

# SAILING INSTRUCTIONS

## NEW YORK VENDÉE LES SABLES D'OLONNE 2024

**START : 29<sup>th</sup> MAY 2024**

Published on 29<sup>th</sup> April 2024



*Includes Amendment #1, published May 7th 2024*

Modifications are in red in the text

Following SI are modified:

- SI 4 Programme
- SI 20.5 Positionnement balises YB
- Annexe 4 ZI Cabo Sao Vincente
- Annexe 5 Vendée Liberty Race

The penalty for a breach to a rule will be a discretionary time penalty, except if the boat is disqualified or if financial penalties are applicable. Discretionary penalties are decided by the Jury in accordance with the "Penalty Guide New York Vendée Les Sables d'Olonne" (SI Annexe).

**The New York Vendée Les Sables d'Olonne event is made up of two races:**

- **A race of runs, the Vendée Liberty, on Friday 24th May in New York. See Appendix to the Sailing Instructions for details.**
- **A single-handed offshore race, the New York Vendée Les Sables d'Olonne, starting on Wednesday 29th May off New York and finishing in Les Sables d'Olonne.**

## **1 RULES**

The event shall be governed by:

- 1.1**
- a) the rules and regulations provided in the *Racing Rules of Sailing* (RRS) 2021-2024, during the entire race.
  - b) FFVoile Prescriptions (translated into English) available at the following address:  
[https://www.sailing.org/tools/documents/20172020FRAPrescriptions-\[22393\].pdf](https://www.sailing.org/tools/documents/20172020FRAPrescriptions-[22393].pdf)
  - c) Part B of the COLREG as defined below.
  - d) The RRS in Chapter 2 shall apply at the start only up to 5 miles after the starting line and then again from 50 miles from the finishing line, between sunrise and sunset. For the rest of the course, they are replaced by part B (steering and sailing rules) of the COLREG.
  - e) Offshore Special Regulations (OSR) Category 1 rules in force for 2024-2025 and such as amended in the Notice of Race and the exemptions granted by the FFVoile
  - f) Equipment Rules of Sailing (ERS) when they do not conflict with the IMOCA Class Rules
  - g) Imoca Class rules in force
  - h) WPT Waypoints Annexe attached to the SI.
- 1.2** Official time : all times given in the present Sailing Instructions and on the notice boards shall be:
- On land, for starting and finishing operations, in local time i.e.:
    - UT -4 in New York and Newport
    - UT +2 from the finish and in les Sables d'Olonne
  - At sea, in UT, including for the start procedure and for operations others than those listed above.
- 1.3** Entry of the boat implies implies a waiver of all rights of recourse other than those provided for in the RRS, with regard to the application or interpretation of the texts of the above-mentioned documents and the settlement of related disputes (see RRS 3, Acceptance of the Rules).
- 1.4** If these sailing instructions are translated, the French text shall prevail.

## **2 NOTICES TO COMPETITORS – OFFICIAL NOTICE BOARD – RACE HEADQUARTERS:**

- 2.1** Notices to competitors will be given on line on the official electronic notice board accessible at the following address: <https://www.newyorkvendee.org/documents>
- 2.2** In New York and in Newport : the addresses of the offices of the General Organisation of the race, Race Management and the team of officials will be communicated at a later date.
- 2.3** In Les Sables d'Olonne : the offices of the General Organisation of the Race, Race Management and the team of officials will be located at l'Ecole des Pêches (Allée du frère Maximin, 85100 Les Sables d'Olonne). They will be open from 29<sup>th</sup> May to 15<sup>th</sup> June 2024.
- 2.4** During the entire race  
Race Management will be reachable 24/7 in case of emergency (mobile phone numbers will be detailed in the Safety files). Competitors can send confidential messages to Race Management at the following address: [dc@vendee-globe.fr](mailto:dc@vendee-globe.fr)  
If necessary, they will be forwarded to the Race Committee, the Technical Committee or the Jury.

### 3 SAILING INSTRUCTIONS

- 3.1 Sailing Instructions and potential amendments will be posted online on the official electronic notice board accessible at the following address: <https://www.newyorkvendee.org/documents>.
- 3.2 An email will be sent to each boat and, as a courtesy, a text message (Whatsapp, SMS...) may be sent from Race Management to the competitors and team managers.
- 3.3 Each competitor must acknowledge receipt of each change by sending an e-mail to Race Management.

### 4 PROGRAMME

See paragraph 24 of the Notice of Race Appendix "Programme et obligations"

### 5 COURSE

The course will be a transatlantic race from New York to Les Sables d'Olonne:

- Start (SI 7) off the coast of New York
- Crossing of the Atlantic Ocean from West to East with one or several waypoints to respect. (Positions will be given no later than 72hrs before the start)
- Finish (SI 9),
- Respecting the prohibited zones defined in Annexe.

### 6 PROHIBITED ZONES

- 6.1 In addition to the areas prohibited to navigation defined in the nautical documents, boats must not enter the TTS and prohibited zones (IEZ / BPZ) defined in the SI Annexe.
- 6.2 A boat entering the IEZ or BPZ must correct its breach with the following method: the point through which it entered the IEZ/BPZ becomes an additional Waypoint in this zone for the boat; it must leave this waypoint on the required side indicated by Race Management as early as reasonably possible.
- 6.3 Before the start or during the race, Race Management may define other zones depending on identified risks for the security of the boats (piracy, for example).
- 6.4 Prohibited areas are considered to be obstacles. It is the skippers' responsibility to be aware of prohibited or restricted areas.
- 6.5 In the event of non-compliance with these obligations, a protest will be lodged and investigated by the jury. The penalty will be decided in accordance with the guide to penalties (see Annexe – Penalty Guide)

### 7 THE START

#### 7.1 Start Procedure

The start procedure will unfold :

- Without the officials' physical presence, nor means of the organizer on the zone
- In a dematerialised way, via a communication on Whatsapp
- Based on UT GPS time
- Respecting the following protocole :

Signal	Dematerialised flag	Minutes before the start
<b>Warning</b>	New York Vendée flag hoisted	10
<b>Preparatory</b>	Flag «P » hoisted	4
	Flag « P » removed	1
<b>Starting</b>	New York Vendée flag removed	0

## 7.2 Starting line

### 7.2.1 Definition

The start line will be between two GPS points:

- WP 1 : 39°52.85 N / 072°02.00 W, at the port end
- WP 2 : 39°49.20 N / 072°02.00 W, at the starboard end

### 7.2.2 Aiming for the starting line

- the line and its crossing will be judged according to data sent by the Yellow Brick positioning beacons.
- Additionally, the boats must send Race Management, within 3 hours of the start, their track and/or logbook which may be used if there is any doubt that they have crossed the line early.

