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VENDÉE GLOBE 10th EDITION

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EDITO



VENDÉE DEPARTMENT

This year, the Vendée Globe celebrates its 10th edition, and I want to continue to make it a huge popular celebration! The public will be able to discover the village and the museum dedicated to it, admire the boats and meet the skippers.

With a maximum of 40 skippers on the starting line, it's a new record which illustrates that offshore racing is carried by the wind of success. We owe it to the men and women who set sail alone and make us dream by taking us with them to all the seas of the globe. But we also owe it to our partners and sponsors, without whom nothing would be possible.

I was keen to strengthen the environmental dimension of the race. As an internationally renowned sporting event, the Vendée Globe acts to limit its impact on the environment and to raise public awareness of the urgent need to protect the ocean and the planet.

As well as raising public awareness, particularly among our young people, of the need to preserve the ocean, which produces 50% of our oxygen needs and absorbs 25% of carbon dioxide emissions, the Vendée Globe must become a testing and research laboratory. The boats will soon be showing how it is possible to do without fossil fuels on board; they will also gradually be setting an example in terms of the materials used. They also offer immense opportunities to observe the oceans and take measurements that can be used for science. That's why we're launching the Vendée Globe Foundation.

Alain LEBOEUF,
*President of the Vendée Department,
President of SAEM Vendée*



SODEBO

The Vendée Globe is part of Sodebo's history and represents a special moment for the company, which is based in Vendée.

25 years ago, we embarked on this legendary race as a sponsor of Thomas Coville. Then, in 2004, we went on to become the event's official partner. Each edition is unique. Each edition of the Vendée Globe illustrates the incredible evolution of the world of offshore racing, which has never stopped progressing. You only have to look at the evolution of the boats to understand that, with each edition, we've entered a new era, but there's still room for everyone. What we have in common are the stories of these men and women who are embarking on an adventure that is bound to change them. At Sodebo, we have also experienced these transformations linked to the desire and audacity to innovate and perform in our sector of activity in order to respond ever better to the expectations of our consumers. Over the last 20 years, Sodebo's name recognition has increased 12-fold. So how could we not want to continue this incredible adventure for these reasons, and to support a race that highlights some incredible personalities. The 10th Vendée Globe will set off next November and we are proud to be partnering it for the sixth time in a row. The number of boats entered, the return of women skippers to the competition, the presence of several foreign skippers, the diversity of the participants, the arrival of new foilers alongside the more tried and tested boats... all point to an exceptional race. This 2024 edition will once again be a not-to-be-missed event in French and international sport. The public will be there and so will we. We look forward to seeing you on our stand so that our teams can tell you more about the company and its products. Beyond the adventure, the Vendée Globe will be a great popular, respectful, family and human celebration, which promises to set new records!

Patricia BROCHARD,
Co-President Sodebo



EDITO

LES SABLES D'OLONNE

This is Les Sables d'Olonne, home of the Vendée Globe.
This is Les Sables d'Olonne, the home of the solo round the world race.
Our mythical channel carries the ultimate dreams of great sailors and hunters of distant horizons. This is the birthplace of adventure, the legend of the Vendée Globe.

From Titouan Lamazou to Yannick Bestaven, via Michel Desjoyaux, many have sailed along our docks and met the admiring gaze of thousands of enthusiasts.
From the Golden Globe Race to the Mini Transat and the Vendée Globe, the great adventure of single-handed ocean racing is being written right here in the Vendée.

This year, we celebrate the 10th edition of the Everest of the Seas.

This year, we celebrate the heroes of the race, whose exploits reflect the courage of the people of the seas: our fishermen, our sailors, our rescuers...
Those who brave the oceans and set out to conquer new horizons.

November 10th will be a milestone in their lives.

They will go down our channel to the applause of thousands of enthusiasts.

This is Les Sables d'Olonne, home of the Vendée Globe.

We invite you to set sail and share this crazy adventure in one of the most beautiful bays in the world.

Yannick MOREAU,
Mayor of Les Sables d'Olonne



EDITO



THE PAYS DE LA LOIRE REGION

Every four years in Les Sables-d'Olonne, the start of this extraordinary adventure takes place. The Pays de la Loire region is a long-standing partner of this great popular event, which attracts sailing enthusiasts and lovers of great spectacles from the four corners of France as well as from other countries.

The huge success of the Vendée Globe demonstrates the ability to believe in the wildest bets while remaining true to strong values: audacity, courage, innovation and team spirit. The adventure is unique. With the legendary 24 Hours of Le Mans race, the hosting of events for the Olympic and Paralympic Games in 2024 and the creation this year of a new cultural event, «Ma Région Virtuouse», Pays de la Loire has resolutely become a land of major events, rich in emotion and performance, and a land of challenges.

The Pays de la Loire Region's commitment to the 2024 edition is based on both sporting and ecological challenges. Protecting the oceans and our maritime heritage, so precious to the future of our planet, is at the heart of our concerns and our actions. The beauty of our landscapes, of our rich coastline - this unique ecosystem that blends sea and land and which we must take care of - is also what makes us a great tourist destination.

The Pays de la Loire Region looks forward to meeting you and writing together a new chapter in this exceptional human and maritime adventure that is the Vendée Globe.

Christelle MORANÇAIS,
President of the Région Pays de la Loire



EDITO

EDITO



FRENCH SAILING FEDERATION

The 2024 Vendée Globe will conclude an extraordinary sailing year that will see three of the four greatest sailing events in the world take place. Indeed, alongside the Olympic Games, the America's Cup and The Ocean Race, the Vendée Globe is the 4th 'Ace' in this quartet of top events.

All the superlatives are appropriate to this event, whether they be adventure, surpassing one's limits, demanding or technical. The 2024 edition will be no exception. It promises to be exciting, both in sporting and human terms. I would like to congratulate all the skippers and their teams who are taking part in this project, as well as the sponsors who are supporting them.

The Vendée Globe is a major objective for the skippers in the IMOCA class. And in this sense, like the Olympic Games, the organisers have a responsibility and a heritage to preserve.

I would like to congratulate the SAEM Vendée teams who are working with the French Sailing Federation, the IMOCA class, the partners and the different players in their ecosystem to ensure that the event is a shared success.

See you on 10 November 2024 in Les Sables d'Olonne in the Vendée for the start of the 10th edition.

Jean-Luc DENÉCHAU,
President of the French Sailing Federation



IMOCA CLASS

As President of the IMOCA Class, it is a privilege to witness the remarkable evolution of our community. Our passion for sailing drives us to constantly push back the limits, a quest that we are successfully fulfilling. With a record fleet of 40 boats ready to take the start, the 2024 Vendée Globe is already shaping up to be a historic event.

Each IMOCA is the result of hard work and boundless creativity, reflecting the dynamic evolution of our sport. Our skippers and their teams are constantly improving, continually raising the level of their game, both in terms of their skills at sea and by integrating cutting-edge technologies. Over the last few races, the sailors have had to demonstrate an extremely high level at sea, clearly indicating that the pace of the competition will be intense and relentless.

The IMOCA Class is much more than a simple association of competitors; it is a veritable floating laboratory where innovation and adventure meet. The single-handed round the world race is a major challenge, with the level of competition between the boats and the solo sailors at an all-time high. The Vendée Globe is our playground for pushing back the boundaries of what is possible. The worldwide attraction of our Class motivates us to aim ever higher. This edition promises to be exceptional.

Antoine MERMOD,
President of the IMOCA Class



EDITO

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PARTNERS & SUPPLIERS



**TITLE
PARTNER**



With 250 kilometres of coastline, a wide open window onto the Atlantic Ocean and 13 ports, each with its own identity, the Vendée has many faces, not least its own distinct maritime face.

Since the beginning, the Vendée Globe has been the race of an entire département. Around the Vendée Departmental Council, the town of Les Sables d'Olonne, the SODEBO company and the Pays de la Loire Region, some thirty major Vendée companies have come together to make the Vendée the organiser of the world's greatest sailing races. The gamble paid off, as the Vendée Globe is not only a major sporting event, but is also followed in France and abroad by many enthusiasts who go far beyond those who love sailing.

2022 and now 2024 see the arrival of new complementary races, the 1st qualifier for the Vendée Globe 2024, the Vendée Arctique les Sables d'Olonne, in June 2022, and the last, the New York Vendée Les Sables d'Olonne, in June 2024. These events confirm the Vendée's reputation as a host to the world's greatest sailing races. The region comes alive around these international competitions, especially for youngsters, with the Vendée Globe Junior programme, which offers games, news and educational sheets for schoolchildren, young people and families. Each of these races is educational in nature: they introduce people to the oceans, continents, natural environments and species, and raise awareness of the need to preserve them.

vendee.fr



Our story is the story of a family full of fresh ideas.

Founded in 1973 in Saint-Georges de Montaigu in Vendée by Simone and Joseph Bougro, a couple of pork butchers and caterers, Sodebo has always been loyal to its territory. In 2000, the company passed to their three daughters: Marie-Laurence Gouraud, Bénédicte Mercier and Patricia Brochard. Since then, accompanied by teams of passionate people, they have continued to cultivate the family know-how, to create tasty meal solutions, made with love for the pleasure of all. Making good food is important. Doing it responsibly and sustainably is just as essential. And we pay attention to the smallest details to become better every day:

- We are committed to developing a healthier diet: 100% of our products display the Nutriscore, we have been reducing the number of additives since 2018, but also salt and fat since 2006.
- We are committed to reducing our environmental impact: the cartons of our products are 100% recyclable, and we have saved 63T of plastic per year by reducing the thickness of the container of our PastaBoxes*. Since 2013, we have been manufacturing our utensils in-house, and since last year our entire Salade & Compagnie range has included an eatable fork.
- We are committed to investing ever more in society: 40% of our eggs come from cage-free hens* and we are committed to meeting the Better Chicken Commitment criteria by 2026. Since 2018, Sodebo has been one of the founders of the association La Note Globale and our foundation has supported around a hundred solidarity projects a year since 2011. Keeping abreast of the times, constantly challenging ourselves, changing and evolving... that's the way we've always worked. The attention we have paid to the quality of our products for 50 years has led us to make continuous improvement our guiding principle on a daily basis. Our history is that of a family, full of fresh ideas.

sodebo.com

*internal data 2019



**MAJOR
PARTNER**



**PREMIUM
PARTNER**



2024 is a unique year for sport in our country. It's a unique year for major international events. It is the year of the Olympic and Paralympic Games, and we are proud to be hosting events and athletes here in Pays de la Loire. It's also the year of the 10th edition of the Vendée Globe, which promises to be an exciting one.

The Vendée Globe is the world's greatest sailing race and an integral part of our DNA and the identity of the Region: resolutely modern and imbued with the eternal values of daring, courage and freedom. It's only natural that the Region should be a partner in this incredible human, sporting and technological adventure.

The Vendée Globe is also

a fantastic showcase for our maritime ambitions, our know-how and our talents, and an extraordinary tool for innovation and attractiveness for our region. The start of the race from the port of Les Sables d'Olonne, where the boats parade through the channel, is a vibrant, intense spectacle that attracts huge crowds at every edition. It's an emotional moment that you have to experience once in your life. Thank you to these exceptional sailors who take on the crazy challenge of crossing the world's oceans. They inspire so many dreams, respect and heroism. Through the Vendée Globe, they do us the honour of being ambassadors for our region.

paysdelaloire.fr



This is Les Sables d'Olonne. The home of the Vendée Globe. The home port of the single-handed round-the-world race. Its mythical channel is the scene of the ultimate dreams of great sailors. This is the birthplace of adventure, the legend of the Vendée Globe.

From Titouan Lamazou to Yannick Bestaven, via Michel Desjoyaux, many have sailed along our docks and met the admiring eyes of thousands of enthusiasts. From the Golden Globe Race to the Mini Transat and the Vendée Globe, the great adventure of ocean racing is written in Les Sables d'Olonne.

Here, adventure is born and nature blossoms.

From the white gold of the salt marshes, to the golden sands of

our wild beaches, along the winding paths of our forests, the Sables region offers breathtaking scenery. Take a breath... and let yourself be enchanted. Then let yourself be carried away. With the sails of a catamaran or the paddles of a va'a. The Sablais is an Optimist. And the women of Les Sables d'Olonne are both festive and storytellers. The lace of her headdress tells of the town's maritime identity and the richness of its past. A history engraved in our heritage. This is Les Sables d'Olonne. One of the most beautiful bays in the world. A setting for adventure, nature and culture. The eternal beauty of a town by the sea.

lessablesdolonne.fr



**OFFICIAL
PARTNER**

**OFFICIAL
PARTNER**



**BANQUE POPULAIRE
GRAND OUEST**

**The sea is a force that we develop every day.
Our common thread: a passion for the ocean, a love of the Grand Ouest,
and a desire to make our region ever more dynamic and attractive.**

Banque Populaire Grand Ouest

Ever since our regional leader fell in love with the sailor Francis Joyon in 1989, Banque Populaire Grand Ouest has continued to develop and strengthen its love and support for the worlds of the sea and sailing. Like our national commitment – shipowner, sponsor of the Fédération Française de Voile, partner of the Paris 2024 Olympic Games and the French Olympic sailing team – we support the region's nautical players: race partnerships, co-financing of sailing equipment for schools and clubs, and conservation of Éric Tabarly's Pen Duick.

Crédit Maritime Grand Ouest

«It's the sea that unites us» makes Crédit Maritime Grand Ouest a team player for lovers of the sea. These are the people who work, live and evolve in a predominantly maritime environment, whether they are professionals, private individuals or players in blue growth. As a key player in maritime dynamics, Crédit Maritime Grand Ouest plays a major role both in the traditional economy and in innovative sectors such as the decarbonisation of transport, marine renewable energies and marine biotech.

[**banquepopulaire.fr/bpgol/**](https://banquepopulaire.fr/bpgol/)

ULYSSE NARDIN

Ulysse Nardin is the independent and integrated Manufacture producing advanced timepieces for explorers in pursuit of freedom. Founded by Mr. Ulysse Nardin in 1846, the company owes its reputation to its links with the sea: its onboard marine chronometers are among the most award-winning and reliable ever designed.

A pioneer in innovative technologies and the use of high-tech materials such as silicon, Ulysse Nardin is one of the few integrated manufactures with the in-house expertise to produce its own high-precision components and movements. In

2001, the Maison changed the face of contemporary watchmaking by launching the first Freak.

Today, in the Swiss towns of Le Locle and La Chaux-de-Fonds, Ulysse Nardin remains devoted to its quest for watchmaking perfection in four collections: Freak, Blast, Diver and Marine.

As of 2022, Ulysse Nardin and sister Maison Girard-Perregaux have formed an independent collective of high horology Manufactures.

[**ulyссе-nardin.com**](https://ulyссе-nardin.com)



ULYSSE NARDIN

DIVER

DIVER [NET AZURE]

**OFFICIAL
PARTNER**

**OFFICIAL
PARTNER**



In June 2014, Éoliennes en Mer Îles d'Yeu et de Noirmoutier (EMYN) won the tender launched by the French government to develop an offshore wind farm off the islands of Yeu and Noirmoutier. Since then, our teams have been working on this major energy project for the Vendée, which is due to come on stream in 2025.

At a time when we are all fighting against climate change, this project represents a tangible commitment to the success of the energy transition in France, and makes its own contribution to preserving the planet. The Yeu and Noirmoutier offshore wind farm will comprise

61 wind turbines, each with a capacity of 8 MW. The wind farm will be located 11.7 km from Port Joinville and 16.5 km from l'Herbaudière, on a seabed varying in depth from 19 meters to 36 meters.

With a total capacity of 496 MW, the wind farm is expected to produce an average of 1,900 GWh per year, equivalent to the annual electricity consumption of around 800,000 people, the equivalent of the population of the Vendée.

iles-yeu-noirmoutier.eoliennes-mer.fr



A pioneer and world leader in RIBs with more than 120 years of history, Zodiac is first and foremost a company of engineers known for developing the most stable and resistant hulls possible, capable of ensuring all sea outings whatever the conditions. Drawing on decades of expertise, Zodiac is celebrating its commitment to intrepid adventurers and lovers of the sea by supporting this prestigious event. The sailors will board their IMOCA to face the most extreme conditions of the oceans, while Zodiac will provide state-of-the-art nautical equipment to ensure safety and comfort.

Zodiac and racing are first and foremost a beautiful love story, with shared values: surpassing oneself, performance, daring and reliability... «. For us, above all, it's a way of sharing strong, unforgettable moments with a whole community of enthusiasts like ourselves», emphasises Fanny Revert-Ciavattini, Product Director at Zodiac. This partnership represents the perfect fusion between Zodiac's technical excellence and the winning spirit of the Vendée Globe skippers.

zodiac-nautic.com



**OFFICIAL
PARTNER**

OFFICIAL SUPPLIER



Dive into the heart of the Vendée Globe with Virtual Regatta, a historic partner of this legendary race. In 2020, over a million players were sailing alongside the elite skippers. For 2024, Virtual Regatta is getting ready to move a step closer to the real race. The new features will

make it possible to truly immerse yourself in the skin of a skipper. You can expect a unique fusion of passion, strategy and adrenalin - the skipper is YOU!

virtualregatta.com

OFFICIAL SUPPLIER



Brioche Fonteneau, like the Vendée Globe, has been anchored in the Vendée since its origins. Founded in 1977, the small bakery has since gone from strength to strength, expanding throughout France and beyond.

It's a family adventure which, unlike the famous race, hasn't been a solo affair, but one that has benefited

from the support and expertise of all its employees!

This sailing partnership is a premiere for the company, which wants to take full advantage of the adventure by sharing it with its employees, customers and suppliers.

brioche-fonteneau.com

OFFICIAL SUPPLIER



YACHT CLUB
DE FRANCE

The Yacht Club de France: enthusiasts who share a common approach to the sea.

Combining tradition and modernity, initiative and innovation, this approach bears the traditional values of the sailor: competence, responsibility, respect, solidarity, humility, good manners, including in races and regattas. Sailing and manoeuvring are part of Joseph Conrad's *Bel art*. This was the approach of Virginie

Hériot, Jean-Baptiste Charcot and Eric Tabarly who were, with others, eminent members. It is still the approach that the Yacht Club de France and its allied clubs strive to promote to all those who practice pleasure sailing in its broadest sense: under sail as well as under motor, on board traditional boats as well as the marvels of technology that fly over the water today.

ycfrance.fr

OFFICIAL SUPPLIER



Helly Hansen, a pioneering brand of marine equipment, was born at sea thanks to merchant marine captain Helly Juell Hansen. Founder of the brand with the first waterproof protection solution against the elements, he protects sailors so they can stay and feel alive whatever the climate.

Thanks to its 147 years of development, Helly Hansen

is always there to protect professionals. Being the official partner of the Vendée Globe 2024 is one of the brand's greatest achievements. The Everest of the sea, the Mecca of sailors, protected by Norwegian know-how.

hellyhansen.com

OFFICIAL SUPPLIER



Since 1985, the ADINFO Group has been the leading IT service provider for SMEs in Western France. Specialising in management software, systems and networks and specific developments, the Group is experienced and certified on the market's leading solutions (Sage, EBP, Silae, Microsoft, etc.). With 18 branches and a human-scale organisation, the ADINFO Group provides tailored, high-performance IT solutions,

enabling it to respond quickly and expertly to companies' needs. Its commitment to innovation and technical expertise make it the ideal partner to support the growth and success of SMEs. For the third year running, the ADINFO Group, whose head office is based in Vendée, is proud to be an official supplier of the Vendée Globe.

groupeadinfo.com

OFFICIAL SUPPLIER



The Musée National de la Marine has one of the world's finest and oldest collections, spanning more than 250 years of French maritime and naval history. Present in Brest, Paris, Port-Louis, Rochefort and Toulon, it is a museum of art and history, science and technology, popular traditions and human adventures. With its rich maritime cultural heritage, both tangible and

intangible, the Musée National de la Marine is today reinventing itself as a museum for society in tune with the times, to raise awareness of ocean issues and preserve this common asset of humanity by sharing its treasures with as many people as possible.

musee-marine.fr

OFFICIAL SUPPLIER



Oxeva offers cloud-based managed hosting solutions for high-traffic sites and applications requiring high availability.

Oxeva also offers innovative hosting solutions for companies with Big Data challenges.

With its high added-value service, Oxeva has positioned itself as a genuine partner for its customers, enabling them to offload their hosting problems and concentrate on their core business.

oxeva.fr

OFFICIAL SUPPLIER



BENETEAU, the group's founding brand, has always been a forerunner in the yachting world. Founded in St Gilles Croix de Vie in 1884, the BENETEAU shipyard has been involved in the Vendée Globe for 20 years, using its fleet of boats for the unique moments of the start and finish of this legendary race. Boats from the Antares

and Swift Trawler ranges will be welcoming the press and the photo and video production teams to enable them to bring the excitement of the start and the finishes of the of the legendary round-the-world race.

beneteau.com

OFFICIAL SUPPLIER



France's leading off-site construction company, the independent, family-run Cougnaud Group (1,500 employees, annual sales €302m) was founded almost 50 years ago. Originally based in the Vendée region, it now has branches throughout France, located in the heart of the main business areas. The group has developed a faster, higher quality, smarter and more responsible off-site construction process using a dry process.

Its business is organised around 2 complementary activities:

- the construction of permanent living and working spaces (head offices, administrative, public, educational and training buildings, etc.)

- the construction of temporary buildings, available for any length of time (offices, living quarters, schools, events, etc.).

The Cougnaud Group offers a full range of services, including finance, maintenance, insurance, customisation and design.

Whether permanent or temporary, professional or residential, the Cougnaud Group designs eco-responsible, circular solutions to suit your projects.

cognaud.com

OFFICIAL SUPPLIER



The Vendée Chamber of Commerce and Industry encourages and promotes the development of the local business economy.

We work in close relationship with companies of all sizes and sectors of activity (industry, tourism, services, retail trade) to which we provide a wide range of useful services.

We also work in partnership with local authorities and government

departments in order to contribute to the overall economic dynamism. Our CCI is also in charge of the main sea ports of the Vendée: Les Sables d'Olonne, Port Joinville, l'Herbaudière, Baie de Bourgneuf, and (by sub-delegation) Saint-Gilles Croix-de-Vie. We manage activities around the port fishing industries as well as maritime transport and several marinas.

paysdelaloire.cci.fr/vendee

OFFICIAL SUPPLIER



U de Vendée is a group of more than 40 independent entrepreneurs who fly the U cooperative flag. Their vision is to be close to their customers and employees, with the aim of creating a business with a human face that reflects who they are.

They promote sensible, responsible consumption, establish good relationships with producers and associations (sporting, cultural,

charitable, etc.), speak up for local communities, and integrate new social, environmental and local requirements while respecting their values, which are also those of their customers. Thanks to them, they practice a different kind of commerce, a commerce with a difference.

lesudevendee.fr

OFFICIAL SUPPLIER



In 2001, V and B created a new cellar and bar concept offering a wide range of wines, beers, spirits and non-alcoholic beverages. The network now has more than 280 cellar&bars, all working every day to ensure maximum customer satisfaction. More than just a network of shops, V and B is above all a group whose mission is to bring life to local areas and create meeting places for everyone. In short, it's about creating simple,

joyful moments together, for everyone! And to achieve this, the entire strength of the group is behind it, with vineyards in Bordeaux, a brewery located at the head office in Mayenne, but also the creation of events like the V and B Fest', a music festival that has attracted more than 130,000 people over 3 days since 2019.

vandb.fr

OFFICIAL SUPPLIER



France Location has been designing, building, fitting out and decorating structures, tents and marquees for your events for 60 years. Whether for professional or private events. Their team is at your service to meet all your requirements for the organisation of your events such as: trade fairs, exhibitions, sporting and cultural events and any other private or public event. Their structures, tents and marquees and their know-how will make every event unique and unforgettable. Their diverse range of modular

structures and their know-how enable them to cater for a wide variety of events throughout France. Choosing France Location means choosing the assurance of a professional, creative and reliable service to bring your boldest ideas to life. They look forward to working with you to create memorable and unique experiences for your special events.

francelocation.com

OFFICIAL SUPPLIER



As the official supplier of the Vendée Globe, the Hyundai brand, distributed by Océane Automobiles—a group rooted in Vendée for over 30 years—provides an innovative and eco-friendly automotive fleet. This partnership reflects our commitment

to excellence and sustainability, while supporting a race that embodies the spirit of adventure and respect for nature.

oceane-auto.com

OFFICIAL SUPPLIER



Citeo is a company whose mission is to reduce the environmental impact of household packaging and paper, by offering its customers solutions for reduction, reuse, sorting and recycling. Since the creation of Citeo, consumer goods and distribution companies have invested over 14 billion euros to develop eco-design, to install and finance selective collection and to

create recycling channels, with their partners in local authorities, channels and operators. Today, 65.5% of household packaging and 60% of paper are recycled, thanks to the sorting gesture of the French, which has become the first eco-citizen gesture.

citeo.com

OFFICIAL SUPPLIER





WHAT IS THE **VENDÉE** **GLOBE?**

THE MAGIC OF THE VENDÉE GLOBE

Every four years, a unique excitement grips the hearts and minds of the public in Vendée and around the world.

It's the ultimate sailing event, an extraordinary adventure that captures the collective imagination. The popular fervour that surrounds this race is an ode to daring, passion and the search for the unknown. It celebrates the tenacity and intrepid spirit of the sailors who embark on this adventure.



**MORE THAN 2 OUT OF 3
FRENCH PEOPLE FOLLOWED
THE PREVIOUS EDITION OF
THE VENDÉE GLOBE.**

In the 30,000m² village, which opens three weeks before the start of the race, more than 2 million visitors come to cheer on the sailors and enjoy the many activities for all ages. Once the race kicks off, the public follows the skippers' adventures with a combination of admiration and concern, feeling each storm as if it were their own, each victory

as a personal triumph. The social networks – which have 1 million fans – become platforms for sharing emotions, where supporters express their solidarity and encourage their favourites.



10th EDITION

1989 the year of the very first edition, won by Titouan Lamazou

WOMEN IN THE VENDEE GLOBE **6** women at the start of the 2024 Vendée Globe (as many as the 2020 record)

A RACE FOR ALL AGES **23** years old It's the age of Violette Dorange, the youngest skipper of the race

65 years old It's the age of Jean Le Cam, the oldest candidate of the race

A WORLDWIDE PHENOMENON **14**

From edition to edition, the Vendée Globe has become increasingly international

international skippers
11 nationalities represented

200 SAILORS took the start of the Vendée Globe

but only **114** of them managed to cross the finish line

AN INCLUSIVE SPORTING EVENT

The Vendée Globe is a mixed competition, open to all ages, and includes

2 skippers with disabilities

The race around the world covers a distance of

45 000 km
(24,300 nautical miles)

18m that's the size of the IMOCA boats in the Vendée Globe (exactly 18.288 m, or 60 feet).

350 volunteers working in the event village

2,25 MILLIONS visitors to the village in Les Sables d'Olonne

Ever more committed sailors

From social action to environmental protection and medical research, the skippers are putting their round-the-world race at the service of

30 causes

74^D 03^H 35' 46" is the record held by Armel Le Cleac'h since the 2016 edition.

2X Michel Desjoyeaux, the only double winner

5X Jean Le Cam holds the participation record

1 MILLION players on Virtual Regatta



Find all the figures for the previous edition on page 282

SOLO, NON-STOP AND WITHOUT ASSISTANCE

To date, the Vendée Globe is the biggest sailing race round the world, solo, Non-stop and without assistance.

The event followed in the wake of the Golden Globe which had initiated the first circumnavigation of this type via the three capes (Good Hope, Leeuwin and Horn) in 1968. Only one out of the nine pioneers who had set off in 1968 succeeded in returning to Falmouth, the major port of British Cornwall.

