).
- 2022 IMOCA measurement certificate

## 6.2 Qualification

Each boat, with its **registered skipper for the race**, shall qualify before 14<sup>th</sup> May 2022 except where exceptional derogation is granted from Race Management.

Qualifying is possible through one of the following :

- Participating and finishing the Guyader-Bermudes 1000 Race with your boat. In case of retirement during the race, a skipper can make a request for derogation to RM who may validate the qualification or suggest an additional course depending on the miles covered and the conditions encountered.
- Achieving a qualification course of at least 800 nautical miles including at least 100 miles with wind and sea conditions measuring at least force 5 on the Beaufort scale and on race trim.
- Achieving two qualification courses for a total exceeding 1,000 nautical miles. One of the courses shall have enabled navigation of 100 miles in wind and sea conditions measuring at least force 5 on the Beaufort scale.

Qualification conditions are the following:

- The boat shall be equipped with a positioning beacon emitting a position at least every 15 minutes. Access to its tracking will be given to Race Management.

- For each qualification course, the Skipper shall suggest the passage by email to Race Management detailing the start port, finish port and intermediate waypoints, the distance and planned start date. Only courses sailed solo will be accepted.

In the event of significant modifications made to the boat after the qualification course, RM may request that the Skipper does another qualification course.

Any decision by Race Management about whether or not to accept a qualification course may not give rise to a request for redress by the Skipper. This is a modification of RRS 62.1(a).

### 6.3 Substitute Skipper

Each Participant can appoint a substitute Skipper with the OA before 14<sup>th</sup> May 2022.

In the event that the Skipper is physically unable to take the start, the substitute Skipper can replace him/her if all requirements stated in articles 6.1. and 6.2 have been met.

Several Teams may appoint the same substitute Skipper. The substitute Skipper may replace the skipper for medical reasons validated by the Race doctor or in case of exceptional circumstances duly justified and validated by the **OA**.

### 6.4 Covid-19

Participants and accompanying persons shall respect Annexe “FFVoile Covid-19”.

## 7. ENTRY FEES

Fixed entry fees in cash amount to the sum of EUR 9,500 excluding tax (plus current VAT rate), payable upon registration, either by cheque made out to the SAEM VENDEE, or by bank transfer using the following bank details:

Account Holder:	VENDEE
IBAN:	FR76 1551 9390 3000 0208 5300 117
BIC:	CMCIFR2A

Entry fees in cash are non-refundable and cannot be reimbursed, including in the event of withdrawal or postponement of the race. However, they will be reimbursed if the race is cancelled.

## 8. PUBLICITY [DP] [NP]

Pursuant to Regulation 20 of WS (Advertising Code), as amended by the FFVoile's advertising rule, boats will be required to display the branding chosen and supplied by the **OA**. The **OA**'s branding layout diagram will be furnished in Annexe “Marketing and Communication”.

In addition to the IMOCA class rules, each boat shall display the branding as provided for in Annexe “Marketing and Communication” attached to this NOR.

## 9. PROGRAMME AND OBLIGATIONS [DP] [NP]

The race starts on **Sunday 12<sup>th</sup> June 2022**. In exceptional circumstances, the **OA** may bring forward, postpone or cancel the race. Such a decision shall not be grounds for a Participant requesting redress (This is a modification of RRS 60.1(b)).

The Skipper commits to participate in all the **OA**'s official events in compliance with the programme and obligations as set out in Annexe “Programme and obligations”.

## 10. ROUTE AND TIME LIMIT

The route has been defined in order to race around a 3,500 nautical-mile loop in demanding meteorological conditions, with a racing time target of 12 days and under good safe conditions. In order to meet these three objectives, an alternative route is also proposed.

Start and finish will take place in Les Sables d’Olonne.

