VENDEE GLOBE 2016 – 2017

NOTICE OF RACE

2014 December 11\textsuperscript{th}
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DEFINITIONS

Vendée Globe
The Vendée Globe is a single-handed non-stop round the world race without assistance. The Vendée Globe 2016 will be the eighth edition of the event. The Vendée Globe 2016 may be also named "Vendée Globe" and/or "the race" in the various documents.

Organiser
The organiser will be:
The Saem Vendée
with a capital of 3,000,000 Euros
45 Boulevard des Etats-Unis
BP 233 La Roche-sur-Yon Cedex
Tel: +33 2 51 44 91 07
Represented by its General Director Mr. David Brabis.
The organising authority will be known as 'the organiser' in the various documents.

Website of the race
The race website will be:
www.vendeeglobe.org

Notice of race
Notice of Race for the Vendée Globe 2016
It may be supplemented by additional clauses, if required.

Boat
A boat will be an IMOCA Open 60 monohull with a valid IMOCA certificate for the Vendée Globe 2016.

IMOCA certificate
The certificate will be a Certificate issued by the IMOCA Class to a boat that meets its class rules.

Race direction
The Race Direction will be the entity responsible for the implementation of the programme of the Vendée Globe 2016 race according to directives from the organizing authority, and in compliance with administrative and sporting regulations.

Timetables
Times published will be in local time in les Sables d'Olonne in all texts up to the day and time of departure and after the arrival of each Skipper into les Sables d'Olonne. UT hours in the Race Instructions.
Official sponsors of the Vendée Globe
Official Sponsors of the Vendée Globe will be present on the official branding for the race.

Participant
A Participant will comprise several entities:

• A skipper

• His/her substitute skipper, according to the decision of the participant. They must be named in the registration pack.

• Sponsors
All financial, logistical and/or technical partners.

• Team Manager
He/she will be mandatory.
He/she will be named in the registration pack.
He/she will be the point of contact for:
  • The organiser for all topics related to the organization of the race ashore, before, during and after the race.
  • The Race Direction, for all nautical and sporting aspects, as well as replacing the Skipper, where necessary.

• Shore crew
Anyone acting ashore for the skipper and his/her boat, before, during and after the race. The shore crew will be represented by the team manager.

• Audio-visual referral agent
Mandatory
Person in charge of the Participant’s audio-visual content.
He/she will be the point of contact for the Broadcast Production Team.
As such, he/she will be responsible for all the images sent by the Skipper to the Production Team during the race.
He/she may be assisted by one or more substitutes.

Race headquarters
The race headquarters will be the workspace of the organiser, the race direction and various stakeholders appointed by the organiser for the sound operating of the Vendée Globe. It will be located in les Sables d’Olonne and in Paris, France.

Executive production
The executive production will be the audiovisual Production named by the organiser for the management of the audiovisual communication for the Vendée Globe.

Questions asked by a Skipper or a Team Manager
Questions must be directed to the race direction, and will be forwarded to the race committe, the referees, the Organiser or any other person authorized to provide an official response.

Questions should be made in writing, in French or English, and sent via e-mail to the race direction. See contact details in Appendix 3.
The answers will be published in French or English.

Nautical and sporting questions will be displayed with their respective answers on the official board, under the topic “Questions & Answers”.

Routing
Routing means any personalised indication, especially prepared or tailored for one or a group of competitors, information coming from the outside, allowing the understanding of different weather scenarios and choice of route or routes to follow or avoid.

Medical service of the race
The medical service of the race will consist of one or more physicians appointed by the organiser to attend to the Vendée Globe skippers’ health.

Skipper
The skipper will be a sailor participating in the Vendée Globe.

Substitute skipper
The substitute skipper will be the sailor authorised to replace the skipper who initially entered the Vendée Globe.

Race weather service
The weather service of the race will be one or several meteorologists appointed by the organiser for the management of monitoring the weather before and during the Vendée Globe.

Official board
The official board will come in two different forms.

- Online on the official race website.
- From October 14, 2016 in les Sables d’Olonne at the race HQ, on the board where printed information will posted.

In the event of a conflict between the two boards, the one located in the Race HQ in les Sables d'Olonne will prevail.

Contributors
The contributors for the race will be:

- Race director
  Race director: Denis Horeau

- Assistant race directors
  - Jacques Caraës
  - Guillaume Evrard
  - Hubert Lemonnier
  With the support of Noémie Bigot and a substitute race director's assistant

- Race medical service
  The race medical service will be appointed at a later date.

- Umpiring
The umpiring of the race will be provided by a team of race committees, judges, measurers and race equipment controllers appointed by the French Sailing Federation (FFV).

The International Jury will be comprised of five judges. It will be chaired by Mr. Bernard Bonneau, who will have the support of four judges.

The race committee will be made of three referees. It will be chaired by Mr. Christophe Gaumont.

It will also incorporate an event measurer, Mr. Jean-Luc Gauthier, and a team of offshore racing equipment controllers.

- Executive production
  The executive production will be appointed at a later date.

Abbreviations used in this notice of race and the documents will be:

MA: Marketing Authorisation (Medical)
DNID : Data Network Identify (Inmarsat)
FFVoile: French Sailing Federation
IC: The Vendée Globe Race Instructions
IMOCA: International Multihull Open Class Association
ISAF: International Sailing Federation
PSMer: First aid at sea (Premiers Secours en Mer)
WFH: Offshore Medical Training
REV: Rules for the Equipment of sailing boats
SOR: Special Offshore Regulations
COLREGS: The International Regulations to prevent collisions at sea
RCV: French racing rules of sailing

When reference is made to these terms in this notice of race, other texts and the race documents described in this notice of race, these terms will be edited in italics and will have the meaning specified above.
2 THE RACE

2.1 Registration
Registration to the race will take place in two stages.

- A pre-registration pack.
- A registration pack.

