



NOTICE OF RACE

VENDÉE ARCTIQUE

LES SABLES D'OLONNE 2026

Starts on 7th June 2026 from Les Sables d'Olonne

Amendment 1 dated March 27, 2026

Changes are shown in red

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PREAMBLE : DEFINITIONS AND ABBREVIATIONS

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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)~~.

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 2026.

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.
 - ✓ Officials for the 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 Skipper's digital platforms (website, social networks, etc.).
- **CSR representative: entry point for CSR requests**

OFFICIAL NOTICEBOARD

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

NOR	Notice of Race
OA	Organizing Authority
RM	Race Management
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
FASea	First Aid at Sea
HSMT	High Seas Medical Training
ERS	Equipment Rules of Sailing
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)
Vendée Arctique	Vendée Arctique Les Sables d’Olonne
UT	Universal Time

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 38 Rue du Maréchal Foch la Roche sur Yon cedex (Vendée, France), represented by its CEO, Mrs. Laura Le Goff, duly authorized 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 Director, commissioned by the SAEM Vendée and authorized 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 as well as with the SAEM Vendée and its service providers and the IMOCA Class.

The Race Director acts under the SAEM’s control.

~~The name of the race director and his team will be communicated at a later date by means of an information note and/or an amendment to the present NOR.~~

The race management team is as follows:

Race Director	Mathias Louarn
Assistant to the Race Director	Claire Renou
Assistant to the Race Director	Pierre Hays
Assistant to the Race Director	Alan Roberts

1.3 Service providers in contact with Race Management

Race Management oversees the coordination of the following service provisions:

- Weather
- Rankings during the race
- Skippers’ positions
- Tracking software
- Nautical logistics
- **Security consultant**

1.4 Team of Race Officials

The Team of Race Officials is appointed by the FFVoile. In accordance with the sport regulation and with the annex N of the RRS an International Jury will be formed. In accordance with RRS 70.3 (a) its decisions will be final.

1.5 Referring doctor / Race doctor

In accordance with annexe 3 of the the FFVoile's medical regulations, the referring doctor/race doctor, ~~subsequently appointed by information note and/or by amendment to the present AC~~, represented by the association **AMCAL** is in charge of studying the medical records of each Skipper as well as their medical monitoring during the race on behalf of the **OA**.

The race medical team is as follows:

- Thierry Charland
- Sébastien Cueff
- Laure Jacolot
- Youen Le Glas
- Marine Rolland

1.6 OA's communication departments

Providers' names and contact details for editorial and digital content, media relations, audio-visual production, photography, and 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.

2.3 Start date

The race will start on **Sunday 7th June 2026 at 1h02 P.M.** In exceptional circumstances, the **OA** may bring forward, postpone or even cancel the race. Such a decision shall not be grounds for a participant's request for redress. (This modifies RRS ~~60.1~~ 61.1 (a)).

2.4 Maximum number of participants

The maximum number of participants is 40 (forty).

3. FUNDAMENTALS

General principle: the Vendée Arctique is a **solo** (single-handed), **non-stop** race and **without 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 article 3.3 and in Article 11 is prohibited. Prohibitions mentioned under the present notice of race are thus non-restrictive.

3.3.1 General

Assistance from 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:

- Personalized meteorological assistance,
- Routing: a routing is defined as the elaboration of an optimal route between several routes on a given course, taking into account weather forecasts, currents, waves, and any other parameters related to the boat's performance. Only the skipper shall carry out routing in complete autonomy (without any information provided by a source outside the boat);

Are authorized

- weather data requests, with remote routing on authorized platforms according to article 4.4.2.

3.3.3 Performance support [DP]

It is prohibited:

- to be assisted, advised or be provided with any weather, tactical, strategic or technical information useful for decision making with the aim of improving the performance of a boat or its skipper or influencing their route choices.
- 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. (unless authorized by RM).
- to deliver data automatically, in real-time or delayed, apart from those specifically authorized by RM.
- to receive any calculations designed to improve performance or optimize the trajectory conducted on a non-embarked computer (with the exception of rule 3.3.2, remote routing)
- access servers with private accesses in the cloud
- to take control, defined as “any human and/or technological intervention outside the boat”
- to give a Skipper psychological help or assistance organised 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 send data from the boat to organizations collecting scientific data on land in real time. These organizations must be validated in advance by the OA.
Requests must be submitted by email to OA before 1st April 2026 at 12:00 p.m. Validation will be given to the teams before 12:00 on 30 April 2026.
- for the boat to record data intended for public communication with a 4-hour delay between the acquisition onboard and the sending ashore to the website. This website will be public and referenced in search engines and must be declared to OA before 1st April 2026 at 12:00 p.m.
- Authorized data:
 - Number of turns made on the winch column.
 - Temperature.
 - Noise level on board.
 - Skipper's mood.
 - Sleep time.
 - Quantity of energy supplied by production resources (solar panels, hydro generators, wind turbines, etc.).