On 6th April 1969, after 313 days at sea, British sailor Robin Knox-Johnston finally reached his goal. Twenty years later, after having won the BOC Challenge twice (solo round the world with stopovers), navigator Philippe Jeantot introduced the idea of a new race around the world, but.. No-stop! The Vendée Globe race was born. On 26th November 1989, thirteen sailors took the start of the first edition which lasted over three months. Only seven returned to Les Sables d'Olonne. The nine editions of what is now called the Everest of the seas by the public have enabled 167 contenders to take the start of this extraordinary race. Only 89 of them managed to cross the finish line. This figure alone shows the extreme difficulty of this global event in which solo racers are confronted to freezing cold, gigantic waves and heavy skies which sweep the Great South! The Vendée Globe is first and foremost a journey beyond the seas and deep down oneself...

It has rewarded great sailors: **Titouan Lamazou in 1990, Alain Gautier in 1993, Christophe Auguin in 1997, Vincent Riou in 2005, François Gabart in 2013 and Armel Le Cléac'h in 2017, Yannick Bestaven in 2021. Armel Le Cléac'h is still the record holder of the race in 74 days. Only one sailor has won it twice: Michel Desjoyeaux, in 2001 and 2009. The 10th Vendée Globe will leave Les Sables d'Olonne on Sunday 10th November 2024.**





THE CONCEPT OF THE VENDÉE GLOBE IS SIMPLE AND EASY TO UNDERSTAND: **YOU HAVE TO SAIL AROUND THE WORLD ALONE WITHOUT STOPPING AND WITHOUT ASSISTANCE. THESE THREE PARAMETERS MAKE THE RACE WHAT IT IS BY ESTABLISHING ITS DNA. THEY ARE CLEARLY LAID OUT IN THE RACE INSTRUCTIONS.**

One man or one woman, the world and a boat. It is very clear. This is a solo race and no one apart from the skipper is allowed aboard the boat during the round the world voyage (unlike in the French film, *En Solitaire* starring François Cluzet). The notable exception is, of course, when a fellow competitor is rescued and that has happened. We remember **the rescue of Kevin Escoffier by Jean Le Cam** off the Cape of Good Hope during the previous edition but it also happened in the third edition, when **Pete Goss arrived to save Raphaël Dinelli** and dropped him off in New Zealand. In 2009, **Jean Le Cam himself was rescued by Vincent Riou** after he capsized at Cape Horn.

**THE ONLY PIT STOP THAT A COMPETITOR
IN THE VENDÉE GLOBE IS ALLOWED
INVOLVES RETURNING TO LES SABLES
D'OLONNE, WITHIN TEN DAYS OF THE
START.**

This is what happened to Jérémie Beyou in 2020 after he hit an ofni*. That is also what Michel Desjoyeaux did in 2008: he set off again 40 hours after the start, but went on to win the race in the end. The skippers are allowed to stop – by anchoring in a creek for example, but are not allowed to step ashore beyond

the high tide mark. Yves Parlier took advantage of that possibility in a repair that became very famous in the 2000 race. Many have anchored without going ashore, like Romain Attanasio to repair his two rudders in 2016 in South Africa. Sometimes skippers simply sail close to the coast to take shelter – without actually stopping – to carry out repairs, such as LYess Burton in 2020 near the small Pacific island of Macquarie, to repair numerous masthead damages.

*unidentified floating object

NON- STOP





IN THE VENDÉE GLOBE, THE SAILOR IS WELL AND TRULY ALONE. ONCE AGAIN, THE ONLY ASSISTANCE ALLOWED IS WHEN THE SAILOR RETURNS TO LES SABLES D'OLONNE, JUST AFTER THE START, MEANING HE WOULD LOSE A LOT OF TIME.

Apart from this exception, everyone has to rely on what they can do during the round the world voyage. Routing is strictly prohibited. The sailors have to find their own way around, carry out any repairs following on from damage, which is likely to happen... and they have to take care of themselves when injured or ill. In this particular case, they do have the right to seek advice from the race doctor. As for technical assistance, it's very simple: they are strictly forbidden to go alongside another boat or to allow a third party aboard. The sailors may consult the designers or their technical team to get information about how best to carry out a repair, but it is up to them alone to carry out this work with the means they have on board, while continuing to sail as best they can. Yes, the Vendée Globe is an extreme race.



AROUND THE **WORLD**

45 000 KILOMETERS, 24 300 MILES:

THIS IS THE THEORETICAL DISTANCE OF THE ROUTE.

**A REVOLUTION ACCOMPLISHED IN 74 DAYS AND 3 HOURS DURING
THE VENDÉE GLOBE 2016, WHICH IS STILL THE RECORD TO BEAT.**

This planetary voyage is firstly a climatic journey to sail down the Atlantic, cross the Indian and Pacific oceans, then sail back up the Atlantic... To be expected: a start from les Sables d'Olonne in mid-autumn, a trip in the heart of the Southern seas in full austral summer and a wintery return to Vendée. In reality, during the previous nine editions of the Vendée Globe, most competitors sometimes sailed over 28 000 miles (about 52 000 kilometers). The solo racers have to deal with the wind, waves, swell and ice. The trajectories of the boats are thus a chain of broken lines, zigzags, detours and changes in courses.

VENDÉE THE COURSE GLOBE



45 000 Kilometers
24 300 Miles



the record >
74D 3H 35'46"
2016-2017 by Armel Le Cléac'h

VENDÉE
LES SABLES D'OLONNE
DEPARTURE & ARRIVAL



Création : designe.fr

2024
10th EDITION
2025





A climatic TRIO

THE VENDÉE GLOBE SOLO RACERS MUST PERMANENTLY TAMPER WITH THE WEATHER SYSTEMS. THESE ARE MADE OF ANTICYCLONES - RATHER STABLE AND MODERATELY WINDY HIGH PRESSURE ZONES - AND DEPRESSIONS, USUALLY GENERATING STRONG WINDS.

This confrontation between high and low pressures determines the strategy to adopt in each zone of the course of the Vendée Globe. The North-South trajectory to go down the Atlantic and the South-North way back up are perpendicular to the general movement of perturbations whereas crossing the Indian and Pacific in the Southern seas is done in the same direction as the weather systems. During the first phase between Les Sables d'Olonne and the cape of Good Hope, at the tip of South Africa, solo racers must sail along the anticyclone of the Açores in the North Atlantic, followed by its equivalent of Saint Helen in the austral part.

The game consists in finding the good balance: far enough from low pressure centers to avoid the strongest winds without getting stuck in the high pressures. The second phase consists in taking advantage of the weather phenomena coming from the West so as to be pushed rapidly between Good Hope and the Horn. The third phase looks like the first one with **the anticyclones of Saint Helen** and of **the Açores** to be avoided. It's also necessary to manage the passing from one hemisphere to the other: it's the **intertropical convergence zone (ITCZ)**, commonly called the Doldrums. At this place, hot and humid air masses brought by trade winds of the two hemispheres meet and generate unstable air where white calm and stormy squalls alternate without any logic. Vigilance and intuition are indispensable to escape this trap.

Atlantic PARTS

ON 10TH NOVEMBER 2024, STARTING DAY, TWO SITUATIONS ARE POSSIBLE: IF THE ANTICYCLONE OF THE AÇORES STRETCHES OUT TO THE WEST OF EUROPE, GETTING OUT OF THE GULF OF BISCAY WILL TAKE PLACE IN MANAGEABLE CONDITIONS.

On the contrary, Atlantic depressions which rush in between Newfoundland and Spain could generate strong and adverse winds. This beginning of race between Les Sables d'Olonne and the cap of Finistère could be achieved very quickly in one short day or prove to be a difficult start... Once past the Portuguese coasts, the fleet will slide toward the Cape Verde: contenders must be careful not to endure perturbations off the islands (Madeira, Canarias, Cape Verde), nor take the risk of being trapped in the calm of the anticyclone of the Açores... This critical moment actually impacts the future point of entry in the Doldrums, generally between the 27° and 30° West parallel. The point of entry also determines the point of exit: North-Easterly winds turn to South-Easterly ones on the other side of the equator! The closer the trajectory to Africa, the shorter the route to go around the anticyclone of Saint Helen... The high pressures of the South Atlantic are fickle at the end of the austral spring: the goal of the solo racers is thus to sail along the Brazilian coasts as offshore as possible and catch one of the depressions which appear in the bay of Rio and die in the Indian ocean! If the high pressure system breaks up into ephemeral and mobile cells, the fleet ends up scattered in small groups with very different weather conditions: the split is often critical...

Catching the train in the **GREAT SOUTH**

IN LESS THAN A MONTH, THE FROST OF VENDÉE MAKES WAY FOR EQUATORIAL HEATS, TROPICAL RAINSHOWERS AND THEN SUBANTARTIC POLAR COLD.

The Southern seas, which represent almost 3/5th of a round-the-world, offer a chain of depressions originating from Brazil, Madagascar, New Zealand... Solo racers must preserve this train of downwind conditions, sliding from one perturbation to another without being absorbed by anticyclonic tentacles. Powerful North-Westerly winds, fronts with violent Westerly squalls, switchover to South-Westerly freeze, the sequence is very trying for the sailors as well as the machines... To limit the risk of encounters with icebergs, the Race Direction establishes a zone prohibited to sailing, the Antarctic Exclusion Zone (AEZ), which goes around the Antarctic between the 45°S on the Crozet Islands side and the 68°S off Cape Horn. Consequently, this demarcation for safety imposes a rather Northerly trajectory which flirts with the anticyclone of the Mascareignes (Indian) and Easter Island (Pacific). Competitors can get caught in high pressure systems while their opponents are surfing on a depression!



IF ROUNDING CAPE HORN AFTER 50 DAYS AT SEA REDUCES DRASTICALLY THE STRESS OF BREAKAGE AND MARKS THE INCREASE IN TEMPERATURES, THE 7000 MILES LEFT TO SAIL TO REACH THE SABLES D'OLONNE AREN'T THE SIMPLEST ONES, ESPECIALLY IF OTHER COMPETITORS ARE RIGHT BEHIND YOU!

Once you've passed Patagonia, there is still the anticyclone of Saint Helen to avoid while negotiating stormy depressions coming from Brasil. Adverse and irregular breezes, important wind shifts, fronts to cross, far from being an easy ride... Once the Brazilian coasts are more or less within sight, the Doldrums loom at the horizon before reaching the trade winds of the North hemisphere. Once again, racers must avoid getting trapped in the fearsome calm of the anticyclone of the Açores in order to finally reach the Atlantic depressions which can be more devastating than their austral equivalents in January... After 70 to 75 days at sea, the winner of the Vendée Globe 2020 will finally be able to see the Nouch buoy which marks the finish line of the Vendée Globe in Les Sables d'Olonne.

The long **WAY HOME**



WHICH BOAT IS COMPETING IN THE VENDÉE GLOBE?



THE BOAT

THE BOATS OF THE VENDÉE GLOBE ALL MEASURE 18,28 M LONG (60 FEET) FOR A 4,50 DRAUGHT. With a large sail area, they are the most powerful monohulls of the planet led by a solo skipper. They can nearly reach 40 knots downwind at top speed. The gauge of these race animals is defined by the IMOCA class (International Monohull Open Class Association), founded in 1991 and supported by World Sailing, the International Sailing Federation. The gauge requires that the mast, sails, keel ram, but also (and this is a new feature) the boom, J2 forestay and runners be common to all boats. The rest is up to the architects. In addition, the volume of the foils - these appendices which allow the hull to lift in upwind conditions - is limited by the rule (limited to 8m³). The foils save a lot of drag (water friction) and allows better performance.





IMOCA GLOBE SERIES

The fastest ocean racing monohulls in the world

The IMOCA class (60-foot length = 18.28m) has been competing in the Vendée Globe since its creation in 1989. In 1991, Christophe Auguin, Isabelle Autissier, Alain Gautier and Jean-Luc Van Den Heede created the IMOCA Class (International Monohull Open Class Association), which has been recognised by World Sailing since 1998.

These boats are the stars of the Vendée Globe and the IMOCA Globe Series, their annual championship. On a daily basis, the members of the IMOCA combine the notions of competition and human adventure. They also define the rules, guaranteeing sporting fairness and safety, while stimulating innovation around these ocean-going monohulls, which are now the fastest in the world.

30 YEARS OF TECHNOLOGICAL INNOVATION

The IMOCA monohulls really came into being in 1986, during the second edition of the BOC Challenge, when five of the monohulls had in common the reasonable size of 18.28 metres (60 feet). By this time, the most recent boats were already displaying the characteristics of boats designed for

THE IMOCA CLASS

downwind sailing in the Deep South. The IMOCAs are designed to be both as light as possible to gain speed and strong enough to withstand the worst conditions that open sea sailing can throw at them. Today, thanks to foils, the most recent boats can reach top speeds of over 40 knots... twice the speed of the first IMOCAs. In 2023, in the North Atlantic, Boris Herrmann and his crew set a new record for the distance covered in 24 hours by a monohull, with 641.13 miles sailed at an average speed of 26.71 knots.

THE INTERNATIONAL OCEAN RACING CHAMPIONSHIP

In 2018, the Class inaugurates the IMOCA Globe Series, a Championship including the most prestigious solo, double-handed and crewed events, including the two famous round-the-world races, the Vendée Globe (solo) and The Ocean Race (mixed crew). With four to six races a year, the IMOCA Globe Series rewards skippers for their regular participation and performance. Charlie Dalin is one of the leading names on the circuit, having won the IMOCA Championship for two consecutive seasons, in 2021 and 2022. The wealth of the sporting calendar also enables the teams to structure themselves and innovate

on an ongoing basis, while offering their partners a comprehensive activation package. At the start of the last Vendée Globe, more than 130 companies and local organisations supported the fleet of 33 skippers.

TOWARDS EVER MORE SUSTAINABLE PERFORMANCE

IMOCA sailors have a privileged position from which they can observe, from the front line, the constantly changing state of the Ocean. In 2021, the IMOCA Class will be the first offshore racing Class to vote for technical rules in favour of transition, with the aim of reducing its impact and making it more positive, while retaining the thrill of competition.

PRESS CONTACT

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HOW TO **TAKE PART** IN THE VENDÉE GLOBE ?

FROM EDITION TO EDITION, THE SUCCESS OF THE VENDÉE GLOBE IS GROWING. In 2020, 33 competitors took the start of this unique round the world race. There have never been so many! In response to the growing enthusiasm of the sailors, the number of participants has been increased to 40 skippers for the 10th edition in 2024. To face the success of the event, the organization has defined conditions in order to participate. If the number of candidates meeting these requirements exceeds the quota, a selection system has been established.

EXPLANATION OF RULES

1. QUALIFICATION, A GUARANTEE OF SAFETY

To take part in the Vendée Globe, the skipper and his/her boat must first qualify. This qualification concerns all the skippers who will be taking part in the 2024 Vendée Globe. The aim is multiple: to certify the skipper's skills, the regularity and reliability of his/her project. This qualification guarantees that the boats are sufficiently tested to sail around the world. It was designed to optimize the safety of the sailors.

THE CONDITIONS TO QUALIFY ARE:

Each IMOCA/skipper pairing must be at the start of at least two qualifying races (one in 2022 or 2023 and one in 2024). The skipper must finish at least one of them and his or her race time must not be more than one and a half times faster than the winner's time. The qualifying races, contested single-handed, are :

2022



2022



2023



2024



2024



**Derogation: In case of major damage encountered on the Transat Jacques Vabre 2023 making it impossible to participate in the return race of the Transat Jacques Vabre 2023, the organization will be able to grant a derogation and accept that the start of the Transat Jacques Vabre 2023 will count as a qualifying race, even though it will be raced in double-handed.*

2. AN OBJECTIVE SELECTION, BASED ON THE NUMBER OF MILES SAILED

If the qualified skippers are more than 40, a selection may be made between them. It consists of counting the number of nautical miles sailed by the skippers single-handed, double-handed and crewed since the Transat Jacques Vabre 2021.

All the races in the Globe Series championship since the Transat Jacques Vabre 2021* count towards this selection by miles. For the selection, unlike the qualification, the miles are only counted by the skipper, even if he is sailing on a boat that is not the one on which he will be competing in the Vendée Globe. If a skipper abandons a race, the miles he or she sailed before abandoning are counted. If two skippers have the same number of miles sailed, they will be separated by their ranking in the IMOCA Globe Series Championship after the New York Vendée race.

MILES COUNTED

Single-handed:

one mile sailed
= one mile counted

Double-handed:

one mile sailed
= 0.5 mile counted

With a crew:

one mile sailed
= 0.25 mile, with a
maximum of 5,000 miles

The last race before the Vendée Globe, **the New York Vendée**, organised by the SAEM Vendée, **will be an exception as it will be sailed single-handed, but for every mile sailed, 1.5 miles will be counted.**

**With the exception of Guyader Bermudes 1000 Race 2023.*

EXCEPTIONS

> No selection process for 13 new IMOCAs :

The term «new IMOCAs» refers to IMOCAs built to compete in the 2024 Vendée Globe. The first 13 pairs - new IMOCA/skipper - to start a qualifying race will be automatically selected.

> **The wild card** : The organisation has the right to invite a skipper who meets the qualifying conditions.



THE **SKIPPER**



| | | | |
|-----|-------------------|-----|---------------------|
| 74 | AMEDEO Fabrice | 154 | HERRMANN Boris |
| 78 | ATTANASIO Romain | 158 | JOSCHKE Isabelle |
| 82 | BELLION Eric | 162 | LE CAM Jean |
| 86 | BESTAVEN Yannick | 166 | LE TURQUAIS Tanguy |
| 90 | BEYOU Jérémie | 170 | LUNVEN Nicolas |
| 94 | BOISSIERES Arnaud | 174 | MARSSET Sébastien |
| 98 | BURTON Louis | 178 | MEILHAT Paul |
| 102 | COLMAN Conrad | 182 | METTRAUX Justine |
| 106 | CORNIC Antoine | 186 | PEDOTE Giancarlo |
| 110 | COUSIN Manuel | 190 | RICHOMME Yoann |
| 114 | CREMER Clarisse | 194 | ROURA Alan |
| 118 | DALIN Charlie | 198 | RUyant Thomas |
| 122 | DAVIES Sam | 202 | SEGUIN Damien |
| 126 | DORANGE Violette | 206 | SHIRAISHI Kojiro |
| 130 | DUC Louis | 210 | SIMON Sébastien |
| 134 | DUTREUX Benjamin | 214 | SOREL Maxime |
| 138 | FERRE Benjamin | 218 | SOUDEE Guirec |
| 142 | GOODCHILD Sam | 222 | VAN WEYNBERGH Denis |
| 146 | HARE Pip | 226 | WEORES Szabolcs |
| 150 | HEER Oliver | 230 | XU Jingkun |

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FABRICE AMEDEO

NEXANS-WEWISSE

3RD
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE



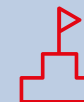
1978-02-24

A lover of the ocean, the former journalist turned professional skipper and decided to put his boat at the service of science. He installed several oceanographic sensors to measure temperature, salinity and CO₂ levels, as well as microplastics and environmental DNA in surface waters. This precious data will be made available to the international scientific community to help preserve our oceans. An ongoing adventure, at sea and on shore. With his new boat, fitted with 15 square metres of solar panels, his ambition is to circumnavigate the globe without using fossil energy.

DID YOU KNOW?



Before becoming a professional skipper, Fabrice lived in Paris and was a journalist for Le Figaro.



ACHIEVEMENTS

2024

The Transat CIC
23th

2023

Retour à la Base
27th

Transat Jacques
Vabre 28th

2022

Route du Rhum
Abandon

(fire, shipwreck)
Défi Azimut 17th

Vendée Arctique
19th

2021

Transat Jacques
Vabre 10th

2020

Vendée Globe
Abandon

Vendée
Arctique – Les
Sables d'Olonne 9th

2019

Transat Jacques
Vabre 9th

Défi Azimut
14th

Rolex Fastnet
Race 8th

Bermudes 1000
Race 7th

2018

Route du Rhum 12th
Défi Azimut 8th

Drheam-Cup 700
Abandon

Monaco Globe
Series 3rd

Bermudes 1000
Race 4th

2017

Transat Jacques
Vabre 12th

Défi Azimut 8th

2016

Vendée Globe
11th

New York
Vendée – Les
Sables d'Olonne
8th

2015

Transat St Barth –
Port-La-Forêt
2nd

Transat Jacques
Vabre 8th IMOCA

2014

Route du Rhum
9th Class40

2013

Transat Jacques
Vabre
6th Class40

2012

Solitaire
du Chocolat
3rd Class40

Transat Quebec
Saint Malo
4th Class40

2008

Route du Rhum
26th Class40

FABRICE AMEDEO

PROJECT



Nexans

A key player in the global energy transition, Nexans is working towards a more connected and sustainable future. For more than a century, the Group has been bringing energy to life by providing its customers with state-of-the-art cabling technologies for the transmission of energy and data. Today, beyond cables, Nexans offers its customers a complete service that takes advantage of digital technologies to optimize the performance and efficiency of their strategic assets.



Wewise

Wewise brings together the Butagaz group's solar photovoltaic and electrical systems management activities. As a subsidiary of DCC plc, the Butagaz Group is developing a strategic vision of diversification through the acquisition, from 2021, of Solewa, Soltéa, Sys EnR and O'SiToit. Wewise brings together these companies specialising in photovoltaic solar energy to form a strong and ambitious French cluster. Wewise has positioned itself as a catalyst for the energy transition, offering personalised support to medium-sized businesses (ETIs) as they make the strategic choices they need to make. With 260 employees and sales of almost €100 million by 2023, Wewise stands out for its ability to provide tailored, local, innovative and sustainable energy services. Wewise's ambition is to build solutions that meet the needs of SME managers and become their trusted partner.

COMMITMENT

Skipper Fabrice Amedeo has been strongly committed to preserving the ocean for the past four years, and has now decided to expand his efforts by creating an endowment fund. Called OCEAN CALLING, its mission is to bring together and support all his civic initiatives and help associations with an ecological or societal vocation.



BOAT



Former names: Ecover III, Mike Golding Racing, Président, Gamesa, Currency House Kilcullen, Kilcullen Voyager-Team Ireland, RÊVE DE LARGE
Architect: Owen Clarke Design
Construction: 2007, Hakes Marine, New Zealand

Launch date: 31/07/2007
Length: 18,28 m
Beam: 5,8 m
Draught: 4,5 m
Mast height: 28,5 m
Upwind sail area: 260 m²
Downwind sail area: 435 m²
Foils: No

- Fabrice Amedeo
- FabriceAmedeo
- fabriceamedeo
- Fabrice Amadeo

www.fabriceamedeo.com/fr/

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ROMAIN ATTANASIO

FORTINET – BEST WESTERN



3RD
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE



1977-06-26

Born in the mountainous region of Hautes-Alpes, in a family of high-level skiers, Romain's career path was mapped out in advance.

However, from the age of 15, Romain knew that his destiny was elsewhere: he wanted to race the oceans. He managed to set up a project in a mini 6.50 in 1999, but a storm picked him up in the Bay of Biscay and the tragedy was narrowly avoided. As he never stops after a failure, he redoubles his efforts and joins the Pôle Finistère training centre in Port-La-Forêt and then the IMOCA circuit. In 2024, for his 3rd Vendée Globe, Romain aims for a top 10 finish.

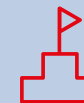
DID YOU KNOW?



Favourite film:
Forrest Gump

Francis Cabrel is the godfather of his IMOCA!

Romain has lived in Pakistan, El Salvador, Nigeria, Indonesia, the Oise region and finally Brittany.



ACHIEVEMENTS

2024

New York Vendée Les Sables d'Olonne
14th

2023

Retour à la Base
10th

Transat Jacques Vabre 17th
Rolex Fastnet Race 10th

2022

Route du Rhum 10th
Défi Azimut 8th
Vendée Arctique 17th

2021

Défi Azimut 9th
Rolex Fastnet Race 6th

2020

Vendée Globe 14th
(90d 02h 46m 02s)

2020

Défi Azimut 19th

2019

Transat Jacques Vabre 15th
Défi Azimut 19th

2018

Route du Rhum 13th
Dhream-Cup 5th
Transat AG2R 1st

2017

Transat Jacques Vabre 13th
with Aurélien Ducroz

2016

Vendée Globe 15th

2015

Transat Jacques Vabre 9th
with Louis Burton

2014

Transat AG2R 4th
with Sam Davies

2004

Transat AG2R 3rd
with Nicolas Béranger

1999

Mini-Transat 6.50
Abandon

ROMAIN ATTANASIO

PROJECT

FORTINET

BW | Best Western®
Hotels & Resorts

The DNA of Romain's project is based on a group of companies of all sizes ranging from title partners – Fortinet and Best Western France – to the partner club and Sixth Ocean.

Fortinet

World leader in cybersecurity, Fortinet ensures the security of administrations, companies and

service providers among the most important in the world.

Best Western® Hotels & Resorts

An international group of independent 3, 4 and 5 star hotels, Best Western® Hotels & Resorts has 4,700 hotels around the world, including nearly 300 in France.

COMMITMENT

In 2023, Romain is committed to PLAY International, an NGO specialising in education through sport for young people in vulnerable situations. Romain has not always been a good student, but his ability to never give up and to make his dreams come true has led him to make a living from his passion. Through this NGO, he questions young people about their passions and tries to break down barriers.



BOAT



Former names: Gitana 16 – Edmond de Rothschild, Malizia II – Yacht Club de Monaco
Architect: VPLP/ Verdier
Construction: 2015, Chantier Multiplast à Vannes
Launch date: 06/08/2015
Length: 18,28 m

Beam: 5,70 m
Draught: 4,50 m
Weight: 9 t
Mast height: 29 mètres
Upwind sail area: 290 m²
Downwind sail area: 490 m²
Foils: Yes

Romain Attanasio

RomainAttanasio

attanasioromain

Romain Attanasio

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ÉRIC BELLION

STAND AS ONE

2ND
PARTICIPATION
– SKIPPER 2024 –



PORT-LA-FORÊT



FRANCE



1976-03-15

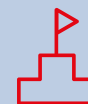
Sailor, writer, film-maker and TV commentator, Eric Bellion has been promoting the richness of difference for over 20 years. After a circumnavigation of the globe with a disabled person in 2010 and the creation of a diversified crew in 2012, he set off on the Vendée Globe in 2016, finishing as the first rookie and the second most mentioned boat in the media. For the Vendée Globe 2024, he is offering an innovative concept: a collective, shared adventure with a new, sober and efficient boat, the first IMOCA designed by the architect David Raison.

DID YOU KNOW?



In 2019, Éric Bellion released a film about his 2016 Vendée Globe.

Name of his film:
Comme un seul homme



ACHIEVEMENTS

2024

The Transat CIC 20th
New York Vendée –
Les Sables d’Olonne
17th

2023

Transat Jacques Vabre
Abandon

2022

Route du Rhum 23th
Défi Azimut 16th
Vendée Arctique 14th
Guyader Bermudes 1000 Race 7th

2018

Route du Rhum (Rhum Mono)
Out-of-time

2016

Vendée Globe
9th and 1st rookie

2015

Transat Jacques Vabre 7th
Rolex Fastnet Race 7th

2013

Rolex Fastnet Race (IRCZ) 8th
Record SNSM 1st

2011

Record des épicés
(Port-Louis Lorient –
Port Louis Ile Maurice)

ÉRIC BELLION

STAND AS ONE altavia

STAND AS ONE

STAND AS ONE is the result of a collaboration between Éric Bellion and his partners, who share a common desire to convey strong values through the powerful impact of offshore racing. Thanks to the support of their four major partners – Altavia, a company specialising in retail communications; Workday, a

cloud application for human resources and finance; SAIPOL, a French agri-food company specialising in oilseeds; and BFM BUSINESS, a national business TV channel – as well as the partners' club made up of Raise, Leaseplan and Bermudes, STAND AS ONE is ready to set sail on the Everest of the Seas.