These two registration packs will have to be completed on the official website of the race as soon as the notice of race is published. In addition, some of these forms will have to be sent by post to the organiser.

2.2 Dates
Dates will be:

1st July 2016
- The pre-registration pack must be fully completed no later than the 1st July 2016.

1st September 2016
- The registration pack must be completed no later than the 1st September 2016.

Each pack must be complete and include all the requested information.

30th September 2016
The IMOCA certificate for the Vendée Globe must be sent to the organiser no later than the 30th September 2016.

1st October 2016
The qualifying passages will have to be completed before the 1st October 2016.

2.3 Number of participants
The number of participants is restricted to 27.

After receipt of his/her pre-registration pack filled out on the race website, each competitor will receive a pre-registration number from the organiser.

The pre-registration and registration processes are described in Appendix 1.

Only the first 27 skippers to have complied with all the procedures and registration rules will be allowed to take part in the race.

2.4 Registration fee
The registration fee will be:
There will be no entry fee charged to enter the Vendée Globe.
The sum of 20,000 Euros deposit will be requested from participants with their pre-registration file. The payment of the deposit must be made by bank transfer or cheque (made payable to Saem Vendée). It is the responsibility of each participant to ask for the bank details for the Saem Vendée to the organiser.

The deposit will be returned to the participants, in two stages:
- Half of the deposit will be reimbursed after the skipper has crossed the Equator in the North/South direction.
- The final balance, together with interest and minus any penalties accrued, will be reimbursed within a period of one month after the prize-giving ceremony.

The safety deposit will be fully refunded to a participant if he/she withdraws officially from the race in writing before the 1st July 2016, or if the skipper abandons the race after the race start.

In the case of a withdrawal after the 1st July 2016, the sum of 5,000 Euros will be retained by the organiser.

2.5 Race Route
The race course is a round the world course east about.

The start of the race will be in the bay of les Sables d'Olonne. The competitors will sail down the Atlantic from North to South.
Leaving:
- Cape of Good Hope to port
- Cape Leeuwin to port
- Cape Horn to port
- And the Antarctic continent to starboard

Sail up the Atlantic from South to North.
Finish line in the bay of les Sables d'Olonne.

Amendments to the race course regarding safety measures to avoid drifting ice and/or a minimum distance of the course from the coast of some countries in the southern hemisphere will be published no later than the 1st July 2016.

These amendments may be updated based on studies carried out for ice search and available technologies for these studies in 2016.

2.6 Start date
The start date will be Sunday 6th November 2016.

2.7 Time limit
Time limit: there is no time limit.
3 THE RULES

3.1 The principles of the Vendée Globe
The principles of the Vendée Globe will be:

The Vendée Globe is a round the world sailing race created in 1989 that takes place every four years. Competing at an international level, the race is single-handed, non-stop and with no outside assistance.

3.1.1 Single-handed
It should be understood that the skipper commits, by taking part in the race, to sail single-handedly and face all events occurring during the Vendée Globe alone. In addition, he/she cannot embark any other person aboard his/her boat between the preparatory signal and the finish line.

3.1.2 Non-stop
It is understood and agreed that the course does not stop and does not allow any stopovers.

Any immobilisation of the boat or disembarkation of the skipper will be limited as described in section «Disembarkation» below.

3.1.3 Without assistance
It is understood and agreed that in no circumstances can the skipper receive any assistance or external help, either requested or otherwise, including:

- Personalised weather assistance
- Assistance of a third party, either onboard a boat, in an aircraft or on shore.
- Personalised medical support aimed to improve performance.

3.1.3.1 Personalised meteorological or geographical assistance, also named "Routing"
Routing is forbidden

A signed statement by which each Skipper commits to this rule, both in a personal capacity and on behalf of his/her sponsors and his/her shore crew, will be required before the start. A statement confirming their compliance to this rule during the race will also have to be signed after the finish by each skipper.

Authorised sources of meteorological information allowed during the race and their reception process will be decided in consultation with the IMOCA class and specified in an amendment to this notice of race.

3.1.3.2 Assistance or outside assistance
During the race, a skipper cannot have any physical and/or material contact with any other person nor with any other vessel or aircraft.
He/she cannot be provided with any supplies in any way.

He/she may not receive any external assistance relating to the electronic or digital equipment used for navigation, the functioning of his/her boat or its maintenance, communication across all media, telecommunication across all media, and management of his/her health or any other aspect of the competition.

The equipment includes video equipment, on-board computers, computer softwares - although this list is not exhaustive.

3.1.3.3 Assistance or outside assistance
In case of damage requiring repairs so that a boat can finish the race and/or send communication content (e-mails, sound, images), a skipper may receive advice from his/her shore crew. But the repairs will have to be carried out entirely by the skipper.

3.1.3.4 E-mail or telephone contact
A skipper may be in contact with one or more people ashore, by phone or mail, provided these contacts do not infringe, in any way, the rules of the Vendée Globe, described above.

A skipper can be informed of the support messages he/she is receiving by his/her shore crew.

3.1.3.5 Docking conditions (modification of R.R.S. rule 45)
A skipper will not be allowed to dock or moor at a quay or come alongside another vessel, or go ashore above the limit of the highest level of high tide.

A skipper can put into port, mooring or anchoring by his/her own means but without any outside assistance to carry out repairs vital to his/her safety or that of his/her boat and/or which would enable him/her to finish the race.

A skipper wanting to dock or come alongside a boat, go ashore, receive outside assistance or be supplied with goods can only do so inside the port area of Les Sables d’Olonne and after receiving prior authorisation from the race direction and the President of the race committee.

The competitor will only be allowed to re-start the race within 10 days of the official start date of the race.

