



SAILING INSTRUCTIONS



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Including amendment #1 to 11/06/2022– Changes are highlighted in red in the text amended:

SI 7: Restricted zone for boats authorized by the organizer

SI 8.3.2: Modification of the coordinates of the AEZ

SI 9.1: Start, registration of the sails

SI 18 : Concurrents competitors' assistance RIBS

Annexe 1 : Transmission of the photo of the self-sealing propulsion means

Annexe 3 : Route : Replace buoy by tower "La Plate"

Annexe 4 : Prohibited zones, add #5 DST Seven Stones and renumber the following areas

Annexe 8 : Sails declaration : Saturday 11th June 2022 at 19h00 local time

Official time :

Times will be expressed as follows:

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

Where the **letters [DP]** (Discretionary Penalty) appear in a rule of the SI, 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]** (No Protest) appear in a rule of the SI, they shall mean that a boat cannot file a protest against another boat for having breached this rule. This modifies RRS 60.1(a).

1. RULES

The event shall be governed by:

- 1.1. The rules and regulations provided in the Racing Rules of Sailing (RCV) 2021-2024, with the following modifications in addition and/or with more accuracy to those set out in the NOR and detailed below:
 - **RRS 28.1 (sailing the race)**: modified in SI 9.2;
 - **RRS 44.1 (taking a penalty)**: modified in SI 12.1.1 and SI 12.1.4;
 - **RRS 60.1 (right to protest; right to request redress)**: modified in SI 13.2;
 - **RRS 61 (protest requirements)**: modified in SI 13.1.1 and SI 13.1.3;
 - **RRS 62 (redress)**: modified in SI 13.3.2;
 - **RRS 63 (hearings)** : modified in SI 12.2.5, SI 13.4.1, SI 13.4.2 and SI 13.4.3;
 - **RRS 66 (reopening a hearing)**: modified in SI 13.3.3.
- 1.2. IMOCA Globe Series 2021-2025 rules.
- 1.3. FFVoile Prescriptions (appendix to NOR).
- 1.4. Part B, section II of the International Regulations for the Prevention of Collisions at Sea (COLREGS) when it replaces the rules in Chapter 2 of the RRS (cf NOR 4.3).
- 1.5. Category 1 Monohulls of the World Sailing Offshore Special Regulations (OSR)
- 1.6. In addition to class rules:
 - 1.6.1. The reserve supply of water shall be set at no less than 9-litre in a 10-liter container.
 - 1.6.2. The reserve of backup fuel shall be set as laid down in CR 6.1 (f)
 - 1.6.3. Light books: light books of the zones covered in the race can be embarked on board in digital format.
 - 1.6.4. Paper navigation charts mentioned in NOR 12.3 are mandatory on board (SHOM 6771 / SHOM 3727 or NO300 / SHOM 6815 or GB4014). Having chart GB4112 on board is recommended.
- 1.7. Annexe W concerning virtual waypoints
- 1.8. An international jury will be constituted and its decisions shall be final according to RRS 70.5.
- 1.9. If these sailing instructions are translated, the French text shall prevail.

2. RACE CENTERS

- 2.1. The offices of the general Organising Authority, Race Committee, Technical Committee, and Jury are located in the Fishing School (Ecole des Pêches) of Les Sables d'Olonne, from 2nd to 6th June 2022 included.
- 2.2. Race Headquarters' office is open from 9H00 to 12H00 and from 14H00 to 18H00. The official notice board will be published on line on the race website www.vendearctique.org. If possible, information will also be sent by email to skippers and Team Managers and/or on the **WhatsApp « VA Infoskippers »** group.
- 2.3. No signals will be given on land.
- 2.4. During the whole race, Race Management is reachable 24/7:
 - By phone at **+33 6 18 18 06 21**

- On the email address **dc@vendearctique.fr**
If needed, messages can be sent to the Race Committee, Technical Committee or Jury through Race_Management.

3. MODIFICATIONS TO SAILING INSTRUCTIONS

- 3.1. Before the start, any modification to Sailing Instructions shall be published no later than the day of the start, 12th June 2022, at 12H00 local time (10H00 UTC).
- 3.2. In accordance with RRS 90.2(c), when boats are at sea, any modification to Sailing Instructions shall be given orally by VHF communication. If the boats are out of visual or VHF reach, modifications will be sent to each boat by email, by satellite phone or by instant messaging. Each skipper must confirm receipt of these modifications.

4. PROGRAMME

The programme is laid down in the “Programme and Obligations” appendix of the Notice of Race. Potential changes shall be published by means of amendment.

Timings and locations of other meetings or events will be published on the official notice board.

Specific arrangements for the speed runs are set out in Annexe 9.

5. COMMUNICATIONS [DP]

5.1. Relations with the Organiser’s Communication Department

Competitors must be in touch regularly with the organiser by telephone or by email to enable the monitoring of the race:

- Night time messages and vocal messages must be sent via WhatsApp to a phone number which will be communicated later. Questions will be sent by the Communication department before 21H00 (French time) via the email address digital@vendearctique.fr.
- During the race, daily radio interviews will be organised:
 - 12H00 (French time): skipper interview in French with 2 or 3 skippers
 - 12H30 (French time): skipper interview in English with 1 or 2 skippers
 - 16h00 (French time): skipper interview in French with 2 or 3 skippers
 - Interviews will be recorded in video via the Ektacom (or an equivalent solution) or in audio via WhatsApp at the following number ((+33.06.73.11.20.32).
 - Skippers will be informed the evening before, before 21H00 (French time) by an email from RM.
- During the race, daily live streamings will be organised :
 - 19H00 (French time): Live in French with 1 or 2 skippers live.
 - 19H30 (French time): Live in English with 1 or 2 skippers live.
 - Skippers will be informed in the morning before 11H00 (French time) by an email from RM.
- During the race, private daily visio discussions with the media will be organized via Ektacom:
 - 10H00 (French time): visio in French with 1 skipper live.
 - The Media Relations department will get in touch with the Communication and/or Media Representative by email to confirm the intention of a private visio with the skipper.
- On board videos and photos: must be sent on the FTP of the boat configured by yourself. “IP Address / Username / Password” information will be communicated by NEFSEA Productions (Fred Olivier). Receipt of files will be monitored between 7H00 and 23H00 (French time).

5.2. Race channel and standby

The channel of the race is 72. Information will be given to competitors by Race Management on this VHF channel or by email when they are out of VHF reach.

For safety reasons, competitors must leave their satellite phone, their positioning beacon and their VHF on permanent stand-by mode during the whole race. **Stand-by on channel 16 is the only mandatory one.**

5.3. Intermediate rankings and positions during the race:

5.3.1. The organiser sets up a boat localization procedure with the Ocean Tracking beacon system. If necessary, in the event of the OA's positioning beacon failing to work, localization will be done with the on board localization beacon validated by the OA.

The position of the boats is updated on the website at **7H00, 11H00, 15H00 and 19H00 local time** (except at the start and at the finish, see SI 5.3.2).

An FTP site will be at the competitors' disposal with boat positions at the timings mentioned above (Posreport). The address, login and password are the following:

FTP: [ftp.geovoile.net](ftp://ftp.geovoile.net)
Login : FTParctique_TEAMS
Mot de passe : wc1ZFst8mskh

Posreport files can be sent on the email of the boat for skippers who request it. This request must be made by email to Race Management no later than 10th June 2022.

5.3.2. Satellite positioning at the start, during the passage of the Arctic Polar Circle and at the finish on the race website. During the phases of start, passage of the Arctic Polar Circle and finish, positioning will be intensified with the following pace:

A position every 30 seconds :

- On the day of the start: from the channel exit to the offset mark
- During the finishes: within a 5-NM circle

A position every 5 minutes within a 50-NM circle of the start and of the finish.

A position every 15 minutes during the passage of the Arctic Polar Circle.

