



SAILING INSTRUCTIONS

VENDÉE ARCTIQUE LES SABLES D'OLONNE 2026

Start on 7 June 2026 from Les Sables d'Olonne

Including amendment #1 to 15/05/2026

Including amendment #2 on 4rd June 2026

Changes are shown in red

TABLE OF CONTENTS

1. RULES	2
2. RACE OFFICES	3
3. CHANGES TO SAILING INSTRUCTIONS	3
4. SCHEDULE	3
5. COMMUNICATIONS [DP]	4
6. RACE FLAG - MAINSAIL STICKER	5
7. RESTRICTED AREA FOR VESSELS REFERENCED BY THE ORGANIZATION	5
8. THE COURSE	6
9. THE START	7
10. THE FINISH	9
11. TIME LIMIT AND RETIREMENT [DP]	9
12. PENALTY AND REDRESS SYSTEM	10
13. PROTESTS, REQUESTS FOR REDRESS AND REOPENING	11
14. SCORING	13
15. MEASUREMENT AND EQUIPMENT CHECKS [DP]	13
16. ADVERTISING [DP]	14
17. OFFICIAL VESSELS	14
18. COMPETITORS' SUPPORT RIBS	14
19. TRASH DISPOSAL	15
20. BIODIVERSITY [NP]	15

The notation [DP] (Discretionary Penalty) in a sailing instruction means that the penalty for a breach of this rule may, at the discretion of the international jury, be less than disqualification.

The notation [NP] (No Protest) in a sailing instruction means that a boat may not protest another boat for breaking this rule. This changes RRS 60.1 ~~(a)~~.

The notation [SP] (Standard Penalty) in a rule means that a committee may penalize a boat without a hearing for breaking this rule. This committee may also protest if it believes that the penalty is not appropriate.

1. RULES

The regatta will be governed by:

1.1. The rules as defined in the Racing Rules of Sailing (RRS) 2025–2028 with the following changes in addition and/or clarification to those provided in the Notice of Race (NoR) and specified below:

- RRS 28.1 (Sailing the Course): changed in SI 9.2;

- **RRS 33 (Change the next leg of the course):** changed in SI 8.4;
- RRS 44.1 (Taking a Penalty): changed in SI 12.1.1 and 12.1.4;
- RRS 60.1 (Protest): changed in SI 13.1.1, 13.1.3 and 13.2;
- RRS 61 (Redress): changed in SI 13.3.2;
- RRS 63 (Hearings): changed in SI 12.2.5 and 13.4;
- RRS 63.7 (Request for Reopening): changed in SI 13.3.3.

1.2. If there is a conflict between languages, the French text will take precedence.

2. RACE OFFICES

2.1. The offices of the general organization of the event, race direction, race committee, technical committee, and international jury are located at the Centre de Formation aux Métiers de la Mer in Les Sables d'Olonne, from 26th May to 19th June 2026 inclusive.

2.2. The race offices are open from 9:00 to 12:00 and from 14:00 to 18:00.

2.3. The official notice board will be published online on the race website at www.vendeeartique.org. If possible, notices will also be posted by email to skippers and Team Managers and/or on the WhatsApp group "Vendée Arctique 2026/Fil info". The absence of broadcast by email or on the WhatsApp group will not be grounds for a request for redress. This changes RRS 61.1.

2.4. There will be no signals made ashore.

2.5. During the entire race, Race Direction can be contacted 24/7:

- By phone at +33 (0)6 82 71 22 64
- At the email address dc@vendeeartique.fr

If necessary, messages will be transmitted to the race committee, technical committee, or protest committee by the Race Direction itself.

3. CHANGES TO SAILING INSTRUCTIONS

3.1. Before the start, any change to the sailing instructions will be published no later than the day of the start, 7th June 2026, at 12:00 local time (10:00 UTC).

3.2. When boats are at sea, changes to the sailing instructions may be given verbally by VHF even if the warning signal has already been made. If the boats are not within visual or VHF range, changes will be transmitted to each boat by email, satellite phone, or instant messaging. Each skipper shall acknowledge receipt of the changes.

4. SCHEDULE

The schedule is described in the Appendix "Schedule and obligations" of the notice of race.

Notices will be published for any changes. The times and locations of other meetings or events will be published on the official notice board. [Specific provisions for speed runs are detailed in SI Appendix 8:](#)

5. COMMUNICATIONS [DP]

5.1. Relations with the organization's communication services

Competitors must keep in regular contact with the organisers by telephone or email to enable them to monitor the event:

- Nighttime messages and voicemails must be sent via WhatsApp to a phone number that will be communicated later. Questions will be sent by the communication service before 21:00 (French time) via WhatsApp to each relevant team.
- During the race, daily sessions will be organized:
 - Between 10:00 and 10:30 (French time): Session in French with 2 or 3 skippers.
 - Sessions will be recorded in video or audio [via Ektacom](#).
 - Skippers will be notified by 21:00 the day before via an email sent by the race direction.
- During the race, daily live streaming sessions will be organized:
 - 12:30 (French time): Live in French with 1 or 2 skippers live (FR/EN depending on skippers).
 - Skippers will be notified by 21:00 the day before via an email sent by the race direction.
- During the race, private video calls with media will be organized:
 - The media relations service will contact the Communication and/or Media Manager via WhatsApp for the relevant team to confirm the intention of a private video call with the skipper.

Onboard videos and photos shall be sent to the boat's FTP that you will set up. The audiovisual producer will provide the IP Address / Username / Password information. The watch (carried out by the communication service) regarding the reception of files will be carried out between 7:00 and 23:00 (French time).

5.2. Race channel and watch

The race channel is 72. Information to competitors will be given on this VHF channel or by email from the race direction when out of VHF range. For safety reasons, competitors shall keep their satellite phone, positioning beacon, and VHF on permanent watch for the entire duration of the race. **On the VHF, only the watch on channel 16 is mandatory throughout the race.**

5.3. Intermediate rankings and positions during the race

5.3.1. In accordance with NoR 12.2, the organizer implements a boat tracking procedure. The

position of the boats is updated on the website every hour. At the start, at the Arctic Circle, and at the finish, the update rate will be increased, see SI 5.3.2.

A FTP site will be available to competitors with the positions of the boats (Posreport file) at the times mentioned ~~below~~ ~~above~~. The address, login, and password will be sent by email to all competitors.