COMMITMENT

« Doing different things with different people is how you find happiness »: that's what Éric has been trying to prove for over twenty years. He has shown that difference is richness. Today, thanks to all these lessons, Éric is convinced that we can turn fear into a friend. His battle is unity against fear.



BOAT

Architect: David Raison
Construction: 2022, Persico Marine
Launch date: 17/06/2023
Length: 18,28 m
Draught: 4,5 m
Mast height: 29 m
Foils: No

- f Eric Bellion
- x eric_bellion
- @ eric_bellion_officiel
- d ericbellion
- in Eric Bellion

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YANNICK BESTAVEN

MAÎTRE COQ V

3RD
PARTICIPATION
– SKIPPER 2024 –



LA ROCHELLE



FRANCE



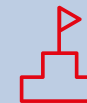
1972-12-28

Yannick Bestaven has an engineering background. He is the co-designer of the hydrogenerator that equips the racing boats. He quickly got to grips with the world of sailing in the Arcachon basin with his friends Arnaud Boissières and Jean-Marie Dauris. From the Mini, which he won in 2001, to the major races on the Class40 and then IMOCA circuit, Yannick has dedicated his life to his dreams, and has won a number of major races, including the 2020 Vendée Globe. With a latest-generation IMOCA and his partners, first and foremost Maître CoQ, Yannick is a candidate to victory in 2024, hoping this time to share with as many people as possible, in Les Sables d'Olonne, this fantastic maritime and human adventure that is the Vendée Globe.

DID YOU KNOW?



Yannick is a rugby fan.
He supports Stade Rochelais!



ACHIEVEMENTS

2024

The Transat CIC 6th
New York
Vendée –
Les Sables
d'Olonne
20th

2023

Transat
Jacques Vabre
Abandon
Rolex Fastnet
Race 8th

2023

Rolex Fastnet
Race 8th

2022

Route
du Rhum 19th

2021

Transat Jacques
Vabre 9th

2020



Winner of the
Vendée Globe
80d 03h 44m 46s

2019

Transat Jacques
Vabre 11th
Défi Azimut 4th
Rolex Fastnet
Race 6th
Bermudes 1000
Race 2nd

2018

Route du Rhum
Abandon

2017

Transat Jacques
Vabre 5th

2015

Transat Jacques
Vabre Winner
(Class40)
Les Sables- Horta
– Les Sables
Winner (Class40)
Normandy
Channel Race 2nd
(Class40)

2014

Route du Rhum 7th
(Class40)

2013

Transat Jacques
Vabre 4th (Class40)

2011

Transat Jacques
Vabre Winner
(Class40)

2010

Transat AG2R 11th
(Figaro)

2008

Vendée Globe
Abandon

2008

Transat Québec –
Saint-Malo 2nd

2001

Mini Transat 6.50
Winner

YANNICK BESTAVEN

PROJECT



Maître CoQ

Maître CoQ is France's No. 2 poultry brand, and since 1969 has been offering consumers a wide range of poultry products with quality labels (French origin, Farmhouse Label Rouge and Organic, animal welfare, Bleu

Blanc Coeur certified), both raw and ready-prepared. The company has 8 production sites in France (7 in Vendée and 1 in Auvergne). It employs 2,600 people and had sales of €701 million in 2022.

COMMITMENT

People and Nature.

Yannick has chosen to support 2 associations: LA HALTE DU CŒUR, which provides food aid to the underprivileged, and ECHO-MER, which works to protect the seas and coastal environment. «I participate occasionally in some of their actions, but I'm happy to be able to give them visibility on the boat and at the start of the races. Thank you to all the volunteers who help out on a daily basis.»



BOAT

Architect: Guillaume Verdier
Construction: 2022, CDK Technologies
Launch date: 29/08/2022
Length: 18,28 m
Draught: 4,50 m
Mast height: 29 m
Foils: Yes

 Yannick Bestaven
Maître CoQ Team Voile
 YannickBestaven
 maitrecoqteamvoile
 Yannick Bestaven
www.yannickbestaven.fr

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JÉRÉMIE BEYOU



CHARAL

5TH
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE



1976-06-26

For more than 20 years, Jérémie Beyou has built up one of the most impressive track records in offshore racing.

He is a skilled and passionate sailor who shines by his tenacity and perseverance in raising the bar a little higher. One of the favourites for the 2020 Vendée Globe, he was forced to return to Les Sables d'Olonne for repairs and then set off again 9 days, 2 hours and 50 minutes after the official start. He finished 13th. Today, he is at the helm of Charal 2, a new IMOCA that led him to the third step of the podium in the Route du Rhum 2022. More motivated than ever for 2024, he is eager to take his revenge on the last edition.

DID YOU KNOW?



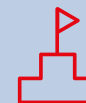
Favourite TV series:
Peaky Blinders

Apart from water sports, tennis and cycling, which he does regularly, Jérémie likes to spend his free time gardening.

Jérémie's Vendée Globe dream was born when Vincent Riou won the 2004-2005 edition.

Favourite band:
Radiohead

Favourite film: Kill Bill



ACHIEVEMENTS

| | |
|---|---|
| 2024 New York Vendée – Les Sables d'Olonne 3 rd | Transat NY – Vendée Winner |
| 2023 Retour à la Base 2 nd Transat Jacques Vabre 4 th | 2015 Solitaire du Figaro 4 th Tour de France à la Voile 10 th Transat Jacques Vabre Abandon |
| 2022 Route du Rhum 3 rd Défi Azimut 3 rd Vendée Arctique 2 nd Guyader Bermudes 1000 Race 2 nd | 2014 Route du Rhum 2 nd Solitaire du Figaro Winner |
| 2021 Transat Jacques Vabre 3 rd Rolex Fastnet Race 2 nd | 2013 Rolex Fastnet Race 2 nd Solitaire du Figaro 5 th Transat Jacques Vabre 3 rd with Christopher Pratt |
| 2020 Vendée Globe 13 th (89d 18h 55m 58s) | 2012-2001 2012 Vendée Globe Abandon |
| 2020 Défi Azimut Winner Vendée-Arctique-Les Sables d'Olonne Winner | 2011 Transat Jacques Vabre Winner with Jean-Pierre Dick |
| 2019 Transat Jacques Vabre 3 rd Défi Azimut Winner Rolex Fastnet Race Winner | 2009 Transat Jacques Vabre 4 th with Michel Desjoyeaux |
| 2018 Route du Rhum Abandon Défi Azimut Abandon Volvo Ocean Race Winner with Dongfeng Race Team | 2008 Vendée Globe Abandon |
| 2016 Vendée Globe 3 rd | 2005 La Solitaire du Figaro Winner |
| | 2004 La Solitaire du Figaro 4 th Transat Ag2r 6 th with Kito De Pavant (Figaro) |
| | 2003 Transat Jacques Vabre 4 th with Vincent Riou |
| | 2001 La Solitaire du Figaro 4 th |

JÉREMIE BEYOU

PROJECT



Charal

Charal, the leading meat brand in France, was born in 1986 out of a desire to simplify consumption and preserve the quality of fresh meat thanks to a groundbreaking technological innovation in the world of meat with the Hebdopack® preservation

process. Since then, Charal has continued to innovate in order to bring ever greater safety, quality and pleasure to the consumer and has become the leading brand of butchery products sold in the fresh and frozen sections in France.



BOAT

Architect: Sam Manuard
Construction: 2022, CDK Technologies, Lorient
Launch date: 11/07/2022
Length: 18,28 m
Beam: 5m

Draught: 4,5 m
Weight: 8 t
Mast height: 29 m
Upwind sail area: 260 m²
Downwind sail area: 420 m²
Foils: Yes



charalsailingteam
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 charalsailingteam
 team-beyou-racing
www.charalsailingteam.fr

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ARNAUD BOISSIÈRES

LA MIE CÂLINE

5TH
PARTICIPATION
- SKIPPER 2024 -

LES SABLES D'OLONNE

FRANCE

1972-07-20

Born in Bordeaux, Arnaud Boissières, nicknamed Cali, developed his passion for sailing in the Arcachon basin, before being adopted by Les Sables d'Olonne, which has become his home port. He is the only skipper to have completed four consecutive Vendée Globe races. This lover of the world's seas, of adventure and of the adrenalin that ocean racing gives him is an emblematic character in French sailing. Aboard his new IMOCA La Mie Câline since 2022, he is happily and ambitiously looking ahead to the 2024 Vendée Globe, for a fifth consecutive round the world race.

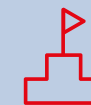
DID YOU KNOW?



His guilty pleasure:
Nutella

Arnaud is a rock fan.

On his round-the-world trips, a friend prepares playlists for him based on the countries he passes along the way.



ACHIEVEMENTS

2023

Retour à la Base 16th
Transat Jacques Vabre 23th

Rolex Fastnet

Race 13th

Guyader

Bermudes 1000

Race 7th

2022

Route du Rhum 17th

Vendée Arctique

Abandon

Guyader

Bermudes 1000

Race 12th

2021

Transat Jacques Vabre 16th

Défi Azimut 11th

2020

Vendée Globe 15th

(94d 18h 36m 06s)

2020

Vendée-

Arctique-Les

Sables d'Olonne

14th

2019

Transat Jacques Vabre 18th

Défi Azimut 17th

Rolex Fastnet

Race 14th

Bermudes 1000

Race 9th

2018

Route du Rhum 9th

2017

Transat Jacques Vabre 11th

2016

Vendée Globe 10th

2015

Transat Jacques Vabre Abandon

2013

Transat Jacques Vabre 6th

2012

Vendée Globe 8th

2010

Route du Rhum 7th

2009

Transat Jacques Vabre 7th

2008

Vendée Globe 7th

2008

The Artemis

Transat 7th

2005

Route de

l'Equateur

Winner

2001

Mini Transat 3rd

(Mini 6.50)

ARNAUD BOISSIÈRES

PROJECT

la mie câline

La Mie Câline

La Mie Câline is a Vendée-based brand of breads, pastries, sandwiches and salads. Created in 1985, the network of franchise shops now has more than 2,200 franchisees and employees in 242 shops. The company defends the values of respect, professional

competence and solidarity. The brand, a major partner of Arnaud Boissières' team since 2015, relies on Arnaud to illustrate its signature "Happiness is here" on a daily basis, which materializes the project, the affinities and the common objectives.

COMMITMENT

Institut Bergonié

Arnaud is committed to the Institut Bergonié, the cancer centre of New Aquitaine, where he himself was treated for leukaemia when he was younger. He is also an ambassador for the association «À Chacun son Everest», which helps children with cancer to get new lease of life after the disease.







BOAT



Former names: Foncia 2, Banque Populaire, Maître CoQ, Initiatives-Cœur
Architect: VPLP – Verdier
Construction: 2010, CDK Technologies, Port-La-Forêt
Launch date: 18/09/2010
Length: 18,28 m

Beam: 5,7 m
Draught: 4,5 m
Weight: 8,5 t
Mast height: 27 m
Upwind sail area: 270 m²
Downwind sail area: 520 m²
Foils: Yes

-  Team Arnaud Boissières
-  caliboissieres
-  arnaud.boissieres
-  Arnaud Boissières

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LOUIS BURTON

BUREAU VALLÉE

**4TH
PARTICIPATION**
– SKIPPER 2024 –



SAINT-MALO



FRANCE



1985-06-04

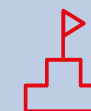
Born near Paris, this adopted Malouin loves speed, on water as well as on shore. Collaboration, courage and self-sacrifice are at the heart of his values. On the water,

Louis likes the tough options and never gives up. Beyond the competition, he uses his project to raise awareness of the fragility of the marine environment among new generations. Accompanied for the past 13 years by his loyal partner Bureau Vallée and his co-sponsors, Louis achieved a very fine 3rd place in the last Vendée Globe. His goal for 2024? To do even better!

DID YOU KNOW?



Her children's cat is called Hello Kitty!



ACHIEVEMENTS

2024

The Transat CIC 9th
New York
Vendée –
Les Sables
d'Olonne
10th

2023

Retour à la Base 7th
Transat Jacques
Vabre 16th
Rolex Fastnet
Race 9th

2022

Route du Rhum
Abandon
Vendée Arctique
5th
Guyader
Bermudes 1000
Race 3rd

2021

Transat Jacques
Vabre Abandon
Défi Azimut 4th
The Ocean Race
Europe 5th

2020

Vendée Globe 3rd
(80d 10h 25m 12s)

2019

Transat Jacques
Vabre 10th
Défi Azimut 10th
Rolex Fastnet
Race 4th

2018

Monaco Globe
series 8th
Bermudes 1000
race Abandon

2017

Transat Jacques
Vabre 7th
Rolex Fastnet
Race 6th

2016

Vendée Globe 7th

2015

Transat Jacques
Vabre 9th

2014

Route Du Rhum 5th

2013

Transat Jacques
Vabre 5th

2012

Vendée Globe
Abandon

2011

Transat B to B 7th
Transat Jacques
Vabre 7th

2010

Route du Rhum
20th

LOUIS BURTON

PROJECT



Bureau Vallée

Bureau Vallée is a concept that combines proximity, innovation and digital technology to offer, through its 400 shops, a complete range of stationery, supplies, office equipment, furniture, high-tech and services. The Bureau Vallée brand is proud to offer professional and private

customers optimal value for money. The franchise network is developing in France and internationally with more than 25 openings per year, while deploying a retail and digital strategy in a multi-channel logic. Bureau Vallée has been a partner of Louis for over 13 years.

COMMITMENT

For the past 10 years, Louis Burton has been visiting schools and students all over France. His aim is not only to share his passion for the ocean and ocean racing, but also to raise awareness among the younger generation of the fragility of the marine environment and the need to protect its ecosystem. From these long-standing relationships with numerous schools, the «I'm discovering the world of the oceans with Louis Burton» educational kit was created. The tool, designed in collaboration with teachers 5 years ago, offers free and fun resources for all elementary classes. It allows pupils to study the world of the sea by linking it to the entire school curriculum.



BOAT



Architect: Sam Manuard
Construction: 2019, Black Pepper Yachts
Launch date: 31/01/2020
Length: 18,28 m
Beam: 5,5 m

Draught: 4,50 m
Weight: 7,8 t
Mast height: 28 m
Upwind sail area: 270 m²
Downwind sail area: 535 m²
Foils: Yes

- Louis Burton autour du monde
- LouisBurtonOff
- Louisburton_off
- louisburton_off
- Louis Burton

PRESS CONTACT

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CONRAD COLMAN



MS AMLIN

2ND
PARTICIPATION
– SKIPPER 2024 –



LORIENT



USA / NEW ZEALAND



1983-12-02

Conrad Colman was born in Auckland to an American father and a New Zealand mother, and spent his first year on a sailing boat in the Pacific. After studying in Colorado and setting up a business manufacturing titanium bicycles, he decided to follow his dream of offshore sailing and moved to Europe. He made his debut in the 2009 Mini-Transat, then went on to compete in the Class40 Route du Rhum and a double-handed round-the-world race, which he won. He then moved up to the IMOCA class and competed in the 2016 Vendée Globe, which he finished after dismasting off Portugal. He became the 1st sailor to complete the race with 0 emissions. A challenge he is keen to take up again in 2024.

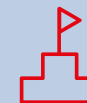
DID YOU KNOW?



Favourite band:
Fat Freddy's Drop

Conrad **grew up in New Zealand until he was 15, when he moved to the United States.**

His favourite dessert: Tiramisu



ACHIEVEMENTS

2024

New York Vendée – Les Sables d'Olonne
21th

2023

Retour à la Base 14th
Transat Jacques Vabre 24th

2022

Route du Rhum 18th
Défi Azimut 18th
Vendée Arctique 18th
Guyader Bermudes 1000 Race
10th

2016

Vendée Globe
16th
New York Vendée – Les Sables d'Olonne
12th

2015

Barcelona World Race
7th

2013

Atlantic Cup
2nd en Class40

2012

Global Ocean Race
Winner in Class40

2010

Route Du Rhum
28th in Class40

2006

Mini Transat
24th

CONRAD COLMAN



MS Amlin

MS Amlin is a leading global (re)insurer, part of the global top-10 insurance group MS&AD, with three main legal entities' operating in the Lloyd's, UK, Continental European and Bermudian markets. With a 300-year record and c.1,800 people in more than 20 locations worldwide, they deliver a quality service for businesses facing the most complex and demanding risks. The role places them at the forefront of the Property & Casualty, Marine and Reinsurance markets.

CONRAD COLMAN OCEAN RACING




Conrad Colman

Conrad is looking for a co-namer for his Vendée Globe 2024 project.

BOAT

Former names: Groupe BEL, IMAGINE, For Humble Heroes, Le Souffle du Nord, Kilcullen Team Irlande, V and B - Mayenne
Architect: VPLP - Verdier
Construction: 2007, Indiana Yachting, Italie
Launch date: 05/09/2007

Length: 18,28 m
Beam: 5,5 m
Draught: 4,5 m
Weight: 8 t
Mast height: 29 m
Upwind sail area: 365 m²
Downwind sail area: 700 m²
Foils: No

 [conradcolmanoceanracing](#)
 [conradcolman](#)
 [conradcolman](#)
 [Conrad Colman](#)
www.conradcolman.com

PRESS CONTACT

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ANTOINE CORNIC

HUMAN IMMOBILIER

1ST
PARTICIPATION
– SKIPPER 2024 –

 **LA ROCHELLE**

 **FRANCE**

 **1980-01-04**

At the age of 20, Antoine Cornic took part in the Mini Transat and finished 10th.

Proud of this honourable ranking, he went on to attempt the North Atlantic record in a Mini, but broke his boat. Several years later, after starting a family, he decided to sail again. Tenacious, he set up an IMOCA project in 2021, supported by Pascal Barreau and his company Ebac. In 2022, he met Benjamin Salah, CEO of Human Immobilier. The three men with shared values decided to sail together for the Vendée Globe 2024.

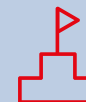
DID YOU KNOW?



The sailor who inspires him:
François Joyon

Before becoming a professional ocean racer, **Antoine was a chef and nightclub owner for 15 years!**

His dog is called Bastack
(like the name of the cables that hold the mast at the stern of sailing boats).



ACHIEVEMENTS

2023

Retour à la Base 26th
Transat Jacques Vabre 30th

2022

Route du Rhum 22th
Vendée Arctique 16th
Guyader Bermudes 1000 Race 20th

2021

Transat Jacques Vabre 20th

2017

Mini Transat 11th

2003

North Atlantic record attempt (Mini)

2001

Mini Transat 10th

ANTOINE CORNIC

PROJECT



Human immobilier

The project's main partner, Human Immobilier, with its 650 agencies, is a major player in the property sector. Already involved in sport through its Human Sport entity, joining Antoine Cornic and his team's project seemed an obvious choice in light of their shared values.



Ebac

Ebac, a company that makes mattresses from recycled plastic waste, is Antoine Cornic's longest-standing partner. Their story is one of friendship, but also of shared values, notably their fight for cleaner oceans.

COMMITMENT

Antoine Cornic and his partner Ebac are taking part in the fight against plastic at sea with the **#reveillonsnousbyebac** campaign to raise awareness of this environmental issue. He also supports the Mathys association, which fights cancer affecting young children, particularly cerebral gliomatosis.



BOAT



Former names: Spirit of Canada, ALGIMOUS Spirit of Canada, O Canada, ebac
Architect: Owen Clarke
Construction: Chris Prior
Launch date: 23/08/2005
Length: 18,28 m

Beam: 5,50 m
Draught: 4,50 m
Weight: 8,8 t
Mast height: 29 m
Upwind sail area: 270 m²
Downwind sail area: 540 m²
Foils: No

 HUMAN Team Voile - Antoine Cornic

 human.teamvoile

 Antoine Cornic

www.antoine-cornic.com

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MANUEL COUSIN

COUP DE POUCE

2ND
PARTICIPATION
– SKIPPER 2024 –



LES SABLES D'OLONNE



FRANCE



1967-07-10

GIFFARD
Nautique

BRICHER
Fontaineau

LIGNE &
LUMIERE

altitude Infr.

SLAM

COUP DE
POUCE

Naturally welcoming, Manuel Cousin has, at first glance, the profile of a passionate sailor. But that would be a reductive view of this sailor from Normandy, based in Les Sables d'Olonne, his boat's home port. For him, the competition is at all levels of the ranking. With a strong technical background, Manuel, who comes from the Class40, has been lining up in all the races on the IMOCA calendar since 2017. Finisher, 23rd in the 2020 Vendée Globe, he crossed the line in 103 days with a broken keel ram! His boat has since benefited from major improvements: mast, boom, ballast tanks, rudders and daggerboards have been completely transformed. Determination and performance will be his two driving forces in the next Vendée Globe.

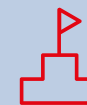
DID YOU KNOW?



Favourite film:
Dead Poets Society

Manu always takes a cuddly octopus on board his IMOCA, named **Madeleine Sourire** by his daughter. It's his lucky charm!

His guilty pleasure:
chocolate profiteroles



ACHIEVEMENTS

2024

**New York Vendée –
Les Sables d'Olonne**
23th

2023

Retour à la Base 25th
Transat Jacques Vabre 25th
Rolux Fastnet 23rd

2022

Route du Rhum 32th
Défi Azimut 22th
Vendée Arctique Abandon
Guyader Bermudes 1000 Race 18th

2021

Transat Jacques Vabre 18th
Défi Azimut Abandon

2020

Vendée Globe
23rd (103d 18h 15m 40s)
**Vendée-Arctique-
Les Sables d'Olonne** 15th

2019

Transat Jacques Vabre 22th
Défi Azimut 18th
Rolux Fastnet Race 11th
Bermudes 1000 Race 12th

2018

Route du Rhum 14th
Monaco Globe Series 6th
Bermudes 1000 Race 4th

2017

Transat Jacques Vabre 11th
Rolux Fastnet Race 14th IMOCA

2016

Quebec Saint-Malo
14th Class40

2015

Transat Jacques Vabre
7th Class40

MANUEL COUSIN

PROJECT

COUP DE POUCE

PARTENAIRE DE LA
RÉUSSITE À L'ÉCOLE

Coup de Pouce

Coup de Pouce is the leading national association for preventing children from dropping out of school in the first years of nursery and primary education.

COMMITMENT

Since 2018, Manuel Cousin has been the national patron of the COUP DE POUCE Association, an association that promotes equal opportunities for all at school and prevents early school leaving. The association works alongside schools and in support of parents to encourage every child to develop a taste for learning.



BOAT



Former names: Paprec-Virbac 2, W Hotels, ESTRELLA DAMM, WE ARE WATER, Le Boat des Métiers by Aerocampus, La Mie Câline, La Mie Câline – Artipôle
Architect: Farr Yacht Design
Construction: 2007, Southern Ocean Marine, New Zealand
Launch date: 03/02/2007

Length: 18,28 m
Beam: 5,80 m
Draught: 4,5 m
Weight: 8,4 t
Mast height: 27,80m
Upwind sail area: 300m²
Downwind sail area: 560 m²
Foils: No

- Manuel Cousin IMOCA
- ManuelCousin71
- ManuelCousin_off
- Manuel Cousin

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CLARISSE CRÉMER

L'OCCITANE EN PROVENCE

2ND
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE



1989-12-30

Clarisse Crémer grew up near Paris and discovered sailing on family holidays, then in student regattas during her studies at HEC. Meeting sailor Tanguy Le Turquais encouraged her to try offshore racing. At the age of 25, she took part in the Mini-Transat. Her sporting performance (2nd) and her ability to share her adventures impressed everyone. She continued in the Figaro class and then entered the IMOCA circuit in 2018. In 2020, she competed in her first solo round-the-world race: after 87 days at sea, she became the fastest woman in the history of the Vendée Globe. As soon as she arrived, Clarisse had just one goal: to be back in this legendary race.

DID YOU KNOW?



Clarisse loves
to garden.



ACHIEVEMENTS

2024

The Transat CIC 26th
New York Vendée –
Les Sables d'Olonne
16th

2023

Retour à la Base 12th
Transat Jacques Vabre 9th
Rolex Fastnet Race 6th
L'Occitane en Provence 9th

2021

The Ocean Race Europe
3rd (LinkedOut)

2020

Vendée Globe
12th (87d 02h 24m 25s)
Défi Azimut 4th
Vendée Arctique
–Les Sables d'Olonne 12th

2019

Transat Jacques Vabre 6th
Défi Azimut 6th
Rolex Fastnet Race 3rd
Solitaire du Figaro 29th
Solo Maître Coq 29th

2018

Transat AG2R (Figaro)
14th with Tanguy Le Turquais

2017

Championnat de France
Espoir Course au Large (Mini) 2nd
Transat 6.50 2nd en série
Mini fastnet 1st

2016

Championnat de
France Espoir 7th

CLARISSE CRÉMER

PROJECT

L'OCCITANE EN PROVENCE

L'Occitane





Since 1976, L'OCCITANE en Provence has been dedicated to sharing the wonders that nature has to offer, by designing and distributing beauty, skincare and well-being products throughout the world, which are produced in France. It knows that Nature needs balance for each seed to

blossom anew, and believes that a renewed sense of harmony between human beings and the environment can strengthen this balance. The company cultivates change. It works hand in hand with local teams who also believe that every gesture, no matter how small, can make all the difference.

BOAT

Former names: Apivia
Architect: Guillaume Verdier
Construction: 2019, CDK Technologies, Lorient
Launch date: 05/08/2019
Length: 18,28 m
Beam: 5,85 m

Draught: 4,5 m
Weight: 8 t
Mast height: 29 m
Upwind sail area: 350 m²
Downwind sail area: 560 m²
Foils: Yes

 [loccitanesailing](#)
 [LOccitaneSail](#)
 [loccitane_sailing_team](#)
 [Clarisse Crémer](#)

PRESS CONTACT

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CHARLIE DALIN

MACIF SANTÉ PRÉVOYANCE

2ND
PARTICIPATION
– SKIPPER 2024 –



CONCARNEAU



FRANCE



1984-05-10

With his unwavering determination and professionalism, success is one of Charlie Dalin's main drivers. After 7 seasons racing in the Figaro and two «Champion de France Elite de Course au Large» titles (in 2014 and 2016), he has entered the IMOCA circuit in 2019 with the sponsor Apivia. A four-year partnership that he has honoured by taking first and second place in all the events, including the 2020–2021 Vendée Globe and the 2022 Route du Rhum. In 2023, he continues his programme with Macif, with the launch of a new boat in June. Charlie's objective is clear: to improve further and further with the 2024 Vendée Globe in his sights.

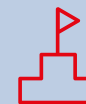
DID YOU KNOW?



His favourite artist:
Orelsan

Charlie loves rugby and supports the Stade Rochelais.