### 10.1 Preferred route (around Iceland)

Route A : Counterclockwise way			Route A' : Clockwise way		
Ireland	To starboard		Waypoint	To starboard	46°40',170 N 022°00',000 W
Iceland	To port		Iceland	To starboard	
Waypoint North Atlantic	To port	46°40',170 N 022°00',000 W	Ireland	To port	

### 10.2 Alternative route

Route B : Counterclockwise way			Route B' : Clockwise way		
Ireland	To starboard		Waypoint	To starboard	46°40',170 N 027°00',000 W
Waypoint Polar Circle	To port	66°33',800 N & 010°00',000 W	Waypoint Polar Circle	To starboard	66°33',800 N & 010°00',000 W
Waypoint North Atlantic	To port	46°40',170 N 027°00',000 W	Ireland	To port	

### 10.3 Other routes

Race Management reserves the right to propose another route if good safe conditions cannot be met to achieve the preferred or alternative courses.

### 10.4 Time limit

~~The finish line will be closed on 30<sup>th</sup> June at 14H00 local time (12H00 UTC).~~

There is no time limit to finish for the first boat. Boats which do not finish within a period of time corresponding to the racing time of the first boat having followed the course and finished plus 50% will be listed as “DNF”.

## 11. RETURN TO PORT AFTER THE START

A Skipper may return to the port of Les Sables d’Olonne only after prior authorization from RM and the Race Committee President which shall be communicated by any means possible (VHF, email, satellite phone).

A Skipper who wishes to return to les Sables d’Olonne to receive outside assistance may be towed as far as 100 nautical miles from the port of Les Sables d’Olonne and into the port of Les Sables d’Olonne.

He/she may reach the Vendée Globe pontoon or receive physical assistance on board within a 3 nautical-mile radius of the Nouch SUD cardinal buoy.

The Skipper will be authorized to resume racing within a maximum period of 48 hours after the official starting time of the race. He/she shall get in touch with RM to validate the new start.

## 12. OBLIGATIONS REGARDING EQUIPMENT [DP]

### 12.1 Boat tracking equipment provided by the OA

The OA shall provide each boat with an autonomous battery-powered positioning beacon. The Participant must return the positioning beacon to the OA no later than 30<sup>th</sup> June 2022. A EUR 1,000 penalty shall be retained from the deposit in case of failure to return.

### 12.2 Use of the equipment on the boat

A fixed iridium beacon, of the Yellowbrick YB3I type (cf. IMOCA class rules), powered by onboard electricity will be used by the OA for race tracking and mapping.

#### Personal positioning beacon for each boat:

Each Team Manager must inform RM if he/she has installed and activated a personal positioning beacon on the boat during the race.

In the event of one of the positioning means used by the OA failing to work, the Team Manager will be asked to provide RM with regular positions of the boat or with a direct web link to check its positions.

### 12.3 Navigation and safety equipment

In addition to the equipment required by the IMOCA Class, the OA requires that the following additional equipment be on board and inspected by the ocean-racing equipment inspectors:

- A handheld Iridium telephone with spare batteries CR IMOCA C.3.20.b
- The following telephone numbers must be registered in the back-up Iridium telephone before the start:
  - **CROSS Gris Nez** +33.321.872.187
  - **Race HQ Red Line**: this number will be communicated to Skippers before the start of the race.
  - **Skipper's Team Manager's telephone number**
- A handheld GMDSS VHF radio with a long-life battery (in the grab bag).
- A SART AIS or RADAR beacon to choose from with a mooring line at least 3 M long, with minimum resistance of 1000 daN.
- All Sarsat Cospas (of the boat or PLBs) beacons embarked for the race must be officially registered with the reference "Course Vendée Arctique 2022"; proof of this registration and hexadecimal code of the beacons shall be sent to RM for the CROSS GRIS NEZ no later than 2nd June 2022.
- Navigation charts covering the whole course :
  - SHOM 6771 (or equivalent) : from Scotland to Iceland (1 :1,036,000)
  - SHOM 6727 (or equivalent - NO300) : Norwegian Sea and adjacent seas (1 :4,080,000)
  - SHOM 6815 (or equivalent - GB4014) : North Atlantic Ocean – Eastern Part (1 :10,000000)
- Light books for the navigation zones concerned (digital format accepted)

## 13. MEASUREMENT AND EQUIPMENT INSPECTION [DP]

Essential aspects will be inspected on all boats by the Technical Committee before the start of the race. A schedule will be drawn up and communicated to Skippers and Team Managers. Complete inspections will be conducted on boats which haven't entered the "Guyader-Bermudes 1000 Race" and also by a draw for the other boats.