Upon requests from competitors, Posreport files will also be sent to the boat's email. This request shall be made by email to the race direction no later than 3rd June 2026.

5.3.2. Satellite positioning at the start, when crossing the Arctic Circle, and at the finish: During the start and finish phases and when boats are crossing the arctic circle, positioning will be increased according to the following rate:

- One position every 30 seconds:
 - On the day of the start from exiting the channel until 2 hours after the start.
 - During finishes within a 5 NM radius of the finish.
- One position every 2 minutes within a 30NM radius of the start and finish.
- One position every 5 minutes when crossing the Arctic Circle ~~from 30 NM~~.

These positions will be visible on the official race website.

5.4. AIS [DP]

Competitors shall keep their AIS switched on (transmitting and receiving) from casting off until they return to the pontoon.

6. RACE FLAG - MAINSAIL STICKER

The markings to be displayed are detailed in article IV-D of the Appendix Marketing and Communication of the Notice of Race for Vendée Arctique 2026.

7. RESTRICTED AREA FOR VESSELS REFERENCED BY THE ORGANIZATION

This area is a polygon, bounded by straight lines connecting the points described in SI Appendix 2. This area is strictly reserved for:

- Competitors,
- A single support RIB per team (SRA) (up to the warning signal),
- A single additional RIB (SCR) (up to 15 mins before the starting signal),
- Vessels in charge of rescue, police, water area supervision as well as race officials,
- Accredited boats (up to 20 mins before the starting signal),
- The organization's media production means (up to the start).

This zone will be activated according to the times mentioned in the current regulations from the maritime prefecture.

8. THE COURSE

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

The course is defined in SI Appendix 3. The coordinates of the marks are given in WGS 84 and their positioning will not be grounds for redress (this changes RRS 61.1).

8.2. Late competitors and competitors returning to Les Sables d'Olonne must respect the start and course provided in SI 9.7 **except the eventual offset mark.**

8.3. Prohibited areas

8.3.1. [DP] A boat racing shall neither enter nor sail in prohibited areas.

8.3.2. The coordinates of the prohibited areas are defined in SI Appendix 4

8.3.3. It is forbidden to navigate in the restricted areas designated by official nautical documents, in Traffic Separation Schemes (TSS), protected swimming areas, protection zones around diver boats, as well as in all prohibited navigation areas described in the appendix. It is the responsibility of the skippers to know the prohibited or regulated areas on the course, particularly during exercises, scientific surveys... which could be set up at any time during the race, and to refer to the instructions or obligations formulated by the competent authorities.

8.3.4. The Arctic Exclusion Zone (AEZ) is defined in SI Appendix 4. A boat entering the AEZ must correct her breach as follows: The point by which she entered the AEZ becomes an additional waypoint of this zone for the boat; she must leave this waypoint on the side corresponding to a trajectory further back than the direct route to this waypoint, as soon as reasonably possible. The coordinates of the waypoints of the Arctic Exclusion Zone (AEZ) line given in SI Appendix 4 may be changed according to SI 3.2. Additional waypoints may be added **especially if a significant weather event occurs during the race or if information affecting the safety of competitors is given by any source.**

8.3.5. Race Direction may define other areas before the start or during the race based on identified risks to the safety of the boats.

8.4. Change of course (changes RRS 33 and Race Signals)

8.4.1. For safety reasons, the course may be changed.

~~8.4.2. To adjust the duration of the race, the positions of the waypoints may be changed. In addition, if a significant weather event occurs during the race or if information affecting the safety of competitors is given by a competitor, ship, aircraft, radars, satellites, or any other source, the positions of certain points of the arctic exclusion zone may be changed during the race.~~

8.4.3. To signal a change of course, the race committee will send a written message via the race direction to all competitors to the boat's email address. Publication may possibly be duplicated either by verbal instructions by phone or instant messaging ~~(this changes RRS 33 and Race~~

Signals).

8.4.4. The race committee may, at the request of the race direction, change the position of **or add** a mark, provided that all boats are informed no later than before the first boat arrives at 150NM from the mark **in question that begins the changed leg.**

8.5. Official scoring at a latitude (change RRS 32)

An official scoring may be done at a latitude. Competitors must cross this latitude and continue their race. The race committee may shorten a race and validate the race ranking by taking the last official timing at one of the latitudes as the finishing order. It will inform competitors via the race direction with the following message: "The race is shortened, and the last official scoring will be taken as the finishing order." Any event likely to give rise to a protest or request for redress occurring after the last official scoring will not be taken into account, and no boat may be penalized, except as a consequence of an action under a fundamental rule or under rule 69.

8.6. RRS A5.1 and A5.2 are changed so as not to include boats that did not sail the course.

9. THE START

The start will be given on Sunday, June 7, 2026 at 13:02 local time.

9.1. [DP] Declarations of intent to start (SI Appendix **8-7**) must be sent by email to the race direction no later than 6th June at 19:00 local time: dc@vendeearctique.fr. If the start date is moved forward, it must be sent six hours before the new scheduled starting signal.

9.2. Starting area

The starting area will be defined by prefectural decree.

9.3. Starting line

9.3.1 The starting line will be between a staff displaying an orange flag on the race committee vessel at the starboard end and the course side of an orange buoy at the port end. The approximate coordinates of the ends of the starting line and the offset mark (if any) will be announced as soon as possible by VHF and, if possible, sent by Whatsapp. Failure of the transmission or failure to do so at the time that appears most opportune will not be grounds for a request for redress. This changes RRS 61.4(b)(1).

9.3.2 A protection buoy may be laid about a boat length to leeward of the race committee vessel. A boat shall not pass between this buoy and the race committee vessel from her preparatory signal until she has started and cleared the starting line. Although it is not part of the starting line, this buoy ranks as a starting mark. The precise position or lack of this buoy shall not be grounds for redress under RRS 61. The penalty for any part of the boat crossing between the mark and the race committee vessel will be 2 hours according to the terms specified in SI 12.6.

9.4. Starting procedure

The start of the race will be given using the following signals:

Signal	Flag and sound signal	Minutes before start
Warning	VALS flag displayed; 1 sound signal	8
Preparatory	"P" flag displayed, 1 sound signal	4
One minute	"P" flag removed, 1 long sound signal	1
Start	VALS flag removed, 1 sound signal	0

To inform boats that the race will start soon, an orange flag will be displayed with a sound signal at least ten minutes before the warning signal.