These positions will be visible on the official website of the race.

5.4. AIS [DP]

Competitors must keep their AIS working (emission and reception) from 11H00 local time (09:00 UTC) on start day until their finish.

6. RACE FLAG – MAINSAIL STICKER

Brandings required to be displayed are laid down in article IV-D of the "Marketing and Communication" Annexe of the Vendée Arctique 2022 Notice of Race.

7. RESTRICTED ZONE FOR BOATS AUTHORISED BY THE ORGANISER

This zone is a polygon, bounded by lines connecting the points described in Annexe 2.

This zone is strictly restricted to:

- Competitors,
- One assistance RIB (RIBA) per team only (until 8 mins before the start signal),
- **One complementary RIB (RIBC) per team only (until 15 mins before the start signal),**
- Boats in charge of referee police and security on the water,
- Boats with accreditation (until 20 mins before the start signal),
- OA's media production means (until the start).

This zone will be activated on 12th June 2022 as of 15H00 local time (13H00 UTC).

8. THE ROUTE

8.1. Route of the Vendée-Arctique-Les Sables d'Olonne [DP].

The route is set out in SI Annexe 3.

Coordinates of the waypoints are given in WGS 84 and their position shall not give rise to request for redress (this modifies RRS 60.1(b)).

- 8.2. Competitors who are late and competitors who return to Les Sables d'Olonne must comply with the start and the route as defined in SI 9.7.

8.3. Prohibited zones

A boat in the race must not enter nor sail in the prohibited zones [DP]

- 8.3.1. Coordinates of the prohibited zones are set out in Annexe 4.

- 8.3.2. The Arctic Exclusion Zone (AEZ) is laid down in Annexe 4. A boat entering the AEZ must correct its breach with the following method: the point through which it entered the AEZ becomes an additional Waypoint in this zone for the boat; it must leave this waypoint on the side corresponding to a trajectory further back than the direct route toward this waypoint as early as reasonably possible. If this is not done, a boat, the Race Committee or the Jury may protest against it.

The coordinates of the waypoints of the Arctic Exclusion Zone (AEZ) line given in annexe 4 can be modified before the first competitor crosses the "Iceland" gate defined in the course annexe. Additional waypoints can be added.

- 8.3.3. Before the start or during the race, Race Management may define other zones depending on identified risks for the security of the boats.

8.4. Modification of the route

- 8.4.1. In order to refine the duration of the race, positions of waypoints may be modified. Additionally, in the event of an important climatic event happening during the race or if a piece of information impacting competitors' security is given by a competitor, a boat, an aircraft, radars, satellites or any other source, positions of some points of the Arctic Exclusion Zone can be modified during the race.

- 8.4.2. To report a change of route, the Race Committee will send to all competitors a written message on their onboard email address through Race Management. This emailing may possibly be supplemented with oral instructions by phone or by instant messaging. (this modifies RRS 33 and Race Signals).

- 8.4.3. At Race Management's request, the Race Committee can change the position of a point on the condition that all boats are informed no later than before the first boat is 150 NM from the point which marks the beginning of the modified section of the route.

- 8.4.4. Each competitor is required to acknowledge receipt of each modification with an email or a message to Race Management.

9. THE START

- 9.1. Registration of sails (IS Annexe 8) must be sent by email to the President of the Technical Committee no later than **11th June at 19H00** : jlgauthier72@gmail.com. [DP]

The start declaration (SI Annexe 7) must be sent by email to Race Management no later than 10th June: dc@vendeearctique.fr. [DP]

9.2. Starting zone

The starting zone will be defined by prefectoral order among the scenarios set out in Annexe 2.

9.3. Starting Line

The starting line will be located within a circle of 1.2 NM radius centred on 46°27,900 N & 001°48,700 W. The definitive position will depend on the chosen scenario for the start.

The starting line will be delineated by the mast displaying an orange flag on the Race Committee boat for the starboard endpoint and an orange cylindrical buoy marked "Vendée Arctique" for the port endpoint.

Coordinates of the endpoints for the starting line and of the offset mark will be announced as soon as possible by VHF and, if possible, sent by Whatsapp.

9.4. Start procedure

The start of the race will be notified by using the following signals:

Signal	Flag and sound signal	Minutes before the start
Warning	Flag VALS hoisted; 1 sound signal	8
Preparatory	Flag « P » hoisted, 1 sound signal	4
	Flag « P » removed, 1 long sound signal	1
Starting	Flag VALS removed, 1 sound signal	0

9.5. Individual recall

According to World Sailing's rule test RE21-01, when a boat does not take the start in accordance with the definition "taking the start", it must not return on the pre-start side of the starting line. An OCS boat will receive, without investigation, a **5-hour penalty**.

This penalty shall be taken as detailed in SI 12.5. It shall be taken no later than 48Hrs after the start (unless exceptional derogation granted from Race Management due to meteorological conditions). (this modifies RRS 28.1 and 63.1).

9.6. Delayed start

A competitor who has not crossed the starting line 30 minutes after the start signal shall be considered as not entering the race. He/she may take the start later after Race Management's approval at the time indicated to him/her by the Race Committee. No start will be possible 48 hours after the start. During the waiting period, he/she must:

- Either stay in or enter the port of Les Sables d'Olonne;
- Or remain in the waiting zone in front of Les Sables d'Olonne on its own.

9.7. Route for a boat with a delayed start

The starting line will be a line-oriented North/South, and

- Delineated to the North by the Nouch Sud buoy situated at 46°28,550 N & 001°47,410 W;
- Delineated to the South by a waypoint situated at 46°28,270 N & 001°47,410 W.

Competitors shall cross this line from East to West then follow the route defined in Annexe.

10. THE FINISH

10.1. Finish line

The finish line will be a line-oriented North/South, and

- Delineated to the North by the Nouch Sud buoy situated at 46°28,550 N & 001°47,410 W;
- Delineated to the South by the Committee boat situated at 46°28,270 N & 001°47,410 W.

In the event of the absence of the Committee boat, tracking will be conducted by the positioning system.

10.2. Competitors are required to make their digital diary or logbook available to the Race Committee and Race Management [DP].

10.3. Boats will have one free berth at the Vendée Globe pontoon in Les Sables d'Olonne until 27th June or until 3 days after their return, depending on which date is the latest.

11. TIME LIMIT / RETIREMENT [DP]

11.1. 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".

11.2. Any intention to retire is subject to an official written statement by the competitor or his/her Team Manager. Retirement will become official once this document has been received by Race Management. Retiring thus declared is final.

Any competitor who triggers a Sarsat-Cospas beacon must deactivate it solely at the request of CROSS/MRCCs or Race Management.

12. PENALTY AND REDRESS SYSTEM

12.1. Penalty at the time of the incident

- 12.1.1. Regarding the application of RRS 44.1, a breach to part B of section II of COLREGS in an incident between competitors shall be considered as a breach to chapter 2 of RRS (this modifies RRS 44.1).
- 12.1.2. Turns penalty: after having taken the penalty according to RRS 44.2, the boat shall inform Race Management within the same time period as for protests (see SI 13.3).
- 12.1.3. A boat which has caused injury or serious damage or has gained a significant advantage in the race thanks to a breach may ask the Jury to receive a time penalty instead of its obligation to withdraw from the race (this modifies RRS 44.1(b)). This request must be made as soon as possible before the time limit for protests, as set out in SI 13.3.

12.2. Penalty or redress decided by the Jury after hearing

- 12.2.1. The penalty for a breach to a rule will be a discretionary time penalty, except if the boat is disqualified or if financial penalties are applicable. When the boats are in the race, the penalty shall be taken, subject to exceptions, in accordance with SI 12.5. below. Discretionary penalties are decided by the Jury in accordance with the "Penalty Guide" (SI Annexe 6).
- 12.2.2. Discretionary power of the Jury
- (a) For penalties considered minor, the Jury may reduce the penalty and even decide not to give a penalty.
 - (b) For penalties considered serious, repeated or deliberate, the Jury can increase the penalty and even decide disqualification.
- 12.2.3. A decision of redress granted by the Jury after hearing will be a time bonus, subject to exceptions.