### 13.1 Seals

#### **Sealing of the propulsion system:**

A hole of at least 4mm must be drilled so that the seal needed to seal the propulsion system can be fitted. Participants whose boat is fitted with a reversible propulsion / battery charge system must submit a means of sealing the system to the Technical Committee.

Each Skipper may ask the Technical Committee to seal the propulsion system of his/her boat the day before the start, or affix the seal him/herself at sea (self-sealing) on the day of the start in accordance with the conditions set out in the SI.

#### **Other seals :**

The list of other seals will be set out in the SI.

### 13.2 Water

The reserve supply of water shall be set at 1 9-litre container.

### 13.3 Backup power

There must be a quantity of 20 litres of fuel on board at the finish of the race. In the event of a 100%-electric propulsion system onboard the IMOCA, the batteries must permanently contain the energy equivalent to 5 hours of autonomy at a speed of 5 knots.

### 13.4 Sails

The list of sails embarked shall be submitted to the Technical Committee no later than Friday 10<sup>th</sup> June 2022 at 19H00 local time.

## 14. PENALTIES

RRS 44.1 is modified in such a way that a two-turns penalty is replaced by a one-turn penalty. Time penalties can be taken at sea. Details of the procedure will be detailed in the SI.

After investigation and with the exception of financial penalties, a breach of the rules may give rise to a time penalty, the ultimate penalty being disqualification.

Financial penalties are set out in Annexe "Financial penalties".

## 15. POSITIONS IN THE PORT OF LES SABLES D'OLONNE [DP]

A draw, in the presence of a bailiff, will allocate available berths, subject to the technical constraints of the Vendée Globe pontoon. In the event that the draw is not possible due to technical characteristics of the IMOCAs, the **OA** reserves the possibility to choose their positions on the pontoon.

The position plan will be communicated to each Skipper and Team manager before their arrival in Les Sables d'Olonne.

## 16. RACE RANKINGS

Real-time rankings will be drawn up for the race after any Jury decisions have been taken into account.

## 17. UTILISATION RIGHTS

Rules relating to competitors' image privacy rights, image rights of the race and the use of the Vendée Arctique brand and the OA's ownerships are set out in Annexe "Marketing and Communication" by means of an amendment.

## 18. COMMUNICATION

Conditions relating to Skippers' communication as well as rights associated are set out in Annexe "Marketing and Communication" by means of an amendment.

## 19. INSURANCES

### 19.1 Organising Authority

The **OA** has taken out third party liability insurance cover in accordance with articles L 321.1 and D 321.1 of the [French] Code of Sport.

### 19.2 Participant

Each Participant shall take out:

- third party liability insurance cover for his/her participation in the race and for the boat, for an amount equal to at least three million euros. A certificate of this cover, issued by a reputable and solvent insurance company, must be attached to the administrative file.

## 20. LIABILITIES

### 20.1 Organising Authority

The **OA's** third-party liability is set out within the framework of France's legal provisions, the [French] Code of Sport (amended order of 3<sup>rd</sup> May 1995 regarding nautical events at sea) pursuant to the applicable international conventions. Being specified that:

- The liability of the **OA** and its partners shall be limited to the sporting probity of the race. Any other liability accepted by the **OA** can only be contractual in nature and express. In particular:
  - any verification that the **OA** of the race may undertake, upon its own initiative, or upon the request of the International Jury or that of any other authority, shall be undertaken with the sole aim of ensuring that the rules, the SI and their amendments have been complied with. Any monitoring, particularly via radio or telephone, and position monitoring that the **OA** might carry out, shall be considered by the Skippers as optional and random, and shall in no event be considered as an additional safety feature upon which they may rely;
  - no request submitted to a member of the **OA** will give rise to any civil liability, unless such liability has been accepted, either by him/her, or by one of his/her representatives, officially accredited for that purpose. This will be the case with regard to various requests for assistance, even for assistance at sea.
- The **OA** shall not be held liable to the Skippers taking part in the race or otherwise for any loss, damage or costs, actual or supposed, resulting from a case of force majeure, including (non-exhaustive list) any natural disaster, war, military intervention, accident, breakdown of equipment, riot, abnormally heavy weather, earthquake, tidal wave, fire, flood, hurricane, tornado, volcanic eruptions, drought, explosion, lightning, management strike or social conflict, as well as any forgotten or refused permit on the part of the government, national or international sailing authorities, administrations of France's Ponts et Chaussées, telecommunications or delay in the supply, manufacture, production or delivery of information, goods or services on the part of third parties.
- The **OA** of the race shall be under no obligation to organise rescue operations, ashore or at sea. Skippers are reminded that they are under the obligation to assist another boat of skippers in distress (RRS Fundamental Rule 1.1) as far as possible, rescue and assistance at sea being governed by international conventions.
- The **OA** shall retain control and priority management over factual communication arising from any incidents or accidents occurring onboard the boats and during the race.



## 20.2 Participant

Skippers enter the race at their own risk and peril and under their sole responsibility (RRS 3 “Decision to race”). Each Skipper must judge, taking into account his/her level of skill and qualification, the equipment he/she has at his/her disposal, the weather forecast, his/her own physical condition and state of health, etc., whether he/she should start the race or continue the race

Whatever the legal relationship between the supplier of the boat, the boat owner and the Skipper, the Skipper officially indicated on the registration form shall be the sole party with any responsibility towards the **OA**.

Owners, suppliers of the boat or boat captains shall each have individual responsibility for any damage to equipment and for any personal injury that may occur to themselves, to the boats or that they might cause to any third parties or to any third-party property. They must take out all necessary insurance cover, be it for personal injury, loss, damage, etc.

**A fundamental term of his/her participation shall be that the supplier and/or owner of the boat and the Skipper shall lodge with the OA, a letter of undertaking the waiver of liability clause, duly signed, from any claim against the OA, its representatives and agents, as well as insurers.** The OA shall not be held liable for the slightest indirect loss, actual or alleged, for whatever reason, suffered by any party, Skipper, supplier of the boat, sponsor or other, and this total absence of liability shall not be limited to the loss of profit alone, of opportunity, of business, of advertising, of reputation (or the occasion to improve one's reputation) or any financial loss whatsoever.

## 20.3 Disputes

As this is a race, any sporting dispute will be judged in accordance with the RRS. Lodging an undertaking implies that the Skipper and his/her beneficiaries waive the possibility of having recourse to any jurisdiction other than sporting authorities to settle disputes relating to sport. No claim for damages will be founded (RRS Fundamental Rule N°3). Therefore, the **OA** shall accept no liability for implied breach of contract under common law, whether in writing or otherwise, nor for negligence, and shall not be held liable for any loss or personal injury, (whatever the cause or the occasion), breach of duty, deformation, etc.

## 21. CONTACTS

### 21.1 SAEM VENDEE :

President :	<b>Alain Leboeuf</b>	
Chief Executive Officer :	<b>Laura Le Goff</b>	<a href="mailto:laura.legoff@vendee-globe.fr">laura.legoff@vendee-globe.fr</a>
Communication Director :	<b>Yannick Bersot</b>	<a href="mailto:yannick.bersot@vendee-globe.fr">yannick.bersot@vendee-globe.fr</a>
Person in charge of Relations with teams :	<b>Stéphanie Ruchaud</b>	<a href="mailto:stephanie.ruchaud@vendee-globe.fr">stephanie.ruchaud@vendee-globe.fr</a>
Executive Assistant		

#### Postal address :

SAEM Vendée  
40 Rue du Maréchal Foch  
85000 La Roche-sur-Yon  
Tel : (00) 33 (0)2 51 44 91 07

### 21.2 RACE MANAGEMENT :

Race Director :	<b>Francis Le Goff</b>
Assistant Race Director :	<b>Pierre Hays</b>
Assistant Race Director :	<b>Claire Renou</b>
Assistant Race Director :	<b>Yann Chateau</b>

# ANNEXE « MARKETING AND COMMUNICATION »

Attached

## ANNEXE « PROGRAMME AND OBLIGATIONS »

The programme (in local time) and obligations set out below concern:

- each Skipper, and if applicable, his/her substitute Skipper;
- the Team Manager (TM);
- the boat.