## 7.3 Leaving the marinas

- The protocol for leaving the marinas will be specified at a later date.
- VHF Channel 74 will be used.

## 7.4 Start and start penalties

- According to World Sailing's rule test DR21-01 applies and modifies the definition "Taking the start" as follows:
  - Taking the start:
  - A boat *starts* when her hull having 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
    - ✓ (a) at or after her starting signal, or
    - ✓ (b) 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 4-hour penalty, without investigation. This penalty shall be taken as detailed in SI 11.5 before crossing latitude 65°00,00 W.
- OCS competitors will be informed as soon as possible by the Race Committee.

## 7.5 Delayed start

A competitor who has not crossed the starting line 60 minutes after the starting signal shall be considered as not entering the race. He/she may take the start later. The terms and conditions will be published by amendment on 15 May at the latest.

## 8 MODIFICATION OF THE COURSE

- ### 8.1
- In the event of an important climatic event happening during the race or if a piece of information impacting competitors' security is given by a competitor, a boat, an aircraft, radars, satellites or any other source, the course may be modified during the race.

- 8.2** To report a change in the course, the Race Committee will send, through Race Management, an e-mail message to all competitors on each boat and on their email address. This emailing may possibly be supplemented with instructions by Whatsapp messaging. (this modifies RRS 33 and Race Signals).
- 8.3** Each competitor must acknowledge receipt of each change by sending an e-mail to Race Management.

## **9 THE FINISH**

### **9.1 Finishing line**

The finish line will be a straight-line oriented to 348° true, and:

- Delineated to the North by the Nouch Sud buoy situated at 46°28,60 N / 001°47,40 W
- Delineated to the South by the coordinate point 46°28, 25 N / 001°47,31 W

The Committee Boat may be moored at the Southern end of the line.

If the Committee Boat is absent, the competitor will have to pass to the north of the southernmost point of the finish line. In this case, the Yellow Brick beacons will be used for tracking.

In the event of bad weather, Race Management, in agreement with the Race Committee, can shift the position of the Southern end of the finishing line 24hrs before the ETA.

### **9.2 ETA announcement**

12 hours, 6 hours and 2 hours before its ETA, each Team must give its ETA to Race Management. VHF channel for the finish is Channel 72.

## **10 RETIREMENT**

- 10.1** Any intention to retire is subject to an official written statement signed by the competitor or his/her Team Manager. Retirement will become official once this document has been received by Race Management. Retiring thus declared is final.
- 10.2** Any competitor who activates a Sarsat-Cospas beacon must deactivate it as soon as the situation no longer requires the transmission of a distress signal. Any competitor who fails to comply with this procedure will be reported to the Jury for instruction in accordance with RRS 69.
- 10.3** A competitor who abandons the race must return the Yellowbrick beacons supplied by the organizer to the following address as soon as possible and at his/her own expense:  
YB Tracking Ltd. - Unit 8, Fulcrum 2,  
Whiteley, Fare ham-PO15 7FN - United Kingdom

## **11 PENALTY AND REDRESS SYSTEM**

### **11.1 Penalty at the time of the incident**

- 11.1.1** Regarding the application of RRS 44.1, a breach to part B of section II of COLREGS in an incident between competitors shall be considered as a breach to chapter 2 of RRS (this modifies RRS 44.1).
- 11.1.2** Turns penalty: after having taken the penalty according to RRS 44.2, the boat shall inform Race Management within the same time period as for protests (see SI 12.3).
- 11.1.3** A boat which has caused injury or serious damage or has gained a significant advantage in the race thanks to a breach may ask the Jury to receive a time penalty instead of its obligation to withdraw from the race (this modifies RRS 44.1(b)). This request must be made as soon as possible before the time limit for protests, as set out in SI 12.3.

## **11.2 Penalty or redress decided by the Jury after hearing**

**11.2.1** The penalty for a breach to a rule will be a discretionary time penalty, except if the boat is disqualified or if financial penalties are applicable. When the boats are in the race, the penalty shall be taken, subject to exceptions, in accordance with SI 12.5. below. In the RRS A.5.1, delete 'who has not *completed the course*'. Discretionary penalties are decided by the Jury in accordance with the "Penalty Guide" (Annexe).

**11.2.2** Discretionary power of the Jury

- For penalties considered minor, the Jury may reduce the penalty and even decide not to give a penalty.
- For penalties considered serious, repeated or deliberate, the Jury can increase the penalty and even decide disqualification.

**11.2.3** A decision of redress granted by the Jury after hearing will be a time bonus, subject to exceptions.

## **11.3 Penalties decided by the Organising Authority**

For a breach to a non-sporting rule (see NOR Annexe 3 "Penalties") the penalties will be imposed by the Organising Authority in the form of fines and paid to it.

If another breach is observed following the financial penalty, the Jury can initiate a hearing and penalize the boat according under SI 11.2.1.

## **11.4 Accidental rupture of seal observed by the Technical Committee's President**

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

- For a rupture of the engine seal, the penalty is 70 minutes.
- For a rupture of another seal, the penalty is 35 minutes.

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

## **11.5 Means to take a time penalty during the race**

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

Unless otherwise indicated by Race Management for safety reasons, penalties other than the early start penalty described in SI 7.5 will be taken as soon as possible.

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

At the end of the penalty, if it has been carried out and confirmed by the race committee, the boat shall cross the given segment again before resuming its race.