In case of any amendment to the configuration of the boat (new mast put in place after dismast or other event) following the intervention and/or repairs made in the harbour of Les Sables d’Olonne within the 10 day deadline, an IMOCA certificate taking into account the new state of the boat will be required before leaving port.

3.1.3.6 Medical or paramedical assistance (Amendment to R.R.S. rule 41)
The direct intervention of a doctor onboard is forbidden.
During the race the intervention of a doctor, coach or member of the shore crew, designed to enhance the physical, mental or psychological performance of the skipper is prohibited.

Long-distance medical advice by phone, email, video-conferencing or otherwise is permitted.

Authorised medical advice means any remote intervention by a doctor to aid a competitor in administering the necessary treatment following an accident onboard or the aggravation of an existing condition.

The skipper must inform the race medical service every time he/she requires medical advice other than the medical assistance provided by the race doctor. In this instance, the skipper's chosen doctor will have to inform the race doctor as quickly as possible of his/her diagnosis, prescription and the advice provided to the competitor.

3.1.4 Disqualification
Failure to comply with any one of these rules, will lead to the skipper having to abandon the race, unless the incident meets the exceptions as described below.

If an infringement is established after decision of the Jury, the applicable penalty will be disqualification.

3.2 Exceptions to the application of these rules
Exceptions to the application of these rules will be:

Preamble
Any exception to the application of these rules will be authorized and approved, in writing, by the race direction.

It will only be granted if it allows a boat to stay in the race.

Their application will be checked by the race direction, using all means and at its discretion.

At the request of the race direction or following the claim of another skipper or race committee, the implementation of these exceptions may be subject to review by the jury and may incur a penalty up to and including disqualification.

Personalised meteorological or geographical support in dangerous situations
The race direction can inform a skipper or a group of skippers of a weather situation, or the presence or drifting ice, or any other phenomenon considered dangerous by the race weather team, the ice surveillance team, the satellite tracking service or any other means of information deemed reliable.

In this case, it will give all the necessary information to the skipper(s) so they can avoid the more dangerous areas, or advise them of the safest conditions.

Where a skipper requires assistance, or if a boat is in danger, the race direction can ask a skipper or a group of skippers to divert from their route to meet with the endangered
skipper or vessel as quickly as possible.

Extreme urgency
In case of extreme emergencies, at the request of the medical service of the race and in accordance with the race direction, drugs may be given to a sick skipper by another skipper during an exclusive medical stop.

The list of these medications will have to be approved by the medical service of the race in advance.

This procedure will be submitted in a detailed report to the jury who will decide whether an inquiry is required.

3.3 Rescue and assistance at sea
Rescue and assistance at sea are governed by the international rules in force, particularly the conventions to safeguard human life at sea (1960 and 1974) and the Hamburg Convention on maritime search and rescue (1979).

The international treaties mentioned above, reiterated by the fundamental rule R.R.S. 1 “Safety” make it compulsory for every boat or competitor to provide help to a person or a boat in danger. Faced with the situation, the skipper will immediately after redirecting his/her route as a reaction to such a situation, provide the race direction with all the details of the situation so the jury can establish the facts and render a decision.

3.4 Rules
The following race rules will apply:

3.4.1 Applicable documents

b) The national prescriptions apply to non-French skippers, as stated in Appendix 4 of this notice of race “Prescriptions”
c) Part B of the COLREGS.
d) The Special Offshore Regulations Category 0 (O.S.R.) in force in 2016 and amended as per the provisions of this notice of race
e) Rules for the equipment of sailing boats when they do not conflict with the IMOCA Class rules.
f) The IMOCA class rules in force
g) This notice of race, its appendices and any future amendments
h) The race instructions and amendments thereto.

* The SOR are specified every two years.
   The 2016 SOR will be specified in January 2016.

3.4.2 The notices regarding the operational organisation of the race, safety, boat inspections, attendance of the skippers and team managers at race briefings and various events before and after the race will be issued and signed by the race direction. These will be the only reference documents for the competitors to refer to.
The conditions for the exit of the chenal in les Sables d’Olonne on 6th November will be specified in an amendment to this notice of race.

3.4.3 Unless explicitly stated elsewhere:
• In the event of conflict between the rules.
• In the event of uncertainty on the prevalence or on the rules that apply in a particular instance.

The jury will decide on the applicable rule.

Titles in the notice of race and the sailing instructions are not part of the rules.

3.4.4 The official language of the race is French. The organiser will provide an English version of each document relating to the sporting and organisational elements of the race and skippers’ safety. In the event of a dispute with regard to translation, the French version of text will prevail.

3.4.5 The R.R.S. in chapter 2 (“When the boats meet”) only applies to the start and up to 30 miles beyond the start line and then again within 50 miles of the finish line for these parts of the race covered by day. For the rest of the race, these rules are replaced by part B (steering and sailing rules) of the International Regulations for Avoiding Collisions at Sea (COLREGS).

3.4.6 The R.R.S. 33 is amended in the Race Instructions.

3.4.7 The R.R.S. 41 is amended in article 3 of the notice of race.

3.4.8 The R.R.S. 44.1 is amended in the Race Instructions.

3.4.9 The R.R.S. 45 is amended in article 3 of the notice of race.

3.4.10 The R.R.S. 50.2 does not apply.

3.4.10A The R.R.S. 50.3 is amended by the IMOCA Class rules.

3.4.10B The R.R.S. 51 is amended by the IMOCA Class rules.

3.4.10C The R.R.S. 52 is amended by the IMOCA Class rules.

3.4.11 The R.R.S 54 does not apply.

3.4.12 For the R.R.S. 55, add a second sentence: "However, throwing in the water small amounts of what is generally accepted as biodegradable material such as fruit peelings, elastics and strands of wool from a sail, are allowed."