12.3. Penalties decided by the Organising Authority

For a breach to a non-sporting rule (cf Notice of Race "Financial Penalties" Annexe) the penalties will be in the form of fines to pay to the Organising Authority. If another breach is observed following the financial penalty, the Jury can initiate a hearing and penalize the boat according under SI 12.2.1.

12.4. Accidental rupture of seal observed by the Technical Committee's President

In the event that during an inspection the Technical Committee's President should notice that a seal has been damaged or ruptured or if a competitor in the race declares it him/herself and states that in his/her opinion the rupture is accidental, the Jury through the Technical Committee can suggest that the competitor accept a standard penalty without hearing (this modifies RRS 63.1):

- For a rupture of the engine seal, the penalty is 90 minutes
- For a rupture of another seal, the penalty is 30 minutes

If the competitor refuses this standard penalty, a hearing will be initiated by the jury through a protest from the Technical Committee.

12.5. Means to take a time penalty during the race

As soon as possible after its decision, the Jury will communicate the penalty to the boat concerned through Race Management. A zone or a time limit to take this penalty will be given to the boat by RM.

When the boat is about to take its penalty, the boat shall contact Race Management who will proceed to the timing of the penalty from a line segment indicated to the competitor.

At the end of the penalty, the boat shall cross the given segment again before resuming its race.

13. PROTEST, REQUEST FOR REDRESS AND REOPENING

Preamble: For any incident happening on the water, RRS of Chapter 5 are modified as follows. For protests filed ashore, procedures concerning the hearing as set out in RRS 61.1 (first sentence), 61.2, 61.3 and 63 will apply.

13.1. Inform the protestee

- 13.1.1. A boat in the race or ashore which intends to protest shall inform the other boat by VHF on the race channel 72

or by email at the first reasonable opportunity. A red flag is not necessary (this modifies RRS 61.1(a)). The protesting boat must inform the Jury at the same time through Race Management.

- 13.1.2. The Race Committee, Technical Committee and Jury's protest notices shall be published on the official notice board and communicated to the boats and Team managers concerned to inform them in accordance with RRS 61.1(b). This information will come through VHF on the race channel 72 and by email (this modifies RRS 61.1(b)). A boat who requests redress shall make its request to the Jury through Race Management, as described in the procedure in 13.1.1 above.

13.2. Protest content

- 13.2.1. An intention to protest, announced by VHF at the time of the incident, shall be confirmed in writing (email) at the first reasonable opportunity.

13.3. Time limits

13.3.1. To protest

The time limit to protest for a boat in the race, the Race Committee, the Technical Committee or the Jury is 12 hours after knowledge of the incident motivating the protest. No protest from a competitor will be accepted past the 12 hours following knowledge of the incident.

13.3.2. To request for redress

The time limit to request for redress for a boat in the race, the Race Committee, the Technical Committee or the Jury is of 12 hours after knowledge of the incident motivating the request. The same time limit applies to a request for redress relative to a jury's decision as of the time of receipt of the decision. When the competitors are ashore, the time limit is two hours after posting of the Jury's decision on the official notice board. (this modifies RRS 62.2).

13.3.3. To ask for a reopening

For protests and requests for redress judged at sea in the absence of the parties, a request for reopening shall be made in the twelve hours following communication of the decision to the parties. (This modifies RRS 66).

For protests and requests for redress judged ashore in the presence of the parties, a request for reopening shall be made in the two hours following communication of the decision to the parties. (this modifies RRS 66).

- 13.3.4. The Jury will extend the time limit if there is a good reason to do this.

13.4. Hearing and decision

- 13.4.1. A hearing can begin as soon as the Jury is informed of the protest and it can be conducted by any appropriate means of communication depending on the circumstances. (This modifies RRS 63.2).

- 13.4.2. The obligation to have some communication devices in working order on board such as a satellite phone and a VHF automatically implies the right to be present for the hearing. (this modifies RRS 63.3).

- 13.4.3. Evidence communicated during the protest such as descriptions of the incident, questions and answers, witnesses' testimonies, etc., communicated by phone, VHF, email or any other radio means shall be considered as the hearing. (this modifies RRS 63.6).

In accordance with the preamble of SI 13, the procedure set in this hearing 13.4 will apply solely to protests or requests for redress when the competitors are in the race.

However, and depending on the circumstances, the Jury can decide to apply the same procedure when one of the parties is still at sea or when the number of judges physically present is not compliant with RRS N1.

- 13.4.4. The Jury's decision shall be published on the official notice board and communicated by email to the parties and all competitors at the first reasonable opportunity after closure of the hearing.

- 13.4.5. The Jury's decisions are final in accordance with RRS 70.5.

14. RANKINGS

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

« Speed runs » results are not taken into account for the race rankings.

15. MEASUREMENT AND EQUIPMENT INSPECTION [DP]

15.1. A boat or its equipment may be inspected at any given time to check compliance with the Notice of Race and its amendments, Class Rules and Sailing Instructions and any potential amendments.

15.2. Seals

15.2.1. Engine seals: The engine seal, for both forward and reverse, is mandatory and shall be put in place in accordance with the procedure defined in Appendix 1 “Engine self-sealing procedure”. The engine seal must not be broken or removed before the boat has been inspected at the finish.

If a boat needs to use her engine for propulsion or if an engine seal is broken, the skipper shall first and foremost inform Race Management and he/she shall then:

- Replace the seal as soon as it is safe to do so, using a seal provided by the Technical Committee.
- Send a report as soon as possible to the Technical Committee, stating the time and position of the incident, and the time and position when the seal was replaced, and if possible, the time during which the engine was used for propulsion and the reason for doing so.
- Send a photo of the seal before breaking it as soon as possible to Race Management (in the case where the skipper decides to break the seal) and send a photo of the new seal in position. Both photos to feature a piece of paper with the code provided by Race Management.

15.2.2. Other seals

Anchors, life rafts, the reserve water supply and back-up fuel shall be sealed before the start and the seals shall not be broken or taken off before the boat has been checked upon return.

15.2.3. Seals and contesting the quality of seals

It is up to each competitor to prepare his/her boat to facilitate the installation of seals. Each competitor is solely responsible for the integrity of his/her seals.

15.3. At the finish, the Technical Committee may carry out inspections, either on its own initiative, or at the request of Race Management, the Race Committee or the International Jury.

Engine seals may only be cut:

- by the Technical Committee after the finish or,
- by the competitor when approaching the finish line, with the authorization of Race Management. Race Management will give a code to the competitor who shall send a photo of the seal prior to breaking it, featuring a piece of paper with the code written on it.

16. PUBLICITY [DP]

Boats must display the pennants and flags and markings requested by the organizer (cf Notice of Race and its annexes).

17. OFFICIALS' BOATS

17.1. Officials' boats

The Committee-Boat displays a FFVoile flag.

The other boats of the Race Committee display the “STAFF” flag.

The Jury boats display a yellow flag, lettering “JURY”.

The Technical Committee's RIBs display a blue flag, lettering “JAUGE”.