## **12 PROTEST, REQUEST FOR REDRESS AND REOPENING**

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

### **12.1 Inform the protestee**

**12.1.1** A boat in the race or ashore which intends to protest shall inform the other boat by VHF on the race channel 72 or by email at the first reasonable opportunity. A red flag is not necessary (this modifies RRS 61.1(a)). The protesting boat must inform the Jury at the same time through Race Management.

**12.1.2** The Race Committee, Technical Committee and Jury's protest notices shall be published on the official notice board and communicated to the boats and Team managers concerned to inform them in accordance with RRS 61.1(b). This information will come through VHF on the race channel 72 and by email (this modifies RRS 61.1(b)).

**12.1.3** A boat ashore that intends to claim against another boat still racing shall inform it in accordance with 12.1.1 above.

**12.1.4** A boat who requests redress shall make its request to the Jury through Race Management, as described in the procedure in 12.1.1 above.

## **12.2 Protest content**

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

## **12.3 Time limits**

### **12.3.1 To protest**

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

### **12.3.2 To request for redress**

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

### **12.3.3 To ask for a reopening**

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

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

## **12.4 Hearing and decision**

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

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

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

**12.4.4** In accordance with the preamble of SI 12, the procedure set in SI 12.4 will apply solely to protests or requests for redress when the competitors are in the race, or when the Jury cannot meet in Les Sables d'Olonne.

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

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

**12.4.6** The Jury's decisions are final in accordance with RRS 70.5.

## **13 TIME LIMIT**

Time limit to finish is set on 14<sup>th</sup> June 23H59 UTC+2.UTC (11:59 pm)

## **14 RANKING**

A real-time ranking will be drawn up for the race after any Jury decisions have been taken into account.

## 15 SAFETY RULES

### 15.1 Exception to the principle of non-assistance

Individualized information may be sent to one or more competitors as part of search and rescue operations ordered either by race management or by rescue authorities (CROSS, MRCC).

Special information from race management may be transmitted to all competitors in order to ensure the safety of the boats.

Each competitor must acknowledge receipt of the message by email to race management (this modifies RRS 41).

### 15.2 Safety messages

If race management deems it necessary and expressly requests it, a boat must send them a message once every 24 hours containing its position in latitude and longitude and a brief description of its state of health and the state of the boat.

In case of impossibility, messages may be sent via another competitor or via the team manager.

Messages should be sent to the following address: [dc@vendeeglobe.fr](mailto:dc@vendeeglobe.fr).

## 16 MEASUREMENT AND EQUIPMENT INSPECTION

**16.1** A boat or its equipment may be inspected at any given time to check compliance with the rules.

If requested by the Race Committee or Race Management, each boat must send its track or logbook.

**16.2** High beam must be switched on between 7 and 10 pm local time on Friday 24 and Saturday 25 May.

**16.3** Engine seals and other seals

#### 16.3.1 Engine seals

The propeller shafts will be sealed during the race.

Each competitor shall carry out a self-sealing at sea on the start day in accordance with the procedures set out in Annexe "Sealing".

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

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

#### 16.3.2 Other seals

Anchors and life rafts shall be sealed in position before the start.

The two emergency water reserves and the back-up fuel tank shall be sealed closed and in position before the start.

The seals shall not be broken or taken off before the boat has been checked upon return.

#### 16.3.3 Seals and contesting the quality of seals

- It is up to each competitor to prepare his/her boat to facilitate the installation of seals.
- Each competitor is solely responsible for the integrity of his/her seals.
- Any complaint regarding the integrity and/or quality of the seal must be made to the inspectors during the checks or within 2 hours of the seal being affixed (or re-affixed).
- Protests will no longer be accepted once the inspection sheet has been signed.

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

Engine seals may only be cut:

- by the Technical Committee after the finish or,
- by the competitor when approaching the finish line or after, with the authorization of Race Management.



Race Management will give a code to the competitor who shall send a photo of the seal prior to breaking it, featuring a piece of paper with the code written on it.

**16.4** In accordance with IMOCA Class Rule C.3.3.c and NOR 14.2, the reserve of emergency water shall be set at 9-litres in one 10-liter container.

**16.5** In order to comply with IMOCA class rule C.6.1.f and NOR 14.3, the quantity of diesel to be present at the finish is 20 litres.

**16.6** The list of sails on board must be submitted to the Technical Committee no later than 9 am local time on Tuesday 28<sup>th</sup> May.

## 17 PUBLICITY

All boats must display the advertising defined in the NOR.

## 18 IDENTIFICATION OF OFFICIAL BOATS

### 18.1 Officials' boats

The boats display a FFVoile flag.

### 18.2 Organiser's boats



### 18.3 Competitors' assistance RIBs

**18.3.1** Start phase (see also SI Annexe): a mandatory briefing for pilots of Assistance RIBs will be organized on Sunday 26<sup>th</sup> May at 3:00 pm. The details of this briefing (location, format) will be specified at a later date.

**18.3.2** The RIBs must be suitable for tracking the boat concerned and the boats and skippers must comply with current regulations.

**18.3.3** Start phase in NYC and Newport: Dual stand-by VHF 16/Race channel 74 is mandatory for all assistance RIBs navigating. Finish phase in Les Sables d'Olonne: Dual stand-by VHF 16/Race channel 72 is mandatory for all assistance RIBs navigating.

**18.3.4** Note : In compliance with legislation, it is reminded that Teams' RIBs are required to provide assistance to any boat, competitor, spectator, passenger if necessary.

## 19 DISPOSAL OF WASTE

Respect for the environment is a fundamental value for the SAEM Vendée. Competitors must not litter, with the exception of biodegradable waste. In accordance with the OSR, waste must be kept on board until the competitors disembark.

## 20 COMMUNICATIONS

### 20.1 VHF Radio for the start on 29<sup>th</sup> May

Dual stand-by VHF 16/74 is mandatory for competitors as well as any nautical means during the event. The pre-start signals, countdown to the start and the start signal will be announced by text message on Whatsapp.