3.4.13 The R.R.S. 61 is amended in the Race Instructions.

3.4.14 The R.R.S. 62 is amended in the Race Instructions.

3.4.15 The R.R.S. 63 is amended in the Race Instructions.

3.4.16 The R.R.S. 64 is amended in the Race Instructions.
3.4.17 The R.R.S. 66 is amended in the Race Instructions.

3.5 Meteorological and oceanographic data
On a daily basis, the organiser will forward weather data edited by the weather service of the race to the skippers.

In addition, the skippers are permitted to acquire meteorological and oceanographic data under the following circumstances:

• If they are accessible, free or paid for, to all the skippers, without any exclusive agreement existing between a data provider and a skipper or a group of skippers.

• If their content is "raw", i.e. as published by meteorological or oceanographic agencies, and not amended, prepared or tailored for a skipper or a group of skippers.

The skippers will then be permitted to gain access to:

• Images from observation satellites.

• Observation and forecast maps.

• Digital data files.

Access to this digital or graphic information will only be permitted if they come, directly or indirectly, from one of the following official meteorological organisations:

Weather France, Met Office, ECMWF, NOAA, NCEP.

However, this data may be compressed to speed up transfer, but this compression must not allow the meteorological or oceanographic information contained to be modified.

As per the race direction request, each skipper must provide the weather sources he/she will be using, as well as access codes and software used to read and access this information. Moreover, he/she will have to demonstrate the use of this data.

The race direction reserves the right to prohibit a skipper access to data if it deems the data goes against the racing rules, this notice of race or the spirit of the racing rules.

3.6 Exceptional circumstances
In exceptional circumstances, and in situations that could affect the skippers’ safety, the race direction may provide specific guidelines to which they must conform.

These new directives will be issued to meet the exceptional circumstances and will be dealt with in the most effective way. The directives could amend one or more of the articles included in this notice of race or other applicable rules mentioned above. In that case, the directives will be submitted to the jury in a detailed report.

3.7 Commitment of the participants
In entering the race, the Vendée Globe participants undertake to:
• Conform to the above rules.
• At the request of the race direction and/or the race committee or the jury, provide any information on:
  o The navigation of the skipper, his/her route and route choice, used weather information, race incidents or any other race-related incidents.
  o A list of all contacts the skipper communicated with, including his shore crew or any other person during the race.
  o The content of these communications.

Whether such information and/or communications have been given or established in the form of e-mail exchanges, telephone calls, or any other form of communication between the skipper and one or several correspondents ashore.

3.8 Media
In application of the ISAF rule 20 (publicity code), as amended by the media regulations of the FFVoile, boats will be required to carry the media chosen and provided by the organiser.

3.9 Right to forbid monetary gambling
The Vendée Globe is a high risk human adventure sporting event with a massive public following. As such, the organiser reserves the right to forbid any form of monetary gambling or betting in direct or indirect connection with the Vendée Globe. If required, the organiser will be vigilant in monitoring the adherance of this and will take immediate legal action against any person/persons who are in violation of this rule regardless of geographical location.
4 SKIPPER

All the rules set out below will apply to the skipper and, where appropriate, their substitute skipper.

4.1 Age of the participant
The Vendée Globe is open to any person aged 21 or over on the 6th November 2016.

4.2 Passport
Each skipper must hold a passport that will be valid until at least June 2017.

4.3 Nationality of the participant
The nationality of the participant will be made public at the discretion of the participant or the skipper.

4.4 Licence
In application of the R.R.S. 75.1, each French skipper will have to provide in his/her registration package a copy of his/her Club-FFVoile 2016 licence. For the non-French, a membership certificate from their national body, club membership or other organisation affiliated to their country for the year of 2016. It is the responsibility of each competitor to ensure renewal of his/her licence for the year of 2017.

4.5 Substitute skipper
Where the skipper named in the registration pack cannot take part in the race, he/she will have the option to be replaced by his substitute skipper. Replacement will only be possible under the following conditions:

- Except by prior agreement and under the conditions laid down by the race direction, the substitute skipper must have subscribed to all the skipper’s obligations he/she will be replacing, including the qualification and the other obligations listed below.
- No later than midnight, the day before the race start.
- The replacement will be final.

Before the start of the race, it will be up to the participant to indicate to the organiser whether he wishes to communicate about his/her substitute skipper, or keep the information about the substitute confidential.

The substitute skipper shall be a member of the IMOCA class and follow all its regulations.

4.6 Qualification in a sailing race context
The qualification of the skipper must be made within a sailing race environment.

Every skipper will have to have participated and completed in one of the races below as per the conditions described in the R.R.S.:

- The Vendée Globe 2008 or 2012.
- The Barcelona World Race 2010 or 2014.
- A 2500-mile transoceanic race (theoretical distance specified in the notice of race), meeting the following requirements:
  - A transatlantic crossing east or westabout
  - On board an IMOCA Open 60.
  - Single or double-handed
After the first 1st January 2009.

In the following events, the skipper will be required to sail an extra 1,500 miles, single-handedly at the helm of the boat he/she will sail in the Vendée Globe 2016

- If he/she has qualified in the Barcelona World Race or a transoceanic race that was raced double-handed
- If he/she has qualified onboard a boat other than the IMOCA Open 60 being used for the Vendée Globe 2016

The qualification passage must be completed before 1st October 2016.

Their complete description, including the transmission of video footage (as described in the audiovisual appendix), should be attached to the registration pack.

4.7 A qualifying route outside of racing
In exceptional circumstances, the qualification of the skipper may be completed outside of racing.

It is understood by exceptional circumstances, where a skipper could not qualify as part of a race.

He/she may then ask to qualify on a course outside of racing.