17.2. Organiser's boats

Teams' RIBs:	« TEAM » pennants
Patrol RIBs on the water:	"SAFETY" pennants
Media and Production means:	"TV" or "PRESS" pennants
Means accredited by the organiser:	"STAFF" or "GUEST" pennants

18. CONCURRENCS COMPETITORS' ASSISTANCE RIBS [DP] [NP]

- 18.1. In compliance with the regulation of operating conditions for assistance boats, the nautical organiser draws up a list of crafts authorised to enter the starting zone in keeping with the other provisions of the present regulation.
- 18.2. A briefing for Teams' RIBs will be organized:
- On Saturday 4th June at 10H00 local time for the organization of the runs;
 - On Saturday 11th June at 15H00 local time for the organization of the start.
- These briefings are mandatory to obtain the accreditation flag.
- 18.3. Dual stand-by VHF 16/72 is mandatory for all assistance RIBs navigating and particularly on the day of the start.
- 18.4. In compliance with legislation, it is reminded that Teams' RIBs are required to provide assistance to any boat, competitor, spectator, passenger if necessary.
- 18.5. Registration of the Teams' RIBs before 2nd June via the following links:
 Assistance RIB : <https://forms.gle/2NkMwrc21srrLsPWA>
 Additional RIB: <https://forms.gle/RiU1Ttz3ge5VnKwK7>

19. PRIZES

Trophies will be awarded during the Awards Ceremony on 26th June at 17H00.

20. DISPOSAL OF WASTE

A competitor must not throw any waste in the water intentionally. Waste must be kept on board until disembarking of the crew.

21. ORGANISATION

21.1. Organising Authority

The SAEM Vendée is the Organising Authority of the race under World Sailing and FFVoile regulation.

21.2. Race Management

Race Management has its own email address: dc@vendeeartique.fr

- | | | |
|-------------------|-------------------------|--|
| • Francis le Goff | Race Director | francis.legoff@vendeeartique.fr |
| • Yann Chateau | Assistant Race Director | yann.chateau@vendeeartique.fr |
| • Pierre Hays | Assistant Race Director | pierre.hays@vendeeartique.fr |
| • Claire Renou | Assistant Race Director | claire.renou@vendeeartique.fr |

Its mission is defined in the text approved by the FFVoile's Board of Directors of 18th November 2006 in direct collaboration with the Race Committee, the Technical Committee, the Race Doctor and the International Jury. For the start operations, RM relies in particular on the sports clubs of the city of Les Sables d'Olonne in collaboration with the Fédération Française de Voile.

21.3. Officials

Jean Coadou	Race Committee President
Jean-Jacques Clerc	Race Committee Assistant
Jean-Luc Gauthier	Technical Committee President
Tetyana Giga	Equipment inspector
Virginie Trarieux	Equipment inspector
Romain Gautier	International Jury President (IJ-FRA)
Thibault Gridel	Judge (IJ-FRA)
Liz Procter	Judge (IJ-GBR)
Cristopher Morales	Judge (IJ-ESP)
Trevor Lewis	Judge (IJ-GBR)

21.4. Race doctor

The official race doctor, certified by the FFVoile is:

Thierry Charland (thierrycharland@gmail.com | +33 6 24 56 37 63)

The on-call duty number reachable 24/7 is **+33 6 88 80 19 44**

The on-call duty email 24/7 is amcalteam@gmail.com

22. DECISION TO ENTER

A competitor decides to enter a race or to stay in the race under his/her sole responsibility. Consequently, in accepting to enter the race or stay in the race, the competitor discharges the organizing authority of any liability in case of damage (material and/or bodily).

In regards to applying and interpreting the texts included in the documents mentioned above and settling connected disputes, registration of the boat implies waiving any form of recourse other than as stated in the RSS.

ANNEXE 1 : SEALS INSPECTION

OVERVIEW OF SEALS	
Outside life raft	Sealed in position
Interior life raft	Sealed in position
2 anchors	Sealed in position
Reserve water supply	Sealed closed and in position
Back-up fuel supply	Sealed closed and in position

SELF-SEALING PROPULSION MEANS

The sealing of the boat's means of propulsion shall be done once the boat is outside the port using a self-sealing procedure:

- The designated preparer and/or the skipper, together with the President of the Technical Committee, choose the best place to install the seal on the boat (easy to access and check, for robust and reliable sealing),
- The numbered self-sealing system and the instructions will be given to the person in charge of security checking
- Once the boat has exited the port and is out at sea, the crew will seal the propulsion means of the boat itself
- The crew shall take a digital photo of the numbered seal, properly installed (closed the right way round) in which **the number on the seal is legible.**
- **This photo shall be sent to the Technical Committee President no later than 20H00 UT (22H00 local time) on the day of the start, with the name of the boat:**
 - to the following address: jeanluc.gauthier@ffvoile.fr
 - or on his mobile phone: +33 (0)6 81 26 20 91
 - Race Management shall acknowledge receipt.
- It is the skipper's responsibility to ensure the photo has been received and that the President of the Technical Committee is satisfied with it.
- If the photo is not received within the allotted time, the President of the Technical Committee will file a protest.
- An illegible or unidentified photo will be deemed to be invalid and count as a failure to submit a photo.



Insert the tail of the seal into the hole on the side without numbers.