- Quantity of water produced by water makers.
- Data from on-board scientific instruments, subject to prior validation of the on-board instrument by the Organization.

Any other type of data must be validated in advance by OA.

All requests must be sent by email to OA no later than 12:00 midday on 1st April 2026.

- ~~record data stored by the boat; this data will be made available by the participant at the end of the race.~~
- Recording of the boat's operational data. This data must be stored on board the boat and will be made available by the Participant at the end of the race.

3.3.4 Medical assistance and monitoring

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 and monitoring shall be declared and detailed to the Race Doctor.

3.3.5 Remote technical advice [DP]

Remote technical advice is authorized.

It is 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.

If the technical problem meets at least one of the following conditions, RM must be copied in on the exchanges set up between the team and the boat:

- A problem affecting trajectory, speed,
- A problem which could lead to a risky situation,
- A problem with monotype elements.

Technical advice should be strictly limited to actions of repair. **In accordance with rule 3.3.3 of the notice of race, it does not include technical advice that would be useful for decision-making with the aim of improving the boat's performance or preventing damage.**

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.

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. Sailing logs must not be deleted and may be checked within 96 hours of the boat's arrival.

A competitor's refusal to give the content of this communication may be forwarded to the Jury for penalties. Additionally, **OA** reserves the right to set up a monitoring system for this communication whose characteristics shall be given by means of an amendment to the present NOR.

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 authorized 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. **This amends RCV 45.**

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 Rules

The event shall be governed by:

- the rules and regulations provided in the Racing Rules of Sailing 2025-2028, throughout the whole of the race.
- the national prescriptions translated into English for non-francophone competitors and set out in "FFVoile Prescriptions" Annex;
- 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 FFV medical regulation OSR 1 applies;~~
- The Offshore Special Regulations (OSR) Category 1 currently in effect, as may be amended by the FFVoile (FFVoile Requirements) and by the IMOCA Rules. The FFVoile medical regulations apply;
- ~~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 in force.
- IMOCA Globe Series 2025-2029 Championship rules;
- Equipment Rules of Sailing (ERS) when they are not in conflict with the IMOCA Class Rules;
- The Waypoint Annex
- World Sailing's rule test DR21-01 applies and modifies the definition 'Taking the start' as follows:
~~Taking the start:~~
A boat takes the start when her hull has been entirely on the pre-start side of the starting line, any part of her hull crosses the starting line from the pre-start side to the course side either:
 - at or after her starting signal, or
 - during the last minute before her starting signal.
- When a boat takes the start in accordance with point (b) of the definition 'taking the start', she must not return on the pre-start side of the starting line, and the start penalty will be a penalty of 1 hour without investigation.
- the **OA**'s rules relating to the application of the present NOR and its annexes.

RRS changes

- RRS Part 2: Part 2 of the RRS applies up to 30 miles after the start line and 30 miles before the finish line for both these parts of the course covered in daylight hours. It is replaced by Part B (steering and sailing) of the International Regulations for Preventing Collisions at Sea (IRPCAS) for these parts of the course covered at night and for the rest of the course.
- RRS 41 (Outside help) ~~and RRS 45 (Hauling out, making fast, anchoring)~~: changed in NOR 4.
- RRS 45 (hauling out, mooring, anchoring): change in NOR 3.3.7
- ~~RRS 48.1 (Limitations on equipment and crew): changed as follows: «boats may take on board replacement equipment during the race provided they have the written consent of Race Direction, and doing so complies with Class Rules».~~

- ~~RRS 51 (Movable ballast): remove the first 2 sentences and replace with: «Any moving of weight (stacking) for the purpose of changing trim or stability is permitted within the following limits: inside the boat, with the exception of the batteries, all other heavy items which could damage the boat or cause injury to the crew must be permanently securely fixed in place, except when moved. Food, water jerrycans, safety equipment (except liferafts and/or equipment sealed in position), fittings and spare parts can be stowed in boxes and moved if these boxes are securely attached to the boat. The sails can be moved freely. Sail bags must not be able to hold water».~~
- RRS 54 (Forestays and headsail tacks): does not apply.
- RRS 55.2 (Spinnaker poles; whisker poles): does not apply.
- The following RRS will be changed in the SI: RRS 28 (Sailing the course), RRS 44.1 (Taking a penalty); RRS 60 (Protests); RRS 61 (Redress); RRS 63 (Conduct of hearings); RRS 64 (discretionary penalty); RRS A5.1 and A5.2
- The RRSs changed in the SIs will appear in full in the SIs.