He/she must send a written application to the race direction prior to 1st July 2016 explaining the reasons for his/her inability to qualify in a race, such as:
- Its obligation to withdraw from a race, he/she had taken part in due to major damage.
- The cancellation of a race in which he/she was registered.
- Or any other reason clearly proving the unintentional non-qualification in a race, due to a “force majeure” type event and outside the skipper’s control.

He/she shall include in his/her request a written undertaking to cover a qualifying passage outside of racing and specify that he/she will meet all the criteria outlined below.

A commission made by the organiser and the race direction, with advice from the IMOCA class, will provide an answer to this request after informing the race committee.

In the case of a positive response, he/she must achieve a qualifying passage such as:
- A course in the northern hemisphere.
- Single-handed.
- At the helm of the boat he/she will sail in the Vendée Globe, as described in the registration pack.
- Sailing North of the 52° North latitude.
- Crossing the lines of longitude 5° West and 50° West and back, in whichever direction
- Completed before 1st October 2016.
- Sailed in its entirety.

No exemption will be granted in respect of the geographical passage points or on the date of completion of this course, as set out above.
At the request of a skipper, the race direction will study a similar course in the southern hemisphere.

4.8 Category 0 training courses and certificates
Mandatory training courses will be:

Each skipper must have participated in the following courses:
- Medical course
- ISAF survival course

ISAF survival course, PSMer and FMH certificates must have been completed between 6th November 2013 and 1st September 2016. The respective certificates will added to the registration pack.
- In addition to the ISAF survival course, the race organiser will organise a “safety and rescue” course on the 8th and 9th September 2016.

Information on these courses and certificates are available on the FFVoile website:
- Medical course: http://www.ffvoile.fr/FFV/Web/services/medical.asp
- ISAF survival course: http://www.ffvoile.fr/FFV/Web/services/RSO.asp#StagesSurvie

It is the same thing for any equivalent complying with section 6 of the RSO STCW95:
- Equivalent to the medical course: medical@ffvoile.fr
- Equivalent to the ISAF survival course: habitable@ffvoile.fr

Details of the onboard pharmacy can be found on the FFVoile website: http://www.ffvoile.fr/FFV/Web/services/medical/RSO.ASP.

This file will be updated to reflect the amendments of the MA..

4.9 Medical follow-up
Medical follow-up will be:

Before the start of the race
Each skipper must provide their complete medical records in his/her registration package

During the race
The organiser shall appoint a race medical service.
Each skipper will be able to consult his/her regular doctor before and during the race.
The roles and responsibilities of each of these physicians will be specified in an amendment to this notice of race.

4.10 Mandatory attendance
Mandatory attendance will be:

The mandatory attendances specified below apply to:
- Each skipper and, where appropriate, his/her substitute skipper.
- Team manager.
- Boat.
It is stated below who each obligation relates to

Before the start
Each skipper and his team manager must be present at press conferences, public relations and hospitality events and race direction briefings held on the following dates.

October or November or December 2015: Skippers.
  • Press Conference 1 year ahead of the start

September 2016
  • 8th September, les Sables d’Olonne: Skippers.
    o Video training and briefing day - exchange on the monitoring of drifting ice.

  • 9th September, les Sables d’Olonne: Skippers.
    o Video training and briefing day - exchange on the following topics:
      ▪ Safety and rescue.
      ▪ Umpiring of the Vendée Globe.

The race direction will be able to complete this training and briefing programme over the course of two specified days

October 2016
  • 14th October at 12 noon: Skippers and boats.
    o Presence of all the skippers and their boat at the Vendée Globe pontoon.

  • 14th October at 15.00: Team managers.
    o Logistics briefing for the team managers.

  • 15th and 16th October: Skippers and team managers.
    o Official opening of the Vendée Globe race village consisting of:
      ▪ Presentation of the skippers, their boats, partners, sponsors and shore crew.
      ▪ Welcome briefings for the skippers and the team managers.
      ▪ Skippers’ official photoshoot

  • From 17th October at 09:00 until the 21st October at 17:00: Skippers.
    o First session for the inspection of offshore safety equipment
    o Availability of each skipper for 2 hours for special operations conducted by the organiser, as per a programme which will be defined in an amendment to this notice of race.

  • 22nd October at 10.00:
    o Race course update.

  • From 31st October at 09:00 until the 2nd November at 17.00:
    o Second session for the inspection of offshore safety equipment.

November 2016
  • 5th November at 10:00: Skippers and Team managers.
    o Departure briefing for skippers and team managers.
• 6th November at 13:00:
  o Start of the Vendée Globe.

September or October or November 2016: Skippers.
• In addition to the above-mentioned obligations, the organiser may arrange one or more press conference(s).

It will be up to each participant to ensure that:
• The skipper, or his/her substitute skipper if he/she has become the skipper, will be present in les Sables d'Olonne between the 14th - 22nd October inclusive and from the 31st October as specified above.

• Outside of these dates, the team manager will be present in les Sables d'Olonne to represent the participant with the organiser.

After the finish
• The presence of the winner of the Vendée Globe in les Sables d'Olonne will be mandatory until the second skipper finishes the race. The presence of the winner and the second-placed skipper in les Sables d'Olonne will be mandatory third skipper finishes the race.

• The presence of each boat moored at the Vendée Globe pontoon will be mandatory for 10 days following the arrival of that boat. This presence will be placed under the responsibility of the team manager.

• Participation will be mandatory for the first 3 skippers in the overall ranking of the Vendée Globe in number of PR activities for the benefit of the organiser:
  o 2 days during the 6 months following the end of the race. Any travel costs incurred and subsistence will be paid by the Saem Vendée to attend these events, upon receipt of expense records.

• The participation of each skipper to the Vendée Globe prize-giving will be mandatory.