Dates Times	Event	Entities concerned	Mandatory presence
30 March 2022	Start of registration, at the latest	Skippers / Boats	
14 May 2022	Deadline for registration and qualification	Skippers / Boats	
19 May 2022 At 10H00	Press Conference	Skippers	
2 June 2022	Deadline for submission of the administrative file	Skippers / boats	
2 June 2022 At 19H00	All boats present on the Vendée Globe pontoon	Boats	<b>X</b>
3 June 2022 At <del>11H00</del> 11h30	Welcome briefing	Skippers / TM	<b>X</b>
3 June 2022 At 14H00	Video and photo shooting (approx. 30mn-slot by skipper)	Skippers / boats	<b>X</b>
3 June 2022 From 19H <del>3000</del> to 23H	Partners party and Skipper parade	Skippers	<b>X</b>
4 June 2022 From 9H00 to 10H30	Village inauguration	Skippers / boats	<b>X</b>
4 June 2022 <del>17h30</del> From 17H00 to 21H30	Runs in the bay of Les Sables d'Olonne	Skippers / Boats	<b>X</b>
4 June 2022 At 21H30	Introduction of skippers on the village stage	Skippers	<b>X</b>
From 4 to 8 June 2022	Safety equipment inspection	Skippers / Boats	<b>X</b>
09 June 2022 At 10H00	Briefing SI / Safety	Skippers	<b>X</b>
11 June 2022 At 10H00	Weather / Start briefing	Skippers	<b>X</b>
12 June 2022 At 17H00	<b>START OF THE VENDEE ARCTIQUE</b>	Skippers / Boats	<b>X</b>
26 June 2022 At 17H00	Award ceremony	Skippers / Boats	<b>X</b>
<del>26</del> 27 June 2022 At 20H00	Boat presence obligation stops	Boats	<b>X</b>
30 June 2022 At 14H00	<b>Closing of the finish line</b>	Skippers / Boats	

Timings which are not indicated will be detailed by means of an amendment.  
The content of the events indicated will be detailed in a roadbook/memos.

Each Participant shall make sure that:

- Outside these compulsory periods for the Skipper or the Substitute Skipper, a member of the team is present in Les Sables d'Olonne to represent the Participant on an ongoing basis with regard to the **OA**.

#### **After the Finish**

- The winner of the Vendée Arctique 2022 must be present in Les Sables d'Olonne when the runner-up finishes the race. The winner and the runner-up must both be in Les Sables d'Olonne when the third participant finishes the race.
- Each boat must be present and berthed at the Vendée Globe pontoon until 27<sup>th</sup> June 2022. The presence of the boat is under the Participant's responsibility. A member of the team shall be present in Les Sables d'Olonne to represent the Participant on an ongoing basis with regard to the **OA** until the boat leaves the Vendée Globe pontoon.
- The first 3 Skippers in the overall ranking of the Vendée Arctique 2022 must participate in Public Relations operations for the **OA's** benefit:
  - 2 days in the 6 months following the end of the race (after the last Participant has finished). Living and transport costs associated with these operations will be borne by the **OA**, upon production of receipts.
- All Skippers having started the race must attend the Vendée Arctique Award Ceremony, planned on 26 June 2022.
- Participation of each Skipper in debriefings organised by Race Management is mandatory.

## ANNEXE « FINANCIAL PENALTIES »

There are two categories of penalties:

- any of the breaches of the NOR described below may give rise to the penalties set out below;
- all other breaches of the present NOR may be subject to a time penalty, to be determined at the discretion of the Jury, the ultimate penalty being disqualification.