4.4 The OA's undertakings with regard to the Skippers

4.4.1 Main meteorological information

"Safety" information will be published every day 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.

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

In addition to the weather information given by the provider selected by the **OA**, skippers will be allowed to acquire meteorological data under the following conditions:

- If it is free and freely accessible
- For data accessible from a paying site, if authorized in the supplier list given below

Access to this digital or graphic information will only be authorized if the information comes from an official governmental meteorological agency or a private weather company, be it directly or indirectly: Squid, Predict wind, Sail Grib, Weather 4D, Windy, Saildocs, Tidetech, Adrena, Expedition, Gradient, Meteo Consult, Dorado.

For these weather and routing providers, it is strictly forbidden to share the same account (username and password) between the skipper and anyone ashore. The account used by the skipper can only be accessed from the boat.

The web routing providers must be able to provide Race Management with the account usage history at any time.

Any request to extend the list of authorized platforms must reach RM before 1st April 2026 at 12:00 midday. RM reserves the right to prohibit a Skipper from accessing data that it deems to contravene the letter or spirit of the rules applicable to the race.

The Skippers can then acquire:

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

Nevertheless, this data may be compressed to accelerate access.

At the request of Race Management, 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

The frequency and times of publication are indicated in the “Marketing and Communication” Annex. The rankings will be published on the website: vendeearctique.org.

The failure to publish rankings during the race shall not constitute grounds for compensation. This amends RCV 61.1(a).

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 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.
- ✓ **Answer any reasonable request from the OA, the RM, or the jury**

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

5. SAILING INSTRUCTIONS

Sailing Instructions (SI) will be published no later than 4th May 2026. They will be available in digital format on the official noticeboard of the website: <http://www.vendeeartique.org>

6. ELIGIBILITY AND ENTRY

The age requirement to take part in the race is 18 on the day of the start.

The content of the registration file will be online on the race website (<http://www.vendeeartique.org>) no later than 1st December 2025, in the "skipper area – registration file".

Registration will be carried out online on the same website.

Certain documents must also be sent in original by post to SAEM Vendée. Registration will close on 11th may 2026 at midday French time.

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 11th may2026 at midday French time.**

6.1.1 Registration file to fill in (before 11th may 2026) :

The registration file must be completed on the race website (<http://www.vendeeartique.org>) by 12:00 midday French time on 11th may 2026 at the latest.

- 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;
- Deed of ownership or charter of the boat: to be downloaded from the registration platform
- Additional documents:
 - A certificate of third-party liability insurance valid for the Vendée Arctique 2026 race.
 - A certificate waiving any right to recourseBoth 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 registration 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 6,000 (loss of beacon, penalties, etc.). It will be returned, less any penalties incurred, within a period of one month after the official award ceremony of the race.

Only the original handwritten signature will be valid.

Once a Skipper has fully completed his registration file and it has been validated by the **OA**, he/she will be officially registered for the Vendée Arctique Les Sables d'Olonne. For information, the submission of documents on the platform will be time-stamped.

After the first 40 registrations validated by the **OA**, please refer to article 6.3 'Waiting list'.

6.1.2 Medical file

The FFVoile Medical Commission would like to remind everyone that it is the responsibility of each skipper to ensure that his or her medical and physical condition is compatible with the constraints of the race, and to inform the referring doctor in good faith of any medical condition of which he or she is aware that could affect his or her safety or that of third parties during the event. Each skipper entered must provide the following documents by midday French time on 11th may 2026 at the latest:

- the medical form less than 2 years old, with the 2 boxes ticked, signed, stamped and dated by the doctor and the skipper (available upon request from the referring doctor appointed at a later date)
- a biological assessment less than 2 years old
- a stress test report less than 4 years old
- an echocardiogram report
- a specific medical certificate for any medical condition dating from 2025

~~The procedure for transmitting this information will be defined in a memo or amendment.~~
Medical records will be transmitted via the French Sailing Federation's "Askamon" platform.