9.5. Individual Recall

The penalty for OCS provided in NoR 4.3 shall be taken according to the terms specified in SI 12.6. It must be executed no later than 48 hours after the start (unless an exemption is granted by the race direction due to weather conditions).

9.6. Delayed Start

A competitor who has not crossed the starting line 30 minutes after their starting signal will be considered a non-starter. They may start later through the delayed starting line after agreement from the race direction at the time indicated to them by the race committee. No start will be possible more than 48 hours after the official start time of the race. During this wait, they must:

- Either stay in or return to the harbour of Les Sables d'Olonne;
- Or wait in the waiting area ~~using their own means~~ off Les Sables d'Olonne.

After this period, the boat will be scored DNS. This changes RRS A5.1.

9.7. Definition of the delayed starting line

For delayed starts, the starting line will be a north/south line, and :

- Bounded to the North by the Nouch Sud Buoy located at 46°28.550 N & 001°47.410 W;
- Bounded to the South by a waypoint located at 46°28.210 N & 001°47.410 W.

Competitors must cross this line from east to west, then sail the course defined in SI Appendix 3.

To determine that a boat has started late, appendix 7 applies.

9.8. Return to port after the start

9.8.1. A boat may return to the harbour of Les Sables d'Olonne only after prior authorization from the race direction and the race committee, which will be communicated by any means (VHF, email, satellite phone).

9.8.2. A boat that wishes to return to Les Sables d'Olonne to receive outside assistance may be towed from a distance of 20 nautical miles from the harbour of Les Sables d'Olonne and until the harbour. They may reach the Vendée Globe pontoon or receive physical assistance on board within a 3-mile radius of the Nouch Sud buoy.

9.8.3. The boat will be authorized to restart the race within a maximum period of 48 hours after the official start time of the race. They must then contact the race direction to set up a new start.

After this time, the boat will be scored DNF. This changes RRS A5.1.

10. THE FINISH

10.1. Finishing Line

The finishing line will be a straight line oriented north / south, and

- Bounded to the North by the Nouch Sud Buoy located at 46°28.550 N & 001°47.410 W;
- Bounded to the South by the Committee boat located at 46°28.210 N & 001°47.410 W.

In case of the absence of the Committee boat, the timing will be done by the tracking system.

10.2. Finishing gate for bad weather

Before crossing the finishing line in SI 10.1, boats shall cross the 'Bad weather' finishing gate defined in appendix 'Course'.

Depending on the weather conditions, the race committee may activate this 'Bad weather' finishing gate during a given time and consider boats finishing at this gate on the position of the trackers. **When boats finish at the bad weather gate, appendix 7 applies.**

In this case, boats will be advised via email no later than 18 hours earlier and shall acknowledge receipt.

10.3. Boats are required to keep their electronic or paper logbook available to the race committee and the race direction. [DP]

10.4. Boats will be guaranteed a free place at the Vendée Globe pontoon in Les Sables d'Olonne up to seven days after finishing.

11. TIME LIMIT AND RETIREMENT [DP]

11.1. The finishing window is 100% of the race time of the first boat sailing the course and finishing. The finishing line will be closed after the finishing window has expired.

Safety monitoring will be provided for boats that have not finished before the finishing line is closed.

11.2. Boats intending to retire shall inform in writing, either from the competitor or from the team

manager. The boat will have officially retired after the race direction has received such a document. Such retirement is definitive.

11.3. Any competitor whose Sarsat-Cospas beacon has been activated shall only deactivate it upon request from the MRCC.

12. PENALTY AND REDRESS SYSTEM

12.1. ~~The Two-Turns Penalty is replaced by a One-Turn Penalty for breaches of the rules of Part 2. In addition, RRS 44.1 is changed so that~~ a breach of Part B, Section II of the COLREGs in an incident between boats will be considered a breach of Part 2 of the RRS (this changes RRS 44.1).

12.2. Penalty at the time of the incident

12.2.1. Turns penalty: after taking a penalty according to RRS 44.2, the boat shall inform the race direction within the same time limit as for protests (see SI 13.2).

12.2.2. A boat that has caused injury or serious damage or gained a significant advantage in the race by her breach may request the international jury to receive a time penalty instead of her obligation to retire from the race (this changes RRS 44.1(b)). This request must be made within the protest time limit of SI 13.2.

12.3 Penalties or redress decided by the international jury after a hearing

12.3.1. The penalty for a breach of a rule will be a time discretionary penalty, except if the boat is disqualified. When boats are racing, the penalty shall, unless otherwise specified, be taken according to SI 12.6. Discretionary penalties will be decided by the international jury according to the 'Penalty guide' (SI Appendix 5).

12.3.2 Discretionary power of the international jury

- (a) for minor breaches, the international jury may reduce the penalty until there is no penalty.
- (b) for major, repeated or deliberate breaches, the international jury may increase the penalty which could be up to disqualification.

12.3.3. A redress decision of the international jury after a hearing will be, unless otherwise specified, a time allowance.

12.4 Penalties decided by the organizing authority

The penalty for a breach of a non-sportive rule will be financial (cf. NoR Appendix 'Financial penalties'). They shall be paid out to the organizing authority. Such penalties will be imposed by the organizing authority.

If a new breach is identified following a financial penalty, the international jury may open a hearing and penalize the boat under SI 13.2.

12.5. Accidental breaking of a seal noted by the technical committee [NP] [SP]

In the event that the technical committee observes during an inspection that a seal has been damaged or broken,

or

in the event that a competitor racing self-declares damage or a break, the competitor must relate this event immediately in their logbook and send an email to the race direction indicating "sail number, boat name, damaged/broken seal: Date HH.MM in UTC and explanations".

This instruction also applies to any device or equipment used for sealing.

After consulting the technical committee, if the international jury classifies the break or damage as accidental, it will propose to the competitor to accept a standard penalty without a hearing (this changes RRS 63.1):

- For breaking a propulsion engine seal, the penalty will be 90 minutes.
- For breaking another seal, the penalty will be 30 minutes.

If the boat does not accept this standard penalty, the international jury will open a hearing after the technical committee protests.

12.6. Taking a time penalty while racing

As soon as possible after it has decided a protest, the international jury will communicate through the race direction the penalty (including an area or a time in which it should take the penalty) to the boat in question. When the boat intends to take its penalty, it shall inform the race direction who will time it from a line it will have indicated to the competitor.