His guilty pleasure at sea:
beef jerky



ACHIEVEMENTS

2024

The Transat CIC 4th
New York Vendée –
Les Sables d'Olonne
Winner

2023

Transat Jacques Vabre
Abandon
Rolex Fastnet Race 1st

2022

Route du Rhum 2nd
Défi Azimut 1st
Vendée Arctique 1st
Guyader Bermudes
1000 Race 1st

2021

Transat Jacques Vabre
2nd
Défi Azimut 1st
Rolex Fastnet Race 1st

2020

Vendée Globe
2nd (80d 06h 15m 47s)

2020

Défi Azimut 8th
Vendée–Arctique–
Les Sables d'Olonne 2nd

2019

Transat Jacques Vabre
1st

2018

La Solitaire Urgo
Le Figaro 3rd
La Solo Maître Coq 6th

2017

Douarnenez Fastnet
Solo 1st
La Solitaire Urgo
Le Figaro 3rd

2016

Douarnenez Horta
Solo 1st
La Solitaire
du Figaro 2^e

2015–2004

2015
Transat Jacques Vabre
3rd

La Solitaire
du Figaro 2nd
Solo Basse
Normandie 2nd

2014

French offshore
racing championship 1st
Le Havre All Mer Cup 3rd
Solitaire du Figaro 3rd
Lorient – Horta Solo 2nd

2013

Rolex Fastnet Race 1st in
Figaro

Tour de France à la
Voile 3rd in M34
Record SNSM 1st

2012

Transat AG2R 1st
Med–Race 3rd on M34

2011

Solo Basse
Normandie 3rd (Figaro)

2010

Record SNSM 1st

2009

Mini Transat 2nd (Pogo2)

2008

Rolex Sydney
Hobart 2nd
les Sables – Les Açores –
Les Sables
2nd (Pogo2)

2004

Round The Island 1st
(Farr52)
Commodore's Cup
1st (Farr52)

CHARLIE DALIN

PROJECT



MACIF

As a mutual insurance company, Macif is committed to its 5.8 million members and customers on a daily basis. It offers simple and useful protection services in property and casualty insurance, health and provident insurance and finance and savings. IMOCA MACIF Santé Prévoyance is dedicated to Macif's health and

life insurance activity, a strategic business for its development and growth in the global response it provides to its members. Macif has been active in the maritime sector for over 50 years. Macif was certified Top Employer 2024 and was re-elected France's favourite brand in the Insurance Companies category in 2024. La Macif, an Aéma Groupe brand.



BOAT

Architect: Guillaume Verdier
Construction: CDK Technologie (with assistance à maîtrise d'ouvrage de MerConcept)
Launch date: 24/06/2023

Length: 18,28 m
Draught: 4,50 m
Mast height: 29 m
Foils: Yes



COMMITMENT

Charlie Dalin is the ambassador of the Olygocyte Association, which aims to defeat brain tumours.

Thanks to his support, the skipper wishes to bring more visibility to this association so that it can obtain more funding for research and to accompany the families affected by this cancer.



- ImocaMACIF
- ImocaMacif
- imocamacif
- Charlie Dalin

PRESS CONTACT

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SAMANTHA DAVIES

INITIATIVES-CŒUR

4TH
PARTICIPATION
– SKIPPER 2024 –



LORIENT



UNITED KINGDOM



1974-08-23

Born in England into a family of sailors, Sam Davies spent her childhood on the water.

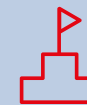
With a degree in engineering from Cambridge University, she began her racing career at the age of 24, with her first crewed round-the-world race. With 5 circumnavigations and numerous transatlantic crossings to her credit, she is one of the most experienced sailors on the circuit. She embodies determination, daring and passion. At the helm of her new IMOCA Initiatives-Cœur, built in 2022, Sam uses every race to raise funds for children with heart defects. Her dedication to this noble cause makes her a sailor with a big heart, combining sporting performance with solidarity.

DID YOU KNOW?



Favourite dessert:
English pudding

Sam named his foils Orville and Willbur, like the Wright brothers, pioneers of aviation. Orville is also the name of the albatross in the Bernard and Bianca cartoon.



ACHIEVEMENTS

2024

The Transat CIC 3rd
New York Vendée –
Les Sables d'Olonne
6th

2023

Retour à la Base 6th
Transat Jacques
Vabre 5th
Rolex Fastnet Race
5th

2022

Route du Rhum 28th
Défi Azimut 7th

2021

Transat Jacques
Vabre 5th
Défi Azimut 6th
Rolex Fastnet Race
5th

2020

Vendée Globe
Out-of-race
Défi Azimut 2nd
Vendée-Arctique 4th

2019

Transat Jacques
Vabre 7th
Défi Azimut 7th
Rolex Fastnet Race
5th
Bermudes 1000 Race
4th

2018

Route du Rhum
Abandon
Drheam Cup 1st
Bermudes 1000 Race
2nd

2017

Transat Jacques
Vabre 6th

2015

Transat Jacques
Vabre 5th

2014

Volvo Ocean Race
(Team SCA)

2011

Vendée Globe
Abandon
(dismasting)
Transat Jacques
Vabre 10th

2010

Transat AG2R
(Figaro) 4th

2008

The Artemis
Transat 5th
Vendée Globe 4th

2007

Transat B to B 7th

2006

Transat Jacques
Vabre 10th

2002

Transat Jacques
Vabre 6th

SAMANTHA DAVIES

PROJECT

Each race is the occasion for a major awareness-raising campaign during which the boat's sponsors use their donations to fund operations on children suffering from serious heart malformations by donating €1 to Mécénat Chirurgie Cardiaque for each new follower of the project's Facebook and Instagram pages. With its « **Les Chocolats du Cœur** » brand, Initiatives offers sales of solidarity chocolates to associations, schools, companies, CSEs and individuals. These fine chocolates have been made near Orléans by the Alex Olivier chocolate factory since 1927. France's leading

manufacturer of aluminium joinery, the Vendée-based company **K·LINE** (LIEBOT Group) designs, manufactures and markets custom-made sliding windows and entrance doors for all types of architecture, both new build and renovation. **VINCI Energies** is speeding up the environmental transition by implementing two major changes: digital and energy. Its teams deploy customised technologies and multi-technical solutions, from design to construction, operation and maintenance, at the heart of their customers' energy choices, infrastructures and processes.



BOAT



Architect: Sam Manuard
Construction: 2022, Black Pepper Yachts
Launch date: 30/07/2022
Length: 18,28 m
Beam: 5,3 m
Weight: 8 t
Mast height: 28 m
Foils: Yes

[f initiativescoeur](#)
[X initiativecoeur](#)
[@ initiativescoeur](#)
[in Samantha Davies](#)
www.initiatives-coeur.fr

PRESS CONTACT

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COMMITMENT

With Initiatives-Cœur, Sam Davies is sailing to support the humanitarian organisation Mécénat Chirurgie Cardiaque.

This association enables children with heart malformations to be operated on in France when this is impossible in their own country due to a lack of technical or financial resources. They are accommodated by volunteer host families. To date, 363 children have been treated and saved since 2009. The aim is to reach 500 children saved by the end of the Vendée Globe 2024.



VIOLETTE DORANGE

DEVENIR

1ST
PARTICIPATION
- SKIPPER 2024 -



PORT-LA-FORÊT



FRANCE



2001-04-17

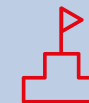
A hard-working and dynamic sailor, Violette Dorange has been sailing since she was very young, and has completed all the stages in her bid to take part in the 2024 Vendée Globe: the French dinghy sailing team, crossings of the English Channel and the Straits of Gibraltar in an Optimist, a solo Atlantic crossing in a Mini 6.50 and participation in three editions of the Solitaire du Figaro, the antechamber to the Vendée Globe, where she finished in 10th place in 2022. A result that confirms her desire to go even further and push back the horizon to set off around the world. That's why, at just 23 years of age, Violette is taking part in the Vendée Globe after buying Jean Le Cam's boat, now called DeVenir.

DID YOU KNOW?



Her favourite artist:
Billie Eilish

At 15, Violette crossed the English Channel in an Optimist!



ACHIEVEMENTS

2024

The Transat CIC

18th

New York Vendée - Les Sables d'Olonne

18th

2023

Retour à la Base 23th

Transat Jacques Vabre 21th

Défi Azimut 13th

2022

Sardinha Cup (Figaro) 4th

Solitaire du Figaro 10th

2021

Solitaire du Figaro 19th

Transat en Double Figaro 9th

2020

Solitaire du Figaro 30th

2019

Mini Transat 16th

2018

World Championship

Youth Open 420

3rd

2017

World Championship

Youth Open 420

2nd

French championship

Open 420

1st

2016

World Championship

Youth Open 420

3rd

French championship

Open 420

1st

VIOLETTE DORANGE

PROJECT



DeVenir

DeVenir is a sporting and social project involving a number of partners. These historic partners have been joined by France's leading youth recruiter: McDonald's restaurants. More than 200 McDonald's

establishments have joined DeVenir, with the aim of giving restaurant team members an incredible adventure, promoting the values of the project and solving problems of integration through original communication.

COMMITMENT

Beyond the sporting project, Violette wanted to add a social dimension to this adventure: her Vendée Globe project, called DeVenir, supports the Apprentis d'Auteuil Foundation, which Violette is supporting by giving hope to young people looking to build their future. Today, a group of McDonald's restaurants, 130 in all, are supporting the DeVenir project, taking on board their team members and managers to work alongside Violette, and in this way, together with the Apprentis d'Auteuil Foundation, promoting the integration and training of young people in difficulty.



BOAT



Former names: FONCIA, TC2, MOVISTAR, MAPFRE, Maître CoQ, Mare, Cheminées Poujolat, Hubert, Finistère Mer Vent, Yes We Can
Architect: Farr Yacht Design
Construction: CDK, Port-la-Forêt
Launch date: 29/05/2007
Length: 18,28 m

Beam: 5,90 m
Draught: 4,5 m
Weight: 8 t
Mast height: 29 m
Upwind sail area: 300 m²
Downwind sail area: 620 m²
Foils: No

- Violette Dorange
- VioletteDorange
- violettedorange
- violettedorange
- Violette Dorange

PRESS CONTACT

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LOUIS DUC

GROUPE FIVES

- LANTANA ENVIRONNEMENT

1ST
PARTICIPATION
- SKIPPER 2024 -



CAEN



FRANCE



1983-09-18

Louis Duc is a self-made sailor who has always managed to accomplish a lot with limited resources. Determined and independent, this native of Normandy knows that everything comes in good time to those who know how to work and train. However, the beaten track is not for him. Bold and thoughtful, Louis does not see his life as an offshore racer without technological challenges. Offshore, he is definitely in his element. On shore, he is an entrepreneur. In a team he listens, respects... and makes himself respected. At sea as well as on shore, he has the audacity of his ideas.

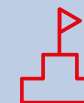
DID YOU KNOW?



Louis plays
diatonic accordion.

As a hobby, **he sails on a caravel** (a small old wooden boat) **and likes to go lobster fishing.**

For his round-the-world race, **he'll be taking on board foie gras and Beaufort cheese from his two grandmothers!**



ACHIEVEMENTS

2023

Retour à la Base 22th
Transat Jacques Vabre 14th
Rolex Fastnet Race 22th

2022

Route du Rhum 27th
Vendée Arctique 8th

2021

Transat Jacques Vabre 14th

2019

Transat Jacques Vabre (Class40) 5th

2018

Route du Rhum (Class40) 18th
Normandy Channel Race 2nd

2017

Rolex Fastnet Race (Class40) 5th

2016

Transat Anglaise (Class40) 2nd

2015

Transat Jacques Vabre (Class40) 3rd

2014

Route du Rhum Abandon

2013

Transat Jacques Vabre (Class40) 9th

2011

Rolex Fastnet Race (Class40) 2nd

2009

Solitaire du Figaro

2008

Transat Anglaise (Class40) 4th

LOUIS DUC

PROJECT



Fives Group

From the first railway lines, to the lifts of the Eiffel Tower, to the lifts of the Eiffel Tower, to the factory 4.0, Fives has been designing disruptive solutions and technologies for industry for over 200 years. A pioneer in decarbonisation and digitalisation, the Group is a key partner in the energy transition of industry worldwide.

Lantana Environnement

Created in 2022 by Lantana Paysage, a group of landscape gardeners, this non-profit association aims to encourage the establishment of beehives by organising contacts between private individuals or companies wishing to host beehives and responsible beekeepers.

COMMITMENT

Enfants de la Balle

Louis Duc is committed to «Enfants de la Balle», an association that works for the inclusion of children with disabilities through sport. 50 partner sports associations, 150 children undergoing inclusion and 20 volunteers are currently involved in this cause, particularly to develop inclusive sailing.



BOAT



Former names: PRB, Akena Vérandas, Initiatives-Cœur, Bastide - Otio, Maître CoQ, FORTIL, Kostum - Lantana Paysage
Architect: Farr Yacht Design
Construction: 2006, CDK Technologies, Port-La-Forêt
Launch date: 30/09/2006

Length: 18,28 m
Beam: 5,85 m
Draught: 4,5 m
Mast height: 29 m
Upwind sail area: 300 m²
Downwind sail area: 600 m²
Foils: No

Skipper Louis Duc

LouisDuc1

louisduc.imoca

Louis Duc

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BENJAMIN DUTREUX

GUYOT ENVIRONNEMENT

– WATER FAMILY

2ND
PARTICIPATION
– SKIPPER 2024 –



LES SABLES D'OLONNE



FRANCE



1990-04-05

In 2014, Benjamin joined Team Vendée Formation where he learned the basics of offshore racing tactics. He finished 1st rookie in the 2015 Solitaire du Figaro, before taking 5th place in 2018. Determined, he bought an old generation IMOCA and lined up six months later at the start of the Transat Jacques Vabre. Despite a tight budget, he became the revelation of the last edition of the Vendée Globe by finishing 9th. He took a new step forward by buying a 2016 foiler with a view to the 2024/25 Vendée Globe, in which he should take part aboard the IMOCA GUYOT environnement – Water Family.

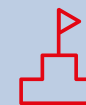
DID YOU KNOW?



Favourite film:
Astérix & Obélix
Mission Cleopatra

Favourite chef:
Mory Sacko

Favourite book:
Into the wild



ACHIEVEMENTS

2024

New York Vendée – Les Sables d'Olonne
13th

2023

Transat Jacques Vabre 10th
The Ocean Race 5th

2022

Route du Rhum 8th
Vendée Arctique 11th
Guyader Bermudes 1000 Race 6th

2021

Transat Jacques Vabre 11th
(Groupe Apicil)
Défi Azimut 10th (Groupe Apicil)
Rolex Fastnet Race 7th (Groupe Apicil)

2020

Vendée Globe
9th (81d 19h 45m 20s)

2020

Défi Azimut 13th

2019

Transat Jacques Vabre 19th

2018

Solo Concarneau 6th
Solo Maître Coq 4th

2017

Solitaire Urgo le Figaro 12th
Solo Maître Coq 13th
Solo Concarneau 17th

2016

Solitaire Bompard le Figaro 2017 14th
Solo Maître Coq 14th
Solo Concarneau 7th

2015

Solitaire Bompard le Figaro 29th
Rookie Elite French Offshore Racing
Championships 1st

BENJAMIN DUTREUX

PROJECT



GUYOT Environnement

Major and independent player in the waste recovery industry. For 40 years, it has been collecting, sorting and recovering waste to give it a second life. The Group, which recycles raw materials and transforms non-recyclable waste into fuel,

will tomorrow produce the energy that will make it independent. The company intends to go even further in preserving the environment: tomorrow to reach 100% of recovered waste. Joining Benjamin and the Water Family just reinforces their commitment.

COMMITMENT

Water Family – Du Flocon à la Vague

Benjamin is committed to La Water Family – Du Flocon à la Vague. The Water story of Benjamin and the Water Family began in 2017. Two Tour Voile and one Vendée Globe later, the objective of his project remains the same: to win for water, to win on water. The mission is to educate people about the preservation of water, our health and all forms of life in a positive and empowering way.



BOAT



Former names: Hugo Boss, 11TH HOUR
RACING – ALAKA'I
Architect: VPLP/Verdier
Construction: 2015, Green Marine, Southampton
Launch date: 01/09/2015
Length: 18,28 m

Beam: 5,50 m
Draught: 4,50 m
Weight: 7,5 t
Mast height: 29 m
Upwind sail area: 340 m²
Downwind sail area: 570 m²
Foils: Yes

 Benjamin Dutreux

 BDutreux

 benjamin.dutreux

 Benjamin Dutreux

www.benjamindutreux.fr

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BENJAMIN FERRÉ

MONNOYEUR - DUO FOR A JOB



1ST
PARTICIPATION
– SKIPPER 2024 –

 **PORT-LA-FORÊT**

 **FRANCE**

 **1990-10-31**

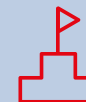
Benjamin Ferré is a young Breton who loves life and challenges. With more than 40,000 km hitchhiking around the globe, a crossing of the Atlantic using a sextant, a 4L Trophy and a Mini Transat in 2019, Benjamin is not a newcomer in the world of adventure. When he launched his Mini project, he discovered the offshore racing world: it was the trigger! His new challenge is to take the start of the 2024 Vendée Globe aboard his IMOCA Monnoyeur – Duo For a Job.

DID YOU KNOW?



His favourite dish:
Pizza margherita

Benjamin's boat is Clarisse Cremer's former boat, on which she competed in the 2020-2021 Vendée Globe. It is also the boat that won the 2012-2013 Vendée Globe with François Gabart.



ACHIEVEMENTS

2023

Retour à la Base 13th
Transat Jacques Vabre 13th
Rolex Fastnet Race 15th
Guyader Bermudes 1000 Race 9th

2022

Route du Rhum 15th
Défi Azimut 11th
Vendée Arctique 4th
Guyader Bermudes 1000 Race 11th

2019

Mini Transat 2019 3rd
Mini Fasnét 2019
5th with Kévin Bloch
Mini Pornichet
Select 6.50 2019 5th
Mini GRAN PREMIO D'ITALIA 2019
4th with Titouan Sessa
French Championship 2019 7th

2015

Crossing the Atlantic using a sextant

BENJAMIN FERRÉ

PROJECT



Monnoyeur

Monnoyeur, a family-owned company founded in 1906, provides high-performance solutions to its customers in the construction, industry and agriculture sectors through the Bergerat Monnoyeur, Arolis and Ipsos distribution networks. Monnoyeur also



assists its customers in their energy transition and in their digitalization through its dedicated subsidiaries Eneria and Arkance. The group has a turnover of €2.3 billion in 2021, operates in 18 countries on 3 continents and employs over 7,500 people.

COMMITMENT

DUO for a JOB is the association featured on the sails of Benjamin Ferré's IMOCA.

It connects young people from immigrant backgrounds with experienced people over 50 years old from the same professional sector, so that they can support them in their job search.



BOAT



Former names: Macif, SMA, Banque Populaire X
Architect: VPLP/Verdier
Construction: 2010, CDK Technologies
Launch date: 16/08/2011
Length: 18,28 m
Beam: 5,40 m

Draught: 4,50 m
Weight: 8 t
Mast height: 29 m
Upwind sail area: 250 m²
Downwind sail area: 530 m²
Foils: No

Benjamin Envoie Le Pépin
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SAM GOODCHILD

VULNERABLE

1ST
PARTICIPATION
– SKIPPER 2024 –



LORIENT



UNITED KINGDOM



1989-11-19

VULNERABLE

VULNERABLE.ORG



A childhood spent on a boat, a meeting with Alex Thomson, sailing from one support to another where Sam Goodchild demonstrated his skills...

This journey led the skipper to take the helm of his first IMOCA, named Vulnerable, to take part in his greatest dream: the Vendée Globe. «Vendée», a word that has resonated strongly in his adventurous mind since his earliest childhood and the stories told by his father. At the start of 2023, he joined the experienced TR Racing team – alongside Thomas Ruyant – an ideal setting for this major project. Sam is a man of challenges, and in 2024 he's preparing to take on his greatest challenge yet.

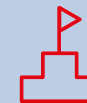
DID YOU KNOW?



The sailor who inspires him:
Loïc Peyron

Sam is originally from the UK but grew up in the Caribbean where he lived on the family boat. He now lives near Lorient.

His favourite series: Narcos



ACHIEVEMENTS

2023

Retour à la Base 3rd
Transat Jacques Vabre 3rd
Rolex Fastnet Race 3rd
Guyader Bermudes 1000 Race 3rd

2022

Route du Rhum Abandon (Ocean Fifty)
Dhream Cup 1st (Ocean Fifty)
1000 milles des Sables 1st (Ocean Fifty)
Pro Sailing Tour 2nd (Ocean Fifty)

2021

Pro Sailing Tour 1st (Ocean Fifty)
Transat Jacques Vabre 3rd (Ocean Fifty)

2020

Dhream Cup 1st (Figaro)
Solo Maître CoQ 2nd (Figaro)

2019

Transat Jacques Vabre 2nd (Class40)
Rolex Fastnet Race 3rd (Ultim)

2018

La 1000 milles des Sables 2nd (Class40)
Route du Rhum Abandon/dismasting (Class40)

2015

Transat Jacques Vabre 7th
Sevenstar Round Britain and Ireland Race 2nd (VOR65)

2014

Solitaire du Figaro 22th

2013

Solitaire du Figaro 11th
RORC Caribbean 600 1st (Class40)
Round Gotland Race 2nd

2012

Normandy Channel Race 1st
Solitaire du Figaro 24th
Transat AG2R 12th
Solo Figaro Massif Marine 8th

2011

Tour de Bretagne 19th (Figaro)
Solo Basse Normandie 2nd (Figaro)
Solitaire du Figaro 34th

Leg 2 Global Ocean Race 1st (Class40)

Transat Jacques Vabre Abandon (Class40)
La Transmanche 3rd (Figaro)

2010

Round Britain and Ireland Race 16th (Figaro)

SAM GOODCHILD

PROJECT



Advens

Advens is a leading French cybersecurity company. With its independence and more than 400 experts in France and Europe, it helps companies to prevent and neutralise cyber attacks. But that's not its only vocation: Advens wants

to have an impact on the world. It is building a committed business model that allows it to dedicate 50% of the Advens group's capital to the development and acceleration of initiatives that aim to have a large-scale impact on people and the planet.

COMMITMENT

VULNERABLE is a campaign to change the way we look at the shared vulnerability of people and the planet. Its aim? To stop seeing vulnerability as a burden to be carried, but rather as limits to be accepted and a potential for creating value to be released. Its ambition: to give a real place to the most vulnerable among us in order to humanise society. Initiated by Alexandre Fayeulle, who placed it at the heart of Advens' purpose, it spread with Thomas Ruyant and Sam Goodchild who in turn embraced it... soon to be joined by players from all horizons...



BOAT



Former names: LinkedOut
Architect: Guillaume Verdier
Construction: 2019, Persico Marine, Italie
Launch date: 07/07/2019
Length: 18,28 m
Beam: 5,85 m

Draught: 4,50 m
Weight: 8 t
Mast height: 29 m
Upwind sail area: 320m²
Downwind sail area: 430m²
Foils: Yes

Sam Goodchild Sailing

GoodchildSam

goodchildsam

Sam Goodchild

for-people-and-planet.webflow.io

PRESS CONTACT

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PIP HARE

MEDALLIA

2ND
PARTICIPATION
– SKIPPER 2024 –



POOLE



UNITED KINGDOM



1974-02-07

Pip Hare started sailing competitively late in life by participating, in the Mini-Transat in 2011.

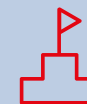
In 2018, the British skipper chose to turn her dreams into reality by being the skipper of Superbigou, the IMOCA built in 2000. At the helm of the veteran of the fleet, the Briton could finally savor the happiness of being at the start line of the Vendée Globe on November 2020, the happy conclusion of two years of hard work. The skipper left Les Sables d'Olonne with several objectives: to finish, to tell the best story and to withstand all the trials of the race. This she did in abundance. Now, let's head for 2024!

DID YOU KNOW?



Sailors who inspire her:
Peter Blake
and Isabelle Autissier

Although Pip took up competitive ocean racing late in life, **she started sailing even before her first birthday, with her grandfather.**



ACHIEVEMENTS

2024

New York Vendée – Les Sables d'Olonne
9th

2023

Retour à la Base
11th
Transat Jacques Vabre
12th

2022

Route du Rhum
12th
Vendée Arctique
13th
Guyader Bermudes
1000 Race 17th

2020

Vendée Globe
19th (95d 11h 37m 30s)

2019

Transat Jacques Vabre
24th
Rolex Fastnet Race
13th

PIP HARE

PROJECT

Medallia

Medallia

Medallia Experience Cloud is a software platform that helps improve the customer experience and increase employee engagement.

BOAT

Former names: Banque Populaire VIII, Bureau Vallée II
Architect: VPLP – Verdier
Construction: 2015, CDK Technologies, Port-La-Forêt
Launch date: 06/09/15
Length: 18,28 m

Beam: 5,80 m
Tirant d'eau : 4,5 m
Weight: 6,5 t
Mast height: 29 m
Upwind sail area: 300 m²
Downwind sail area: 600 m²
Foils: Yes



f Pip Hare Ocean Racing
x pipoceanracing
@ piphareoceanracing
d piphareoceanracing
in Pip Hare Ocean Racing
www.piphare.com

PRESS CONTACT

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OLIVER HEER



TUT GUT.

1ST
PARTICIPATION
– SKIPPER 2024 –



PORT-LA-FORÊT



SWITZERLAND



1988-05-10

Oliver Heer is a passionate Swiss German offshore sailor who has competed since childhood.

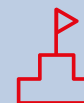
After the untimely death of his father in 2014, Ollie decided that a corporate career wasn't for him, and he needed to "follow his dreams". In 2018, he joined Alex Thomson on the IMOCA, HUGO BOSS, as Boat Captain. Together the pair sailed over 50,000 miles and in 2021, Alex and Ollie co-skippered the Rolex Fastnet Race, Ollie's debut into the IMOCA Globe Series. Competing in the Vendée Globe has been Ollie's ambition since he was small.

DID YOU KNOW?



His favourite film:
Top Gun

The sailor who inspires him:
Alex Thomson



ACHIEVEMENTS

2024

The Transat CIC

25th

New York Vendée – Les Sables d'Olonne

24th

2023

Transat Jacques Vabre

Abandon

Rolex Fastnet Race

19th

2022

Route Du Rhum

32th

Défi Azimut

2^{1st}

2021

Rolex Fastnet Race

10th

OLIVER HEER

PROJECT



Burgerstein Vitamine

For over 50 years Burgerstein Vitamine has developed and offered a diverse, wide range of high-quality health products with vitamins, minerals, trace elements, phytochemicals and probiotics.

Portier Yachts

A family-owned luxury yacht yard in Meilen, was founded in 1815 and now run by the 7th generation. They have an impressive reputation as the most versatile full-service shipyard in Switzerland.

HQAM

Herens Quality Asset Management are a Switzerland-based asset manager providing customised investment solutions for institutional and private investors.

BOAT



Former names: Gitana Eighty, 1876, W Hotels, Renault Z.E., Synerciel, GAES Centros Auditivos, Newrest-Matmut, Newrest-Brioche Pasquier, Family Mary-Etamine du Lys, Pure-Family Mary, Pure - Best Western
Architect: Farr Yacht Design
Construction: 2007, New Zealand

Launch date: 19/08/2008

Length: 18,28 m

Beam: 5,8 m

Draught: 4,5 m

Upwind sail area: 270 m²

Downwind sail area: 560 m²

Foils: No

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Oliver Heer Ocean Racing

OliverHeerOHOR

OliverHeerOHOR

Oliver Heer Ocean Racing

www.oliverheer.ch

BORIS HERRMANN

MALIZIA - SEAEXPLORER

2ND
PARTICIPATION
– SKIPPER 2024 –



LORIENT



GERMANY



1981-05-28

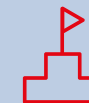
Boris Herrmann started his professional offshore sailing career in 2001 as the youngest participant in the Mini Transat race. Since then, he has circumnavigated the world 6 times. The Southern Ocean holds few secrets for him, after a Barcelona World Race, an attempt in the Jules Verne Trophy, and a Class40 race around the world. In 2020, he became the first German to ever compete in the Vendée Globe, finishing in 5th place. After launching the new Malizia – Seaexplorer in 2022, he finished 3rd with his Team Malizia in The Ocean Race, winning two legs, and breaking the 24-hour distance record.

DID YOU KNOW?