• The participation of each skipper in the debriefings about drifting ice, follow-up during the race, accidents or incidents related to safety during the Vendée Globe race will be mandatory.
5 BOATS

5.1 Boat
Each boat will have to conform with the IMOCA Class rules in force.

5.2 The IMOCA certificates
The skipper will provide the organiser with an IMOCA certificate that is valid, unrestricted and complete for the Vendée Globe, no later than the 30th September 2016.

5.3 Boat location in the port of les Sables d’Olonne
The location of the boats in the Port of les Sables d'Olonne will be:

Each participant can choose the location of his/her boat on the Vendée Globe pontoon as soon as he/she is officially registered. This choice will be made at the organiser’s invitation when parts 1-2-3-4 of the registration file will be fully filled. Each skipper will have to fill part 5 as soon as possible, and before September 30th 2016.

Upon receipt of an invitation to identify their chosen place on the pontoon, the participant will have 48 hours to validate his/her choice on the race website. This choice will be final. Where a choice is not made under the conditions described above, the organiser will issue the place of the boat on the Vendée Globe pontoon.

It will be the responsibility of the skipper and the team manager of the boats that are equipped with appendages that go over the freeboards, to put in place the necessary arrangements for safe docking along the Vendée Globe pontoon, or between the pontoon’s cat-ways, in order to ensure the safety of the public, of their boat and other boats, in all weather conditions.

It will be the responsibility of each skipper and each team manager to ensure the presence of his/her boat at the appointed docking place on the Vendée Globe pontoon, between the 14th October and 6th November 2016, except any temporary removal necessary for the technical preparation of the boat.

5.4 Boat branding
Boat branding will be:

In addition to the IMOCA Class rules, each boat must carry the following branding.

Branding of the organiser is required in the port of les Sables d'Olonne, when the boat is less than 30 miles from the start and finish line of the race. In these instances the boats must bear the following branding:

- Two race flags, one in each shroud, of the following dimensions: 2m X 1.5m.
- Two dodgers of the following dimensions: 2.1m x 0.6m, printed on both sides: half of the dodger is available to the organiser and the other half to the IMOCA class.
- A line of 5 flags on the forestay of the following dimensions: 2m X 2.5m.

In the case of withdrawal from the race or exclusion of a skipper, the boat will no longer be allowed to carry these flags.

Branding of the organiser, at sea and in the port of les Sables d'Olonne
Logo of Sodebo, official sponsor of the Vendée Globe, a 7m2 area on both sides of the mainsail above the first reef. A 0.50 m area on each side of the logo must remain neutral and not carry any other branding.

Additional branding authorised by the participant, in the port of les Sables d'Olonne:
A communication mainsail whose dimensions must not exceed: 15m long to the luff and 6m long to the edge. It should only be hoisted aft of the mast. No communication sail is allowed astern of the mast.

Boat branding
The branding on the boats must comply with French legislation. For ethical and public health reasons, the publicity of certain products or services (tobacco, tobacco products, alcohol drinks, firearms, medicine, legal aid) are forbidden.

All the mandatory branding items mentioned above will be produced and paid for by the organiser. It will be up to each skipper to install them in accordance with the procedures, ensuring good visibility until the arrival of the boat in the port of les Sables d'Olonne at the end of the race.

5.5 Inspection of safety equipment of the boats
They will be conducted in two sessions.

First session
• From 17th October at 09.00 to 21st October at 17.00.

Second session
• From 31st October 09:00 to 2nd November at 17.00.

The presence of the skipper will be mandatory during these two inspection sessions. He/she will be the direct contact for the measurers.

It will be for him/her to show the measurers that he/she knows:
• The exact storage location of each piece of equipment.
• The handling and operation of each piece of equipment.

5.6 Engine sealing
The engine sealing will be:

Engine sealing
The propeller shaft’s flange to each boat’s engine must have a drill hole of at least 4mm to allow a sealed cable to go through.

The breakage of this cable may lead to the competitor being disqualified.

The sealing procedure will be confirmed in the sailing instructions.

Other sealings
The other sealing procedure will be confirmed in the sailing instructions.

5.7 Equipment provided by the organiser for the tracking of the boats
The equipment provided by the organiser will be:
The organiser will provide each boat a set of positioning and safety beacons.

It will be each skipper’s responsibility to communicate in his/her registration pack, the full description of the through-hull fittings used in his/her boat, with exact dimensions, so that an antenna associated with the safety beacon can be produced.

It will be each skipper's responsibility to add to his/her registration pack a deposit cheque in the sum of 3,500 Euros for the provision of these beacons.

All this equipment will be installed on board each boat upon arrival in les Sables d'Olonne.

5.8 Use of the boat’s equipment
In addition to the positioning beacons provided by the organiser for each boat, the onboard Sat C, provisioned for by the IMOCA class rules, will allow the organiser to check the positions regularly, if necessary. The Sat C will have to be on at all times from the 1st November 2016 in order to download the DNID from the organiser.
6 RANKING AND PRIZE-MONEY

6.1 Rankings
The rankings will be:

During the race
The race direction will establish and publish 4 to 5 leaderboards in every 24 hour period.

They will be transmitted at the same time:
- To the skippers at sea
- The teams ashore
- The communication team of the race

The cost of the transmission to the skippers will be borne by the organiser.

Distribution hours will be specified in an amendment to this notice of race published before the 1st July 2016.

Upon arrival
A real time ranking will be established for the race, after penalties and/or bonuses have been awarded by the race jury. Additional rankings can be established as per the terms in the sailing instructions.