The Jury and Technical Committee will be reachable solely by email through race management.

### 20.2 Media call-outs during the race

Competitors must leave their iridium on standby 24 hours a day for the duration of their race. See Marketing & Communication Annexe (as of 9<sup>th</sup> April 2024).

### 20.3 Rankings and positioning during the race

Ranking and positioning of the boats during the race every hour.

If the transmitter positioning beacon breaks down, it will be the competitor's responsibility to replace it in accordance with race management's instructions.

In order to make the following of the race more dynamic for the general public, the frequency of positioning could be accelerated for the start and finish monitoring (Marketing & Communication Annexe as of 9 April 2024).

### 20.4 Messages

Messages sent to competitors

It is up to each competitor to liability the receipt of e-mails from :

- Race management : [dc@vendee-globe.fr](mailto:dc@vendee-globe.fr)
- Race Committee: [christophe.gaumont@ffvoile.fr](mailto:christophe.gaumont@ffvoile.fr)
- Jury: [romain.gautier@ffvoile.fr](mailto:romain.gautier@ffvoile.fr)
- Technical Committee: [jeanluc.gauthier@ffvoile.fr](mailto:jeanluc.gauthier@ffvoile.fr)
- Positioning : [robot@geovoile.net](mailto:robot@geovoile.net)

### 20.5 YB3i Positioning beacons

For tracking, the OA will use the YB3i beacon described in the IMOCA class rules.

**In addition**, boats will be equipped **by the OA** with **1** portable beacons, energy self-sufficient, stored in the boat, in reserve.

Race Management will decide if a change of beacon is necessary. It will inform the competitor by e-mail or telephone when he or she has to install another beacon.

Competitors must not in any way prevent the beacons from working.

### 20.6 AIS

Competitors must switch on their AIS transponder (transmitting and receiving) as of the departure from the starting port and keep it switched on until the arrival port.

In addition, and without exonerating the skipper from his obligation to keep a lookout, a boat whose AIS has broken down must notify the race directors without delay.

## **21 ROUTING - ASSISTANCE**

Commitment of competitors

A declaration (see Annexe), signed by the skipper and the Team Manager of each competing boat, committing his/her family, team and technical service providers, must be submitted by email to Race Management before 2.00 pm (local time) on 28<sup>th</sup> May. (see Annexe)

## **22 PRIZES**

The award ceremony will take place in Les Sables d'Olonne on 9<sup>th</sup> June from 6:30 to 8:30 pm (FR time).  
The presence of all competitors having "finished" is mandatory.

## **23 LIABILITY**

Competitors' liability is defined in the NOR.

### **APPOINTED OFFICIALS:**

Race Committee President: Christophe Gaumont (IRO-FRA)

Technical Committee President : Jean-Luc Gauthier (IM-FRA)

An international jury is set up and, in accordance with RRS 70.5, its decisions are not subject to appeal.

Composition :

- Romain Gautier (IJ-FRA) – President
- Corinne Aulnette (IJ-FRA)
- Trevor Lewis (IJ-GBR)
- Cristòfol Morales (IJ-ESP)
- Liz Procter (IJ-GBR)

**ANNEXE 1 : DECLARATION OF NON-ROUTING**

NOM DU BATEAU (*Name of boat*) :

Je, soussigné/*I, the undersigned*

Skipper du bateau ci-dessus désigné, *skipper of the boat above mentioned,*

- déclare sur l'honneur que je respecterai la règle de non-routage sur la New York Vendée Les Sables d'Olonne 2024 décrite dans l'AC.
- déclare sur l'honneur que j'ai informé ma famille, mon équipe technique, mes sponsors et mes prestataires des règles de non-routage décrites dans l'AC et que nous respecterons ces règles.
- *I declare on my word of honor that I will abide by the rule of non-routing on the New York Vendée Les Sables d'Olonne 2024 described in the NOR*
- *I declare on my word of honor that I have informed my family, my technical team, my sponsors and my suppliers of the Routing rules described in NOR and that we will abide by those Rules.*

Fait à (*in*) :

,le (*on*) :

Signature du skipper :

*Skipper's signature*

**SI 16** The propeller shafts will be sealed during the race.

The sealing of the propeller shaft of the boat will be done after leaving port by a self-sealing procedure:

- During the safety equipment checks, the preparer and/or the competitor will define the sealing system with the offshore racing equipment inspector. Numbered seals and instructions for use will be given to the preparer and/or competitor during the safety inspection by the offshore racing equipment inspector.
- After leaving the harbour, the preparer and/or competitor seals the shaft himself/herself.
- After fitting the numbered seal, the preparer and/or competitor must take one or more digital photographs of the seal, **clearly** showing the **seal in position** and the **legible number of the latter**.

**The photo(s) of the seal(s) will be sent by e-mail by the competitor himself/herself or by the preparer to the president of the Technical Committee and to Race Management before 11:00 pm UT on the day of the start.**

President Technical Committee : [jeanluc.gauthier@ffvoile.fr](mailto:jeanluc.gauthier@ffvoile.fr)

Race Management : [dc@vendee-globe.fr](mailto:dc@vendee-globe.fr)

**ANNEXE 3: CONTACT FORM**

*To be submitted by email to Race Management no later than 72 hours before the start of the race.*

I designate the following persons to Race Management, who can be contacted 24/7:

**TEAM'S SAFETY REPRESENTATIVE CONTACT:**

	<b>Contact N°1</b>	<b>Contact N°2</b>
<b>Last name</b>		
<b>First name</b>		
<b>Phone number 1</b>		
<b>Phone number 2</b>		
<b>Email</b>		

**TEAM'S COMMUNICATION REPRESENTATIVE CONTACT IN THE EVENT OF A CRISIS:**

<b>Last name</b>	
<b>First name</b>	
<b>Phone number 1</b>	
<b>Phone number 2</b>	
<b>Email</b>	

**ON BOARD CONTACT :**

<b>On board email</b>	
<b>On board telephone with WhatsApp messaging access</b>	

In: \_\_\_\_\_, on:

Skipper's signature :