Favourite dessert:
ice cream

Boris has **bad memories of climbing the mast** in the last Vendée Globe.
His favourite artist: Barbara



ACHIEVEMENTS

2024

The Transat CIC 2nd
New York Vendée – Les Sables d'Olonne 2nd

2023

Retour à la Base 4th

Transat Jacques Vabre 7th

24-hour distance record for a monohull

(Malizia – Seaexplorer, Leg 5 of The Ocean Race, crew)
The Ocean Race 3rd (Winner of Leg 3 and Leg 7)

2020

Vendée Globe 5th (8dj 14h 59m 45s – 6h of bonification)

2020

Défi Azimut 7th
Vendée Arctique–Les Sables d'Olonne 7th

2019

Rolex Fastnet Race 7th
Bermudes 1000 Race 6th

2018

Route du Rhum 5th
Monaco Globe Series 7th

2017

Transat Jacques Vabre 4th
Rolex Fastnet Race 3rd

2010

Barcelona World Race 5th with Ryan Breymaier

2009

Portimao Global Ocean Race Winner (Class40)
Rolex Fastnet Race 3rd (Class40)

2008

The Artemis Transat 2nd (Class40)
Transat Quebec – Saint Malo 7th

2007

Mondial 505 9th

2006

Mondial 505 7th
EuroCup 505 2nd

2005

EuroCup 505 Winner

2001

Transgascogne (Mini 6.50) 4th
Mini Fastnet 10th
Mini Transat 11th

BORIS HERRMANN

PROJECT

Malizia



Malizia's A Race We Must Win

Team Malizia's A Race We Must Win – Climate Action Now! mission is only possible due to the strong and long-lasting commitment from its seven main partners: Hapag-Lloyd, Schütz, the Yacht Club de Monaco, EFG International, Zurich Group Germany, Kuehne+Nagel, and

MSC Mediterranean Shipping Company. These partners, ranging from the logistics industry, to insurance, to banking band behind Team Malizia to support its campaign, each of them working towards sustainability projects in their own field to innovate around climate solutions.

COMMITMENT

Boris Herrmann runs the A Race We Must Win campaign since 2018, combining sailing, science, and education.

Since then, he carries a laboratory onboard that measures valuable Ocean data in partnership with the Max Planck Institute for Meteorology, GEOMAR and Ifremer. Through the My Ocean Challenge programme, his Team Malizia also educates children around the world about the Ocean and climate change.



BOAT



Architect: VPLP
Construction: 2022, Multiplast
Launch date: 19/07/2022
Length: 18,28 m
Draught: 4,50 m

Mast height: 29 m
Upwind sail area: 270 m²
Downwind sail area: 550 m²
Foils: Yes

- teammalizia
- borisherrmann
- team_malizia
- Boris Herrmann

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ISABELLE JOSCHKE

MACSF

2ND
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE & GERMANY



1977-01-27

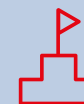
Isabelle Joschke is Franco-German. At the age of 25, she became a skipper, starting with the Mini 6.50 circuit between 2004 and 2007.

In 2008, she joined the Figaro class and spent 8 seasons on the most demanding of offshore racing circuit. She took the helm of her IMOCA in 2017, after a season in Class 40. She fitted her with foils in 2019 to take part in the Vendée Globe in 2020, which she will finish out of the race. With two participations in the Route du Rhum, four Transat Jacques Vabre and a solo round the world race, Isabelle is one of the few women fully committed to this path.

DID YOU KNOW?



When she goes racing, Isabelle has her meals prepared by a Michelin-starred chef, **Éric Guérin**.



ACHIEVEMENTS

2024

The Transat CIC
12th

2023

Retour à la Base 9th
Transat Jacques Vabre 29th
Rolex Fastnet Race 11th

2022

Route du Rhum 9th
Défi Azimut 14th
Vendée Arctique
Abandon
Guyader Bermudes 1000 Race 5th

2021

Transat Jacques Vabre 12th
Défi Azimut 8th
Rolex Fastnet Race 9th

2020

Vendée Globe
Abandon
Out-of-race

2020

Défi Azimut 3rd
Vendée-Arctique-Les Sables d'Olonne 13th

2019

Transat Jacques Vabre Abandon
Défi Azimut 8th

2018

Route du Rhum
Abandon
Dhream-Cup 700 2nd

Monaco Globe Series 2nd

2017

Transat Jacques Vabre 8th
Défi Azimut 3rd
Rolex Fastnet Race 5th

2016

Québec-Saint Malo 2nd

2008

First woman to win a leg in La Solitaire du Figaro

2007

Winner of the first leg of the Mini Transat

ISABELLE JOSCHKE

PROJECT



MACSF

MACSF has been involved in sailing since 1979. Since its first sailing partnership with health student Olivier Moussy, the group has shared the spirit of solidarity and humanism of this discipline with its 1,600 employees and more than one million members. Since 2019, MACSF has been involved in a sailing partnership with the skipper

Isabelle Joschke and her team manager Alain Gautier, winner of the 1992 Vendée Globe. In 2021, after three years of partnership and a remarkable round-the-world voyage, the mutual insurance company and the skipper have decided to continue their adventure until 2025, culminating in the 2024 Vendée Globe.



BOAT

Former names: Safran / Quéguiner / Generali / Monin
Architect: VPLP / Guillaume VERDIER
Construction: 2007, chantier naval de Larros
Launch date: 06/08/2007
Length: 18,28 m

Beam: 5,70 m
Draught: 4,50 m
Weight: 8 t
Mast height: 27,5 m
Upwind sail area: 300 m²
Downwind sail area: 650 m²
Foils: Yes

COMMITMENT

Horizon Mixité

Single-handed ocean racing is a totally mixed discipline, and nevertheless... Faced with a large majority of men, few women have made it their profession, many imagining that they do not have access to such careers. As a direct witness to this phenomenon, Isabelle decided to react by committing herself to gender equality. With her journalist friend Martine Gauffeny, she created the Horizon Mixité association in 2012. Her aim is to change mentalities by raising awareness of the issue of gender equality among professionals and the general public. If sailing is a starting point, the association's field of action extends to all areas of activity in society: education, business, sports, politics, etc.



- Isabelle Joschke - Skipper MACSF
- VoileMACSF
- voile_macsf
- Isabelle Joschke

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JEAN LE CAM

TOUT COMMENCE EN FINISTÈRE
– ARMOR LUX

6TH
PARTICIPATION
– SKIPPER 2024 –

 **PORT-LA-FORÊT**

 **FRANCE**

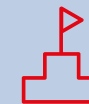
 **1959-04-27**

This talented Breton is as relevant on shore to prepare fast boats as he is at sea to get them to the right place quickly. But Jean Le Cam is even more than that. Over time and through his exploits, he has become a true «figure» of offshore racing in general and of the Vendée Globe in particular. He loves to regale the public with his countless nice words. Jean has never left the limelight: he took a magnificent fourth place in his fifth Vendée Globe after an emotionally and athletically intense race. Jean is and always will be a competitor and he will – whatever the circumstances – set himself realistic sporting goals to achieve.

DID YOU KNOW?



In the 2020 Vendée Globe, **Jean Le Cam** rescued **Kévin Escoffier** who was in his life raft off the Cape of Good Hope.



ACHIEVEMENTS

2023
Retour à la Base
32th

2010
Transat Ag2r 6th

2020
Vendée Globe
4th (80d 13h 44m
55s – 16h15 of
bonification)

2008
Vendée Globe
Abandon
Transat Ag2r 4th

2019
**Transat Jacques
Vabre** 13th
Défi Azimut 12th

2006
**Route
du Rhum** 2nd

2018
**Bermudes 1000
Race** 3rd

2005
**Transat Jacques
Vabre** 3rd

2016
Vendée Globe 6th

2004
Vendée Globe 2nd

2015
**Barcelona World
Race** 1st
**Champion du
Monde IMOCA**

2001
**Transat Jacques
Vabre** 4th

2013
**Transat Jacques
Vabre**
1st on PRB with
V.Riou

1999
**Solitaire
du Figaro** 1st

2012
**Vendée Globe
2012–2013**
5th

1996
**Solitaire
du Figaro** 1st

1994
Transat Ag2r 1st
**Solitaire
du Figaro** 1st

JEAN LE CAM

PROJECT

TOUT
commence
en FINISTÈRE

Armor·lux

Département du Finistère

With 2263 km of coastline, Finistère is one of France's major maritime departments. Famous skippers live or were born here and continue to emerge in its centres of excellence. Like Tout commence en Finistère, Jean's project federates the region around its identity, its values of performance and solidarity.

Armor-lux

For 80 years, Armor-Lux has been perpetuating exceptional expertise in the manufacture of quality clothing. The company symbolises an art of living, marine-inspired collections, authentic, sustainable clothing and a strong commitment to preserving jobs.



BOAT



COMMITMENT

The ASE: social assistance for children

In the department of Finistère, 2,500 children are under the protection of the Departmental Council and almost as many are cared for at home. The Departmental Council has made child protection one of its main priorities. Jean Le Cam has decided, together with the Finistère department, to defend the cause of children by embarking them on the Vendée Globe 2024/25 adventure.



Architect: David Raison

Construction: 2023, Persico Marine

Length: 18,28 m

Draught: 4,50 m

Mast height: 29 m

Foils: No

 Jean Le Cam

 JeanLeCam

 jean_le_cam

 Jean Le Cam

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TANGUY LE TURQUAIS

LAZARE

1ST
PARTICIPATION
– SKIPPER 2024 –



LOCMIQUÉLIC



FRANCE



1989-06-25

Tanguy is one of those who have made their dreams come true. As a child, he imagined himself as an ocean-going adventurer. The deck of his father's boat moored in the port of Vannes was his best playground. That's how his desire for the open seas was born. After graduating from the Merchant Navy, he began to build up his projects: 2 Mini Transat, 2 Mini French Championship titles, 3 Transat AG2R en Figaro, 5 Solitaire du Figaro and today, the greatest challenge of all: the Vendée Globe.

DID YOU KNOW?

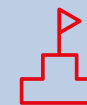


Favourite film:
Interstellar

Tanguy's boat is the one in the film «En Solitaire» starring François Cluzet.

Mon Loup by Henri Dès is Tanguy and Clarisse Crémer's daughter's favourite song. Tanguy loves it and even admits to listening to it without her!

Favourite dessert:
Strawberry tart



ACHIEVEMENTS

2024

The Transat CIC 11th

2023

Retour à la Base 20th
Transat Jacques Vabre 34th
Rolex Fastnet Race 16th

2022

Route du Rhum 13th
Défi Azimut 9th

2021

Transat Jacques Vabre 19th
Solitaire du Figaro 14th
Sardinha Cup 4th
Transat en Double 2nd
Tour de Bretagne à la voile 8th
Solo Guy Cotten 3rd

2019

Solitaire URGO Le Figaro 35th
Solo Maître Coq 2nd

2018

Solitaire URGO Le Figaro 19th

2017

Solitaire Urgo – Le Figaro 16th

2016

Transat AG2R La Mondiale 12th

2015

French Ocean Racing Champion (Mini)
Mini Transat 3rd
Pornichet Select 1st

2014

French Ocean Racing Champion (Mini)
Pornichet Select 1st
Les Sables – Les Açores 1st (2^e étape)

2013

Mini Transat 6th

TANGUY LE TURQUAIS

PROJECT

Lazare

Lazare

Bringing together people who are homeless or living rough and young, active people: the idea came from 3 young people looking for a flat 12 years ago. It turned into a never-ending adventure. Lazare offers much more than a roof over your head: it reaffirms social links, provides support, comforts and restores confidence.

13 homes, including 4 abroad
772 people have lived in the Lazare homes since 2011
+ Over 15,900 nights on the streets avoided each year
85% of housemates say they have a personal or professional project

COMMITMENT

Going beyond your limits, confronting nature at its rawest. Tanguy likes to question his approach to competition. His involvement with Lazare is a response to this, providing a powerful engine to demonstrate that adventure goes beyond competition. Being alone out on the ocean is just one way of getting as many people as possible on board to share the Lazare adventure with him.



BOAT



Former names: DCNS, Comme Un Seul Homme, Groupe APICIL
Architect: Finot - Conq
Construction: 2007, Multiplast, Vannes
Launch date: 29 Mai 2008
Length: 18,28 m

Beam: 5,85
Draught: 4,5 m
Weight: 8,5 t
Mast height: 29 m
Upwind sail area: 350 m²
Downwind sail area: 610 m²
Foils: No

Tanguy Le Turquais - Skipper Lazare
 tanguyleturquai
 tanguyleturquais
 Tanguy Le Turquais
www.tanguyleturquais.com

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NICOLAS LUNVEN

HOLCIM - PRB

1ST
PARTICIPATION
- SKIPPER 2024 -



PORT-LA-FORÊT



FRANCE



1982-11-28

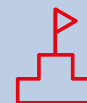
Born into a family of sailors, Nicolas has not escaped his destiny. The sailor

has an exceptional list of achievements, including two victories in the demanding Solitaire du Figaro and three participations in the Volvo Ocean Race alongside international sailors. But above all, it's his Vendée Globe dream that drives him. After finishing third with the crew of Team Malizia in the last edition of The Ocean Race, he joined Team Holcim-PRB to take part in this legendary non-stop solo round-the-world race for the first time.

DID YOU KNOW?



Nicolas and his family sail aboard a Half Tonner - the support boat for the former Solitaire du Figaro, La course de l'Aurore - named 'Diablesse'.



ACHIEVEMENTS

2024

The Transat CIC 14th
New York Vendée -
Les Sables d'Olonne
11th

Single-handed Ocean
Racing
Championship 3rd

2011

Solo Les Sables Winner
Solitaire du Figaro 4th

2023

Retour à la Base 8th
Rolex Fastnet Race 5th
The Ocean Race 3rd

French Single-
handed Ocean Racing
Championship 3rd

2022

Défi Azimut 3rd
Vendée Arctique 10th
Guyader Bermudes
1000 Race 4th

Rolex Sydney - Hob-
bart 5th

Transat Bénodet -
Martinique 5th
Tour de France à la
Voile 8th

2021

Transat Jacques
Vabre 5th
Défi Azimut 6th
Rolex Fastnet Race 5th
The Ocean Race
Europe 1st

Solo Les Sables
Winner

Transat AG2R
(Figaro) 6th
Tour de France à la
Voile 9th

2015

Transat Jacques
Vabre Abandon

2009

Solo Quiberon 3rd
Tour de France à la
Voile 4th

2014

Transat AG2R
(Figaro) 5th
Volvo Ocean Race
One leg

Tour de Bretagne 4th
Solitaire du Figaro
Winner

Transat AG2
(Figaro) 5th

2013

J80 world
championship 7th
Rolex Fastnet Race 3rd
en Class40
Solo Concarneau 2nd

2008

Tour de France
à la Voile 2nd
Tour de Bretagne
Winner
Solitaire du Figaro
14th / 1st Rookie

2012

Solo Concarneau
Winner
Rolex Sydney -
Hobart 2nd
Solitaire du Figaro 3rd
French

2007

Tour de France
à la Voile 4th

NICOLAS LUNVEN

PROJECT

TEAM HOLCIM PRB

HOLCIM

As the world leader in innovative and sustainable construction solutions, Holcim is committed to becoming a «net 0» company. In 2022, Holcim acquired PRB, the first expert in technical building cladding solutions in France to

offer a range of solutions with a reduced carbon footprint. PRB started sponsoring sailing in 1992 and is the only sponsor to have twice placed its name on the top step of the Vendée Globe podium (2001 and 2005).



BOAT

Architect: Guillaume Verdier
Construction: 2022, Carrington, Southampton
Launch date: 08/05/2022
Length: 18,28 m
Beam: 5,5 m
Draught: 4,5 m
Mast height: 29 m
Foils: Yes

- HolcimPRB
- TeamHolcimPRB
- teamholcimprb
- Nicolas Lunven



COMMITMENT

With the GO CIRCULAR message, team Holcim-PRB is sailing around the world to preserve our oceans by calling for action to accelerate the shift to a circular lifestyle.



PRESS CONTACT

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SÉBASTIEN MARSSET

FOUSSIER

1ST
PARTICIPATION
– SKIPPER 2024 –



PORT-LA-FORÊT



FRANCE



1984-12-15



Single-handed, double-handed, crewed, across the Atlantic or around the world... Sébastien Marsset is one of those complete skippers, renowned for his ability to succeed both at the head of his own project and within prestigious teams.

Versatile on the water, Sébastien is also versatile on shore, showing the same diligence in his physical preparation as he does in studying the weather, the same enthusiasm in the technical management of his projects as in his relations with his partners. Married with two children, he has set himself the clear goal of being at the start of the 2024 Vendée Globe.

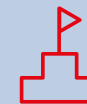
DID YOU KNOW?



His favourite comic book:
Le Chateau des Animaux

Sébastien **has been practising archery since childhood.**
He loves comic books.

His favourite film:
The Big Blue



ACHIEVEMENTS

2023

Retour à la Base 21th
Transat Jacques Vabre 27th
Rolex Fastnet Race 21th

2022

Route du Rhum 11th
Vendée Arctique 15th
Guyader Bermudes 1000 Race 13th

2021

Transat Jacques Vabre 7th
(Fortinet – Best Western)
Défi Azimut
9th (Fortinet – Best Western)
Rolex Fastnet Race
6th (Fortinet – Best Western)

2019

Transat Jacques Vabre
15th (Pure – Best Western)
Défi Azimut 19th (Pure – Best Western)
Solitaire Urgo le Figaro 14th
Drheam Cup 7th

2016

Around the world record on Spindrift in 47 days (1 day and 21 hours behind the Jules Verne record)

2014-15

Volvo Ocean Race
(Alvimedica) 1st

2011-12

Volvo Ocean Race
(Groupama 4) 1st

2007

Mini Transat 6.50

SÉBASTIEN MARSSET

PROJECT

FOUSSIER
Nous, c'est le service!

Foussier

A family business founded in 1984 in Le Mans (72), Foussier is a major player in the distribution of technical supplies for the building and industrial trades.

COMMITMENT

Handicap Agir Ensemble

Sébastien has been involved for several years with Handicap Agir Ensemble, the endowment fund of Adapei, Loire-Atlantique. Sébastien's commitment has enabled the setting up and perpetuation of inclusive sailing lessons for people with mental disabilities and cognitive disorders with the Glénans sailing school.



BOAT



Former names: DELTA DORE, Bureau Vallée, Vers un monde sans sida, Compagnie du lit / Jiliti, Cap Agir Ensemble
Architect: Farr Yacht Design
Construction: 2006, JMV Industries, Cherbourg
Launch date: 26/07/2006

Length: 18,28 m
Beam: 5,75 m
Draught: 4,50 m
Weight: 8,5 t
Mast height: 29 m
Upwind sail area: 300 m²
Downwind sail area: 620 m²
Foils: No

- Sébastien Marsset - Navigateur
- sebmarsset
- sebastien.marsset
- Sébastien Marsset

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PAUL MEILHAT

BIOTHERM

2ND
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE



1982-05-17

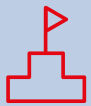
Between the waters of the Paris region, where he was born, and the coast of Brittany, Paul Meilhat began sailing at a very early age, first in an Olympic dinghy and then in a Figaro.

When he entered the IMOCA class in 2015, he was already one of the most promising racers of his generation. On this circuit, he has enjoyed some resounding successes: his victory in the Route du Rhum 2018, podium finishes in the Transat Jacques Vabre, and his IMOCA World Champion title in 2021. More painful experiences, such as his abandonment in the middle of the Pacific in the 2016 Vendée Globe, when he was in 3rd place, or a helicopter rescue north of the Azores, will also help to shape his experience as a sailor. After a few years as a luxury co-skipper with Charlie Dalin and Sam Davies, he launched his own project in 2022. At the helm of the IMOCA Biotherm, he will be setting off on his 2nd Vendée Globe, with high ambitions.

DID YOU KNOW?



Point Nemo is located in the middle of the Pacific Ocean between New Zealand and South America. It is also the most isolated maritime zone on the planet. Unfortunately, this is where Paul Meilhat suffered damage during the 2016 Vendée Globe, when he was defending a fine 3rd place. He had to head for the 1st land and it was in Polynesia where his shore crew caught up with him.



ACHIEVEMENTS

2024

The Transat CIC
15th

2023

The Ocean Race
4th

2022

Route du Rhum
6th
Défi Azimut
Abandon

2021

Transat Jacques Vabre 2nd
Défi Azimut
Winner
Rolex Fastnet
Race Winner

2019

Défi Azimut 7th
Rolex Fastnet
Race 5th

2018

Route du Rhum
Winner
Guyader
Bermudes 1000
Race
Winner

2017

Armen Race
Winner
Rolex Fastnet
Race Winner
Défi Azimut
Winner
Transat Jacques Vabre 2nd

2016

Transat
NY – Vendée 4th
Vendée Globe
Abandon
Défi Azimut 4th

2015

Record SNSM
Winner
Ar Men Race
Winner
Transat Jacques Vabre Abandon

2014

Solitaire du Figaro
5th
Transat AG2R
Winner

2013

Solo Concarneau
Winner
Tour
de Bretagne
Winner

2012

Transat AG2R 4th
Solitaire du Figaro
9th

2011

Solitaire du Figaro
6th

2009

Solitaire
du Figaro 19th

2000

French Junior
Laser Espoir
Champion

PAUL MEILHAT

PROJECT

BIOTherm

Biotherm

Founded on the discovery of the regenerative properties of Plankton of Life, Biotherm, an expert skincare brand, takes its effectiveness from bioscience with highly effective and sensorial formulas, for a visibly full of life skin. Coming from the water, the brand takes action to protect

aquatic biodiversity. It has joined forces with Paul Meilhat and the Tara Océan Foundation to conduct a research programme aboard the IMOCA Biotherm. «Bio» means life, «Therm» means source. Biotherm is committed to being the source of a better life for skin, body, mind and ocean.

COMMITMENT

Paul Meilhat has never compromised his strong social and environmental convictions, which he has always defended as hard as his place in the rankings, alongside Biotherm in partnership with the Tara Ocean Foundation, for whom he will be collecting data via an onboard microscope, and the Echappée bleue, created in 2010 in collaboration with Surfrider, which introduces children who can't go on holiday to sailing while teaching them how to respect the environment.



BOAT

Architect: Guillaume Verdier
Construction: 2022, Persico Marine
Launch date: 31/08/2022
Length: 18,28 m
Beam: 5,4 m
Draught: 4,5 m

Weight: 8 t
Mast height: 29 m
Upwind sail area: 260 m²
Downwind sail area: 600 m²
Foils: Yes

- Paul Meilhat Sailing Team
- PaulMeilhat
- paulmeilhat
- Paul Meilhat

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JUSTINE METTRAUX

TEAMWORK - TEAM SNEF

1ST
PARTICIPATION
– SKIPPER 2024 –



LORIENT



SWITZERLAND



1986-10-04

Swiss sailor Justine Mettraux first sailed on Lake Geneva on her family's boat, then at the Geneva Regatta Training Centre, and quickly developed a passion for racing and the open sea.

In 2013, for her first major ocean race, she completed the Mini Transat in 2nd place with her sponsor TeamWork. She continues to train and progress by taking part in all the major ocean races: Volvo Ocean Race, Solitaire du Figaro, Transat Jacques Vabre, etc. In 2022, her historic sponsor TeamWork launched a Vendée Globe project, which the Snef Group joined shortly afterwards. Together, they gave her the means to line up at the start of the next solo round-the-world race.

DID YOU KNOW?

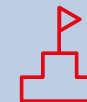


Favourite chef:
Yotam Ottolenghi

Justine's Vendée Globe dream was born during her circumnavigation of the globe with a women's crew in 2015, with – among others – Sam Davies!

Her favourite dish:
Aubergines Parmigiana

Her favourite food at sea:
chocolate creams



ACHIEVEMENTS

2024

The Transat CIC

7th

New York Vendée – Les Sables d'Olonne
8th

2023

Transat Jacques Vabre 6th

Rolex Fastnet Race 7th

The Ocean Race Leg 5 with 11th Hour
Racing Team 1st

2022

Route du Rhum 7th

Défi Azimut 6th

2021

Transat Jacques Vabre Abandon

Défi Azimut 2nd

Rolex Fastnet Race 3rd

The Ocean Race Europe 2nd

2018

Solitaire du Figaro

TeamWork 11th

2017-18

Volvo Ocean Race

Dongfeng Race Team – 1st

2017

Solitaire du Figaro

TeamWork 7th

Transat Jacques Vabre

TeamWork 4th Class40

2014-15

Volvo Ocean Race

Team SCA 6th

2013

Mini-Transat

TeamWork 2nd

JUSTINE METTRAUX

PROJECT



TeamWork

TeamWork is a major player in consulting, technological integration and innovation. The company is recognised by its customers for improving their operational performance, supporting them in their transformation and generating new levers for growth and competitiveness. TeamWork supports both large international accounts and small and medium-sized businesses in 4 key areas: Management Consulting, SAP Business Solutions, Technology Platforms and Data Analytics. With 1,000 employees and 23 offices around the world, TeamWork stands out for its ability to guarantee 24/7 facilities management and geographical proximity to its customers.



Groupe Snef

Groupe Snef was born in the ports of Marseille nearly 120 years ago as a shipboard electrician. A major player in the energy industry and market, the Groupe Snef covers a wide range of technical professions in the fields of electricity, mechanics, engineering and digital technology. Committed since 1905 to sustainable and responsible corporate development, the Groupe Snef is a major player in the decarbonisation of all its activities. Respect, responsibility, commitment to a well-done job and humility in day-to-day tasks are the values of its team, Team Snef. Snef's long-standing partnership in sailing is testament to this attachment to the values of an extremely demanding sport, which teaches us to surpass ourselves and to challenge ourselves on a daily basis.

COMMITMENT

Magenta Project / Association Vaincre les Maladies Lysosomales

Justine has been involved with two associations for many years. The Magenta Project, founded after Team SCA's participation in the Volvo Ocean Race, aims to achieve gender parity in sailing and to lead the way towards greater diversity and inclusion in all areas. The VML association is the only structure in France enabling all those affected by one of the 50 lysosomal diseases to make their voices heard and to pool investment in scientific and medical research.



BOAT



Former name: Charal

Architect: VPLP

Construction: 2018, CDK Technologies - Port-La-Forêt

Launch date: 20/08/2018

Length: 18,28 m

Beam: 5,85 m

Draught: 4,50 m

Weight: 8 t

Mast height: 29 m

Upwind sail area: 320 m²

Downwind sail area: 600 m²

Foils: Yes

Justine Mettraux

JustineMettraux

justine_mettraux

Justine Mettraux

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GIANCARLO PEDOTE

PRYSMIAN

2ND
PARTICIPATION
– SKIPPER 2024 –



LORIENT



ITALIA



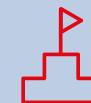
1975-12-26

Giancarlo has a degree in philosophy. He is also a former boxer. He has a Cartesian approach to sailing, through which he seeks to exceed his limits. Winner of the 2015 Transat Jacques Vabre in Ocean Fifty, he was twice elected «Sailor of the Year» in Italy in 2014 and 2016. In 2020, he finished 8th in the Vendée Globe, 19 hours after the winner. Giancarlo Pedote is also the writer of two books about sailing initiation in Italy, as well as two books about his Vendée Globe experience: «L'anima nell'oceano», an immersive logbook, and «Proteggiamo l'oceano», an illustrated book for children about protecting the ocean.

DID YOU KNOW?



Giancarlo has a degree in philosophy.