Breaches subject to penalties will be noted by the **OA** and notified by e-mail to the Skipper and the Team Manager. Following notification, the Skipper and Team Manager will have 24 hours to rectify the breach. Otherwise, a penalty will be applied automatically (cf. table below).

With regard to breaches of attendance obligations, arriving more than half an hour late (30 minutes) shall be considered as an absence.

Obligations	Entities concerned	Maximum penalty by breach
Administrative file complete 2 June 2022	Skippers	Invalidation of registration and no refund of entry fees
Boats at VG pontoon 2 June 2022 at 19H00	Boats	Penalty: €7,500 per 24-hour period
Welcome briefing 3 June 2022 at <del>11H00</del> 11h30	Skippers / TM	At least one entity late: €200 per entity At least one entity absent: €2,000
Photo and video shooting 3 June 2022 at <del>14H00-14H30</del> (30-min slot by skipper)	Skippers / boats	Late: €200€ per entity Absence: €2,000
Partners party and Skipper Parade 3 June 2022 from <del>19H00</del> 19H30 to 23H	Skippers	Late: €200 Absence: €2,000
Village inauguration until its opening to the public 4 June 2022 from 9H00 to 10H30	Skippers	Late: €200 Absence: €2,000
Runs 4 June 2022 from 17H00 to 21H30	Skippers / boats	Absence: €2,000 per entity
Skippers on stage 4 June 2022 at 21H30	Skippers	Late: 200€ Absence: €2,000
Equipment inspection From 4 to 8 June 2022	Skippers / boats	Absence per entity: €1,000
Briefing SI-Safety 9 June 2022 at 10H00	Skippers	Late : € 200 Absence : €2,000
Weather Start Briefing 11 June 2022 at 10h00	Skippers	Late: €200 Absence: €2,000
Start 12 June 2022	Skippers	Absence: €5,000
<b>Obligations</b>	<b>Entities concerned</b>	<b>Maximum penalty by breach</b>
Award Ceremony 26 June 2022 at 17H00	Skippers / Boats	Absence : €5,000 per entity

Presence of winner for finishes of 2 <sup>nd</sup> and 3 <sup>rd</sup>	Skippers	Absence: €1,000
Presence of winner and 2 <sup>nd</sup> for finish of 3 <sup>rd</sup>	Skippers	Absence: €1,000
Boat presence at pontoon until <del>27</del> 26 June 2022 20H00	Boats	Absence: €2,000 per day of absence
Participation of three first finishers in Public Relations events	Skippers	Absence: €1,000
Post-race debriefing	Skippers	Absence: €1,000

# ANNEXE « FFVOILE PRESCRIPTIONS »

## FFVoile Prescriptions to RRS 2021-2024

(\* FFVoile Prescription to RRS 64.4 (Decisions on protests concerning class rules):

The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

(\* FFVoile Prescription to RRS 67 (Damages):

Any question or request related to damages arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a jury.

A boat that retires from a race or accepts a penalty does not, by that such action, admit liability for damages.

(\* FFVoile Prescription to RRS 70.5 (Appeals and requests to a national authority):

The denial of the right of appeal is subject to the written authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

(\* FFVoile Prescription to RRS 76 (Exclusion of boats or competitors):

An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

(\* FFVoile Prescription to RRS 78.1 (Compliance with class rules; certificates):

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

(\* FFVoile Prescription to RRS 86.3 (Changes to the racing rules):

An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such authorization shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.

(\* FFVoile Prescription to RRS 88 (National prescriptions):

Prescriptions of the FFVoile shall neither be changed nor deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed.

In such case, the prescriptions marked with an asterisk (\*) shall neither be changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website [www.ffvoile.fr](http://www.ffvoile.fr), shall be the only translation used to comply with RRS 90.2(b)).

(\* FFVoile Prescription to RRS 91(b) (Protest committee):

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the Fédération Française de Voile. Such authorization shall be posted on the official notice board during the event.