MODE D'EMPLOI DES SCELLES MOTEURS – NOTICE OF THE ENGINE'S SEALS

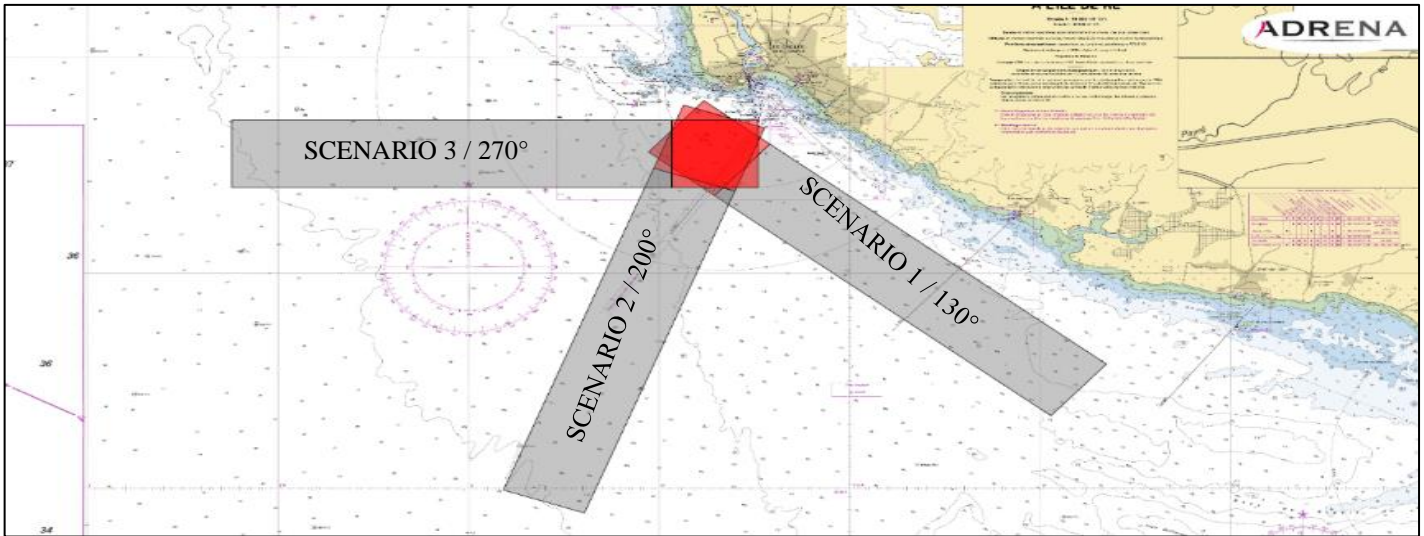


Rentrer l'extrémité du scellé côté numéro, au niveau du dessin de la flèche

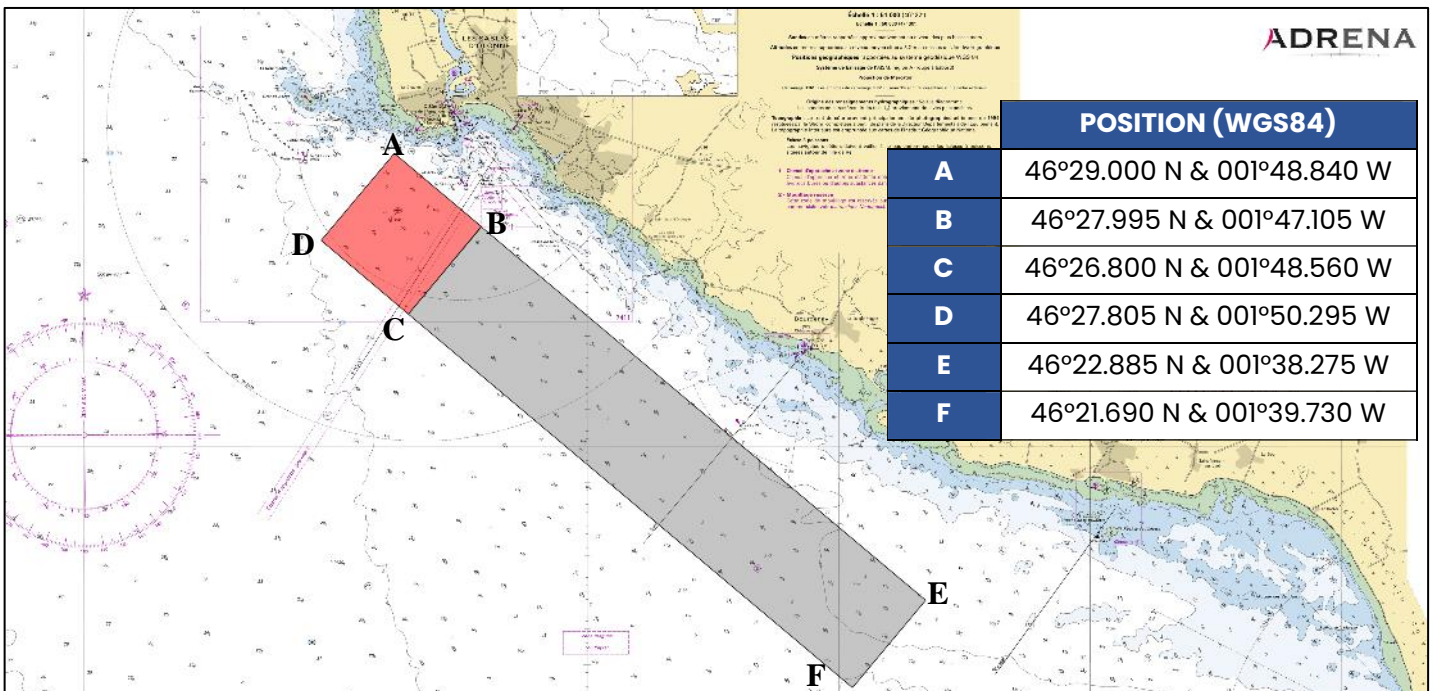
Insert the tail of the seal into the hole on the side with the numbers at the level of the drawn arrow

ANNEXE 2: STARTING ZONE

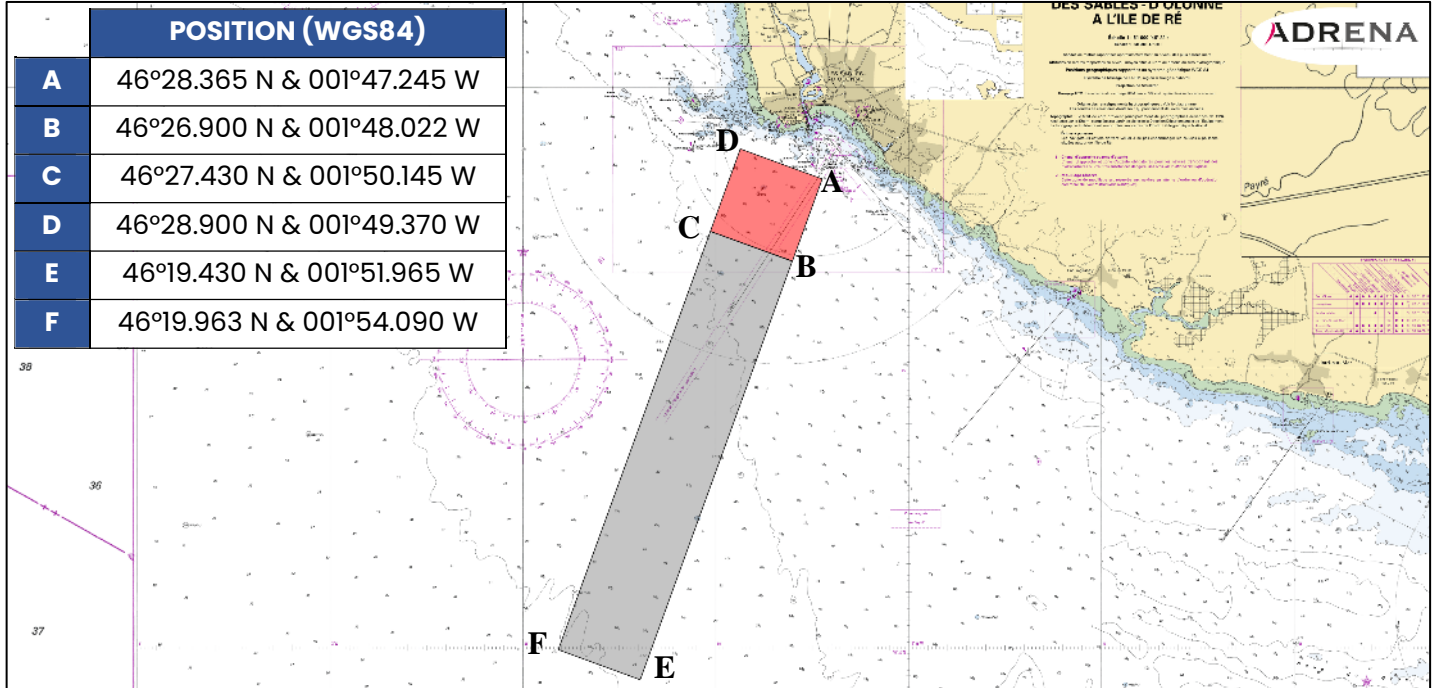
The starting zone and the restricted zones are defined depending on the scenario chosen and the weather conditions. The restricted zone is defined by a polygon connecting points A, B, C.