After taking the penalty and if it has been taken and confirmed by the race committee, the boat shall cross a second time the line before resuming racing.

13. PROTESTS, REQUESTS FOR REDRESS AND REOPENING

Preamble: For any incident while the initiator is still racing, RRS of Part 5 are changed as follows. For protests delivered ashore, hearing procedures in RRS 60.2(b), 60.3, 60.4, 60.5 and 63 apply.

13.1. Informing the protestee

13.1.1. A boat intending to protest shall inform the other boat at the first reasonable opportunity by VHF on race channel 72 (if in range) or by email. A red flag is not required (this changes RRS 60.2(a)(1)).

13.1.2. The protestor shall confirm their intention to protest in writing (email) as soon as reasonably possible to the protestee and inform the international jury at the same time via the race direction by email.

Commenté [1]: Selon la décision en français

13.1.3. The intentions to protest of the race committee, technical committee and international jury will be published on the official notice board and transmitted to the boats involved to inform them in accordance with RRS 60.2(d). Transmission will be by VHF on race channel 72 or by email ~~(this changes RRS 61.1(b))~~.

13.1.4. A boat requesting redress shall deliver her request to the international jury through the race direction, using the procedure in 13.1.1 above.

13.2. Time limits

13.2.1 To protest

The protest time limit for a boat racing, the race committee, the technical committee or the international jury is twelve hours after learning of the incident for the protest. A protest from a boat delivered more than twelve hours after finishing will not be valid, even if she learned of the incident later.

13.2.2 To request redress

The time limit to request redress following a decision of the international jury is twelve hours after the decision has been posted if the boat requesting redress is racing when the decision is published. If the boat has finished, the time limit is two hours after the decision has been posted on the official notice board.

This changes RRS 61.2.

13.2.3. To request reopening

For protests and requests for redress decided at sea, a request to reopen shall be delivered no later than twelve hours after the decision has been communicated to the parties.

For protests and requests for redress decided ashore, a request to reopen shall be delivered no later than two hours after the decision has been communicated to the parties.

This changes RRS 63.7(b).

13.2.4. The international jury shall extend the time limit if there is a good reason to do so.

13.3. Hearing and decision

13.3.1. A hearing may begin as soon as the protest committee is informed of the protest, and this may be done by any appropriate means of communication given the circumstances.

13.3.2. The obligation to have working communication instruments on board, such as a satellite phone and a VHF, automatically implies the ability to be present at the hearing. This changes RRS 63.1.

13.3.3. Information provided during the protest, such as descriptions of the incident, questions and answers, witness statements, etc., communicated by phone, VHF, email, or any other radio means are considered the hearing. This changes RRS 63.4(b).

13.3.4. According to the preamble of SI 13, the procedure in this instruction applies only for protests

or requests for redress while boats are racing.

13.3.5. However and depending on the circumstances, the international jury may decide to use the same procedure when one of the parties is still racing or when the number of judges physically present does not meet the requirements of RRS N1.

13.3.6. The international jury decision will be posted on the official notice board and communicated by email to the parties as soon as reasonably possible after the hearing is closed.

14. SCORING

~~The ranking is established on the race time after taking into account the decisions of the international jury. In case the 'bad weather' finish is activated, boats crossing the 'bad weather' finishing gate before it was activated will be scored before those who finished at the gate, and those who finished at the gate will be scored before those to cross it after it has been deactivated.~~

~~If an international jury decision after the gate changes a boat's race time, it will be adjusted before crossing the bad weather gate to decide which finishing line applies to the boat in question.~~

~~The 'speed runs' results do not count towards the event ranking.~~

15. MEASUREMENT AND EQUIPMENT CHECKS [DP]

15.1. A boat or her equipment may be inspected at any time to verify compliance with the rules.

15.2. Immobilization of the propulsion engine

The propulsion engine must be immobilized in both forward and reverse gears. The application of a seal must guarantee this immobilization. It will be carried out according to the procedure defined in SI Appendix 1 "Procedure for immobilizing the propulsion engine". These seals must not be broken or removed before the boat is checked at the finish.

If a boat needs to use its propulsion engine, the skipper must first inform the race direction:

- Before breaking the seal, send to the race direction a photo or a digital video of the seal in place showing a paper with the code given by the race direction.
- Replace the seal as soon as safety allows using the seals provided by the technical committee
- As soon as possible, send the race direction a photo or video of the new seal in position showing a paper with the code given by the race direction.
- As soon as possible, write a report to the technical committee with the time and place of the incident, the time and place when the new seal was set and, if possible, the time during which the propulsion engine was used and the reason why.

15.3. Other seals

Every boat equipment required to be sealed closed or sealed in position by the class rules will be sealed before the start. Those seals shall not be broken before the boat is checked after finishing.

15.4. Seals and challenges to the quality of the seal

Each boat shall prepare the boat to facilitate the installation of seals. Each boat is solely responsible for the integrity of her seals.

15.5. At the finish, the technical committee may carry out inspections. Engine seals may only be cut:

- by the technical committee after the finish or,
- by the competitor on approach to the finishing line **or after finishing**, after having received permission from the race direction. The race direction will provide the competitor with a code, and the competitor shall send a photo of the seal prior to breaking it, featuring a piece of paper with the code written on it.

All seal used and unused shall be handed over in full to the technical committee as soon as possible after finishing.

16. ADVERTISING [DP]

Boats must fly the pennants or flags and markings requested by the Organization (see marketing and communication appendix).

17. OFFICIAL VESSELS

17.1. Race officials vessels

The race committee signal vessel will fly the FFVoile flag.

The other vessels of the race committee will fly 'STAFF' flags.

17.2. Support vessels and organization

Team ribs	'TEAM' pennant
Area monitoring ribs	'SAFETY' pennant
Press and media crafts	'PRESS' or 'PROD' pennant
Crafts listed by the organization	'STAFF' or 'GUEST' pennants

18. COMPETITORS' SUPPORT RIBS

18.1. According to the regulations governing the operation of support vessels, the nautical organisation will draw up a list of crafts authorised to enter the starting area, subject to the other provisions of this regulation.

18.2. A briefing for team ribs will be held:

- ~~On Wednesday 3rd June at 18h00 (local time) about the runs~~

- On Saturday 6th June at 18h00 (local time) about the start

These briefings are mandatory to get the identification flag.