ACHIEVEMENTS

2024

The Transat CIC
21th

2023

Transat Jacques Vabre 11th
Rolex Fastnet Race
14th

2022

Route du Rhum 16th
Vendée Arctique 12th
Guyader Bermudes 1000 Race 8th

2021

Transat Jacques Vabre 6th
Rolex Fastnet Race
8th

2020

Vendée Globe 8th
(80d 22h 42m 20s)
Vendée Arctique Les Sables d'Olonne
8th

2019

Transat Jacques Vabre 17th
Défi Azimut 13th
Rolex Fastnet Race
9th
Guyader Bermudes 1000 Race 3rd

2017

Transat Jacques Vabre 12th
Défi Azimut 8th

2016

Italian sailor of the year

2015

Transat Jacques Vabre
1st (Ocean Fifty)

Grand Prix Guyader

1st (Ocean Fifty)

Tour de Belle Ile

1st (Ocean Fifty)

Armen Race

1st (Ocean Fifty)

Grand Prix Las Palmas de Gran Canaria

1st (Ocean Fifty)

Trofeo Prince de Bretagne Sud Goëlo

1st (Ocean Fifty)

2014

French Champion in Single-handed Ocean Racing (Mini 6.50)

Italian sailor of the year

Lorient-Bretagne Sud Mini 2014

1st (Mini 6.50)

Les Sables Les Açores Les Sables 2014

1st (Mini 6.50)

Pornichet Select 1st

(Mini 6.50)

Mini en Mai

1st (Mini 6.50)

Trophée Marie-Agnès Péron

1st (Mini 6.50)

Armen Race

3rd (Class 40)

Route du Rhum

10th (Class 40)

2013

French Champion in Single-handed Ocean Racing (Mini 6.50)

Mini Transat 6.50

2nd (Mini 6.50)

GIANCARLO PEDOTE

PROJECT



Prysmian, world leader in the energy and telecommunications cables and systems industry, is a key player in the energy transition and digital transformation. Prysmian is a public company listed on the Italian stock

exchange, with almost 150 years of experience, around 30,000 employees, 108 production sites and 26 research and development centres in more than 50 countries. In 2023, sales exceeded €15.4 billion.



BOAT

Former names: St-Michel - Virbac, Ucar-St-Michel
Architect: VPLP/ Verdier
Construction: 2015, Multiplast Vannes
Launch date: 11/09/2015
Length: 18,28 m
Beam: 5,80 m

Draught: 4,50 m
Weight: 8 t
Mast height: 29 m
Upwind sail area: 300 m²
Downwind sail area: 600 m²
Foils: Yes

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[giancarlopedote75](#)
 [Giancarlopedote](#)
 [giancarlopedote](#)
 [giancarlo-pedote](#)
 [GiancarloPedote75](#)

COMMITMENT

Giancarlo and Prysmian share values such as innovation, the determination to excel, the search for new challenges and a commitment to sustainable development.

In 2019, to express Prysmian's responsibility and commitment to social and environmental issues, they have entered into a partnership with the NGO Electriciens Sans Frontières. This organisation works to improve access to electricity and water for populations in difficulty, as a lever for economic and social development.



YOANN RICHOMME

PAPREC ARKÉA

1ST
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE



1983-07-12

Yoann Richomme, a talented and experienced skipper, is steering the new IMOCA Paprec Arkéa. The naval architect has a long list of victories on various solo and crewed offshore racing circuits. Twice winner of the Solitaire du Figaro in 2016 and 2019 and twice winner of the Route du Rhum in 2018 and 2022 in Class40, Yoann is known for his meticulous preparation, his extraordinary endurance and his tactical lucidity.

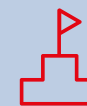
DID YOU KNOW?



His favourite film:
A River Runs Through It

Yoann Richomme **has been**
dismasted three times.

Favourite dessert:
Rice pudding with caramel



ACHIEVEMENTS

2024

The Transat CIC Winner
New York Vendée – Les Sables d’Olonne
7th

2023

Retour à la Base 1st
Transat Jacques Vabre 2nd
Rolex Fastnet Race 2nd
Guyader Bermudes 1000 Race 6th

2022

Route du Rhum 1st Class40

2020

The Ocean Race Europe 1st VOR65

2019

Solitaire du Figaro 1st

2018

Route du Rhum 1st Class40
Dhream Cup 1st Class40

2017

Transat Jacques Vabre
9th IMOCA

2016

French elite offshore
racing championship 2nd
Solitaire du Figaro 1st

2014

Transat AG2R
2nd with Fabien Delahaye on MACIF

2013

French elite offshore
racing championship 2nd
Solitaire du Figaro – Bompard 4th

2011

Transat Jacques Vabre
2^e Class40 with Damien Seguin

YOANN RICHOMME

PROJECT

PAPREC
ARKEA TEAM

Paprec

The group was founded and has been run since its foundation by the Petithuguenin family. As France's leading recycling company, Paprec is now a major player in the production of green energy and waste treatment. In 25 years, it has grown from 45 to 16,000 employees in more than 300 sites in ten countries.

Arkéa

Arkéa is a subsidiary of the Crédit Mutuel Arkéa group. It provides the subsidiaries of the Crédit Mutuel Arkéa group with a range of resources and services for communicating and promoting their activities, backed by a strong, value-creating brand.





BOAT

Architect: Antoine Koch et Finot-Conq
Construction: 2022, Multiplast
Launch date: 22/02/2023
Length: 18,28 m

Beam: 5,5 m
Draught: 4,5 m
Mast height: 29 m
Foils: Yes



 [paprecarkeateam](#)
 [TeamPaprecArkea](#)
 [paprecarkeateam](#)
 [paprec-arkea-team](#)
www.teampaprecarkea.com

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ALAN ROURA



HUBLOT

3RD
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE



1993-02-26

Born on the shores of Lake Geneva, it is on the world's oceans that Alan Roura grew up and matured his dreams of offshore racing. After 11 years of sailing on the family boat, he «passed» his Mini Transat in 2013, at just 20 years old. Three years later, he became the youngest competitor to finish the Vendée Globe (23 years old) and was back for a second participation in 2020, with the North Atlantic solo record in his pocket (2019). Since 2022, supported by new partners and at the helm of a new generation boat, Alan is determined to make the best of it.

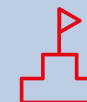
DID YOU KNOW?



Sailor who inspires him:
Ellen MacArthur

While sailing a Mini 6.50,
a whale shark came to 'play'
around his little boat!

His favourite series:
Casa De Papel



ACHIEVEMENTS

2024

The Transat CIC
13th

2023

Retour à la Base
15th

Transat Jacques Vabre 19th

Rolex Fastnet Race 17th
Guyader Bermudes 1000 Race 8th

2022

Route du Rhum 21st
Défi Azimut 13th
Vendée Arctique 7th

Guyader Bermudes 1000 Race 15th

2021

Rolex Fastnet Race
2nd Class40

2020

Vendée Globe 17th
(95d 06h 09m 56s)

2020

Défi Azimut
14th

2019

Transat Jacques Vabre 21st
Défi Azimut 15th

Rolex Fastnet Race 10th
Record Atlantique Nord en solo
7d 16h 55mn

2018

Route du Rhum 7th
Monaco Globe Series 6th

2017

Transat Jacques Vabre 9th

2016

Vendée Globe 12th
(105d 20h 10m 32s)

2015

Transat Jacques Vabre 10th Class40
Grand Prix Guyader 7th

2014

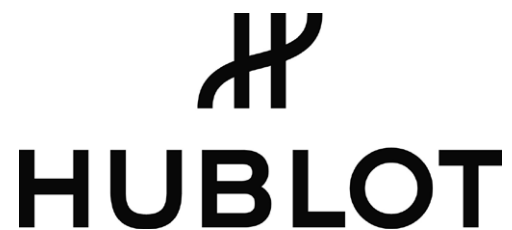
Route du Rhum Abandon
Class40

2013

Mini Transat 11th

ALAN
ROURA

PROJECT



HUBLOT

Founded in Switzerland in 1980, HUBLOT is distinguished by its innovative concept resulting from the unique combination of gold and rubber: «the Art of Fusion». Hublot and sailing have a long

history, dating back to the origins of the brand in 1980. Almost 25 years later, the watchmaker has chosen Alan Roura to mark his return to the most legendary race of all!

BOAT

Architect: VPLP – Pete Hobson
Construction: 2019, Carrington Boats, Southampton (GBR)
Launch date: 04/08/2019
Former names: Hugo Boss
Length: 18,28 m
Beam: 5,40 m

Draught: 4,50 m
Weight: 7,6 t
Mast height: 29 m
Upwind sail area: 330 m²
Downwind sail area: 630 m²
Foils: Yes

 Alan Roura – Navigateur

 AlanRoura

 alan_roura

 Alan Roura

www.alanroura.com

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THOMAS RUYANT

VULNERABLE

3RD
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE



1981-05-24

VULNERABLE
VULNERABLE.ORG

Born in the Hauts-de-France area, Thomas Ruyant is a specialist in transatlantic races: he has won the Mini-Transat, the Route du Rhum twice, the Transat AG2R, as well as the Transat Jacques Vabre! Thomas is a sailor in the strictest sense of the term. He really comes into his sporting own offshore and over a long period of time. 2024 should be his 3rd Vendée Globe. In 2016, he heroically abandoned the round-the-world race aboard Souffle du Nord after suffering major damage off New Zealand, and finished the 2020 edition in 6th place after often sailing in the top 3. Thomas' motto is to give meaning to his performances, which he does with the the vulnerability campaign.

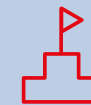
DID YOU KNOW?



His guilty pleasure at sea:
Sweets

In the 2016 Vendée Globe, Thomas's IMOCA **was badly damaged by a collision with an ofni in the Pacific.** The skipper managed to reach New Zealand under engine.

His guilty song:
La kiffance



ACHIEVEMENTS

2024

New York Vendée –
Les Sables d'Olonne
5th

2016

Vendée Globe
Abandon

2023

Retour à la Base 17th
Transat
Jacques Vabre 1st
with Morgan
Lagravière
Guyader
Bermudes 1000
Race 1st

2015

Transat
St Barth – Port-La-
Forêt Abandon
Transat Jacques
Vabre 4th
Rolex Fastnet Race
4th

2013

Rolex Fastnet Race
(Class40) 4th
Transat Jacques
Vabre (Class40)
Abandon
Solitaire du Figaro
25th
Tour de Bretagne à
la voile (Figaro) 4th

2022

Route du Rhum 1st
Défi Azimut 2nd
Vendée Arctique 3rd
Guyader
Bermudes 1000 Race
Abandon

2021

Transat Jacques
Vabre 1st
Défi Azimut 3rd
The Ocean Race
Europe 3rd

2012

Solitaire du Figaro
16th

2011

Transat Jacques
Vabre Abandon

2020

Vendée Globe 6th
(80d 15h 22m 01s)
Défi Azimut 9th
Vendée-Arctique-
Les Sables d'Olonne
3rd

2010

Record SNSM
Winner
Route du Rhum
(Class40) 1st
Normandy
Channel Race
(Class40) 1st

2019

Transat Jacques
Vabre 5th
Défi Azimut 16th

2009

Mini Transat 1st
Tour de France à la
Voile (Farr30) 1st

2018

Transat AG2R
-La Mondiale 1st

THOMAS RUYANT

PROJECT



Advens

Advens is a leading French cybersecurity company. With its independence and more than 400 experts in France and Europe, it helps companies to prevent and neutralise cyber attacks. But that's not its only vocation: Advens wants

to have an impact on the world. It is building a committed business model that allows it to dedicate 50% of the Advens group's capital to the development and acceleration of initiatives that aim to have a large-scale impact on people and the planet.

COMMITMENT

VULNERABLE is a campaign to change the way we look at the shared vulnerability of people and the planet. Its aim? To stop seeing vulnerability as a burden to be carried, but rather as limits to be accepted and a potential for creating value to be released. Its ambition: to give a real place to the most vulnerable among us in order to humanise society. Initiated by Alexandre Fayeulle, who placed it at the heart of Advens' purpose, it spread with Thomas Ruyant and Sam Goodchild who in turn embraced it... soon to be joined by players from all horizons...



BOAT



Architect: Antoine Koch et Finot-Conq
Construction: 2022, CDK Technologies
Launch date: 16/03/2023
Length: 18,28 m
Draught: 4,50 m
Mast height: 29 m
Foils: Yes

- Thomas Ruyant
- ThomasRuyant
- thomasruyant
- thomasruyant
- Thomas Ruyant

for-people-and-planet.webflow.io

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DAMIEN SEGUIN

GROUPE APICIL



2ND
PARTICIPATION
– SKIPPER 2024 –



LORIENT



FRANCE



1979-09-03

Born without left hand, Damien Seguin became in 2021 the first disabled skipper to complete a solo, non-stop, unassisted round the world race. A three-time Paralympic medallist in the 2.4mR class, he entered offshore racing in 2005 in the Figaro and then the Class 40 before joining the IMOCA circuit in 2018. Determined and constantly looking to progress, Damien has managed to convince people that his handicap is not a brake on performance. During his first Vendée Globe, which he finished in 7th place, he made a big impression by often playing at the front of the fleet. For 2024, he aspires to new sporting ambitions aboard his foiler.

DID YOU KNOW?

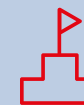


His favourite dish:
Chicken «boucané»

Damien **grew up in Guadeloupe.**

His boat is the one that won the 2020 Vendée Globe!

The pig is his lucky animal,
and he always carries a little pig
cuddly toy on board.



ACHIEVEMENTS

2024

The Transat CIC
8th

2023

Retour à la Base 5th
Transat
Jacques Vabre 15th
Guyader
Bermudes 1000
Race 5th (onboard
Initiatives-Coeur)

2022

Route du Rhum
Abandon (collision,
dismasting)
Vendée Arctique 9th
Guyader
Bermudes 1000
Race 9th

2021

Transat Jacques
Vabre 11th
Défi Azimut 10th
Rolex Fastnet Race
7th

2020

Vendée Globe
7th (80d 21h 58m 20s)

2020

Défi Azimut 10th
Vendée-Arctique-
Les Sables d'Olonne
Abandon

2019

Défi Azimut 5th
Rolex Fastnet Race
16th
Champion du
Monde de 2.4 mR
(5 titles)
Bermudes 1000
Race 11th

2018

Route du Rhum 6th
Dhream Cup 700 4th
Bermudes 1000
Race 3rd

2017

Tour de France
à la Voile 1st

2016

Rio Paralympic
Games in 2.4 mR
GOLD

2015

World Champion
in 2.4 mR

2012

World Champion in
2.4 mR

London Paralympic
Games in 2.4 mR 4th

2008

Beijing Paralympic
Games in 2.4 mR
SILVER

2007

World Champion
in 2.4 mR

2005

World Champion
in 2.4 mR

2004

Athens Paralympic
Games in 2.4 mR
GOLD
22 World Cup wins
in 2.4 mR

DAMIEN SEGUIN

PROJECT



Groupe APICIL

The APICIL Group is the 3rd largest French social protection group with a turnover of €2.9 billion. It offers a complete range of effective and adapted solutions in health and provident insurance, savings and financial services as well as retirement for individuals and professionals. The Group's

2,176 employees provide expertise to more than 47,000 companies and 2.0 million protected policyholders. Together with its members, the Group supports its customers as closely as possible to their expectations by meeting their needs, from the most general to the most specific, and at every stage of their life.

COMMITMENT

Des Pieds et Des Mains

Founded in 2005 by Damien Seguin, Des Pieds et Des Mains aims to shatter prejudices about disability through the mixed practice of sailing. In order to achieve its mission, the association supports young disabled sailors towards the top level, supports accessibility projects carried out by sailing clubs, and raises public awareness during major events with the aim of promoting the inclusion of disabled people in society.



BOAT



Former names: Safran, Des voiles et vous, Maître CoQ IV
Architect: VPLP/Verdier
Construction: 2014, CDK Technologies, Port-La-Forêt
Launch date: 02/03/2015
Length: 18,28 m
Beam: 5,80 m

Draught: 4,50 m
Weight: 8 t
Mast height: 29 m
Upwind sail area: 310 m²
Downwind sail area: 550 m²
Foils: Yes

- Damien Seguin - Voile
- sailingdamien
- sailing.damien_seguin
- Damien Seguin

PRESS CONTACT

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KOJIRO SHIRAISHI

DMG MORI GLOBAL ONE

3RD
PARTICIPATION
- SKIPPER 2024 -



LORIENT



JAPAN



1967-05-08

Kojiro Shiraishi is a Japanese sailor. In 1994, at the age of 26, he became the youngest sailor to complete a non-stop single-handed circumnavigation. He twice finished 2nd in the BOC Challenge, a solo race with stopovers. In 2016, he became the first Asian to take the start of the Vendée Globe. On 11 February 2021, aboard the IMOCA DMG MORI Global One, he became the first Asian to complete the Vendée Globe. For the 2024 edition, Kojiro aims to do better than his 16th place in 2020, with the same boat but equipped with new foils and a new bow.

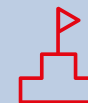
DID YOU KNOW?



Favourite film:
Star Wars

Kojiro practices **laidō**, a Japanese martial art. For the start of the Vendée Globe 2020, he wore the outfit and carried a sword as he sailed down the channel in Les Sables d'Olonne.

Favourite chef: his wife



ACHIEVEMENTS

2024

The Transat CIC 16th
New York Vendée -
Les Sables d'Olonne
15th

2023

Retour à la Base 18th
Transat Jacques Vabre
22th
Rolex Fastnet Race 18th

2022

Guyader Bermudes 1000
Race 14th

2020

Vendée Globe - 16th
(94d 21h 32m 56s)
Vendée Arctique-Les
Sables d'Olonne 10th

2016

Vendée Globe - Abandon
New York Vendée - Les
Sables d'Olonne 7th

2015

Captain of the crew for
the Hatsushima Double
Hand Race in Sagami
Bay Ooshima Challenge,
Annual crossing with 4
orphaned children from
Zushi to Izu Ooshima

2014

Crew captain for the
filming of a documentary
off the CroaGe Ooshima
Challenge, Annual
crossing with 4 orphaned
children from Zushi to Izu
Ooshima

2008

World record on the
Pacific crossing with
Lionel Lemonchois on the
Maxi Catamaran 110d
«Gitana 13» San
Francisco in Yokohama

2006

VELUX 50CEANS class I
2nd, on OPEN 60d
«SPIRIT OF YUKOH»

2002

Around Alone in class II
4th, on OPEN 40d «SPIRIT
OF YUKOH»

Années 90
1998

World record on the Pa-
cific crossing with Bruno
Peyron on the Catamaran
80d «Explorer» Yokoha-
ma in San Fransisco

1993

Solitary round the world
voyage by sail, non-
stop, without assistance
(176 days) (46,115km),
on OPEN 50d «SPIRIT OF
YUKOH», Record of the
youngest sailor who
completed this feat at the
time at 26 years old

1991

Solitary crossing from
Sydney (Australia) to Izu
Matsuzaki (Japan) on
OPEN 50d «KODEN OKERA
8th», after the death of
the owner Yukoh Tada

1989

Crew member of the cross-
ing from New Zealand to
Hakata (Japan) on a 50d
monohull, «OKERA7th»,
for the Hakata Expo Race

1988

Crew member of the
crossing from Tomako-
mai (Japan) to Nakhodka
(USSR) on a 50d
monohull, «OKERA 7th»,
for the Nakhodka Race
Jingkun Xu

KOJIRO SHIRAISHI

PROJECT



DMG MORI
GLOBAL ONE

DMG MORI

DMG MORI is a world leader in the construction of machine-tools that offer integrated, environmentally-friendly automation and digitalisation solutions that enhance the company's core business through turning and milling machines,

cutting-edge technologies and additive manufacturing. All this is made possible by 12,000 employees ready to meet the needs of nearly 100,000 customers from more than 54 sectors via 138 sales outlets and after-sales workshops in 86 countries.

COMMITMENT

DMG MORI Sailing Academy

Created in 2018, the DMG MORI Sailing Team is the professional ocean racing team behind Kojiro Shiraishi and his IMOCA boat. With the creation of the DMG MORI Sailing Academy in 2022, the aim is to enable talented young sailors to perfect all their skills within the team.



BOAT



Architect: VPLP
Construction: 2019, Multiplast, Vannes
Launch date: 02/09/2019
Length: 18,28 m
Beam: 5,85 m
Draught: 4,5 m

Weight: 8 t
Mast height: 29 m
Upwind sail area: 320 m²
Downwind sail area: 600 m²
Foils: Yes

 [sailingteamdmgmori](https://www.facebook.com/sailingteamdmgmori)
 [sailingdmgmori](https://twitter.com/sailingdmgmori)
 [sailingteamdmgmori](https://www.instagram.com/sailingteamdmgmori)

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SÉBASTIEN SIMON

GROUPE DUBREUIL

2ND
PARTICIPATION
- SKIPPER 2024 -

 **LES SABLES D'OLONNE**

 **FRANCE**

 **1990-05-06**

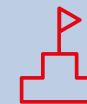
As a structural and composites engineer and sports lover, Sébastien Simon discovered sailing as a child.

Driven by competition, it is offshore racing that catches his interest. In 2018, he won the Solitaire du Figaro and the title of Elite French Ocean Racing Champion, a victory that led to his entry into the IMOCA class. In 2020, he took the start of the Vendée Globe, but his attempt was ended off the Cape of Good Hope when he was in 4th place in the fleet. Undaunted, Sébastien is a candidate for the 2024 edition.

DID YOU KNOW?



At sea, **Sébastien admits to taking on board a stock of candies.** It's important for his morale!



ACHIEVEMENTS

2024

The Transat CIC 10th
New York Vendée - Les Sables d'Olonne 4th

2023

Retour à la Base 19th
Transat Jacques Vabre 18th
The Ocean Race 5th (Guyot environnement - Team Europe)

2021

Transat Jacques Vabre 4th
Défi Azimut 5th
Rolex Fastnet Race 4th

2020

Vendée Globe Abandon
Défi Azimut 6th
Vendée Arctique - Les Sables d'Olonne Abandon

2019

Transat Jacques Vabre 8th
Défi Azimut 11th
Rolex Fastnet Race Abandon
Bermudes 1000 Race 1st

2018

French elite offshore racing championship (Figaro)
Solitaire du Figaro 1st
Transat AG2R (Figaro) 2nd

2017

Solitaire du Figaro 4th (Class40)

2016

Transat AG2R (Figaro) 4th
Solitaire du Figaro 11th

SÉBASTIEN SIMON

PROJECT



Groupe Dubreuil

Groupe Dubreuil is a family-owned group based in the Vendée region in France, with 7 core businesses: Distribution (Automotive, Construction Equipment, Agricultural Machinery, Energy, Trucks), Hotels and Air Transport. The Group is made up of 42 SMEs in mainland France and the French overseas

departments and territories, and employs 6,000 people. The Groupe Dubreuil has chosen to support Sébastien Simon with a latest-generation IMOCA boat. As a skipper from Vendée, Sébastien has always shown determination, respect and daring in his challenges: values that have been important to the Group for almost 100 years.



BOAT





Former names: 11th Hour Racing Team
Architect: Guillaume Verdier
Construction: CDK Technologies
Launch date: 24/08/2021
Length: 18,28 m
Beam: 5,85 m

Draught: 4,5 m
Weight: 9 t
Mast height: 29 m
Foils: Yes



PRESS CONTACT

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 Sébastien Simon
 SebastienSimon_
 sebastien.simon
 Sébastien Simon

MAXIME SOREL

V AND B – MONBANA - MAYENNE



2ND
PARTICIPATION
– SKIPPER 2024 –



CONCARNEAU



FRANCE



1986-08-11

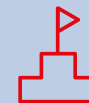
Maxime Sorel is the entrepreneur of his dreams!

Maxime has a degree in civil engineering and is passionate about project management. He uses this passion to pursue his dream: offshore racing. After 5 years in Class40, then 4 years on the IMOCA circuit, he achieved the feat of finishing 10th in the 2020 Vendée Globe. Maxime has surrounded himself with people who, like him, share the desire to go ever higher... In 2021, with his partners, he launched the construction of a new foiling IMOCA with which he should compete in the 2024 Vendée Globe.

DID YOU KNOW?



After competing in the Evrest of the seas in 2020, **Maxime** climbed Everest, the mountain, in 2023.



ACHIEVEMENTS

2024

The Transat CIC 5th
New York Vendée – Les Sables d'Olonne
12th

2023

Transat Jacques Vabre 8th
Rolex Fastnet Race 4th

2022

Route du Rhum 5th
Défi Azimut 4th

2020

Vendée Globe 10th (82d 14h 30m 15s)
Défi Azimut 11th
Vendée-Arctique-
Les Sables d'Olonne 11th

2019

Transat Jacques Vabre 16th
Défi Azimut 9th
Rolex Fastnet Race Abandon
Bermudes 1000 Race 5th

2018

Route du Rhum Abandon
Grand Prix Guyader 10th

2017

Transat Jacques Vabre 1st Class40
Rolex Fasnet Race 1st Class40
Grand Prix Guyader 3rd Class40

2016

Normandy Channel Race 3rd Class40
Transat Québec/Saint-Malo 18th Class40

2015

Transat Jacques Vabre 2015
2nd Class40

2014

Route du Rhum
1st Class40 vintage and 23rd general ranking
Trophée Guyader
1st Class40 Vintage and 8th general ranking
Class40 vintage
World Champion

MAXIME SOREL

PROJECT



V and B – Monbana – Mayenne

The alliance between V and B, Monbana and La Mayenne is a perfect match!

V and B, number 1 in the cellar and bar concept, has been working alongside Maxime since 2014. They share common values that have bound them together for almost 10 years! In 2019, it is the Department of **La Mayenne** which is committed to Maxime as part of an attractiveness initiative for the area. Together they have completed their first round-the-world race, the Vendée Globe 2020. Encouraged by this success and driven by common values, the Mayenne chocolate factory **Monbana** has joined the adventure to support this new ambitious project for 2024.

COMMITMENT

Vaincre la Mucoviscidose

During his childhood, Maxime participated with his family in the «Virades de l'Espoir». In 2014, for his first Route du Rhum, he asked Alex, a childhood friend and cystic fibrosis patient (now deceased), to symbolically hoist the flag of the association «Vaincre la Mucoviscidose» in his sails. The skipper is now the national standard bearer of the association and brings his community and partners with him in this cause.



BOAT

Architect: Guillaume Verdier
Construction: 2022, Mer Concept
Launch date: 27/06/2022
Length: 18,28 m

Beam: 5,5 m
Draught: 4,5 m
Mast height: 29 m
Foils: Yes



Maxime Sorel

MaximeSorel

team_maxime_sorel

Team Maxime Sorel

www.teammaximesorel.com

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GUIREC SOUDÉE

FREELANCE.COM

1ST
PARTICIPATION
– SKIPPER 2024 –



CONCARNEAU



FRANCE



1992-01-03

At the age of 31, Guirec Soudée has already sailed solo around the world via the North and South Poles and spent 130 days in the Greenland ice with his hen Monique.

In 2021, he crossed the Atlantic rowing from East to West in 74 days, then set off again in the other direction, for the North Atlantic. He capsized off Canada but continued on his way, with no means of communication and no weather. 107 days later he reached the island of Ushant. In 2022, Guirec switched to the IMOCA circuit at the helm of Freelance.com. Today, he has only one thing in mind: lining up for the start of the 2024 Vendée Globe.

DID YOU KNOW?

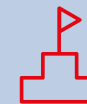


His favourite book

The Odyssey of Endurance
by Ernest Henry Shackleton

Before becoming a professional skipper, **Guirec travelled the seas and the world, from the North Pole to the South Pole, with a red hen called Monique.** Three books have been published about his adventures. Sadly, his faithful shipmate passed away in early 2023.

The sailor who inspired him:
Moitessier



ACHIEVEMENTS

2024

The Transat CIC 17th

2023

Retour à la Base 24th
Transat Jacques Vabre 20th
Rolex Fastnet Race 20th

2022

Défi Azimut 20th
Vendée Arctique 6th
Guyader Bermudes 1000 Race 16th

2021

Unassisted North Atlantic rowing
crossing in 107 days

2020

Unassisted Atlantic crossing by rowing
boat from East to West in 74 days

2018

Rounding Cape Horn.
3 transatlantic races

2017

North to South Pacific crossing

2016

Became the youngest sailor in the world
to cross the perilous Northwest Passage
(aged 24)

2015

130-day wintering in the ice
of Greenland, completely self-sufficient

2013

Crossed the Atlantic under sail,
solo and unassisted (aged 21)

GUIREC SOUDÉE

PROJECT



Freelance.com

At the heart of the job market transformation, freelance.com is the french leader in the relationship between companies and their external talent. The company relies on a community of 370,000 consultants and experts working on a freelance

basis or in hyper-specialised SMEs, and provides a full range of services: sourcing expertise, managing external resources, project management, freelance administration, etc. With a presence in France and abroad, Freelance.com is the key player in the «Future of Work».