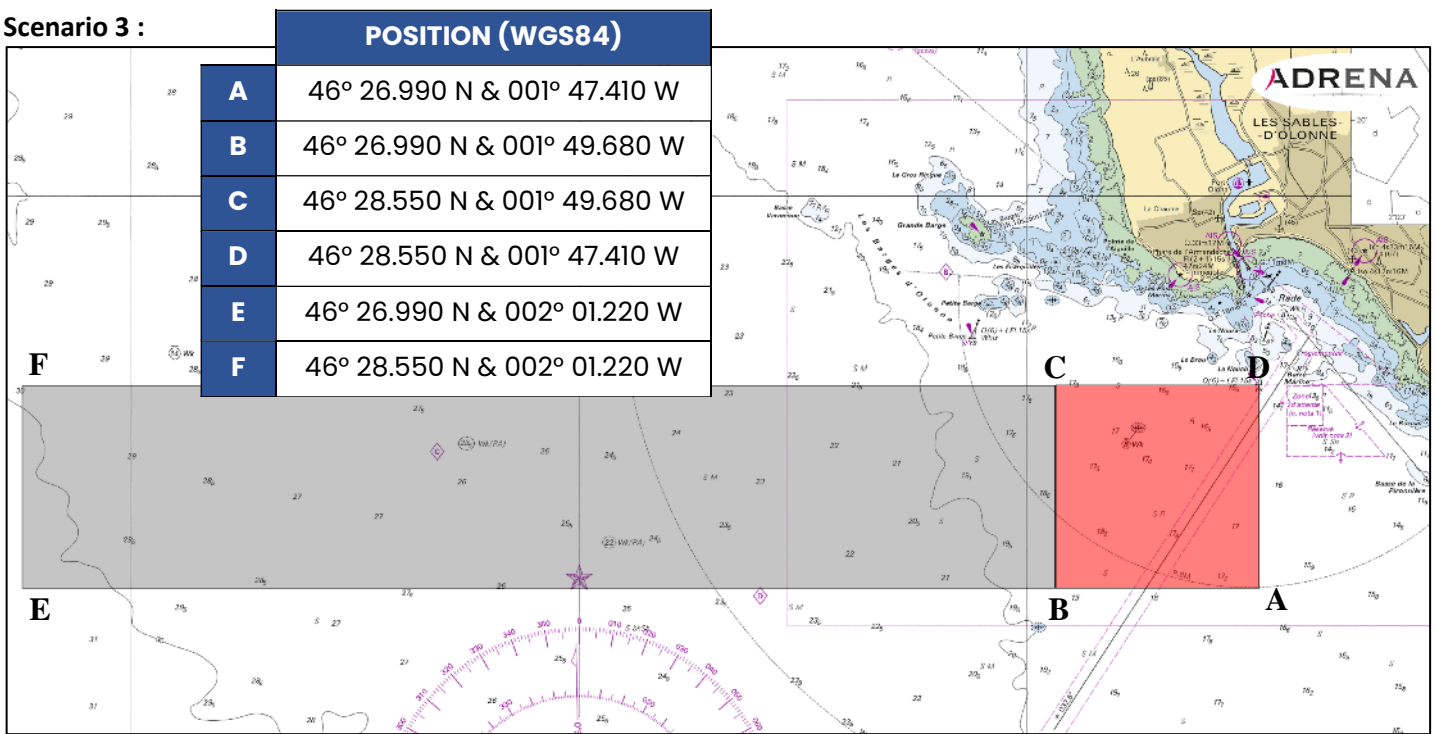
Scenario 1 :



Scenario 2 :



Scenario 3 :



ANNEXE 3: ROUTE

The coordinates of points are given as WGS 84, for information purposes only and their positioning cannot give rise to a request for redress (this changes RRS 62).

Race Management reserves the right to suggest another route if safety conditions are not met to follow one of the routes proposed. The choice of the route shall be published no later than 48 hours before the start by means of amendment.

Race Direction will position a door on approach to Iceland in order to be potentially able to adapt the route to meteorological conditions. Coordinates of this door will be mentioned on the route amendment. In case this door is used for a change in the route, Race Management will inform competitors no later than when the first competitor is 150 NM from the door.

Route A – Around Iceland counterclockwise way			
Order	Waypoint	Required side	Position
	Start		IC 9.3
	Potential offset mark	Starboard	
1	Tower « La Plate »	Starboard	48°02,370 N & 004°45,574 W
2	Ireland	Starboard	
3	Iceland	Port	
4	Waypoint « North Atlantic »	Port	46°40,170 N & 022°00,000 W
5	Finish		IC 10.1

Route A' – Around Iceland clockwise way			
Order	Waypoint	Required side	Position
	Start		IC 9.3
	Potential offset mark	Starboard	
1	Waypoint « North Atlantic »	Starboard	46°40,170 N & 022°00,000 W
2	Iceland	Starboard	
3	Ireland	Port	
4	Tower « La Plate »	Port	48°02,370 N & 004°45,574 W
5	Finish		IC 10.1

Route B – Waypoint « Polar Circle » counterclockwise way			
Order	Waypoint	Required side	Position
	Start		IC 9.3
	Potential offset mark	Starboard	
1	Tower « La Plate »	Starboard	48°02,370 N & 004°45,574 W
2	Ireland	Starboard	
3	Waypoint « Polar Circle »	Port	66°33,800 N & 010°00,000 W
4	Waypoint « North Atlantic »	Port	46°40,170 N & 022°00,000 W
5	Finish		IC 10.1

Route B' – Waypoint « Polar Circle » clockwise way			
Order	Waypoint	Required side	Position
	Start		IC 9.3
	Potential offset mark	Starboard	
1	Waypoint « North Atlantic »	Starboard	46°40,170 N & 022°00,000 W
2	Waypoint « Polar Circle »	Starboard	66°33,800 N & 010°00,000 W
3	Ireland	Port	
4	Tower « La Plate »	Port	48°02,370 N & 004°45,574 W
5	Finish		IC 10.1

ANNEXE 4 : PROHIBITED ZONES

For all routes, it is prohibited to navigate during the race in the zones defined below. The coordinates of these points are given in WGS 84.

1 Ouessant prohibited zone :

Waypoint	Position
DST Ouessant A	49°02,050 N & 005°36,700 W
DST Ouessant B	48°48,600 N & 005°25,000 W
DST Ouessant C	48°37,200 N & 005°11,850 W
DST Ouessant D	48°29,350 N & 005°22,050 W
DST Ouessant E	48°35,000 N & 005°42,500 W
DST Ouessant F	48°42,500 N & 006°03,100 W
DST Ouessant G	48°56,400 N & 005°51,600 W

2 South Scilly prohibited zone :

FFVoile-TSS South Scilly		
1	TSS South Scilly A	49°46,050 N 006°16,550 W
2	TSS South Scilly B	49°35,540 N 006°16,400 W
3	TSS South Scilly C	49°35,550 N 006°34,100 W
4	TSS South Scilly D	49°46,030 N 006°29,550 W

3 West Scilly prohibited zone :

FFVoile-TSS West Scilly		
1	TSS West Scilly A	50°01,070 N 006°32,750 W
2	TSS West Scilly B	49°52,300 N 006°36,600 W
3	TSS West Scilly C	49°52,400 N 006°53,700 W
4	TSS West Scilly D	50°03,950 N 006°48,450 W

4 Fastnet prohibited zone :

FFVoile-TSS Fastnet		
1	TSS Fastnet A	51°22,900 N 009°27,400 W
2	TSS Fastnet B	51°17,150 N 009°24,600 W
3	TSS Fastnet C	51°15,400 N 009°33,900 W
4	TSS Fastnet D	51°21,300 N 009°36,700 W

5 Seven Stones prohibited zone ::

FFVoile-TSS Seven Stones		
1	DST Seven Stones A	50°20,000 N 005°49,500 W
2	DST Seven Stones B	50°00,970 N 005°49,600 W
3	DST Seven Stones C	49°53,550 N 006°04,980 W
4	DST Seven Stones D	50°20,000 N 006°05,000 W

6 South-West Iceland prohibited zone:

Waypoint	Position
DST SW Iceland A	63°34,225 N & 023°31,220 W
DST SW Iceland B	63°31,995 N & 023°29,490 W
DST SW Iceland C	63°30,880 N & 023°36,070 W
DST SW Iceland D	63°33,380 N & 023°38,000 W