The referring doctor may request additional information if he or she deems it necessary. The absence or inadequacy of the information requested will result in the competitor's participation not being validated from a medical point of view.

The standard list of medicines for the on-board pharmacy in accordance with category RSO 1 can be found on the FF Voile website in Annexe 6 of the medical commission regulations.

6.1.3 Administrative and technical file

The administrative file must be completed online on the IMOCA class website (<https://www.imoca.org/fr/index/>) no later than midday French time on 11th may 2026.

Administrative file to be filled in (non-exhaustive list):

- ~~for skippers with a French licence, photocopy of the 2026 authorisation to carry advertising.~~
- for skippers with a French license, a photocopy of the annual advertising permit for the year 2026.
- IMOCA information (up-to-date ship station licence, information on EPIRB beacons, information on life rafts, information on on-board telephone numbers);
- Information for the Skipper and substitute Skipper if any : currently valid World Sailing certificate (survival + First Aid at sea training as a minimum), RRC or equivalent, information on individual beacons (PLB and AIS).
- Temporary or definitive measurement certificate for the race. If the Participant provides a provisional measurement certificate in the administrative file, he/she must provide the OA with the definitive certificate before 29th May 2026 at 7:00 pm (19:00).
- Insurances: refer to article 19.2

6.2 Qualification

Each boat, with its **registered skipper for the race**, shall qualify before midday French time 11th may 2026 except where exceptional derogation is granted from Race Management.

Qualifying is possible through one of the following :

- Being a Vendée Globe 2024-2025 finisher on the same boat.
- 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 the qualification course(s), the Skipper shall suggest the course by email to Race Management detailing the start port, finish port and potential 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 61.

6.3 Waiting list

If the number of entrants exceeds 40, they may be placed on a waiting list. Only the withdrawal of a Skipper registered in the first 40 will free up the place of the 1st Skipper on this waiting list, and so on.

For Skippers on this waiting list who do not take the start due to a lack of places, the deposit of €6,000 excluding VAT, less any penalties, as well as the entry fees, will be reimbursed no later than 30 days after the start of the race.

6.4 Substitute Skipper

Each Participant can appoint a substitute Skipper with the **OA** before 11th may 2026.

The substitute Skipper may become the Skipper if he/she has fulfilled all the conditions specified in articles 6.1 and 6.2.

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**.

7. ENTRY FEES

7.1 Entry fees in cash

Fixed entry fees in cash amount to:

- € 9,000 excluding tax (plus VAT at the current rate), for a fees payment before 30th January 2026 at midday French time
- € 12,000 excluding VAT (plus VAT at the current rate) for a fees payment after 30th January 2026.

In addition to the registration, these entry fees include privileged access to hospitality offers. These offers will be specified in a memo/amendment.

These fees are payable upon registration, either by cheque made out to the SAEM VENDEE, or by bank transfer using the following bank details:

Account Holder:	SAEM VENDEE
IBAN:	FR76 1380 7000 1076 0012 4188 543
BIC:	CCBFRPPNAN

Entry fees paid in cash are forfeited and therefore non-refundable (excepted for a withdrawal before 30th January 2026), including in the event of postponement of the race or in the event of non-conformity following checks carried out by the technical committee. However, they will be refunded if the race is cancelled, or if a skipper on the waiting list is unable to make the final list of 40 entrants.

7.2 Entry fees in kind

7.2.1 "Pre-race" image bank

Fixed entry fees in kind are remitted by the Participant to the **OA** via the assignment of a "pre-race" image bank comprising the following:

1. **5 (five) photographs** including at least the following:
 - 1 (one) front "portrait" of the skipper wearing his/her official team apparel;
 - 2 (two) action photos taken on board (skipper carrying out manoeuvres, skipper at the helm, skipper at the chart table, skipper at the coffee grinder, skipper in his/her seat, etc.)
 - 1 (one) photo of the boat displaying the various official race markings (dodgers visible, brandings visible on the sails, visibility of flags, etc.), under different points of sail (close-hauled, running, reaching, etc.) taken at sea from a motorboat
 - 1 (one) photo of the boat displaying the various official race markings (dodgers visible, brandings visible on the sails, visibility of flags, etc.) under different points of sail (close-hauled, running, reaching, etc.) taken at sea from the sky with a drone and/or helicopter;
2. **5 (five) minutes of video** images broken down as follows:
 - 1 (one) minute of "behind the scene" images (skipper's physical preparation, yard work, launch, measurement testing, team at work, etc.);
 - 1 (one) minute of "on-board" images in all weather conditions (light wind, medium, breeze) and under different points of sail (close-hauled, reaching);
 - 1 (one) minute of images of the boat displaying the various official race markings (dodgers visible, brandings visible on the sails, visibility of flags, etc.) under different points of sail (close-hauled, running, reaching, etc.) taken at sea from a motorboat
 - 2 (two) minutes of images of the boat displaying the various official race markings (dodgers visible, brandings visible on the sails, visibility of flags, etc.) under different points of sail (close-hauled, running, reaching, etc.) taken at sea from the sky with a drone and/or helicopter;

The nature, subject and composition of photographic and video images comprising the "pre-race" image bank and the temporal, material and technical arrangements for transmitting them are laid down in the "Marketing and Communication" Annexe.

Entry fees paid in kind are forfeited and therefore non-refundable, including in the event of withdrawal or postponement or cancellation of the race.

7.2.2 “Race” image bank

Entry fees in kind are remitted by the Participant to the **OA** via the assignment of a “race” image bank comprising image rights whose volume and nature depend on the length of the Participant’s participation in the race.

This means that the Participant must assign the following elements to the **OA** up to his/her finishing the race, disqualification or retirement:

- **5 (five) photographs** over the whole race;
- **5 (five) minutes of video images** over the whole race;

The nature, subject and composition of the photographic and video images captured during the race and assigned to the **OA** by way of entry fees as well as the temporal, material and technical arrangements for transmitting and validating them are laid down in the “Marketing and Communication” Annexe.

7.2.3 “Post-race” image bank

These variable entry fees in kind are **supplemented with** the assignment of a “post-race” image bank.

This means, the Participant must assign the following elements to the **OA** upon his/her finishing the race, disqualification or withdrawal in addition to the “race” images :

- **5 (five) photographs** which were not sent during his/her race;
- **5 (five) minutes of video images** which were not sent during his/her race.

The nature, subject and composition of the post-race images assigned to the **OA** by way of entry fees as well as the temporal, material and technical arrangements for transmitting and validating them are laid down in the “Marketing and Communication” Annexe.

7.2.4 Images assigned by way of entry fees are granted free of any right or claim and the participant will indemnify the **OA** against any claim by third parties. The images are assigned worldwide and exclusively for as long as the intellectual property rights enjoy legal protection. The assignment includes all rights of reproduction, representation, adaptation and economic exploitation, without exception.

The reproduction right includes the right to reproduce the images assigned by way of entry fees by any technical means currently known or unknown, alone or associated with other creations, on any media currently known or unknown (including video recordings, mobile telephones, downloads and data bases) and in any format.

The representation right includes the right to represent the images assigned by way of entry fees to the public or to have them represented, in full or in part, by any existing or future means of communication, via cable or wireless, including digital or analogue radio broadcast or television broadcast, telematics, multimedia and any online services, via any electronic and radio communication network, fixed and/or mobile, (including internet, intranet, telephony, etc.), regardless of how the technology used is distributed or broadcast. The representation right also includes the right to broadcast said images as part of news, magazines, teasers, web series and official documentaries.

The adaptation right includes the right to touch up and/or modify digital files, and to use any means with a view to making a digital representation or reproduction of all or part of the images assigned by way of entry fees, in linear or interactive mode, enabling reconstitution of said images, in full or in fragments, alone or incorporated into other audiovisual, computerised or telematic elements, or any other element, whatever the form or the content, without altering the image of the skipper, the boat or its sponsors. The adaptation right also includes the right to insert the logos of all race partners in order to promote the race and/or demonstrate their commitment to the race.

The **OA** may also use said images (photos, videos, sounds, content for the press, graphic identity, etc.) as received on its multimedia server. The organisation may make them freely available to media and may also use them freely for presentation purposes and on any media, to publicize its activity and/or that of its current and future partners.