18.3. All crafts listed with the organization shall keep watch on both VHF channels 16 and 72.

18.4. Support ribs are reminded that:

- they must be in compliance with applicable regulations
- if necessary, they shall provide help to any boat, competitor, spectator, passenger...

18.5. Teams shall register their ribs before 30th May at 12h00 using the following link:

Support / additional rib: <https://forms.gle/3BpfQ7Qn6y3hoJCE9>

19. TRASH DISPOSAL

Boats shall not intentionally put trash in the water. Trash must be kept aboard until the boat returns to dock after she has finished or retired.

20. BIODIVERSITY [NP]

In the context of species preservation and particularly threatened habitats with high conservation stakes in Europe, all participants and their teams are required to comply with specific rules.

- RRS47: TRASH DISPOSAL - Competitors and *support persons* shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.
- Throw liquids, non natural or non biodegradable trash is prohibited.
- Throw liquids or trash, even natural and biodegradable in Natura 2000 areas is prohibited
- Competitors shall report any collision with UFOs or encounter with a marine animal
- Keep a 100m minimum distance with visible groups of birds or marine mammals

Awareness areas in which cetaceans are located at this time of year have been identified along the course. They are defined as follows:

Awareness area Gascogne	
48° 32.414' N	010° 23.541' W
48° 10.163' N	007° 51.331' W
47° 08.575' N	005° 24.893' W
44° 53.003' N	002° 00.017' W
43° 27.702' N	002° 02.080' W
43° 59.003' N	007° 48.581' W
42° 56.631' N	009° 16.581' W
42° 58.140' N	012° 59.332' W

Awareness area Northern Iceland	
70° 03.639' N	018° 49.097' W
69° 40.568' N	018° 30.329' W
69° 02.129' N	019° 27.529' W
69° 05.642' N	020° 38.135' W
69° 24.638' N	021° 10.310' W
70° 00.892' N	020° 08.642' W

Awareness area Northern Ireland	
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44° 13.661' N	014° 17.178' W
45° 47.867' N	012° 30.880' W
47° 05.480' N	007° 38.956' W
47° 44.243' N	010° 38.665' W

Awareness area Norway	
68° 23.679' N	010° 17.153' E
67° 56.720' N	011° 40.228' E
65° 56.718' N	007° 03.817' E
64° 24.809' N	006° 24.545' E
64° 30.019' N	004° 50.898' E
66° 27.798' N	005° 16.575' E

Awareness area Isle of Man	
54° 53.570' N	004° 54.754' W
54° 30.344' N	003° 46.004' W
53° 47.603' N	003° 41.244' W
53° 18.699' N	004° 34.129' W
53° 25.010' N	005° 38.120' W
54° 02.863' N	005° 42.879' W

Awareness area North Sea	
62° 22.182' N	001° 06.790' W
62° 04.689' N	004° 17.641' E
55° 11.334' N	004° 17.641' E
55° 11.334' N	000° 11.190' W
57° 33.475' N	001° 56.921' W
57° 33.475' N	003° 55.759' W
59° 49.803' N	006° 33.010' W

61° 09.327' N	012° 26.157' W
60° 08.625' N	010° 49.489' W
60° 04.232' N	007° 05.056' W
56° 08.557' N	009° 10.514' W
55° 52.568' N	010° 35.421' W
57° 02.196' N	012° 06.584' W
55° 14.150' N	015° 10.697' W
54° 03.306' N	017° 51.572' W
54° 04.879' N	019° 33.460' W
55° 51.063' N	021° 41.266' W
57° 49.821' N	020° 16.360' W
55° 14.660' N	017° 11.353' W
57° 35.019' N	013° 10.040' W
60° 11.044' N	014° 42.990' W

Awareness area Iceland	
68° 26.778' N	026° 57.221' W
67° 30.083' N	017° 33.675' W
68° 15.914' N	014° 58.552' W
64° 51.645' N	009° 48.307' W
64° 05.108' N	010° 27.579' W
63° 54.779' N	012° 03.794' W
66° 43.505' N	016° 24.949' W
64° 11.630' N	032° 20.261' W
59° 02.961' N	039° 33.197' W
57° 32.160' N	044° 35.588' W
59° 42.962' N	045° 16.823' W
65° 48.989' N	038° 42.144' W
68° 18.094' N	031° 59.611' W

APPENDIX 1: SEALS INSPECTION

SUMMARY OF ALL SEALS	
Exterior liferaft	Sealed in position
Additional exterior liferaft items	Sealed in position
Interior liferaft	Sealed in position
The 2 sets of anchoring equipment	Sealed in position
Emergency drinking water	Sealed closed and in position
Emergency fuel supply	Sealed closed and

SEALING PROCEDURE FOR THE MEANS OF PROPULSION

The engine will be sealed after leaving the harbour. The seal must be guaranteed by using one or more seals:

The designated shore crew and/or the skipper, together with the technical committee chair, choose the best place to install the seal on the boat and set the seal on the boat (easy to access and check, safe use and reliable sealing).

The numbered seal and the instructions will be given to the person responsible for the safety compliance checks.

Once the boat has exited the harbour and is out at sea, the team will block and seal the boat's means of propulsion themselves.

Teams shall send a digital photo or video featuring the numbered seal properly set (closed in the correct direction), **with legible numbers**.

This photo or video shall be sent via WhatsApp (or email) to the technical committee chair no later than 9h00 after the race has started with the boat name:

- to the following email address: cartier.samuel@outlook.fr
- or on WhatsApp: +33 (0)681771867

The technical committee will acknowledge receipt to the boat and the RD.

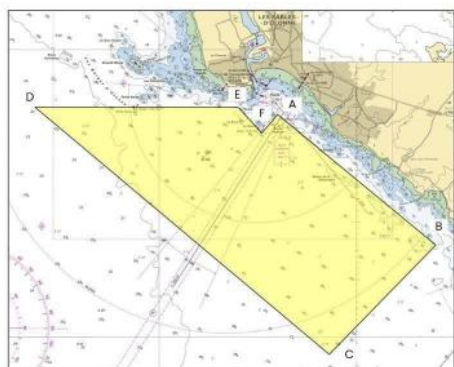
The skipper shall ensure that the photo or video was received and satisfies with the technical committee chair requirements.

If the photo or video was not received within the time limit, the technical committee chair will deliver a protest.