## ANNEXE 4 : PROHIBITED ZONES

The prohibited zones are polygons defined by the points below, whose coordinates are as follows:

### 1. TSS :

<b>FFVoile-TSS Cap Finisterre</b>		
	TSS Cap Finisterre A	43°31,400 N 010°05,200 W
	TSS Cap Finisterre B	43°21,000 N 009°36,400 W
	TSS Cap Finisterre C	43°10,500 N 009°44,000 W
	TSS Cap Finisterre D	42°52,800 N 009°44,000 W
	TSS Cap Finisterre E	42°52,800 N 010°13,850 W
	TSS Cap Finisterre F	43°18,950 N 010°13,850 W

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

<b>FFVoile-TSS Ouessant</b>		
1	TSS Ouessant A	49°02,050 N 005°36,700 W
2	TSS Ouessant B	48°48,600 N 005°25,000 W
3	TSS Ouessant C	48°37,200 N 005°11,850 W
4	TSS Ouessant D	48°29,350 N 005°22,050 W

5	TSS Ouessant E	48°35,000 N 005°42,500 W
6	TSS Ouessant F	48°42,500 N 006°03,100 W
7	TSS Ouessant G	48°56,400 N 005°51,600 W

<b>FFVoile-TSS Cape Roca</b>		
1	TSS Cape Roca A	38°52,000 N 009°41,100 W
2	TSS Cape Roca B	38°39,700 N 009°40,000 W
3	TSS Cape Roca C	38°33,900 N 010°11,700 W
4	TSS Cape Roca D	38°40,900 N 010°13,800 W
5	TSS Cape Roca E	38°52,000 N 010°13,800 W

<b>FFVoile-TSS Cabo Sao Vicente</b>		
1	TSS Cabo Sao Vicente A	37°02,500 N 009°11,700 W
2	TSS Cabo Sao Vicente B	36°56,700 N 009°10,300 W
3	TSS Cabo Sao Vicente C	36°51,500 N 009°04,300 W
4	TSS Cabo Sao Vicente D	36°50,100 N 008°57,200 W
5	TSS Cabo Sao Vicente E	36°25,200 N 009°06,000 W
6	TSS Cabo Sao Vicente F	36°28,460 N 009°21,600 W
7	TSS Cabo Sao Vicente G	36°44,200 N 009°39,850 W
8	TSS Cabo Sao Vicente H	36°56,600 N 009°43,300 W



## 2. Biodiversity protection zones

<b>BPZ NORTH AMERICA (NA)</b>		
	BPZ NORTH AMERICA 1	41°38.140 N 070°50.755 W
	BPZ NORTH AMERICA 2	40°07.340 N 070°10.150 W
	BPZ NORTH AMERICA 3	40°07.340 N 065°53.735 W
	BPZ NORTH AMERICA 4	44°27.785 N 050°02.620 W
	BPZ NORTH AMERICA 5	48°44.755 N 044°00.525 W

<b>BPZ AZORES</b>		
1	BPZ-AZORES 1	35°40.000 N 025°22.000 W
2	BPZ-AZORES 2	36°25.000 N 023°36.000 W
3	BPZ-AZORES 3	38°06.000 N 022°56.000 W
4	BPZ-AZORES 4	40°30.000 N 026°00.000 W
5	BPZ-AZORES 5	40°30.000 N 030°30.000 W
6	BPZ-AZORES 6	40°00.000 N 032°00.000 W
7	BPZ-AZORES 7	38°16.000 N 031°45.000 W

<b>BPZ MADEIRA</b>		
1	BPZ-MADEIRA 1	33°30.000 N 015°45.000 W
2	BPZ-MADEIRA 2	32°30.000 N 015°45.000 W
3	BPZ-MADEIRA 3	32°00.000 N 016°30.000 W
4	BPZ-MADEIRA 4	32°30.000 N 017°45.000 W
5	BPZ-MADEIRA 5	33°30.000 N 017°00.000 W

### 3. Ice Exclusion Zone

IEZ	
IEZ 1	54°00,00 N 049°00,00 W
IEZ2	48°44.755 N 044°00.525 W
IEZ3	46°32.793 N 052°40.650 W
IEZ4	53°19.318 N 055°56.129 W

## ANNEXE 5 : VENDEE LIBERTY RACE, CREWED TIME TRIAL

A competitor's decision to enter a race or to stay in the race is under his sole responsibility. Consequently, in accepting to enter the race or stay in the race, the competitor releases the organizing authority from all liability in the event of damage (material and/or physical).

### 1- PARTICIPATION IN THE VENDEE LIBERTY

The entire crew must:

- **Either hold 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 presented
  - 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.
- **Either hold a 1 Day Temporary FFVoile Licence**
- **Either, for those who don'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).~~

All crew members must wear a lifejacket.  
Helmets must also be worn by all guests on board.

### 2- ORGANISATION OF THE SPEED RUNS

Runs are run with a maximum crew of 8 people, including a maximum of two people invited by the organiser. Race Management may reduce the number of crew members and/or transfers depending on wind and/or sea conditions. The crew list must be provided by email to Race Management (dc@vendee-globe.fr) with, for each crew member, the valid FFVoile licence number no later than 23<sup>rd</sup> May at 11:00 am (Local).

Competitors will be divided into 4 groups (pools): A, B, C and D :

<b>11h00 à 12h00</b>	1	A	DAVIES	ONE 15	<b>13h30 à 14h30</b>	15	C	BESTAVEN	MOONBEAM
	2	A	ATTANASIO	ONE 15		16	C	SIMON	ONE 15
	3	A	SOREL	ONE 15		17	C	ROURA	MOONBEAM
	4	A	VAN WEYNBERGH	ONE 15		18	C	COUSIN	ONE 15
	5	A	DALIN	ONE 15		19	C	BELLION	MOONBEAM
	6	A	METRAUX	ONE 15		20	C	LUNVEN	MOONBEAM
	7	A	GOODCHILD	ONE 15		21	C	<i>DUTREUX</i>	<i>NEWPORT</i>
<b>12h00 à 13h00</b>	8	B	SHAWYER	MOONBEAM	<b>14h30 à 15H30</b>	22	D	XU	MOONBEAM
	9	B	MEILHAT	ONE 15		23	D	RICHOMME	ONE 15
	10	B	AMEDEO	MOONBEAM		24	D	WEORES	MOONBEAM
	11	B	BEYOU	ONE 15		25	D	HERRMANN	ONE 15
	12	B	HARE	MOONBEAM		26	D	HARAYDA	MOONBEAM
	13	B	BURTON	MOONBEAM		27	D	RUYANT	ONE 15
	14	B	COLMAN	MOONBEAM		28	D	CREMER	MOONBEAM

The principle is a crosswind course approximately 1 Nm long / Each pool lasts approximately 1 hour.  
Competitors complete as many passages as they wish in their group.  
The winner of the day will be the fastest time.