The right of economic exploitation includes in particular the right for the **OA** to use the images assigned by way of entry fees as follows:

- To promote activities of the **OA** and the race on any media, including television, press, internet, etc;
- To publicize the **OA** on any media (including television, press, internet, VOD platform, posters, etc.) and any non-media operation;
- To promote the race (official film, official documentaries, TV and Web TV documentaries, trailers, clips, including via DVD and VOD, including downloading);

The right of economic exploitation includes in particular the right for the **OA** to use the images assigned by way of entry fees in compliance with the provisos and conditions laid out the “Marketing and Communication” Annexe and as follows:

- To make any merchandising products or have them made and then to sell such products or have them sold;
- To grant or assign to third-party partners the economic exploitation rights (including sponsoring contracts and agreements with VOD platforms);
- To purchase any advertising space on its own behalf or that of its partners.

All assignments relating to the payment of entry fees are granted in relation to the participant’s application and in consideration of the publicity acquired through their participation in the race. Consequently, participants waives their right to seek separate remuneration or compensation from the **OA** or any third party authorised by the **OA** for use of the images assigned.

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 respect the Imoca class rules which will be completed the “Marketing and Communication” Annexe rules.

9. PROGRAMME AND OBLIGATIONS [DP] [NP]

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

These events will be detailed in a memo-amendment.

10. ROUTE AND TIME LIMIT

10.1 Coastal route

A coastal route may be defined in the Sailing Instructions.

10.2 Route

The start and finish lines will be located in the bay of Les Sables d'Olonne.

The course is a round trip to the Arctic Circle defined by latitude 66° 33' 41,751. Competitors will have to cross it at 1 point.

10.3 Alternative route

Race Management reserves the right to propose an alternative course if the safety conditions do not allow the course indicated in 10.2 to be completed.

10.4 Time limit

There is no time limit for the first boat to finish. Boats failing to finish within a time limit corresponding to the race time of the first boat to complete the course and finish, increased by 50%, will be classified 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 20 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 48 hours after arrival. 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 monitoring and tracking.

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:

- The following telephone numbers must be registered in the back-up Iridium phone before the start:
 - **CROSS Gris Nez** +33.321.872.187
 - **Race Management 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 long-life battery (in the grab bag).~~
- A portable VHF radio compliant with OSR 3.29.1
- 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 2026"; proof of this registration and hexadecimal code of the beacons shall be sent to RM no later than 29th May 2026 **at 7h00 P.M.**
- 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 :10,000,000)
- Light books for the navigation zones concerned (digital format accepted)

13. MEASUREMENT AND EQUIPMENT INSPECTION [DP]

Before the start of the race, all the boats will be inspected by the Technical Committee on key control points. A schedule will be drawn up and communicated to the Skippers and Team Managers. Each boat will be inspected in the port of Les Sables d'Olonne. The skipper must be present for the first inspection of his boat.

~~Sealings will be carried out, a list of which will be available on the equipment check sheets.~~

The sealing and preparation for sealing of the propulsion system, as required by the IMOCA class rules, will be carried out during the safety inspections

A schedule of checks will be drawn up. All boats must be inspected and comply with the rules by 5th June 2026 at 6:00 pm (18:00).

13.1 Seals

The sealing elements on board must be as specified in the Imoca class rules.

13.2 Water

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

13.3 Backup power

To comply with IMOCA class rules C6.1f and C.1.3a, 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 6th June 2026 at 7:00 pm (19H00). The declaration of onboard sails must be submitted on the IMOCA class website no later than 7:00 p.m. on June 6, 2026. Inspections may be conducted up until the warning signal or earlier, as deemed reasonable.~~

14. PENALTIES

~~RRS 44.1 is will be 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 the "Financial penalties" Annex.

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.

From 29th May 2026 at 7:00pm (19:00), boats may be authorized to leave the pontoon for public relations purposes, subject to prior request and written authorization from RM.

Runs will be organized during the Village period. The terms and conditions will be defined in a memorandum.

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 the "Marketing and Communication" Annexe by means of an amendment.

18. COMMUNICATION

Conditions relating to Skippers' communication as well as rights associated are set out in the "Marketing and Communication" Annexe 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 euro. 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 3rd 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.

PREVENTION OF VIOLENCE AND INCIVILITY

The FFVoile reminds everyone that sporting events are first and foremost a place for exchanging and sharing, open and accessible to all.

For this reason, competitors and accompanying persons are asked to behave courteously and respectfully in all circumstances, both on land and on the water, regardless of the origin, gender or sexual orientation of the other participants.