Any photo that is illegible or unidentified will be deemed invalid and will be treated as if no photo had been submitted.

APPENDIX 2: STARTING AREA

The starting area and restricted areas will be defined according to the chosen scenario and weather conditions. The reserved area is defined by the polygon connecting points A, B, C and D.



ID	POSITIONS (WGS84)
A	46° 28.870 N - 001° 47.000 W
B	46° 26.600 N - 001° 43.000 W
C	46° 24.700 N - 001° 45.700 W
D	46° 29.000 N - 001° 53.150 W
E	46° 29.000 N - 001° 48.000 W
F	46° 28.550 N - 001° 47.400 W (Nouch Sud)

APPENDIX 3: COURSE

The coordinates of points are given as WGS 84, ~~for information purposes only~~ and their positioning cannot be grounds for a request for redress (this changes RRS 61.1 (a)).

The race direction reserves the right to change the course if safety requirements were not met to sail any of the courses. The course choice will be published by notice no later than 48 hours before the start.

Course A			
Order	Waypoint	Required side	Position (Degrees and decimal minutes)
	Start		SI 9.3
	Eventual offset mark	Starboard	
1	Ears of Achill (Ireland)	Starboard	53° 58,826N / 010°14,270' W
2	Arctic polar circle	Cross from South to North	Latitude 66° 33,696' N
3	Bad weather gate	Cross from West to East	Waypoint North : 46°32,000' N / 001°53,000' W Waypoint South : 46°25,000' N / 001°53,000' W
	Finish		SI 10.1

APPENDIX 4: PROHIBITED AREAS

For all courses, sailing is forbidden in the areas defined with the following vertices. Coordinates are given as WGS84.

1. Ile d'Yeu Wind Farm

ZI Eoliennes de Ile d'Yeu		
	ZI Eoliennes Yeu A	46°57,130 N 002°31,600 W
	ZI Eoliennes Yeu B	46°50,915 N 002°24,260 W
	ZI Eoliennes Yeu C	46°48,025 N 002°29,465 W
	ZI Eoliennes Yeu D	46°53,075 N 002°35,435 W
	ZI Eoliennes Yeu E	46°54,965 N 002°35,505 W

2. Forbidden area Ouessant TSS

DST Ouessant LONG		
	TSS Ouessant LONG A	49°04,600 N 005°30,000 W
	TSS Ouessant LONG B	48°41,000 N 005°07,000 W
	TSS Ouessant LONG C	48°25,450 N 005°26,920 W
	TSS Ouessant LONG D	48°38,050 N 006°06,800 W
	TSS Ouessant LONG E	48°56,400 N 005°51,600 W

3. Forbidden area South Scilly TSS

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

4. Forbidden area West Scilly TSS

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

5. Forbidden area Fastnet TSS

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

6. Forbidden area Seven Stones TSS

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

7. Forbidden area South-West Iceland TSS

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

8. Forbidden area West Iceland TSS

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

9. Forbidden area Cap Finisterre

TSS Cap Finisterre LONG		
TSS Cap Finisterre LONG A	43°35,900 N	010°02,000 W
TSS Cap Finisterre LONG B	43°25,500 N	009°33,380 W
TSS Cap Finisterre LONG C	43°10,500 N	009°44,000 W
TSS Cap Finisterre LONG D	42°47,750 N	009°44,000 W
TSS Cap Finisterre LONG E	42°47,750 N	010°13,850 W
TSS Cap Finisterre LONG F	43°18,950 N	010°13,850 W

10. Arctic exclusion zone

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
ZEA 15	69°45,000 N & 055°00,000 W

11. Natura 2000 protection area Les Barges

0.2 nautical mile radius circle around the phare des Barges : 46° 29.705' N, 1° 50.501' W

12. Natura 2000 protection area Iroise

Waypoint	Position
Iroise 1	48° 02.412' N, 004° 44.454' W
Iroise 2	48° 01.430' N, 004° 48.857' W
Iroise 3	48° 02.999' N, 004° 59.862' W
Iroise 4	48° 25.334' N, 005° 08.037' W
Iroise 5	48° 31.389' N, 004° 48.313' W

13. Biodiversity protection area Norway

Waypoint	Position
Norvège 1	66° 26.479' N, 005° 53.800' E
Norvège 2	67° 11.856' N, 008° 02.232' E
Norvège 3	67° 03.326' N, 008° 19.047' E
Norvège 4	66° 48.055' N, 008° 18.180' E
Norvège 5	66° 30.644' N, 007° 50.935' E
Norvège 6	66° 07.390' N, 006° 21.854' E
Norvège 7	66° 08.836' N, 005° 57.849' E
Norvège 8	66° 17.500' N, 005° 50.176' E

14. Biodiversity protection area North Sea

Waypoint	Position
MDN 1	62° 17.393' N, 000° 06.960' W
MDN 2	62° 01.532' N, 003° 08.771' E
MDN 3	55° 58.205' N, 003° 43.146' E
MDN 4	55° 45.474' N, 003° 03.271' E
MDN 5	56° 23.840' N, 000° 27.896' E
MDN 6	58° 11.540' N, 000° 14.146' E

MDN 7	58° 42.476' N, 002° 27.521' E
MDN 8	60° 58.121' N, 002° 14.878' E
MDN 9	61° 01.501' N, 000° 10.557' E
MDN 10	61° 27.905' N, 000° 43.267' W
MDN 11	60° 26.168' N, 003° 23.105' W
MDN 12	60° 26.508' N, 003° 56.793' W
MDN 13	60° 47.026' N, 004° 05.056' W

15. Biodiversity protection area East Iceland

Waypoint	Position
Islande Est 1	67° 16.926' N, 016° 42.045' W
Islande Est 2	67° 25.872' N, 014° 45.053' W
Islande Est 3	66° 34.391' N, 012° 11.085' W
Islande Est 4	66° 06.614' N, 011° 28.695' W
Islande Est 5	64° 43.500' N, 011° 26.371' W
Islande Est 6	64° 38.532' N, 012° 05.875' W
Islande Est 7	66° 56.136' N, 016° 34.270' W