6.2 Prize-money of the Vendée Globe
The prize-money awarded will be:

600,000 Euros will be awarded in the form of cash prizes according to the official ranking of the Vendée Globe.
- 1st 160,000 Euros including tax
- 2nd 100,000 Euros including tax
- 3rd 75,000 Euros including tax
- 4th 55,000 Euros including tax
- 5th 40,000 Euros including tax
- 6th 30,000 Euros including tax
- 7th 25,000 Euros including tax
- 8th 20,000 Euros including tax
- 9th 15,000 Euros including tax
- 10th 10,000 Euros including tax

The skippers ranked below 10th place will share the remaining 70,000 Euros including tax. The share for each of them shall not exceed the prize-money received by the 10th competitor.

The potential remainder will then be distributed in equal amounts between all the ranked skippers, starting from the fourth position.

Where 10 skippers or less are ranked, the balance of the amount of the non-distributed prize-money shall be divided equally among all the ranked skippers.
7 COMMUNICATION

7.1 Image rights
Under the provision of French law N°84-610 dated 16th July 1984 regarding the organisation and the promotion of sports activities, amended by French law N°2003-708 dated 1st August 2003, skippers of the Vendée Globe 2016 are reminded that their entry into the race means their image and their name, the image of their boat, their sponsor and partners as well as their shore team and family members present in Les Sables d'Olonne (public places, media centre, pontoons, boats at pontoons, passenger boats) can be used by the organiser and the appointed suppliers for the event's communication to communicate and/or promote the Vendée Globe on any territory, in any medium, with no limitation in time for their exploitation.

It is agreed that these images can be used in normal anticipated conditions and without malicious intent.

7.2 Communication by the participants using the Vendée Globe official branding: participants trademark block of logos and/or logo

Preamble
The trademark block of logos will combine all 3 logos of the official sponsors of the race.

The “Participant” trademark block of logos will also combine all 3 logos of the official sponsors of the race, but will also include the word “Participant”.

7.2.1 Use of the Logo and Vendée Globe Participant trademark block of logos
The use of the Vendée Globe Logo and Participant trademark block of logos will only be permitted to the two following categories of participants:

- Participants whose skipper, pre-registered, has received a pre-registration number.
- Participants whose skipper has finalised his/her registration.

7.2.2 Use of the Logo and Participant trademark block of logos
These participants will be allowed to use the logo and the “Participants” trademark block of logos for any internal or external communication operations as well as on their merchandise that is not being sold, only if they wholly respect the rules for the use of the Vendée Globe official branding, described in Appendix 7.

7.3 Audiovisual appendix 5
Currently being drafted.

7.5 Photo images appendix 6
Currently being drafted
8 INSURANCE

8.1 Organiser's insurance
The organiser has subscribed to an insurance policy covering public liability in accordance with articles L 321.1 and D 321.1 from the Code of Sport.

8.2 Participant's insurance
Each participant must subscribe to:

- A public liability policy for his/her participation in the race and for the boat, to a minimum value of 3 million Euros. A insurance certificate, issued by a solvent body of unquestionable reputation, should be included in the registration pack.

- A death and invalidity insurance policy subscribed to by the IMOCA class for the benefit of the skippers participating the in race, unless he/she can prove that he/she already holds an insurance contract that covers the same risks with an insurance company of unquestionable reputation. He/she must include the certificate for this insurance in his/her registration pack.

9 RESPONSIBILITIES

9.1 Organiser's insurance
The organiser’s public liability is stated in the provisions provided for by French law, the code of sport (title III of the code of sport, and the Decree of 3rd May 1995 about nautical events at sea) in compliance with the international conventions applicable in this case.

9.2 Participant's insurance
The skippers enter the race at their own risk and peril and under their own responsibility (R.R.S. 4 “Decision to race”). It is the responsibility of each skipper to judge, given his skills and qualifications, the equipment he/she requires, the weather forecasts, etc… whether to start the race in the first instance and whether to continuing racing.

9.3 Monitoring
The monitoring, in particular via radio and/or phone (Inmarsat, Iridium…) which may be undertaken by the organiser, must be considered by the skippers as optional and random and cannot be relied on as an added safety tool.
10 PENALTIES

10.1 Official race branding
A 20,000 Euro penalty, including tax, will be applied for every non adherence to the clauses in article 5.

10.2 Use of the logo or the Participants trademark block of the Vendée Globe
A 20,000 Euro penalty, including tax, will be applied for every non adherence to the clauses in article 7.

10.3 Presence in les Sables d'Olonne, at official receptions and briefings
A 10,000 Euro penalty, including tax, will be applied each time a competitor does not attend a briefing or an official event at the date and time specified in this notice of race and its appendices.

Should the delay or the infraction exceed 24 hours, this penalty will be applied for each 24-hour delay.

A 5,000 Euro penalty, including tax, will be applied each time a competitor and/or his/her team manager does not attend an official briefing organised by the race direction.

A 5,000 Euro penalty, including tax, will be applied each time a competitor does not comply with the rules of the safety equipment inspection.

A 10,000 Euro penalty, including tax, will be applied each time a competitor and/or his/her team manager does not attend, an official event, hospitality event, the skippers’ greeting event upon their arrival in les Sables d'Olonne and/or the prize-giving

10.4 These penalties shall be taken from the participant’s 20,000 Euro deposit paid during the pre-registration phase, supplemented, where appropriate, by other financial penalties.

11 APPENDIX
Appendix 1 Registration pack
Appendix 2 Programme
Appendix 3 Contact details
Appendix 4 National Prescriptions
Appendix 5 Audiovisual
Appendix 6 Photos
Appendix 7 Rules for the use of the Vendée Globe trademark
Appendix 1
Pre-registration and race entry packs

A.1.1 Reminder of the content for the pre-registration and registration packs
These are available online on the race website, in the Edition 2016 menu, under Registration
http://www.vendeeglobe.org/fr/depot-de-candidature.html

PRE-REGISTRATION PACK
1. Skipper information form
2. Boat information form
3. Participant’s nationality
4. Skipper’s qualifications
5. Skipper’s medical file
6. Pre-registration form
7. Deposit
8. Addresses

REGISTRATION PACK
Part 1: Skipper
Part 2: Substitute skipper
Part 3: Boat
Part 4: Contact details
Part 5: Other documents

A.1.2 Process for online registration and registration by post
Some of the content will need to be provided by the skipper, or the substitute skipper, signed and uploaded to the race website. In addition, some of the content will need to be provided, signed and sent by post to the Saem Vendée.