7 West Iceland prohibited zone :

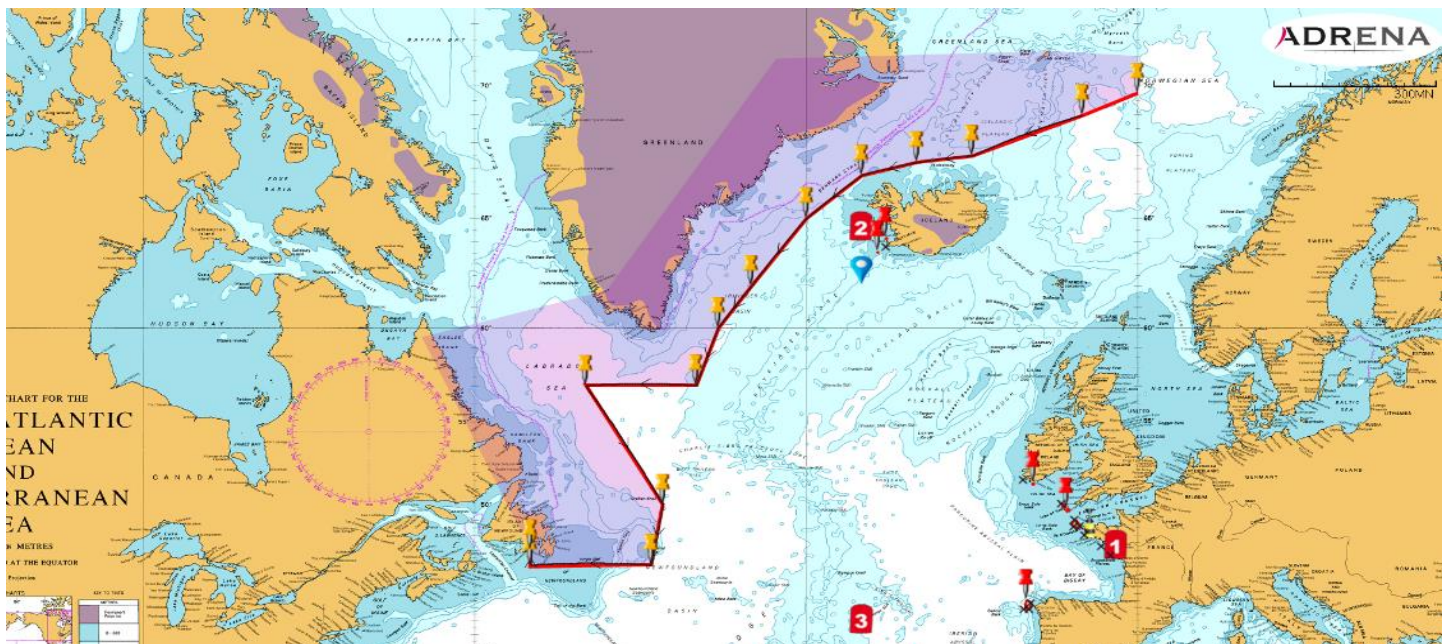
Waypoint	Position
DST Iceland A	64°10,290 N & 022°50,900 W
DST Iceland B	64°10,290 N & 022°41,400 W
DST Iceland C	64°07,190 N & 022°41,400 W
DST Iceland D	64°07,195 N & 022°47,470 W
DST Iceland E	64°05,925 N & 022°50,000 W
DST Iceland F	64°07,810 N & 022°55,460 W

8 Cap Finisterre prohibited zone

FFVoile-TSS Cap Finisterre		
1	TSS Cap Finisterre A	43°31,400 N 010°05,200 W
2	TSS Cap Finisterre B	43°21,000 N 009°36,400 W
3	TSS Cap Finisterre C	43°10,500 N 009°44,000 W
4	TSS Cap Finisterre D	42°52,800 N 009°44,000 W
5	TSS Cap Finisterre E	42°52,800 N 010°13,850 W
6	TSS Cap Finisterre F	43°18,950 N 010°13,850 W

9 Arctic Exclusion Zone line

Waypoint	Position
ZEA 1	69°45,000 N & 000°00,000 W
ZEA 2	69°00,000 N & 005°00,000 W
ZEA 3	67°30,000 N & 015°00,000 W
ZEA 4	67°15,000 N & 020°00,000 W
ZEA 5	66°45,000 N & 025°00,000 W
ZEA 6	65°00,000 N & 030°00,000 W
ZEA 7	62°00,000 N & 035°00,000 W
ZEA 8	60°00,000 N & 038°00,000 W
ZEA 9	57°00,000 N & 040°00,000 W
ZEA 10	57°00,000 N & 050°00,000 W
ZEA 11	50°00,000 N & 043°00,000 W
ZEA 12	46°00,000 N & 044°00,000 W
ZEA 13	46°00,000 N & 055°00,000 W
ZEA 14	47°00,000 N & 055°00,000 W



ANNEXE 5: PENALTY GUIDE

For breaches of rules for which another penalty is provided for, the International Jury may award a penalty ranging from 0 to DSQ.

In deciding the penalty, the Jury will rely on this document.

Discretionary penalties are not simply a list of penalties. The penalties must be adjusted and justified in order to maintain homogeneity of decisions.

The general concept is to establish a basic penalty for each breach of the rules, then increase or reduce this according to the circumstances. This system offers penalty ranges for the most common breaches. If the breach is not listed, the answers given to general questions will enable the jury to determine which range to use.

Penalties are divided into 5 ranges:

- Range 0: Financial penalty
- Range 1: from 0 to 6 hours
- Range 2: from 2 to 24 hours
- Range 3: from 24 hours to DSQ
- Range 4: DSQ

The average penalty must be taken into consideration, then determine by questions whether it is appropriate to increase or decrease the penalty in the same range or to adopt another range.

A positive answer to the questions below should lead to a reduction in the penalty time:

- Was the breach accidental (or was it the result of exceptional circumstances)?
- Was there a good reason or justification for the breach?
- Was the breach reported by the skipper him/herself?
- Did someone who is not part of the crew or team contribute to the breach?

A positive answer to the questions below should lead to an increase in the penalty time:

- Was the breach repeated ?
- Was the breach deliberate ?
- Was the breach due to negligence or a lack of attention?
- Was(were) there any attempt(s) to avoid carrying out the breach?
- Did anyone suffer as a result of the breach?
- Was the breach advantageous to the boat?

The Jury may use other questions it deems relevant to determine whether the penalty should be increased or reduced.

	0	RANGE 1	RANGE 2	RANGE 3	RANGE 4
	Financial	0 to 6hrs	2 to 24hrs	24hrs to DSQ	DSQ
Notice of Race					
NOR 3 Prohibited actions				X	X
NOR 8 Publicity	X				
NOR 3 Stopover					X
Race Instructions					
IC 5 Communications		X			
IC 5.4 AIS		X			
IC 6 Race flags and mainsail sticker	X				
IC 8.1 Routes			X	X	
IC 8.3 Prohibited zones			X		
IC 9.5 Individual recall		5 hours			
IC 10.2 Logbook			X		
IC 11 Retirement			X		
IC12 Breach chapter 2 or COLREG		X			
IC 12.1.3 Penalty under RSS 44.1b			X		
IC 15.2.1 Engine seal rupture			X		
IC 15.2.2 Seal rupture		X			
IC 18 Assistance RIBs	X	X			
Class Rules or OSR					
Breach to class rules or OSR		X	X	X	

If the penalty is not listed in the table above, or if several bands apply for the same breach, the line of questioning below will accompany the initial questioning.

Could the breach compromise safety?	Range
No	1 or 2
Possibly but not certainly	2 or 3
Yes	3 or 4
Could the boat gain a competitive advantage?	
No	1 or 2
Possibly but unlikely to affect positions	2 or 3
Would certainly affect finishing position	3 or 4
Could the breach result in damage or injury?	
No	1 or 2
Possibly but not certainly	2 or 3
Yes	3 or 4

ANNEXE 6 - ANNEXE W

Modifications to Racing Rules of Sailing

ANNEXE WP – RULES FOR WAYPOINTS

When stated in the notice of race, races shall be sailed under The Racing Rules of Sailing as changed by this annexe.

WP1 Changes to the definitions:

WP1.1 The definition of a mark is modified as follows:

Mark: An object or waypoint the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the mark.

WP1.2 Add new definition Waypoint:

Waypoint: A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

WP1.3 The definition of Zone is changed to:

Zone: The area around a mark within a distance of three hull lengths of the boat nearer to it. The area of the zone at a mark that is a waypoint may be changed in the notice of race or sailing instructions. A boat is in the zone when any part of her hull is in the zone.