16. Biodiversity protection area West Iceland

Waypoint	Position
Islande Ouest 1	67° 56.542' N, 029° 28.600' W
Islande Ouest 2	67° 23.449' N, 022° 19.493' W
Islande Ouest 3	67° 07.893' N, 022° 15.585' W
Islande Ouest 4	66° 47.087' N, 024° 32.174' W
Islande Ouest 5	66° 02.448' N, 025° 15.238' W
Islande Ouest 6	65° 54.611' N, 026° 46.676' W
Islande Ouest 7	65° 20.147' N, 027° 54.354' W
Islande Ouest 8	64° 51.915' N, 032° 46.580' W
Islande Ouest 9	58° 21.819' N, 043° 43.133' W
Islande Ouest 10	58° 24.177' N, 045° 09.707' W
Islande Ouest 11	59° 30.400' N, 045° 12.456' W
Islande Ouest 12	62° 26.741' N, 041° 17.400' W
Islande Ouest 13	65° 33.841' N, 036° 47.396' W

Islande Ouest 14	66° 39.274' N, 033° 18.275' W
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17. Biodiversity protection area North Atlantic

Waypoint	Position
ATL1 1	56° 35.351' N, 010° 30.705' W
ATL1 2	56° 32.356' N, 010° 06.086' W
ATL1 3	56° 19.178' N, 009° 58.865' W
ATL1 4	56° 08.206' N, 010° 19.566' W
ATL1 5	56° 14.831' N, 010° 41.307' W
ATL1 6	56° 26.951' N, 010° 39.945' W

18. Biodiversity protection area North Atlantic 2

Waypoint	Position
ATL2 1	57° 45.600' N, 011° 13.486' W
ATL2 2	57° 40.794' N, 010° 49.500' W
ATL2 3	57° 20.025' N, 010° 36.176' W
ATL2 4	57° 05.164' N, 010° 54.470' W
ATL2 5	57° 05.556' N, 011° 15.171' W
ATL2 6	57° 18.725' N, 011° 37.076' W
ATL2 7	57° 35.561' N, 011° 33.466' W

19. Biodiversity protection area North Atlantic 3

Waypoint	Position
ATL3 1	59° 00.425' N, 012° 22.782' W
ATL3 2	58° 53.080' N, 011° 42.915' W
ATL3 3	58° 36.830' N, 011° 28.676' W
ATL3 4	58° 09.750' N, 012° 04.475' W
ATL3 5	58° 06.958' N, 012° 34.579' W
ATL3 6	58° 10.179' N, 012° 58.581' W
ATL3 7	58° 28.338' N, 013° 20.955' W
ATL3 8	58° 50.977' N, 013° 03.055' W

20. Biodiversity protection area North Atlantic 4

Waypoint	Position
ATL4 1	59° 38.948' N, 010° 02.612' W
ATL4 2	59° 22.436' N, 009° 28.847' W
ATL4 3	59° 07.668' N, 009° 21.118' W
ATL4 4	58° 53.845' N, 009° 44.306' W
ATL4 5	58° 53.004' N, 010° 33.530' W
ATL4 6	59° 04.117' N, 011° 02.413' W
ATL4 7	59° 16.001' N, 010° 58.345' W

21. Biodiversity protection area North Atlantic 5

Waypoint	Position
ATL5 1	60° 05.001' N, 011° 34.720' W
ATL5 2	59° 59.531' N, 011° 01.862' W
ATL5 3	59° 49.332' N, 010° 51.848' W
ATL5 4	59° 23.368' N, 011° 16.570' W
ATL5 5	59° 03.352' N, 012° 13.210' W
ATL5 6	59° 39.240' N, 012° 28.856' W
ATL5 7	60° 00.470' N, 012° 15.087' W

22. Saint-Nazaire Wind Farm

Waypoint	Position
ZI Eolienne Saint-Nazaire F01	47°12,114'N 002°41,431'W
ZI Eolienne Saint-Nazaire G02	47°12,527'N 002°39,619'W
ZI Eolienne Saint-Nazaire F05	47° 11,051'N 002° 38,449'W
ZI Eolienne Saint-Nazaire E05	47°10,603'N 002°37,970'W
ZI Eolienne Saint-Nazaire E09	47°09,786'N 002°35,113'W
ZI Eolienne Saint-Nazaire F06	47°10,224'N 002°34,521'W
ZI Eolienne Saint-Nazaire G04	47°10,724'N 002°34,275'W
ZI Eolienne Saint-Nazaire G08	47° 09,896'N 002° 30,925'W
ZI Eolienne Saint-Nazaire E15	47° 08,917'N 002° 30,006'W

ZI Eolienne Saint-Nazaire A13	47°07,239'N 002°33,168'W
ZI Eolienne Saint-Nazaire A01	47°08,839'N 002°41,925'W
ZI Eolienne Saint-Nazaire D01	47°10,778'N 002°41,206'W
ZI Eolienne Saint-Nazaire E01	47° 11,544'N 002° 41,260'W

23. SEM-REV Windfarm area

Waypoint	Position
SEM-REV A	47°14.70'N 002°46.58'W
SEM-REV B	47°14.34'N 002°46.08'W
SEM-REV C	47°13.94'N 002°46.88'W
SEM-REV D	47°14.34'N 002°47.38'W

APPENDIX 5: PENALTY GUIDE

For breaches of the 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 use 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 it according to the circumstances. This system offers penalty bands for the most common breaches. If the breach is not listed, the answers given to general questions will enable the jury to determine which band to use.

Penalties are split into 5 bands

- Band 0 : Financial penalty
- Band 1 : from 0 to 6 hours
- Band 2 : from 2 to 24 hours
- Band 3 : from 24 hours to DSQ
- Band 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 band or to adopt another band.

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 support team contribute to the breach?
- Was (were) there any attempt(s) to avoid 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 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.

	BAND 0	BAND 1	BAND 2	BAND 3	BAND 4
	Financial	0h to 6H	2H to 24H	24H to DSQ	DSQ
Notice of race					
NoR 3 Forbidden actions				X	X
NoR 8 Advertisement	X				
NoR 3 Stop-over					X
Sailing instructions					
SI 5 Communications		X			
SI 5.4 AIS		X			
SI 6 Race flags and markings course et sticker	X				
SI 8.1 Course			X	X	
SI 8.3 Forbidden areas			X		
SI 9.5 Individual recall		1 hour			
SI 10.3 10-2 Logbook			X		
SI 11 Retirement			X		
SI 12 Breach of Part 2 or COLREGS		X			
SI 12.2.2 12-1-3 Penalty under RRS 44.1(b)			X		
SI 15.2.1 Breaking a propulsion seal			X		
SI 15.3 15-2-2 Breaking a seal		X			
SI 18 Support ribs	X	X			
Class rules or OSR					
Breach of the class rules or the 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?	Band
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
Possible but unlikely to affect position	2 or 3

Certainly would affect finishing position	3 or 4
Could (or did) the breach result in damage or injury?	
No	1 or 2
Possibly but not certainly	2 or 3
Yes	3 or 4

APPENDIX 6 – ANNEXE WP

Change to the Racing Rules of Sailing
~~Modification aux Règles de Course à la Voile~~

When so stated in the notice of race, races shall be sailed under The Racing Rules of Sailing for 2025-2028 as changed by this appendix.