21. CONTACTS

21.1 SAEM VENDEE :

President :

Chief Executive Officer :

Communication Director :

Relations with teams :

Alain Leboeuf

Laura Le Goff

Frédérique Arnaud

Stéphanie Ruchaud

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Postal address :

SAEM Vendée

38 Rue du Maréchal Foch

85000 La Roche-sur-Yon

Tel : (00) 33 (0)2 51 44 91 07

21.2 Race Management :

Race Director

Assistant to the Race Director

Assistant to the Race Director

Assistant to the Race Director

Mathias Louarn

Claire Renou

Pierre Hays

Alan Roberts

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21.3 Médecin de course :

Association AMCAL

amcalteam@gmail.com

Thierry Charland

Sébastien Cueff

Laure Jacolot

Youen Le Glas

Marine Rolland

21.4 FF Voile Referees

President of the Race Committee

President of the Technical Committee

President of the International Jury

Claire Bocquet

Samuel Cartier

Baptiste Verniest

« MARKETING AND COMMUNICATION » ANNEXE

Communicated by means of amendment.

« PROGRAMME AND OBLIGATIONS » ANNEXE

The program (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
1 December 2025	Start of registration, at the latest	Skippers / Boats	
30 January 2026 12:00	Deadline for registration Early Birds	Skippers / Boats	
1 April 2026 12h00	Request for validation of onshore scientific data collection organisations	Skippers or TM	
1 April 2026 12h00	Request to expand the list of weather platforms	Skipper or TM	
2 April 2026 10h00	Press briefing La Roche sur Yon	Skipper or TM	
11 May 2026 12:00	Deadline for registration, medical file and administrative file	Skippers / Boats	
11 May 2026	Deadline for qualification	Skippers / boats	
4 May 2026	Publication of SI	Skippers / TM	
19-21 May 2026 2h30 pm	Press Conference Paris	Skippers	
29 May 2026 7:00 pm	Proof of beacon registration	Skippers / TM	
29 May 2026 7:00 pm	All boats with measurement certificate present on the Vendée Globe pontoon	Boats	X
30 May 2026	Village inauguration	Skippers	
30 May 2026	Official photograph	Skippers	X
30 May 2026	Welcome briefing SI/ Safety briefing	Skippers / TM Skippers	X
30 May 2026	Introduction of skippers on the village stage	Skippers	X
30 May 2026	Signing session	Skippers	
30 May 2026	Partners cocktail	Skippers	x
3 June 2026	Briefing for Runs	Skippers	
4 June 2026	Runs in the bay of Les Sables d'Olonne	Skippers / Boats	
4 June 2026	Partners party	Skippers	X
From 1 to 5 June 2026 6 :00 pm	Safety equipment checks	Skippers / Boats	X
6 June 2026	Weather / Start briefing	Skippers	X
6 June 2026	Transmission of the list of sails on board to the Technical Committee	Skippers	
7 June 2026	START OF THE VENDEE ARCTIQUE	Skippers / Boats	X
To be defined	Award ceremony (for skippers having arrived)	Skippers / Boats	X
Winner's time +50% Time of the first finisher	Closing of the finish line	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** until the start of the race.

After the Finish

- The winner of the Vendée Arctique 2026 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.
- For skippers arriving before the award ceremony, the boats are no longer required to be present at the end of the ceremony.
- For skippers arriving after the award ceremony, boats must be present for 48 hours.
- 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 2026 must participate in Public Relations operations for the **OA's** benefit:
 - ✓ 2 events in the 6 months following the end of the race (after the last Participant has returned). Living and transport costs associated with these operations will be borne by the **OA**, upon production of receipts.
- Participation of each Skipper or his team manager in debriefings organised by the **OA** is mandatory.

« FINANCIAL PENALTIES » ANNEXE

There are two categories of penalties:

- any of the breaches described in the present annexe 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 simple 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
Qualification 11 May 2026	Skippers	Invalidation of registration and no refund of entry fees
Press Conference 21 19 May 2026	Skippers	Late :€200 Absence : €2,000
Boats at VG pontoon 29 May 2026 at 7:00 pm	Boats	Penalty: €2,000 per 24-hour period
Welcome briefing	Skippers / TM	At least one entity late: €100 per late entity At least one entity absent: €1,000
SI/Safety Briefing 30 May 2026	Skippers	Late : €100 Absence : €1,000
Village inauguration 30 May 2026	Skippers	Late : €200 Absence : €2,000
Introduction of Skippers on village stage 30 May 2026	Skippers	Late: €200 Absence: €2,000
Official photograph 30 May 2026	Skippers	Late: €200 Absence: €2,000
Signing session 30 May 2026	Skippers	Late: 200€ Absence: €2,000
Partners' Cocktail Party 30 May 2026	Skippers	Late: 200€ Absence: €2,000
Briefing for Runs 3 June 2026	Skippers	Late: 100€ Absence: €1,000
Runs in the bay of Les Sables d'Olonne To be defined 4 June 2026	Skippers / boats	Absence: €2,000 per entity
Partners party 4 June 2026	Skippers	Late: €200 Absence: €2,000
Safety equipment checks From 4 30 May to 5 June 2026 6:00 pm	Skippers / boats	Absence per entity: €1,000
Weather Start Briefing 6 June 2026	Skippers	Late: €100 Absence: €1,000
Start 7 June 2026	Skippers	Absence: €6,000