ANNEXE 7 – START DECLARATION

Nom du Bateau (*Name of the Boat*) : N°

Je soussigné(e), *I the undersigned*:

Chef de bord du bateau ci-dessus désigné, déclare sur l'honneur que je suis engagé(e) dans la course « Vendée Arctique » de mon plein gré, en acceptant sans restriction ni réserve les Règles de Course à la Voile de World Sailing, l'Avis de Course de l'épreuve, les règlements de jauge et de sécurité et les Instructions de course, ainsi que tout avenant rendu nécessaire.
Skipper of the above boat declare on my honour that I have entered the « Vendée Arctique » race by my free will, and I agree totally and without restriction to be bound by the World Sailing Racing Rules of Sailing, the Notice of Race, the Safety and Special Regulations and the Sailing Instructions and any necessary amendment.

Je sais que la course à la voile peut être dangereuse. *I know that sailing competition can be dangerous.*

Je déclare savoir que la sécurité de mon bateau relève de ma seule et inaliénable responsabilité, que je fais le nécessaire pour que le bateau soit prêt à affronter le mauvais temps, que le bateau possède tout l'équipement de sécurité nécessaire et que je connais la manière de m'en servir. *I declare that I know that the safety of my boat is my sole and inescapable responsibility, that I have prepared the boat to meet adverse weather conditions, that there is on board the boat all the proper safety gear and that I know how to use it.*

Je désigne à la Direction de Course les personnes suivantes joignable H24 :

I refer to the Race Management the following person(s) reachable 24/7 during the entire race:

1er Personne Nom (Name), Prénom (surname) :

Tél domicile : Tél bureau : Tél portable :
Phone home : Phone office : Mobile phone :

2nd Personne Nom (Name), Prénom (Surname) :

Tél domicile : Tél bureau : Tél portable :
Phone home : Phone office : Mobile phone :

Référent communication :

Nom (Name), Prénom (surname) :

Tél domicile : Tél bureau : Tél portable :
Phone home : Phone office : Mobile phone :

Je déclare enfin que je prendrai, avant le départ, connaissance des prévisions météorologiques et qu'il m'appartient de prendre ou non le départ de l'épreuve, ou de la continuer. *I declare that I will, prior to the start, acquaint myself with the weather forecast and that it is my sole decision whether or not to start the race, or to continue the race.*

Je décharge de toute responsabilité les organisateurs et toute autre personne physique ou morale participant à l'organisation de cette épreuve à quelque titre que ce soit. *I discharge the organisers and any other person or company dealing with the organization of the race of any liability whatsoever.*

Fait à (*at*)

le (*on*) : / / 2022

Signature du Chef de bord (*Skipper's signature*) :

ANNEXE 8 – SAILS DECLARATION

IMOCA Class Rule G.1(a): Number of sails embarked

Surname :

Name :

Skipper of (name of race):

Sail N°:

Declares that he/she is embarking the following sails:

IMOCA	Number	Main Colour	Comments
MS			
Solent			
Staysail			
Gennaker			
Reacher			
Code 0			
Spinnaker light			
Spinnaker			
Stormsail Between 14 and 25 sqm		Bright colour (G.3 (a))	Mandatory :

Total (max 8) :

I undertake to make my boat available on request for measurement during an unannounced check before the race and at the finish.

I declare that this declaration is accurate. In the event of non-compliance with these rules, I accept the decision of the jury.

To be returned no later than Saturday 11th June at 19H00 local time (17H00 UTC)

ANNEXE 9 – ORGANISATION OF THE RUNS

The principle is a crosswind course in the Bay of Les Sables d'Olonne.
2 speed runs per boat are planned.

A maximum number of 8 persons are authorized aboard the IMOCAs including 2 guests of the organizer. A competitor is entitled to choose to sail with 6 persons maximum for safety reasons in particular. In this case, only 1 guest of the organiser will come on board.

In addition, Race Management can change the number of crew members depending on weather conditions.

The list of the crew (Annexe 10) must be sent to Race Management by email before Friday 3rd June 11H30 (local time) including, for each crew member, the number of his/her FFVoile license issued less than a year before (temporary license accepted).

The order and timing of departures from the pontoon and the order for the start of both runs will be communicated no later than during the welcome briefing.

Wearing a safety jacket is mandatory aboard the boats from the departure from the pontoon to the return to it.

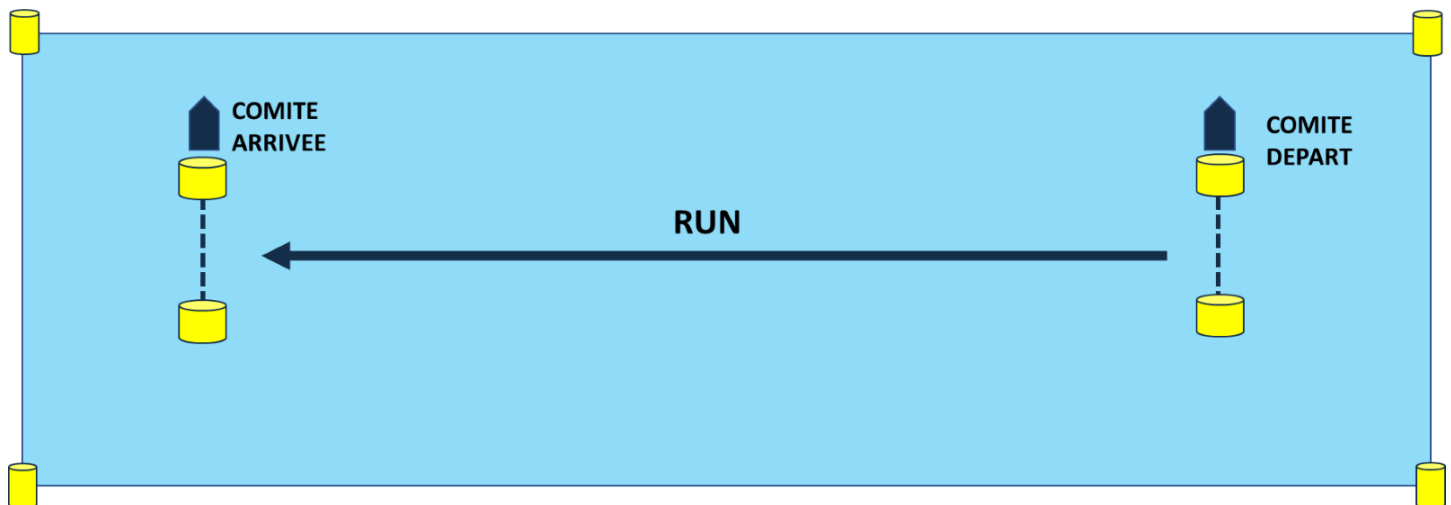
A second RIB will be authorized by Race Management to Teams who request it before Thursday 2nd June provided the RIB be launched and taken out of the water on the day of the runs. The organizer does not guarantee a space in the port for this additional RIB. The competitor shall make this request directly to the Port.

To notify that a race or a sequence of races is about to start, an orange flag will be hoisted on the Committee Boat together with a sound signal at least five minutes before the opening of the line.

Each competitor is required to notify itself by VHF on the race channel (VHF 72) to the Race Committee 30 seconds before crossing the starting line of the run. The committee will confirm that he/she is authorized to take the start.

The finish line will be materialized between two yellow buoys. The start Committee Boat will be positioned as close as possible to the starboard mark. It is prohibited to navigate between the starboard mark and the Committee Boat.

Once the run is finished, each of the boats is asked to come back on the leeward side of the course.



ANNEXE 10 – CREW LIST FOR THE RUNS

Name of the boat in the race:

.....

	Surname	Name	FFVOILE 2022 License N°
1			
2			
3			
4			
5			
6			
7	_____ Places reserved for the OA		
8			