BOAT

Former names: ESTRELLA DAMM, BT, Veolia Environnement, Hugo BOSS, Neutrogena, Adopteunskipper, net, Safran, Spirit of Yukoh IV, Water Family, OMIA - Water Family
Architect: Bruce Farr Yacht Design
Construction: 2007, Offshore Challenges Sailing Team, Cowes, Royaume-Uni

Launch date: 25/06/2007
Length: 18,28 m
Beam: 5,85 m
Draught: 4,50 m
Weight: 8,4 t
Mast height: 29 m
Upwind sail area: 296 m²
Upwind sail area: 700 m²
Foils: No

 Guirec Soudée Adventure
 GuirecSoudée
 guirecsoudeeadventure
 Guirec Soudée
www.guirecsoudee.com

PRESS CONTACT

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DENIS VAN WEYNBERGH

D'IETEREN GROUP



1ST
PARTICIPATION
– SKIPPER 2024 –

 **LES SABLES D'OLONNE**

 **BELGIUM**

 **1967-07-29**

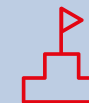
Denis Van Weynbergh, a former SME CEO, decided in 2018 to set sail for the Vendée Globe. He then became the owner of his IMOCA, but due to a lack of budget, he had to give up. Tenacious, he rethought and redesigned his project in 2020: he conceived it as a collaborative and associative project, favouring short circuits and reusing equipment rather than buying new parts. From 2021, he launched himself into the IMOCA circuit to gain experience and miles in order to validate his participation in the Vendée Globe and become the first Belgian to complete this round-the-world race.

DID YOU KNOW?



His favourite film:
Midnight Express

Denis has been playing hockey for 40 years.
He only started sailing competitively at the age of 33!



ACHIEVEMENTS

2024

The Transat CIC 24th
New York Vendée – Les Sables d'Olonne 27th

2023

Défi Azimut 27th
Retour à la Base 30th
Transat Jacques Vabre 32th
Rolex Fastnet Race 27th

2022

Vendée Arctique Abandon
Guyader Bermudes
1000 Race 21st

2021

Transat Jacques Vabre 19th

2019

Rolex Fastnet Race 18th
Guyader Bermudes 1000 Race 17th

2013

Transat Jacques Vabre
16th Class40

2012

Transat Québec – Saint Malo
19th Class40

2011

Les Sables – Horta – Les Sables
12th Class40
Record NSNM
8th Class40

2010

Route du Rhum
– La Banque Postale
39th Class40

2009

Record NSNM 9th Class40

2001

Mini Transat 24th

DENIS VAN WEYNBERGH

PROJECT



D'leterenGroup

D'leteren Group

Founded in 1805 and headquartered in Brussels, D'leteren Group is a family-owned, listed company. It invests in companies that are or have the potential to become leaders in their markets and to generate sustainable value for their employees, their

customers, society at large and their shareholders. Its international portfolio currently includes 6 companies: Belron (parent company of Carglass), PHE (parent company of, among others, Autodistribution and Oscaro), Moleskine, D'leteren Automotive, TVH and D'leteren Immo.

COMMITMENT

For his next challenge, the Vendée Globe 2024, Denis Van Weynbergh will become the ambassador of the new D'leteren Group sponsorship programme, which starts in June 2023 and whose mission will be to promote access to a stimulating and fulfilling professional life.



BOAT

Former names: Spirit Of Hungary, Laboratoire de Biarritz
Architect: Nándor Fa & Attila Déry - Hungary
Construction: 2013, Payer Carbon Ltd, Hongrie

Launch date: 07/04/2014
Length: 18,28m
Beam: 5,65m
Draught: 4,50m
Mast height: 29m
Foils: No

- D'leteren Group Sailing
- dieterengroup_sailing
- Denis Van Weynbergh

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SZABOLCS WEÖRES

NEW EUROPE

1ST
PARTICIPATION
– SKIPPER 2024 –



LES SABLES D'OLONNE



HUNGARY



1973-08-20

Hungarian sailor Szabolcs Weöres is determined to sail in the Vendée Globe 2024, following the footsteps of Nándor Fa, the first Hungarian skipper to complete the race. Szabi has experience in dinghies, keel boats, match racing, and ice sailing. He worked as a rigger for Team Shosholoza in the 32nd America's Cup and has continued his career in the sailing industry. Szabi's sporting achievements include six Ironman races, sub-3-hour marathons, and successful participation in the Ironman World Championship in Kona, Hawaii. Szabi's philosophy is taking things step by step, managing expectations, and building his solo experience.

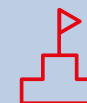
DID YOU KNOW?



Favourite film:
Star Wars

Szabi is an **experienced triathlete**. His first sailing instructor, in an Optimist at the age of 7, was Noe other than his father! His Vendée Globe dream was born when the first Hungarian, Nándor Fa, took part in the 2016-2017 edition.

His favourite music group:
ACDC



ACHIEVEMENTS

2024

The Transat CIC

5th

New York Vendée – Les Sables d'Olonne

25th

2023

Retour à la Base

28th

Transat Jacques Vabre

26th

Rolex Fastnet Race

25th

2022

Route du Rhum

26th

Défi Azimut

23th

Guyader Bermudes

1000 Race

Abandon

SZABOLCS WEÖRES



MOL-New Europe Foundation

The MOL-New Europe Foundation aims to drive progress in various domains by assuming responsibility for social initiatives and carrying out tasks in sports, culture, healthcare, economic development, and environmental conservation. They strongly

believe that each of us bears the responsibility for our living environment and for the coming generations. Their conviction lies in the notion that genuine success in the present can only be achieved when it serves the future.

BOAT



Former names: Aviva, Stark **Architect:** Owen Clarke Design
Construction: 2007, Hakes Marine, Wellington (Nouvelle-Zélande)
Launch date: 14/12/07
Length: 18,28 m
Beam: 5,57 m

Draught: 4,50 m
Weight: 8,5 t
Mast height: 29 m
Upwind sail area: 270 m²
Downwind sail area: 580 m²
Foils: No

 Szabi Ocean Racing HUN23
 szabiracing23

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JINGKUN XU

SINGCHAIN TEAM HAIKOU

1ST
PARTICIPATION
– SKIPPER 2024 –



PORT-LA-FORÊT



CHINA



1989-09-09

Jingkun Xu is one of China's top sailing athletes. At the age of 12, he lost his left hand in an accident. In 2005, Jingkun

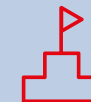
joined the Chinese national team, this is how he started sailing. He has taken on many challenges: solo around the China Sea, Mini Transat 6.50, round the world... In Chinese competitions, he finished on almost every podium. In 2008, he took part in the Beijing Paralympic Games. Almost 10 years later, he set a Chinese record at the World Championships. Thanks to his exploits, he has been voted Personality of the Year in China several times. As a sailing instructor, he has passed on his passion to many Chinese.

DID YOU KNOW?



The sailor who inspires him:
Pete Goss

Jingkun loves to cook!
His favourite dessert is
«mooncake», a Chinese pastry.



ACHIEVEMENTS

2024

New York Vendée –
Les Sables d'Olonne
26th

2023

Retour à la Base 31th
Transat Jacques
Vabre 33th

2022

Route du Rhum 29th

2020

QINGDAO Dream's
Captain – 34,000
nautical miles –
circumnavigation
voyage

2017

Para World Sailing
Championship
4th

2015

Mini Transat 37th

2012

CCOR International
City
Cup Sailing
Challenge 1st

2011

Mayor's Cup 7th

2010

China
Japan-Korea
Sailing Challenge 1st

2009

Club Cup Sailing
Challenge 3rd

2008

Paralympic
Games 10th

2007

Para Sailing World
Championships 8th
Rhodes Island In-
ternational
Sailing Regatta 6th
China-Japan
Sailing Friendship
Regatta 1st

2006

China-Japan
Sailing Friendship
Regatta 1st

2005

China-Japan
Sailing Friendship
Regatta 1st

JINGKUN XU

PROJECT



Singchain

Singchain

Singchain Investment is a specialized investment firm in Web 3 sector based in Singapore. Upholding principles of innovation and delving deep into self-potential, Singchain has rapidly grown within the web3 domain. The company firmly believes that blockchain technology will change the world. Singchain aspires to simultaneously challenge its own potential while growing alongside Web 3.

HAIKOU
海口

Haikou

Haikou is the only tropical island capital city in China. The city has attracted significant attention due to the establishment of the Hainan Free Trade Zone, possessing unparalleled geographic advantages and water sports conditions. It hopes to polish the title of the «Sailing City» and leverage the allure of sports tourism to attract visitors from all over the world.

COMMITMENT

Jingkun is known as a «dream architect». Throughout his 18-year sailing career, he has persistently turned dreams into reality and dedicated himself to sharing the philosophy of «Dream it, Believe it, and Build it». Most beautiful things in the world have been accomplished by people who kept trying even when the odds were against them. He hopes to inspire children to dare to have and pursue their dreams. Every dream has the potential to be realized, as long as you have the courage and perseverance to chase it.



BOAT



Former names: Brit Air, Votre Nom autour du Monde, Renault Captur, MACSF, La Fabrique
Architect: Finot - Conq
Construction: 2007, Chantier Multiplast, Vannes
Launch date: 17/07/2017

Length: 18,28 m
Beam: 5,90 m
Draught: 4,5 m
Mast height: 29 m
Upwind sail area: 290 m²
Downwind sail area: 580 m²
Foils: No

 [xujingkunracingteam](#)

PRESS CONTACT

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THE *LEGEND*



10 VENDEE GLOBE STORIES

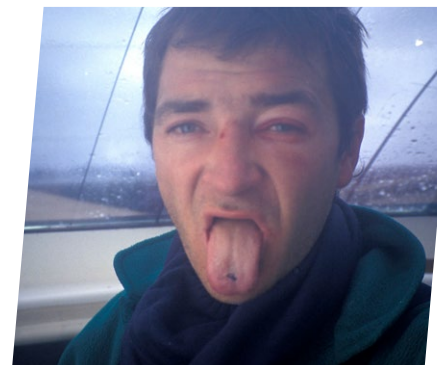
**IN 2024, THE
VENDEE GLOBE WILL
BE CELEBRATING ITS
10TH EDITION!**

1.

1989/1990

PHILIPPE POUPON CAPSIZES OFF CAPE TOWN

On 27th December 1989, Philippe Poupon activated his distress beacon as he entered the Roaring Forties. With the means of communication available at the time, it was only 12 hours later that Loïck Peyron – his closest competitor – received the information from the race directors, who asked him to reroute to rescue him. It took him 24 hours to reach the given position, in very complicated conditions. When he saw the boat, it was lying 90° on the water. This situation was incongruous, as theoretically the weight of the keel should have swung the boat upright. He spoke to Philippe on the VHF and the two sailors decided to try a manoeuvre: Philippe threw Loïck a line to reorientate the boat and try to straighten it, but without success. They decided to cut the mizzen mast, the second small mast at the stern, which Philippe had had added shortly before the race and which had totally altered the balance of the boat. After two attempts, the boat finally righted itself! Philippe Poupon's Vendée Globe ended in Cape Town, South Africa. Since then, all the boats in the Vendée Globe have been subjected to a «self-righting test» when they are launched or when major modifications are made, to confirm that if they lie on the water, the pendular keel will be enough to make them right.



2.

1992/1993

BERTRAND DE BROC SEWS UP HIS TONGUE IN FRONT OF HIS MIRROR

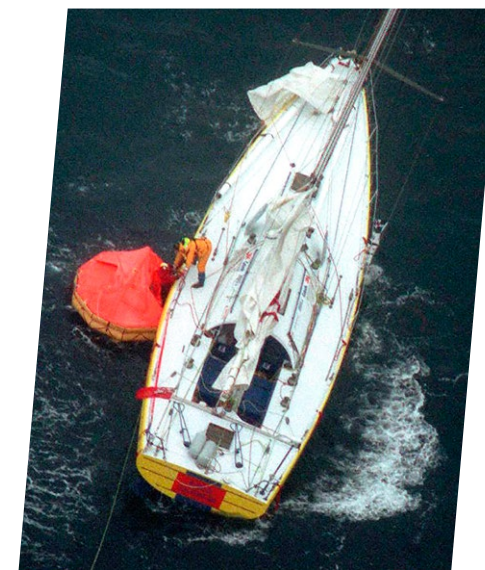
On 8 January 1993, Bertrand de Broc suffered a serious injury to his face and, more importantly, a deep cut to his tongue, an incident which has become part of Vendée Globe legend. What could he do, alone at sea? The sailor had no choice but to stitch himself up, with the remote guidance of the race doctor, Jean-Yves Chauve. De Broc immediately inherited the nickname of «Rambo» and a reputation as a tough nut to crack that would never leave him. The general public got the full measure of what a single-handed, non-stop, unassisted round-the-world race could become.

3.

1996/1997

PETE GOSS AND RAPHAËL DINELLI, FROM COMPETITOR TO WEDDING WITNESS

At the end of December 1996, an Australian Navy aircraft spotted a ship in distress, battered by breakers off the Kerguelen Islands. It was Raphaël Dinelli's boat. The organisation asked Pete Goss to reroute to rescue him, in apocalyptic conditions. For 20 hours, Raphaël Dinelli waited for a miracle, and that day Pete Gosse became a formidable hero: upwind, against heavy seas, he managed to reach the wreck and saved the Frenchman's life in extremis, taking him on board with these words: «Raphaël is an exceptional sailor who has kept himself calm. He was close to death on several occasions (...) He made his own luck. I feel privileged to have him on board». At the finish, Pete Gosse added: «I set off to sail around the world single-handed and I came back with my best friend. I even became his wedding witness!»





4. 2000/2001 THOMAS COVILLE GETS HIS TASTE BACK WITH SODEBO

After a collision on the way down the Atlantic, followed by an autopilot problem in the Southern Ocean, Coville is about to retire. Exhausted, he could no longer feed himself. While his wife played an important role in the continuation of his adventure, another woman also made a major contribution: Simone Bougro, founder of Sodebo, his partner – and now major partner in the Vendée Globe – who was 70 years old at the time. On the phone, she said to him: «I don't care whether you win or lose. The only thing that interests me is that you start eating again. I'll make you a deal: every day at eight o'clock GMT, I'll go out onto my terrace and "meet you there" for a bite to eat together. This is how the sailor gradually managed to eat again and regain his strength to complete his round-the-world race!

5. 2000/2001 YVES PARLIER, SEAWEED EATER

On 17 December 2000, while sailing in the leading trio with Michel Desjoyeaux and Roland Jourdain, the mast of Aquitaine Innovation, Yves Parlier's boat, broke in three off the coast of Australia. Nicknamed «the extraterrestrial», the 41-year-old skipper – who is also a composite materials engineer – managed to fit an 18-metre mast he had cobbled together in a cove on a New Zealand island. He finished his Vendée Globe in thirteenth place, after 126 days, on a partial diet of seaweed: his victualling had not been planned for such a long voyage!



6. 2008/2009 JEAN LE CAM, SAVED BY VINCENT RIOU

In early January 2009, Jean Le Cam capsized off Cape Horn after suffering keel damage. Vincent Riou and Armel Le Cleac'h went out of their way to rescue him. They found the boat upside down, without a keel bulb. The boat sank a little deeper with each wave and the two competitors initially struggled to make contact with Jean, who finally gave a sign of life. Vincent Riou tried several approaches to throw a line to the shipwrecked sailor. In the manoeuvre, Vincent Riou's boat was damaged, but the sailor eventually got Jean Le Cam back on board. What a relief! The two competitors rounded Cape Horn together aboard PRB. Shortly afterwards, they dismasted as a result of the outrigger breaking during the rescue. Despite his retirement, Vincent Riou was ranked joint 3rd by the organisers.

7. 2000/2001 ELLEN MACARTHUR, THE PUBLIC FAVOURITE

At just 24 years of age, British sailor Ellen MacArthur has made a name for herself. On 11 February 2001, all the cameras were on her: aboard Kingfisher 2, she completed the fourth edition of the Vendée Globe in 2nd place, just behind a certain Michel Desjoyeaux, at the end of a race lasting 94 days, 4 hours and 25 minutes. In 1997, she took part in the Mini Transat, a single-handed transatlantic race on 6.5 metre boats. She was the youngest of all the competitors and the only woman. Three years later, she finished on the 2nd step of the Vendée Globe podium: a meteoric rise, never seen before! Now retired from competition, Ellen MacArthur is an iconic figure in sailing. Her determination, courage and commitment to a more sustainable future make her a role model for an entire generation!



8.

2016/2017

ENDA O'COINEEN AND THOMAS RUYANT, THE GREAT STORY BORN IN NEW ZEALAND

In 2016, for his first Vendée Globe, Thomas Ruyant was forced to abandon. He headed for New Zealand, where his boat - heavily damaged - had to be repaired. Enda O'Coineen, the Irish competitor, dismasted off New Zealand and also reached land without assistance. His damaged boat «Team Ireland», which had been sold to Arnaud Boissières, had to get back to France quickly to find a new mast and be repaired. Thomas and Enda then decided to merge their projects: Thomas' boat was repaired by his team in New Zealand and Enda carried out the delivery trip to Les Sables d'Olonne to complete the round-the-world race (out of the race): the ambition of a lifetime! Several weeks later, Thomas Ruyant welcomed him to Les Sables d'Olonne - alongside supporters of the two projects and the passionate local population.

9.

2020/2021

JEAN LE CAM, THE RESCUED TURNED SAVIOUR

While sailing in 3rd place in the Vendée Globe, off the Cape of Good Hope, Kevin Escoffier sent a message to his shore crew: «I'm sinking, this is no joke». He triggered his distress beacon and the organisers rerouted the first competitor, Jean Le Cam to come to his rescue, then Yannick Bestaven and Boris Herrmann, and finally Sébastien Simon. The sea was rough and night was falling. After spending 11 hours in his life raft, Kevin Escoffier was rescued unharmed by Jean Le Cam. He was then picked up by the French frigate the Nivose, before being taken to Réunion Island. The sailors rerouted for the rescue received «time compensation» on their arrival from the round-the-world race. Jean Le Cam received a time bonus of 16 hours and 15 minutes on his race time. This compensation enabled Jean Le Cam to move up to 4th place in the rankings and Yannick Bestaven to win ahead of Charlie Dalin, who was the first to cross the finish line.



10.

1996/1997

ONE MAN, ONE BOAT, ONE ROUND-THE-WORLD RACE... ONE BOXER SHORT

Second in the 1996 Vendée Globe, Marc Thérècelin sailed around the world with just one T-shirt and one boxer short! The day after the start, he realised that the bag containing his socks, shorts and t-shirts had simply been left in the team van... Luckily, his mother had hidden a pair of fleece socks for him in the boat, bought at the market in Les Sables d'Olonne just before the start!

WINNERS

OF THE RACE

WINNER'S TIME

1989-90 109D 08H 47' *Titouan Lamazou*

1992-93 110D 02H 22' *Alain Gautier*

1996-97 105D 20H 31' *Christophe Auguin*

2000-01 93D 03H 57' *Michel Desjoyeaux*

2004-05 87D 10H 47' *Vincent Riou*

2008-09 84D 03H 09' *Michel Desjoyeaux*

2012-13 78D 02H 16' *François Gabart*

2016-17 74D 03H 35' *Armel Le Cléac'h*

2020-21 80D 03H 44' **Yannick Bestaven**

RECORD TO BEAT

**ARMEL
LE CLÉAC'H**

Banque Populaire

**74_D
03_H
35'
46"**

35 DAYS

better than
**TITOUAN
LAMAZOU**
first winner of
the Vendée Globe
in 1990

THE TROPHY

**SIXTY CENTIMETERS HIGH
AND THIRTY CENTIMETERS
OF CIRCUMFERENCE FOR
TEN KILOS.**

The imposing Trophy of the Vendée Globe is a piece of artwork in silver-plated bronze designed by Philippe Macheret. Everything in it evokes circumnavigation. It is composed of an elegant rigging surrounded by a terrestrial globe and sits on a pedestal in the shape of a winch. Edited by the Ateliers du Prisme and crafted in the Fonderie d'art Macheret, in Sarthe, it symbolizes the outcome of long months of work. Each winner of the Vendée Globe receives his/her trophy for life. Who will be the next one to raise it above his/her head? The answer, in January 2025.



1989 1990

LAMAZOU gets the ball rolling

The formula was simple. They had to sail around the world alone via the three capes. Without stopover. Without assistance. It seemed a crazy idea, but it would work well for the pioneers, who set sail from Les Sables d'Olonne on 26th November 1989.

In the newspapers, they asked: "How many would return?" At 1515hrs, Eric Tabarly fired the starting gun. The first example of damage set the tone: the gooseneck fitting on Crédit Agricole broke and Jeantot had to make another one with the means on board to continue his race. The general public found out what the Doldrums were like, bringing some to a halt with sails flapping, leaving others to make their getaway in a squall or thanks to a cloud... Aboard his *Ecureuil d'Aquitaine II*, a brand new Bouvet-Petit design, Titouan Lamazou was already the frontrunner. He led the way from the third day of the race, closely followed by Philippe Poupon. On 28th December, Philippe Poupon triggered his distress beacons. Three boats headed towards

him. Loïck Peyron was the first to reach the area and filmed the whole crazy rescue. The operation was successful. Those pictures would be seen around the world: sailors could rescue each other, when things went wrong. Poupon was of course forced to retire, as was another favourite, Jean-Yves Terlain, whose UAP was dismasted. The American Mike Plant had to ask for help off New Zealand. Guy Bernardin was brought down by a horrible toothache, while Bertie Reed retired after rudder damage. About the South, Jeantot would later say: "For a week or ten days we sped along in amongst the icebergs, with the permanent risk of hitting one. It was too close to Russian roulette. We talked about it with each other on the BLU. We said we'd never do it again. As I was organising the race, I told myself that we would have to put that into the rules." On

9th February, Titouan Lamazou rounded Cape Horn as the leader, but his two closest rivals, Jean Luc Van Den Heede and Loïck Peyron, were only twenty hours or so behind. Patrice Carpentier had to stop in the Falklands. In the rankings it was close, as Loïck Peyron benefited from a bonus of 14 hours and 30 minutes for going to the rescue of Philippe Poupon. But Titouan Lamazou gave nothing up and on 16th March, five minutes after midnight, he crossed the finishing line as the winner in Les Sables d'Olonne. During the night escorted by dozens of spectator boats, Titouan Lamazou became the first winner of the Vendée Globe after 109 d, 08 h and 49 min. Loïck Peyron and "VDH" made up the star-studded podium. Seven boats were ranked. They all made it home. The legend was born.



› Edition's ranking

1. Titouan Lamazou (Fra), *Ecureuil d'Aquitaine II*: 109d8h48'50" (first record)

2. Loïck Peyron (FRA), *Lada Poch*: 110d01h18'06"
3. Jean-Luc Van den Heede (FRA), *36.15 MET*: 112d01h14'00"
4. Philippe Jeantot (FRA), *Crédit Agricole IV*: 113d23h47'47"
5. Pierre Follenfant (FRA), *TBS-Charente Maritime*: 114d21h09'06"
6. Alain Gautier (FRA), *Generali Concorde*: 132d13h01'48"
7. Jean-François Coste (FRA), *Cacharel*: 163d01h19'20"

› Les abandons

- Bertie Reed (ZA), *Grinaker*, rudder damage
- Jean-Yves Terlain (FRA), UAP, dismasted
- Philippe Poupon (FRA), *Fleury Michon X*, capsized
- Patrice Carpentier (FRA), *Le Nouvel Observateur*, autopilot damage (stopover in Falklands, completes the round-the-world race out of the official classification)
- Mike Plant (E.U), *Duracell*, received assistance on Campbell Island (stopover in New Zealand, completes the round-the-world race out of the official classification)
- Guy Bernardin (FRA), *O-Kay*, suffering from toothache off Tasmania (completes the round-the-world race out of the official classification)

13
STARTERS

109D
08H48'50"

54%
OF THE FLEET
RANKED

3
NATIONALITIES

1992 1993

ALAIN GAUTIER joins the hall of fame

In the second edition of the Vendée Globe, victory went to Alain Gautier, who finished first aboard his Bagages Superior. A huge sporting success. However, the race was marred by its first major dramas.

Fourteen sailors entered the race, but even before the starting gun was fired, the second Vendée Globe took a dramatic turn. The American, Mike Plant, who had already taken part in the first edition, would not make it to Les Sables d'Olonne. He was lost at sea during the delivery trip to the harbour in Vendée. It was the first major drama in the Everest of the seas. On 22nd November, the excitement was tangible when they lined up to set sail around the world. Unfortunately, on 26th November, another disaster hit the race. Nigel Burgess triggered his distress beacons. His body was found after drowning off Cape Finisterre. He was in his survival suit with his two beacons. His boat would be recovered with no significant damage. A complete mystery. As for the race itself, Lo.ck Peyron and Thierry Arnaud had to retire, Alain Gautier and Bertrand de Broc are first and second when they entered the Roaring Forties, followed by Philippe Poupon, Jean-Luc Van Den Heede and Nandor Fa. On 8th January, an episode

happened that would remain part of the legend of the Vendée Globe. Bertrand de Broc sliced his tongue open. He had no choice but to sew it back together himself... Bertrand did this, guided from ashore by the Race Doctor, Jean-Yves Chauve. De Broc was given the nickname Rambo and built himself a reputation of being indestructible. He will retire later because of a keel. Alan Wynne-Thomas was to spend twenty days in the Southern Ocean with six broken ribs. On 12th March, Bagages Superior, the boat of Alain Gautier, entered the harbour entrance channel after 110 days, 02 hours and 22 minutes. Titouan Lamazou's record was not beaten, but Alain Gautier was clearly a giant and was celebrated as such. Poupon logically lost his place as runner-up to VDH, who came in second after 116 days. By setting up a jury rig, Philou managed to make it to Les Sables d'Olonne and finish in third place. Yves Parlier, Nandor Fa, Jose Luis de Ugarte and Jean-Yves Hasselin, ranked 4th to 7th were the other heroes in this second edition of the Vendée Globe. We let the winner have the final say. For Alain Gautier, it was clear. *"The Vendée Globe is without doubt the race, which gave me the most in life in general, and taught me the most about myself."*

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› Edition's ranking

1. Alain Gautier (FRA), Bagages Superior:

110d02h22'35"

- Jean-Luc Van Den Heede (FRA), Groupe Sofap-Helvim : 116d15h01'11"
- Philippe Poupon (FRA), Fleury-Michon X : 117d03h34'24"
- Yves Parlier (FRA), Cacolac d'Aquitaine : 125d02h42'24"
- Nandor Fa (HON), K&H Banque Matav : 128d16h05'04"
- José de Ugarte (ESP), Euskadi Europ 93 BBK : 134d05h04'00"
- Jean-Yves Hasselin (FRA), PRB/Solo Nantes : 153d05h14'00"

› Abandonments

- Vittorio Mallinri (ITA), Everlast/Neil Pryde Sails, loss of a rudder
- Bertrand de Broc (FRA), Groupe LG, keel problem (New Zealand)
- Alan Wynne-Thomas (GBR), Cardiff Discovery, medical reason (Hobart)
- Loïck Peyron (FRA), Fujicolor III, delamination (Les Sables d'Olonne)
- Thierry Arnaud (FRA), Maître Coq/Le Monde de l'Informatique, lack of preparation (Les Sables d'Olonne)
- Bernard Gallay (FRA-SUI), Vuarnet Watches, two stopovers after autopilot and structural problems to his rig (completes the round-the-world race out of the official classification)

› Lost at sea

- Nigel Burgess (GBR), Nigel Burgess Yacht Brokers, found drowned in the Bay of Biscay
- Mike Plant (E.U), Duracell, lost at sea during the delivery trip of his boat before the start

14

STARTERS

110D

02H22'35"

50%

OF THE FLEET
RANKED

6

NATIONALITIES

**Alain Gautier's
victorious arrival in
the port of Les Sables
d'Olonne**



1996 1997

CHRISTOPHE AUGUIN

The King of a dramatic edition

Christophe Auguin won the third Vendée Globe masterfully. But, unfortunately, Gerry Roufs was lost at sea during this edition although unbelievable rescues took place: Raphaël Dinelli was rescued by Pete Goss, Thierry Dubois and Tony Bullimore by the Australian Navy.