Award Ceremony To be defined	Skippers / Boats	Absence : €2,000 per entity
Obligations	Entities concerned	Maximum penalty by breach
Presence of winner for finishes of 2 nd and 3 rd	Skippers	Absence: €2,000
Presence of winner and 2 nd for finish of 3 rd	Skippers	Absence: €2,000
Boat presence at pontoon	Boats	Absence: €2,000 per day of absence
Participation of the 3 first finishers in Public Relations events	Skippers	Absence: €1,000
Return of beacons 48hrs after arrival	Skippers or TM	Absence: €1,000
Post-race debriefing	Skippers or TM	Absence: €1,000

Category	Breach	Maximum amount (by breach)
Image bank	Image banks (photo and/or video) when incomplete and/or without official brandings and/or non-compliant and/or not delivered in time	€3,000
Image bank	Non-compliant image bank	Image bank not used
Embarked equipment	Embarked equipment absent or not compliant with requirements, faulty during the test conducted by the OA, not ready in time for the test or equipment lent by the OA not returned on time and/or in good operating condition.	€2,000
During the race	Non-observance of obligations of file sending or of a live during the race	€500
Start day	Non-observance of obligations relating to the start day	€3,000
Finish day	Non-observance of obligations relating to the skipper's finish day	€3,000
Press Relations	Non-observance of obligations relating to media relations	€3,000
IMOCA OA markings	Any non-compliant and/or not validated, or missing branding during race and villages.	€3,000
IMOCA OA markings	Any non-compliant or missing branding on the day before the start at 6:00 pm.	DISQUALIFICATION
Image banks	Non-delivery to the OA of an image taken during the race after finish (24H maximum after actual finish) or retirement.	€3,000
SAEM Vendée Property	Unauthorized use of the SAEM Vendée's property, distinctive marks and/or images	€10,000
Scrutiny right	Application of an abusive scrutiny right	€2,000
Sale of products on the village	Any non-authorized sale of product on the village grounds	€3,000

« RACING RULES OF SAILING » ANNEXE

Version of 15th October 2024

FFVoile Prescription to RRS 25.1 (Notice of race, sailing instructions and signals)

For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published. For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application. These standard documents can be downloaded on the "Arbitrage" website of FFVoile. <https://arbitrage.ffvoile.fr>

(* FFVoile Prescription to RRS 60.5(d) (Decisions on protests concerning class rules)

The protest committee 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 65.1 (Legal liability)

Any question or request related to legal liability 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 protest committee. A boat that retires from a race or accepts a penalty does not, by that such action, admit legal liability.

(* FFVoile Prescription to RRS 70.3(b) (Appeals and requests to a national authority)

The denial of the right of appeal is subject to the written approval of the FFVoile, received at least 2 months before the event. This approval shall be posted on the official notice board during the event.

(* FFVoile Prescription to RRS 76.1 (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 approval 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 88.2 (Changes or deletions to National prescriptions)

Prescriptions of the FFVoile shall not be changed or 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 not be changed in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on "Arbitrage" website of FFVoile shall be the only translation used to comply with RRS 90.2(b)).

(* FFVoile Prescription to RRS 91(a) (Minimum number of protest committee members)

The protest committee shall be composed of a minimum number of committee members in accordance with the provisions of the federal regulations of the FFVoile, unless a derogation is granted by the FFVoile

(* FFVoile Prescription to RRS 91(b) (Appointment of an international jury)

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

FFVoile Prescription to APPENDIX R (Procedures for appeals and requests)

Appeals shall be sent to: Fédération Française de Voile, jury d'appel - 17 rue Henri Bocquillon, 75015 Paris
– email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the “Arbitrage” website of FFVoile.