### 3- BRIEFING FOR GUESTS

A compulsory pre-race safety briefing will be given to guests by Race Management:

- 9:30 am for guests of pool A (Location = pontoon One 15)

- 11:00 am for guests of pool B (Location = pontoon Governor island)
- 12:30 pm for guests of pools C and D (Location = pontoon Governor island)

#### 4- IMOCA DEPARTURE INFO / EXIT FROM THE MARINAS ON 24th MAY

##### Moonbeam :

- Distance Moonbeam to the Run zone 21 Nm (transport time approximately 3h).
- Total channel distance chenal 4.5Nm (transport time approximately 1h).
- Start from the marina every 3 minutes.

##### One 15 :

- Distance to des runs 2.5 Nm (transport time approximately 30 mins)
- Governor island on port or starboard as you wish : start from the marina every 2 minutes.

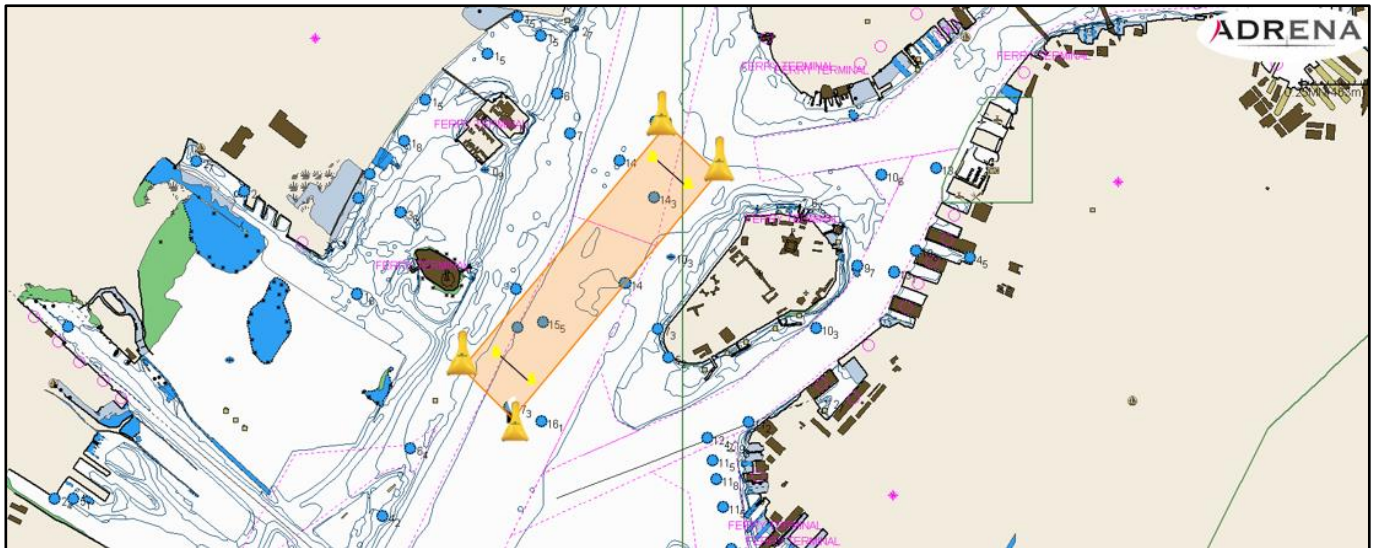
(see also details in the table below)

POOL A	Marina	Departure from dock (local time)	POOL C	Marina	Departure from dock (local time)
DAVIES	One 15	10:00	COUSIN	One 15	12:32
ATTANASIO	One 15	10:02	SIMON	One 15	12:34
SOREL	One 15	10:04	BESTAVEN	Moonbeam	8:15
DALIN	One 15	10:06	ROURA	Moonbeam	8:18
VAN WEYNBERGH	One 15	10:08	BELLION	Moonbeam	8:03
METRAUX	One 15/Pier 6	10:10	LUNVEN	Moonbeam	8:09
GOODCHILD	One 15/Pier 6	10:12	DUTREUX	Newport	
POOL B	Marina	Departure from dock (local time)	POOL D	Marina	Departure from dock (local time)
MEILHAT	One 15	11:00	RICHOMME	One 15	13:30
BEYOU	One 15	11:02	RUYANT	One 15/Pier 6	13:32
SCHAWYER	Moonbeam	8:24	HERRMANN	One 15/Pier 6	13:34
COLMAN	Moonbeam	8:00	XU JINGKUNG	Moonbeam	8:36
AMEDEO	Moonbeam	8:06	WEORES	Moonbeam	8:33
BURTON	Moonbeam	8:21	HARAYDA	Moonbeam	8:30
HARE	Moonbeam	8:12	CREMER	Moonbeam	8:27

#### 5- RACE ZONES

The VENDÉE LIBERTY Runs zone will be located on the Hudson River, New York City. It is a polygon with a yellow buoy at each corner. This zone is reserved exclusively for the boat that has started and its assistance RIB.