Version 2.0 January 2025

WP1 CHANGES TO THE DEFINITIONS

WP1.1 The definition *Mark* is changed to:

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 *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*.

APPENDIX 7 – APPENDIX TRACKING TO DETERMINE STARTING AND FINISHING FOR 2025–2028 DR25–01

Change to the Racing Rules of Sailing

(a) Starting

The definition *Start* is changed with the addition of the following: As approved by World Sailing under DR25–01 2025–11, the location of a boat’s hull will be determined by the position provided by the transponder supplied by the organizing authority. However, the race committee may determine if a boat *started* by using other evidence. If requested, a boat shall provide the race committee evidence as to their location. This evidence can be, but is not limited to, a boat’s navigation software log file, testimony or evidence from other boats, personal race tracker or AIS logs.

(b) Finishing

The definition *Finish* is changed with the addition of the following: As approved by World Sailing under DR25–01 2025–11, the location of a boat’s hull will be determined by the position provided by the transponder supplied by the organizing authority. However, the race committee may determine if a boat *finished* by using other evidence. If requested, a boat shall provide the race committee evidence as to their location. This evidence can be, but is not limited to, a boat’s navigation software log file, testimony or evidence from other boats, personal race tracker or AIS logs

APPENDIX 8 – START DECLARATION

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

N°

Je soussigné(e), *I 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 designate to the Race Director the following person(s) may be joined H24:

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, get hold of the weather forecast and that it is my sole decision, to start or not on 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 agree that organizers and persons and companies working for or on behalf of the above-mentioned parties have no responsibility for loss of life or injury to skipper or others, or for the loss of, or damage to any vessel or property.*

Fait à (at)

le (on) : / / 2026

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

Deliver no later than Saturday 6th June at 19h00 (local time)

APPENDIX 9 – RUNS ORGANIZATION

Boats will sail on a reaching course in the bay of Les Sables d'Olonne. A ranking of the best performances will be established at the end of the day for a prize giving.

On each IMOCA, the maximum number of people onboard is 8, including 2 guests from the organization. The race direction may change the number of guests depending on the weather conditions.

The crew list (SI Appendix 9) must be delivered to the race direction via email no later than Wednesday 3rd June at 12h00.

Crew substitutions are permitted during the event. Therefore, the competitor must fill an additional list if necessary (same time and conditions).

For each crew member, the crew list indicates the FFVoile license number (temporary license allowed).

The order and time for docking out will be specified at the latest during the runs' briefing.

All crew members shall wear a flotation device on the boats from the time they leave the dock until they return. Guests shall wear a protective helmet.

To inform boats that a race or sequence of races will begin, the race committee will display an orange flag at least five minutes before the line opens.

Each competitor will inform the race committee by VHF on the race channel (VHF 72) at least 1 minute before crossing the starting line. The race committee will confirm the boat may start.

The starting line will be between two orange boys. The race committee starting vessel will be positioned as close to the starboard mark as possible. Boats shall not pass between the mark and the race committee vessel.

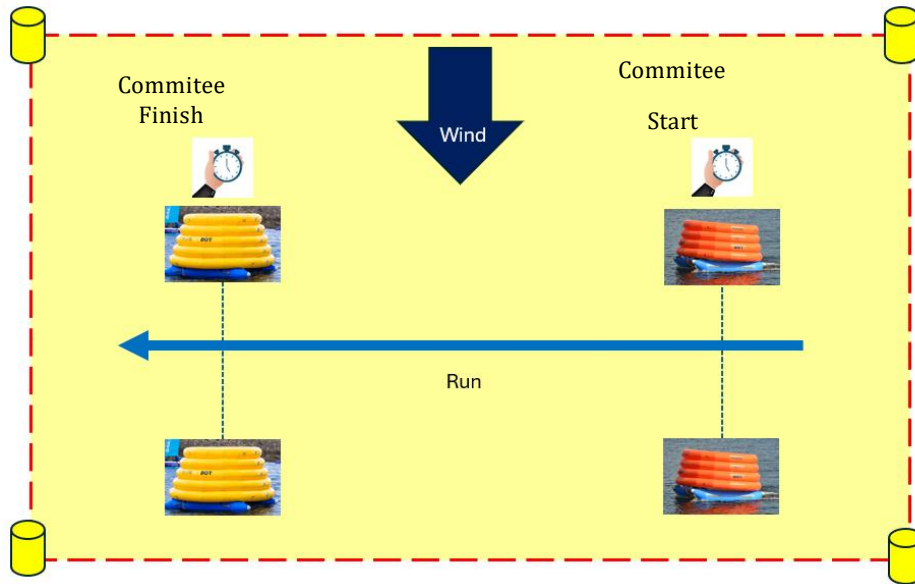
The finishing line will be between two yellow boys. The race committee finishing vessel will be positioned as close to the starboard mark as possible. Boats shall not pass between the mark and the race committee vessel.

After having finished their run, boats will return sailing to leeward of the course.

In order to protect the environment, boats in the vicinity, except the support rib of the boat on the run, shall maintain their speed below 10 knots.

For safety reasons with the IMOCAs (speed and foils), the run area, starting area and finishing area are forbidden, as well as any area within 50 meters of boats in a run.

Block diagram for the runs



Provisional schedule (to be confirmed during the runs' briefing)	
Deeking out	from 08h30
Start of the morning runs	10h / 12h30
Start of the afternoon runs	14h30 / 16h30
Return through the chanel	17h00
Prize giving	19h00

APPENDIX 10 – RUNS' CREW LIST

Boat name:

	Name	First name	FFVOILE 2026 license number
1			
2			
3			
4			
5			
6			
7	OA reserved slot		
8	OA reserved slot		