PRE-REGISTRATION PACK
1. Skipper Information form: to be provided
2. Boat information form: to be provided
3. Participant’s nationality: to be provided
4. Skipper’s qualifications: to be provided
5. Skipper’s medical file: downloaded, completed, signed by the skipper and the skipper’s doctor, uploaded back on the race website, then sent by post in an envelope marked: Saem Vendée – Vendée Globe 2016 – Medical file - Confidential
6. Pre-registration form: downloaded, filled out, signed by the skipper, uploaded back on the race website, then sent by post in an envelope marked: Saem Vendée – Vendée Globe 2016
7. Deposit: confirmed on the race website, then sent either by post in an envelope marked: Saem Vendée – Vendée Globe 2016 or by bank transfer using the Saem Vendée bank details provided by the organiser.
8. Addresses: to be provided

• Once the organiser receives all the pre-registration documents on the race website, and after validation of these documents by the Saem Vendée, the organiser will provide the competitor with a pre-registration number.
• Once the organiser receives all the pre-registration documents on the race website, and after validation of these documents by the Saem Vendée and the medical service of the race, the organiser will provide the competitor with a username and password to register on the race website. The competitor will be announced as pre-registered on the race website.

REGISTRATION PACK

Part 1: Skipper: to be provided
Registration form: downloaded, filled out, signed by the skipper, uploaded back on the race website, then sent by post in an envelope marked: Saem Vendée – Vendée Globe 2016

Part 2: Substitute skipper: to be provided
Registration form: downloaded, filled out, signed by the skipper, uploaded back on the race website, then sent by post in an envelope marked: Saem Vendée – Vendée Globe 2016

Part 3: Boat: to be provided

Part 4: Contact details: to be provided

Part 5: Other documents: to be provided

The original documents of the copies provided in the registration pack shall be available to the offshore safety equipment inspectors in les Sables d'Olonne and must be available to be checked during inspection of boats.
# Programme

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<td>Deadline for the publication of amendments to the ice safety measures</td>
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<tr>
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<td>Briefing and training in les Sables d'Olonne</td>
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<td>5&lt;sup&gt;th&lt;/sup&gt; November, 2016</td>
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<td>6&lt;sup&gt;th&lt;/sup&gt; November 2016</td>
<td>Start of the Vendée Globe 2016</td>
<td>2</td>
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</tbody>
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Note: This programme is for your information only: it is subject to possible future updates.
Appendix 3
Contact Details
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Appendix 4
FEDERAL PRESCRIPTIONS FOR NON-FRENCH SKIPPERS
Racing Rules of Sailing 2013-2016

Applying to foreign competitors ONLY

RRS 64.3
FFVoile Prescription (*):
The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

RRS 67
FFVoile Prescription (*):
Any question about or request of damages arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and will not be dealt by the jury.

RRS 70. 5
FFVoile Prescription (*):
In such circumstances, the written approval of the Fédération Française de Voile shall be received before publishing the notice of race and shall be posted on the official notice board during the event.

RRS 78
FFVoile Prescription (*):
The boat’s owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat comply with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

RRS 88
FFVoile Prescription (*):
Prescriptions of the FFVoile shall be neither changed nor deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed.
In such case, the prescriptions marked with an asterisk (*) shall be neither changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.fr, shall be the only translation used to comply with RRS 90.2(b)).
Appendix 7

Use of the Vendée Globe 2016 official branding by the Participants on merchandise (clothing, accessories)

7.1 Vendée Globe Official Branding that can be used by the participants

1/ The logo (on its own)

2/ The Participant trademark block of logos

7.2 Definition of the Sponsors of a Participant “Beneficiary” (Art 1 “Participant”)

7.2.1 The title sponsors, when their name appears in the racing name of the boat.

7.2.2 Participant’s sponsors, up to three entities, when the racing name of the boat is not a commercial brand and is identical to the name of the participant.

These beneficiaries, as described in articles 7.2.1 and 7.2.2 are the only authorised entities allowed to use the official branding of the race.

7.3 Sale of Vendée Globe branded products (Branding #1)
Publi-Voile is the sole company holding a user and selling licence of the Vendée Globe brand. Publi-Voile is the only company allowed to sell products showing the Vendée Globe logo.

7.4 Distribution of free products carrying the official branding of the Vendée Globe: Logo (Branding #1) and/or Participants trademark block of logos (Branding #2)
The “Beneficiaries” can use the official Vendée Globe branding, the Vendée Globe logo (Branding #1) and/or the Participants trademark block of logos (Branding #2) on products that will not be sold, and under the following conditions:

7.4.1 Products bought from PubliVoile
If the products have been bought from Publi-Voile, they will only include the Vendée Globe logo (Branding #1)

7.4.2 Products NOT bought from PubliVoile
In these instances:
7.4.2.1 These products can include the participants trademark block of logos (Branding #2). No licence fee will be charged by the Saem Vendée.

7.4.2.2 These products can include the Vendée Globe logo (Branding #1). A contract for the use of the brand on merchandise that is not being sold will be negotiated between the beneficiary and the Saem Vendée, and a licence fee will be charged by the Saem Vendée.

Any use of the Vendée Globe trademark and/or its logo will be subject to a prior agreement from the Saem Vendée.