<b>NE Buoy</b>	40°41,754 N / 074°01,318 W
<b>NW Buoy</b>	40°41,939 N / 074°01,570 W
<b>SE Buoy</b>	40°40,827 N / 074°02,341 W
<b>SW Buoy</b>	40°41,016 N / 074°02,590 W



The start zone or launch cone is an area 100 m deep reserved for the competitor taking the start and is forbidden to motorboats. The finish zone is an area 100 m deep reserved for the competitor who finishes and clears the line; it is forbidden to motorboats. (Diagram on next page)

Boats not racing must remain in the waiting area (Diagram on next page).

**5.1** To warn the boats that the run window is open, an Orange flag will be sent out on the starting committee boat with an acoustic signal when the line opens.

Each competitor will have to report/request by VHF (74) to the Race Committee the possibility to take the start of the Run. The committee will confirm that they are allowed to start.

Competitors wishing to attempt another record must return to the start area before requesting the Race Committee's agreement, passing to leeward of the Runs zone.

**5.2** Start line:

The start line will be marked between a yellow mark (inflatable buoy) to be left to port and the mast bearing an orange flag on the committee boat to be left to starboard.

A yellow mark (inflatable buoy) will be moored close to the axis of the line at a distance greater than one boat length from the Committee. This mark has the status of a starting mark and must be left on the same side as the Committee. It is forbidden to pass between this mark and the Committee boat.

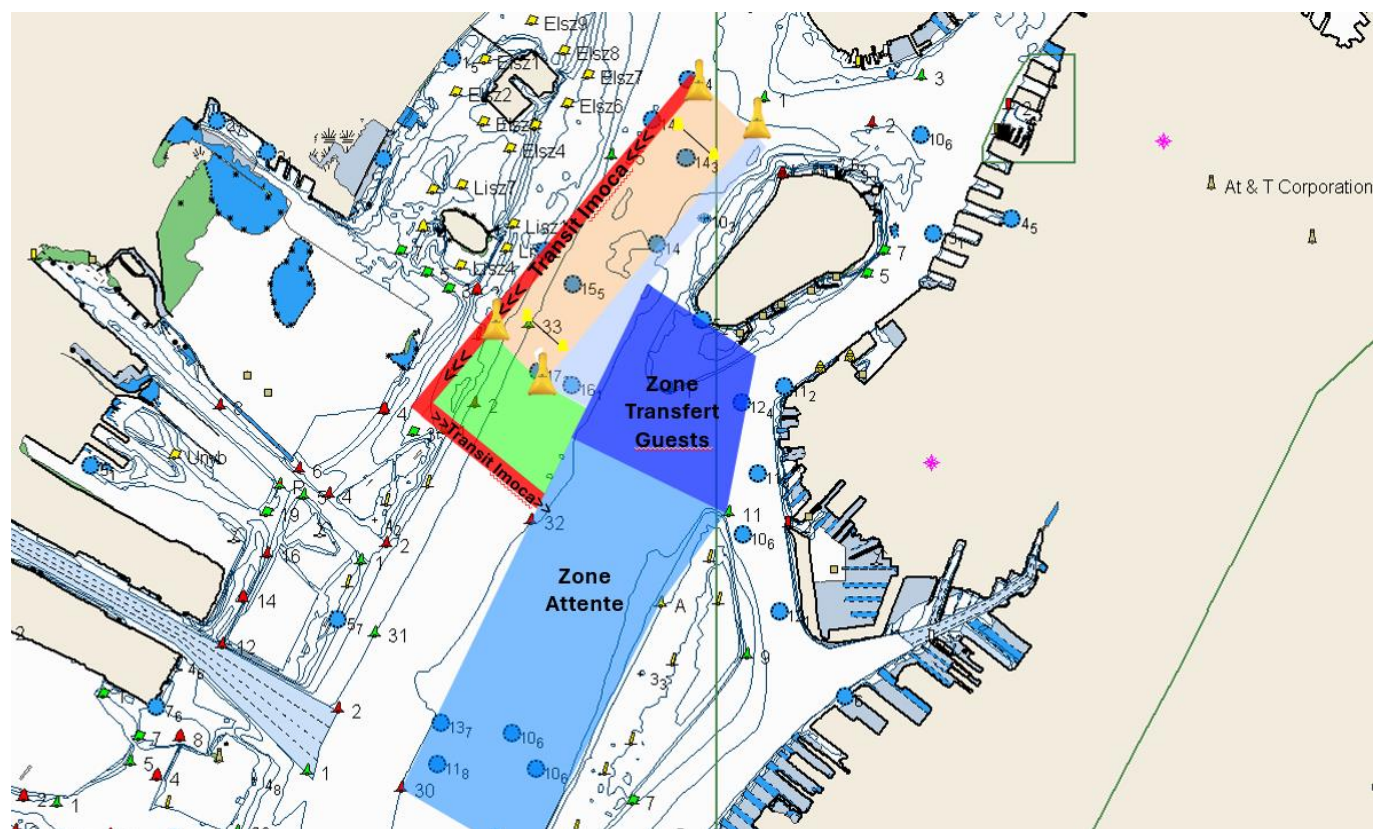
The start line will open at 11:00 am on Friday 24<sup>th</sup> May. No start after 3:30 pm.

**5.3** Finish line:

The finish line will be marked between a yellow mark (inflatable buoy) to be left to port and the mast bearing a blue flag on the committee boat to be left to starboard.

A mark (inflatable buoy) will be moored close to the axis of the line at a distance greater than one boat length from the Committee. This mark will then rank as the finishing mark and must be left on the same side as the Committee. It is forbidden to pass between this mark and the Committee boat.

## Zoning of Runs



### 5.4 Safety accompanying boats / speed limit:

The number of assistance RIBs is limited to 1 SRA per Team, identified by a team flag which will be distributed by the nautical coordinator in the USA.

The list of all the boats accompanying the teams must be submitted to Race Management along with the list of people on board via the online platform: <https://forms.gle/C9P6vrHsDyFJQriD8>

Mandatory presence of the pilots at the pilot briefing in visio on Thursday 23<sup>rd</sup> May at 11:30 am.

For safety reasons, it is forbidden to enter the Runs zone except for the SRA of the IMOCA racing. This SRA will have to stay more than 50m behind the boat.

The transfer of guests during the Runs is forbidden unless decided by Race Management or the Race Committee.

In the interests of environmental protection and safety, the Organising Authority will encourage all vessels in the vicinity of the Runs area to observe a speed limit of 10 knots.

[DP] Failure by the Teams' assistance RIBs (SRA) and any other boat accompanying the Teams to comply with these safety rules may result in the cancellation of their IMOCA boat's run.

## 6 RANKING AND AWARD CEREMONY

A specific ranking will be drawn up for the Vendée Liberty Runs.

The Award Ceremony is scheduled at 4:30 pm on Governor Island.

## 7 IMOCA MOONBEAM RETURN INFO

Entering the channel is possible from 7:00 to 10:00 pm.

	<b>Team</b>	<b>Entrée chenal</b>	<b>ETA Dock</b>
<b>1</b>	<b>XU JINGKUNG</b>	19h00	20h15
<b>2</b>	<b>WEORES</b>	19h05	20h20
<b>3</b>	<b>HARAYDA</b>	19h10	20h25
<b>4</b>	<b>CREMER</b>	19h15	20h30
<b>5</b>	<b>SCHAWYER</b>	19h20	20h35
<b>6</b>	<b>BURTON</b>	19h25	20h40
<b>7</b>	<b>ROURA</b>	19h30	20h45
<b>8</b>	<b>BESTAVEN</b>	19h35	20h50
<b>9</b>	<b>HARE</b>	19h40	20h55
<b>10</b>	<b>LUNVEN</b>	19h45	21h00
<b>11</b>	<b>AMEDEO</b>	19h50	21h05
<b>12</b>	<b>BELLION</b>	19h55	21h10
<b>13</b>	<b>COLMAN</b>	20h00	21h15

## Annexe 6 : PENALTY GUIDE

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

To determine the penalty, the jury will base itself on this document.

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

The general concept is to establish a basic penalty for each breach of the rules, then increase or reduce this according to the circumstances.

This system offers penalty ranges for the most common breaches. If the breach is not listed, the answers given to general questions will enable the jury to determine which range to use.

Penalties are divided into 5 ranges:

- Range 0: Financial penalty
- Range 1: from 0 to 4 hours
- Range 2: from 1 to 12 hours
- Range 3: from 12 hours to DSQ
- Range 4: DSQ
- 

The average penalty should be taken into consideration, and then the question asked as to whether it should be increased or decreased within the same range, or whether the range should be changed.

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

1. Was the breach accidental (or was it the result of exceptional circumstances)?
2. Was there a good reason or justification for the breach?
3. Was the breach reported by the skipper him/herself?
4. Did someone who is not part of the crew or team contribute to the breach?
5. Was/are there any attempt(s) to avoid the breach?

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

1. Was the breach repeated ?
2. Was the breach deliberate ?
3. Was the breach due to negligence or a lack of attention?
4. Did anyone suffer as a result of the breach?
5. 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.



	RANGE 0	RANGE 1	RANGE 2	RANGE 3	RANGE 4
	Financial	0H to 4H	1H to 12H	12H to DSQ	DSQ
<b>Notice of Race</b>					
3.1 Solo sailing					X
3.2 Non-stop sailing					X
3.3 Sailing without assistance				X	X
4.4.2 Additional meteorological data				X	
4.5 Undertakings with regards to OA				X	
8 Publicity	X				
9 Programme and obligations	X				
13 Obligations regarding equipment		X	X		
14 Measurement and equipment inspection			X	X	
16 Positions in the port	X				
20 Communication	X				
<b>Sailing Instructions</b>					
5 Course				X	
6.1 Prohibited zones other than BPZ/IEZ				X	
6.2 BPZ/IEZ Entrance not repaired				X	
7.4 Individual recall		3 hours			
7.5 Start delayed			X		
9.2 ETA announcement		X			
11.1.1 Breach to Chapter 2 RRS or COLREG Section 2 Part B		X			
11.1.3 Cause of injury or damage			X		
11.4 Accidental rupture of engine seal		70 mn			
11.4 Engine seal rupture after hearing			X		
11.4 Accidental rupture other seal		35 mn			
11.4 Rupture other seal after hearing		X			
11.5 Means to take a penalty		X			
15.2 Safety message		X			
16 Measurement and equipment inspection		X	X		
17 Publicity	X				

19 Disposal of waste		X			
20.3.1 Inmarsat C monitoring		X			
20.4 Message and photos	X				
20.6 AIS (and other mandatory lookout)		X			
21 / Annexe Declaration of non-routing			X		
<b>Class rules</b>					
Chapitre B Eligibility			X		
C 3.3 Emergency drinking water			X		
C 3.21 Lost anchorage			X		
C 6.1(f) Fuel available at the finish			X		
Other breaches to class rules		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.

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

**Modifications to Racing Rules of Sailing**

a) A new definition of 'waypoint' has been added: A waypoint is a position, other than a marker, described by its latitude and longitude coordinates that the route requires to be left on a specified side.

b) Modification of RRS 28 :

- RRRS 28.1 A boat must start, sail the course described in the SI and finish. In doing so, it may leave on either side a mark or waypoint which does not start, bound or finish the leg on which it is sailing. After finishing, he does not need to cross the finish line completely.
- RRS 28.2 A line representing the wake of a boat from the moment it begins to approach the starting line from the pre-start side to start until it has finished shall, if stretched,
  - (a) pass each mark or waypoint on the required side and in the correct order
  - (b) touch each mark or waypoint to be rounded, and
  - (c) pass between the marks or waypoints of a gate from the direction of the preceding mark or waypoint. He may correct any error to comply with this rule, as long as he has not finished. He must also respect the prohibited zones.

c) Add the following SI: boats must be able to prove that they have passed a Waypoint either :

- By showing an electronic logbook
- By showing a recording of their track
- By showing a time-stamped photo of the GPS screen
- By any other reliable means of positioning left to the discretion of the race committee.

The race committee may claim against a boat that cannot prove that it has passed a waypoint. A boat may not claim under this SI (this modifies RRS 60.1).