On 3rd November 1996, in front of the crowded quay of Les Sables d'Olonne, sixteen sailors set sail on the Vendée Globe (in particular Catherine Chabaud and Isabelle Autissier, as well as Raphaël Dinelli who takes the start in "pirate mode"). A raging Great South batters the skippers. On Christmas Day, Raphaël Dinelli sends out this message: "60 knots of wind with terrible gusts at 70. The boat has capsized twice, a lot of damage inside. Everything is a wreck on the deck. With no sails up, I'm moving at 18 knots on the surfs and the boat is still

Christophe Auguin facing the media on returning from his round-the-world record

lying on its side!"

Pete Goss, who sails a 50-foot boat, decides to reroute under apocalyptic conditions after seeing a frightening picture taken by a plane of the Australian Navy: Raphaël Dinelli standing on top over his overturned hull, clinging to a rope with the energy of despair and assailed by the breakers. During 20 hours, Raphaël hopes for a miracle... And, that day, Pete Goss becomes a wonderful hero: upwind against a horrific sea, he manages to reach the wreckage and saves the French man's life in extremis. Unfortunately, we are not done with fear yet. On day 64, Tony Bullimore and Thierry Dubois are saved by rescue services. But another deafening anxiety concerns the one ranked second: Gerry Roufs isn't answering anymore. On 7th January, the beacon of his boat stops transmitting. The day before, during a conversation

with Isabelle Autissier, the Canadian explained he was in a daunting storm "with unrecognizable waves, higher than the Alps" (some weather models identified waves over 20 meters high). Isabelle Autissier, Marc Thiercelin, Eric Dumont and Bertrand de Broc search in vain: Gerry Roufs has disappeared. At the end of August 1998, pieces of the Groupe LG2 wreckage were found on Atalaya Island, to the South of Chile.

Christophe Auguin crosses the finish line on 17th February 1997 after 105 days, 20 hours, 31 minutes and 23 seconds at sea. In the end, six skippers are ranked. Must be added to the podium the names of Eric Dumont and of two other heroes: British Pete Goss, Raphaël Dinelli's rescuer and, finally, Catherine Chabaud, first woman to finish a solo non-stop round-the-world race without assistance.

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› Edition's ranking

1. Christophe Auguin (Fra), Geodis : 105 days 20h hours 31 minutes

2. Marc Thiercelin (Fra), Crédit Immobilier de France : 113d 08h26'
3. Hervé Laurent (Fra), Groupe LG-Traitmat : 114j 16h43'
4. Eric Dumont (Fra), Café Legal-Le Goût : 116j 16h43'
5. Pete Goss (GBR), Aqua Quorum : 126j 21h25'
6. Catherine Chabaud (Fra), Whirlpool-Europe 2 : 140j 04h38'

› Abandonments

- Bertrand de Broc (FRA), Votre nom autour du monde, capsized
- Tony Bullimore (GBR), Exide Challenge, capsized
- Thierry Dubois (FRA), Pour Amnesty International, capsized
- Nandor Fa (HON), Budapest, keel damage, collision with a cargo ship
- Didier Munduteguy (FRA), Club 60è Sud, dismantled and structural problems
- Raphaël Dinelli (FRA), Algimouss, capsized (South-West of Australia)
- Patrick de Radiguès (BEL), Afibel, ran aground after a stopover
- Isabelle Autissier (FRA), PRB, broken rudder (stopover in Cape Town, completes the round-the-world race out of the official classification)
- Yves Parlier (FRA), Aquitaine Innovations, broken rudder (stopover in Perth, completes the round-the-world race out of the official classification)

› Lost at sea

- Gerry Roufs (Can), Groupe LG2

16

STARTERS

105D

20H31'

40%

OF THE FLEET
RANKED

5

NATIONALITIES

2000

2001

MICHEL DESJOYEUX, the professor, wins

The fourth Vendée Globe was a turning point. The shock of 1996 was still on everyone's mind and safety was improved. There was much more coverage thanks to pictures being sent back. But more importantly, the event became a truly global race. In this contest, while we saw the arrival on the scene of Ellen MacArthur, it was Michel Desjoyeaux, who proved to be the strongest.

24 sailors lined up for the first Vendée Globe of the new century, including eleven non-French skippers from Belgium, Switzerland, Italy, Spain, Russia and Britain. Two women lined up at the start, Catherine Chabaud and the young British sailor, Ellen MacArthur, aged just 24. Stricter safety and construction rules have been applied. Initially planned for Sunday 5th November, they eventually got underway four days later. In spite of that, they got off to a cracking start with Roland Jourdain and Michel Desjoyeaux setting the tone. The leaders fought it out, as they clearly knew how to do getting the most out of their boats. "I am not an adventurer, I'm a racer," stated Desjoyeaux. Behind them, Ellen MacArthur held on and sent back video and audio of life on board, not hiding her joy, when she danced on the deck, or her fears, when she had to climb to the top of the

mast. The general public loved it and she became the media's favourite. There was plenty for the media, as this edition also marked the arrival of more sophisticated means of communication, allowing better boat-shore contact. Ellen MacArthur and Josh Hall filmed huge icebergs close to them, while Dominique Wavre covered 432 miles averaging 18 knots. The big news was that the former leader, Yves Parlier lost his mast, but he repaired his mast on Stewart Island. On 1st January 2001 in the middle of the Pacific, Michel Desjoyeaux's engine would not restart. But thanks to a pulley system attached to the boom of his boat and a sudden gybe to create a shock, he finally managed to get the engine going again and hope returned. It was an epic climb back up the South Atlantic. The leaders, Desjoyeaux and MacArthur were neck and neck as they crossed the Equator, while Jourdain and Thiercelin were battling it out for third place. On 10th February 2001, a huge firework display and a memorable celebration welcomed the winner Michel Desjoyeaux and his PRB. For the first time a solo sailor had managed to complete the voyage in less than 100 days: 93 days, 03 hours, 57 minutes. There were huge crowds and emotions ran high. That would also be the case to welcome Ellen MacArthur (second place) and Roland Jourdain (third place).



READ
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› Edition's ranking

1. Michel Desjoyeaux (Fra), PRB: 93d3h57'32''

2. Ellen Mac Arthur (GBR), Kingfisher : 94d4h25'40"
3. Roland Jourdain (Fra), Sill Matines La Potagère : 96d1h2'33"
4. Marc Thiercelin (Fra), Active Wear : 102d20h37'49"
5. Dominique Wavre (Sui), Union bancaire Privée : 105d2h45'12"
6. Thomas Coville (Fra), Sodebo : 110d7h24'
7. Mike Golding (GBR), Team Group 4 : 110d16h22'
8. Bernard Gallay (Fra-Sui), Voilâ.fr : 111d16h7'11"
9. Josh Hall (GBR), Gartmore : 111d19h48'2"
10. Joë Seeten (Fra), Nord-pas-de-Calais/chocolats du Monde : 115d16h46'50"
11. Patrice Carpentier (Fra), VM Matériaux : 116d00h32'48"
12. Simone Bianchetti (Ita), Aquarelle.com : 121d1h28'
13. Yves Parlier (Fra), Aquitaine Innovations : 126d23h36'
14. Didier Munduteguy (Fra), DDP/60è Sud : 135d15h17'55"
15. Pasquale de Gregorio (Ita), Wind Telecomunicazioni : 158d2h37'25"

› Abandonments

- Fedor Konioukhov (RUS), Modern University for The Humanities
- Javier Sansó (ESP), Old Spice
- Eric Dumont (FRA), Euroka Un univers de Services, rudder damage
- Richard Tolkien (GBR), rig damage
- Bernard Stamm (SUI), Armor-Lux/foies Gras Bizac, steering and autopilot problems
- Patrick de Radiguès (BEL), Libre Belgique, ran aground on the coast of Portugal
- Catherine Chabaud (FRA), Whirlpool, dismasted (completes the round-the-world race out of the official classification)
- Thierry Dubois (FRA), Solidaires, electronic problems (completes the round-the-world race out of the official classification)
- Raphaël Dinelli (FRA), Sogal Extensio, rudder damage (completes the round-the-world race out of the official classification)

24
STARTERS

93D
03H57'32"

62,5%
OF THE FLEET
RANKED

7
NATIONALITIES

2004 2005

The arrival of **VINCENT RIOU** otherwise known as 'Vincent the terrible'

The fifth Vendée Globe saw an epic duel fought out between the Bretons, Jean Le Cam and Vincent Riou. The battle raged throughout the race with the British sailor, Mike Golding also having his say. In the end, it was Vincent the Terrible, aboard PRB, who would come out on top.

Twenty skippers lined up at the start of the fifth Vendée Globe on 7th November 2004 off Les Sables d'Olonne. Among them, the elite of French ocean racing and seven from other countries, Britain, the United States, Australia, Switzerland and Austria. As is often the case, a third of the fleet were hoping to win, while some others saw it as an adventure aiming simply to make it all

the way around the world. Two women took part, Anne Liardet and Karen Leibovici, and they would both be among the thirteen ranked at the finish. On the harbourside in La Chaume and Port Olona, the crowds lined up with more than 300,000 spectators. The Canaries were behind the first boats after just four days at sea. They crossed the Equator in merely ten days.

At the Cape of Good Hope at the tip of South Africa, Vincent Riou and Jean Le Cam had already built up a good lead. Sailing practically within sight of each other after 6000 miles had been clocked up, Riou and Le Cam managed to get 300 miles ahead of a duo comprising Sébastien Josse and Roland Jourdain. In the Roaring Forties, many skippers retired. In the Indian Ocean, the duel between Riou and Le Cam at the front continued at high speed. In the Pacific, the duel was still just as tight between Vincent Riou and Jean Le Cam, who found the time to come up with nicknames for

his two closest rivals, Goldfinger for Mike Golding and Vincent The Terrible for Riou. Le Cam rounded the Horn in front. But the climb back up the South Atlantic was cruel for King Jean, who got caught in the high, while Mike Golding clawed his way back... Vincent Riou was now dominating the race. The final stretch would be marked by two incidents. Firstly, Ecover, Mike Golding's boat, lost her keel, but the British skipper would not quit and continued to sail as if she was a dinghy to get a well-deserved third place. Secondly, Vincent Riou was forced to sail a long way north before coming back down to Les Sables d'Olonne. Vincent Riou won the race on 2nd February 2005 after 87 days 10 hours and 45 minutes at sea, a new record, averaging 12.73 knots. Jean Le Cam took second place less than seven hours later and so Mike Golding completed the podium the next day. Thirteen sailors were ranked.

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› Edition's ranking

1. Vincent Riou (FRA), PRB: 87d10h 47'

2. Jean Le Cam (FRA), *Bonduelle*: 87d 17h 20'
3. Mike Golding (GBR), *Ecover 2*: 88d 15h 15'
4. Dominique Wavre (SUI), *Temenos*: 92d 17h 13'
5. Sébastien Josse (FRA), *VMI*: 93d 17h 13'
6. Jean-Pierre Dick (FRA), *Virbac-Paprec*: 98d 03h 49'
7. Conrad Humphreys (GBR), *Hellomoto*: 104d 14h 32'
8. Joé Seeten (FRA), *Arcelor-Dunkerque*: 104d 23h 02'
9. Bruce Schwab (USA), *Ocean Planet*: 109d 19h 58'
10. Benoît Parnaudeau (FRA), *Max Havelaar-Best Western*: 116d 01h 06'
11. Anne Liardet (FRA), *Roxy*: 119d09h 28
12. Raphaël Dinelli (FRA), *Akena Vêrandas*: 125d 04h 07'
13. Karen Leibovici (FRA), *Benefic*: 126d 08h 02'

› Abandonments

- Nick Moloney (AUS), Skandia, lost his keel, stopped in Brazil
- Roland Jourdain (FRA), Sill & Veolia, keel problem, stopped in Tasmania
- Alex Thomson (GBR), Hugo Boss, hole in the deck, stopped in Cape Town
- Hervé Laurent (FRA), UUDS, rudder problem, stopped in Cape Town
- Norbert Sedlacek (AUT), Brother, keel problems, stopped in Cape Town
- Marc Thiercelin (FRA), Pro-Form, technical problems, pit stop in New Zealand (completes the round-the-world race out of the official classification)
- Patrice Carpentier (FRA), VM Matériaux, broken boom, pit stop in New Zealand (completes the round-the-world race out of the official classification)

20
STARTERS

87D
10H10'47"

65%
OF THE FLEET
RANKED

6
NATIONALITIES

Vincent Riou wins a historic duel against Jean Le Cam

2008

Another incredible achievement by DESJOYEUX

The sixth edition of the Vendée Globe will be remembered for the spectacular rescue of Yann Eliès in the Indian Ocean and Jean Le Cam at Cape Horn. The big achievement in the race was that of Michel Desjoyeaux. After setting out more than 40 hours late, after returning to Les Sables d'Olonne to carry out repairs, he clawed his way back and won the race for the second time after 84 days at sea.

There were a record number of entrants with no fewer than thirty skippers lining up, including thirteen from outside of France. Among them, there were two previous winners, Vincent Riou and Michel Desjoyeaux. Early on, boats suffered from damages: Kito de Pavant, Alex Thomson and Yannick Bestaven were forced to retire on the second day of the race. Marc Thiercelin's boat was dismasted on the following day. Five other sailors had to turn back to Les Sables d'Olonne to carry out repairs, including Michel Desjoyeaux who set sail again 41 hours after the initial start. At sea, everything was going well for Loïck Peyron, who confirmed that he was one of the favourites, when he crossed the Equator as the leader. Further back, Michel Desjoyeaux had already begun his comeback. December was a terrible month. Conditions were hellish in the Indian Ocean. One sailor retired after another:

2009

Loïck Peyron, Mike Golding, Bernard Stamm, whose boat was swept onto the rocks, while Dominique Wavre was experiencing difficulties with his keel. On 18th December, Yann Eliès broke his femur and pelvis when manoeuvring. He suffered horribly and had to make a superhuman effort to take refuge inside his boat and then look for painkillers. Marc Guillemot headed for him in horrible conditions to go to his aid, then the Australian Navy took off the skipper after suffering for two days. The incident generated huge emotions ashore and obtained unprecedented media coverage. In the race, the incredible was happening. Michel Desjoyeaux took the lead! Sébastien Josse and Jean-Pierre Dick are forced to retire. After 56 days at sea, Michel Desjoyeaux rounded the Horn as leader just a few hours ahead of Roland Jourdain. Jean Le Cam, then in third place, capsized 200 miles from Cape Horn. Vincent Riou was the first to arrive in the area and managed to rescue Jean Le Cam. PRB was dismasted the next night but Vincent Riou would be re-ranked third equal by the Jury. Michel Desjoyeaux crossed the finishing line after 84 days, 3 hours, 9 minutes and 8 seconds. Vincent Riou's record was beaten by three days. Armel Le Cléac'h, regularly up with the frontrunners took the second place. Marc Guillemot took third place. Only eleven were to be ranked.

The 30 competitors in this record-breaking edition



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› Edition's ranking

1. **Michel Desjoyeaux (FRA), Foncia, 84 d 03h 09'**
2. Armel Le Cléac'h (FRA), *Brit Air*, 89d 09h 35'
3. Marc Guillemot (FRA), *Safran*, 95d 03h 19' 3^{ème} ex aequo. Vincent Riou (FRA), *PRB*, réparation donnée
4. Samantha Davies (GBR), *Roxy*, 95d 04h 39'
5. Brian Thompson (GBR), *Bahrain Team Pindar*, 98d 20h 29'
6. Dee Caffari (GBR), *Aviva*, 99d 01h 10'
7. Arnaud Boissières (FRA), *Akena Vérandas*, 105d 02h 33'
8. Steve White (GBR), *Toe in the Water*, 109d 00h 36'
9. Rich Wilson (USA), *Great American III*, 121d 00h 41'
10. Raphael Dinelli (FRA), *Fondation Océan Vital*, 125d 02h 32'
11. Norbert Sedlacek (AUT), *Nauticsport-Kapsch*, 126d 05h 31'

› Abandonments

- Yannick Bestaven (FRA), *Aquarelle.com - Charente Maritime*, 11/11/08, dismasted (Bay of Biscay)
- Kito de Pavant (FRA), *Groupe Bel*, 11/11/08, dismasted (Bay of Biscay)
- Marc Thiercelin (FRA), *DCNS*, 11/11/08, dismasted (Cape Finisterre)
- Alex Thomson (GBR), *Hugo Boss*, 13/11/08, various types of damage

- Jérémie Beyou (FRA), *Delta Dore*, 26/11/08, mast problems (Brasil)
- Unai Basurko (ESP), *Pakea Bizkaia*, 07/12/08, rudder problems (South Atlantic)
- Dominique Wavre (SUI), *Temenos II*, 14/12/2008, keel problems (Kerguelen Islands)
- Loïc Peyron (FRA), *Gitana Eighty*, 15/12/08, dismasted (Kerguelen Islands)
- Bernard Stamm (SUI), *Cheminées Poujoulat*, 15/12/08, boat swept onto the rocks in the Kerguelens
- Jean-Baptiste Dejeanty (FRA), *Maisonneuve*, 16/12/08, various types of damage (Crozet Islands)
- Mike Golding (GBR), *Ecover*, 16/12/08, dismasted (Cape Leeuwin)
- Yann Eliès (FRA), *Generali*, 18/12/08, injured (Cape Leeuwin)
- Derek Hatfield (CAN), *Algimouss-Spirit of Canada*, 29/12/08, capsized (South of Australia)
- Sébastien Josse (FRA), *BT*, 29/12/08, boat damaged by a breaker (Australia)
- Jean-Pierre Dick (FRA), *Paprec-Virbac 2*, 01/01/09, hit a growler (Pacific Ocean)
- Johnny Malbon (GBR), *Artemis*, 04/01/09, mainsail problem (South of New Zealand)
- Jean Le Cam (FRA), *VM Matériaux*, 06/01/09, capsized (Cape Horn)
- Roland Jourdain (FRA), *Veolia Environnement*, 02/02/09, lost his keel bulb (Azores)

30
STARTERS

84D
03H09'

40%
OF THE FLEET
RANKED

7
NATIONALITIES

2012 2013

FRANÇOIS GABART

shatters the record in 78 days

For the first time, two sailors completed the race in less than 80 days. François Gabart and Armel Le Cléac'h fought an incredible duel around the world, finishing after 78 days at sea with just three hours between them in Les Sables d'Olonne.

Here's what happened. Twenty skippers were there at the start on 10th November 2012, including Samantha Davies, Vincent Riou, Marc Guillemot, Armel Le Cléac'h, Jean Le Cam and Mike Golding... After two days of sailing, Kito de Pavant collided with a trawler and was forced to retire. Two days later, the same thing happened to Louis Burton. On 15th November, Samantha Davies's Saveol was dismasted. On 18th, Jérémie Beyou retired, when his keel jack broke. By the Canaries, a group of six had formed at the front with Armel Le Cléac'h, François Gabart, Jean-Pierre Dick, Vincent Riou (he would retire later), Bernard Stamm and Alex Thomson. At the Equator, Armel Le Cléac'h was 5 hours ahead of his opponents. Jean Le Cam, Dominique Wavre and Mike Golding began the purchase of the leaders. At the Cape of Good Hope, Armel Le

Cléac'h set a new intermediate record of 22 days and 23 h. In the Indian Ocean, there was an incredible fight going on at the front between each ice gate. On 10th December, François Gabart set a daily record of 534 miles. He was just behind Armel Le Cléac'h. Le Cléac'h and Gabart manage to hop onto a slightly more favourable weather system and their lead extended rapidly. To the south of Australia, the duel was relentless between François and Armel. Bernard Stamm was forced to carry out a pit stop to attempt to repair his hydrogenerators, but, without being asked to do so, a sailor of the boat he was linked jumped aboard Cheminées Poujoulat. The Jury considered that counted as assistance and Bernard was disqualified. On 1st January, François Gabart rounded the Horn 80 minutes ahead of Armel Le

Cléac'h. When Armel and François were climbing back up the Atlantic, Alessandro di Benedetto was an ocean apart! Armel Le Cléac'h went on the attack, by tacking to the west, but François Gabart was in control. The gap widened gradually. François Gabart did not make any mistakes and sailed fast. On 27th January 2013, François Gabart became the youngest winner of the Vendée Globe and the first to finish in less than 80 days: 78 days, 2 hours, 16 minutes and 40 seconds. Three hours later, Armel Le Cléac'h was honoured by the crowds. Alex Thomson took third place. In all, eleven sailors were ranked. Alessandro di Benedetto, one of the public's favourites, would finish with amazing celebrations on 22nd February after 104 days at sea.

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20
STARTERS

78D
02h16'

55%
OF THE FLEET
RANKED

6
NATIONALITIES

> Edition's ranking

1. **François Gabart (FRA), Macif, 78jd 02h 16'**
2. Armel Le Cléac'h (FRA), Banque Populaire, 78d 05h 33'
3. Alex Thomson (GBR), Hugo Boss, 80d 19h 23'
4. Jean-Pierre Dick (FRA), Virbac Paprec 3, 86d 03h 03'
5. Jean Le Cam (FRA), Synerciel, 88d 00h 12'
6. Mike Golding (GBR), Gamesa, 88d 06h 36'
7. Dominique Wavre (SUI), Mirabaud, 90d 03h 14'
8. Arnaud Boissières (FRA), Akéna Vèrandas, 91d 02h 09'
9. Bertrand De Broc (FRA), Votre Nom autour du Monde avec EDM Projet, 92d 17h 10'
10. Tanguy De Lamotte (FRA), Initiatives Coeur, 98d 21h 56'
11. Alessandro Di Benedetto (FRA-ITA), Team Plastique, 104d 02h 34'

> Abandonments

- Marc Guillemot (FRA), Safran, 11/12/12, keel problems (Bay of Biscay)
- Kito de Pavant (FRA), Groupe Bel, 12/11/12 - collision with a trawler (Portugal costs)
- Louis Burton (FRA), Bureau Vallée, 16/11/12, collision with a trawler (Northern Atlantic)
- Sam Davies (GBR), Savéol, 16/11/12, dismasted
- Jérémie Beyou (FRA), Maître CoQ, 19/11/12 - keel problems
- Zbigniew Gutkowski (POL), Energa, 21/11/12 - autopilot damage
- Vincent Riou (FRA), PRB, 25/11/12 - collision with a metal buoy (South of Recife)
- Javier Sansó (ESP), Acciona 100% Ecopowered, 03/12/12, capsized

> Disqualified

- Bernard Stamm (CH), Cheminées Poujoulat
Au mouillage pour réparer ses hydro générateurs, Bernard Stamm s'aperçoit qu'il dérive en direction d'un navire Russe qui lui propose alors de s'amarrer à couple. Il accepte et, sans avoir le temps d'expliquer la situation, un homme de l'équipage du bateau monte à bord pour l'aider. Le règlement du Vendée Globe est très clair : les skippers ne peuvent bénéficier d'aucune assistance, le marin est disqualifié.

François Gabart celebrates his incredible victory with only 3 hours ahead of Armel Le Cléac'h

2016 2017

ARME LE CLÉAC'H, victory at last

Once again, it's after a sumptuous duel that victory chose its side. Armel Le Cléac'h, runner-up behind François Gabart in 2013, overtook British Alex Thomson by a few hours. On that occasion, he set a new record for the race in just over 74 days.

Twenty nine sailors took the start, with nearly half of them recidivists. The beginning of the race is fluid, with a favourable weather. Only Spanish Didac Costa came back to Les Sables d'Olonne to repair a faulty ballast tube. Alex Thomson got the best deal of the day. By opting to cross the Doldrums on a more easterly route than the others, he benefitted from a better angle in the trade winds of the South hemisphere and started to widen the gap. In his wake, a few solo racers clung to him: Armel Le Cléac'h, Vincent Riou, Jérémie Beyou, Sébastien Josse, Paul Meilhat or Morgan Lagravière. The South Atlantic also had its share of victims. First of all, Bertrand de Broc who gave up after having hit a UFO, and Vincent Riou and Morgan Lagravière retired. At the Cape of Good Hope, Alex Thomson and Armel le Clac'h followed one another by less than 5 hours. On November 28th Armel Le Clac'h regained the race lead and didn't let go until the finish. Behind them, retirements occurred in a cascade.

Kojiro Shiraishi, Sébastien Josse and Kito de Pavant who hit an immersed object and threatened to sink (he was saved by the Marion Dufresne, a supply boat). The Pacific wasn't gentler with retirements of Thomas Ruyant, Stéphane Le Diraison, Paul Meilhat and Enda O'Coineen. Armel Le Cléac'h reached the Cape Horn with a comfortable advance on Alex Thomson. But nothing happened as expected. Stuck in calm leeward winds near Tierra del Fuego, Armel Le Cléac'h saw his advance melt away. And it was now up to Alex Thomson to experience the light airs which had slowed down the leader. Progressively, the gap widened again but Armel Le Cléac'h stayed under pressure until the finish line. For some solo racers, going up the Atlantic felt like a cross to bear: Eric Bellion suffered damage on his mainsail rail and Conrad Colman dismasted off the coast of Portugal. The New Zealander refused to abdicate and was able to cobble together a rigging of fortune to reach Les Sables d'Olonne and cross the finish line. On January 19th, Armel le Clac'h crossed the finish line in front of the South Nouch buoy at 16h38 (local time) setting a new record of 74d 03h 36mn. 50 days went by before seeing Sébastien Destremau, last qualified competitor, finally reaching the finish line.



At last, the victorious Armel Le Cléac'h crosses the line, with a new record at stake. After a high-flying duel against Alex Thomson.

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» Edition's ranking

- 1. Armel Le Cléac'h (FRA), Banque Populaire, 74D 03h 35mn**
- Alex Thomson (GBR), *Hugo Boss*, 74d 19h 35mn
- Jérémie Beyou (FRA), *Maître CoQ*, 78d 06h 39mn
- Jean-Pierre Dick (FRA), *St Michel - Virbac*, 80d 01h 46mn
- Yann Eliès (FRA), *Quéguiner - Leucémie Espoir*, 80d 03h 11mn
- Jean Le Cam (FRA), *Finistère Mer Vent*, 80d 04h 42mn
- Louis Burton (FRA), *Bureau Vallée*, 87d 19h 46mn
- Nandor Fa (HUN), *Spirit of Hungary*, 93d 22h 52mn
- Eric Bellion (FRA), *Comme un seul Homme*, 99d 04h 56mn
- Arnaud Boissières (FRA), *La Mie Câline*, 102d 20h 24mn
- Fabrice Amedeo (FRA), *Newrest - Matmut*, 103d 21h 01mn
- Alan Roura (SUI), *La Fabrique*, 105d 20h 11mn
- Rich Wilson (USA), *Great American IV*, 107d 00h 48mn
- Didac Costa (ESP), *One Planet One Ocean*, 108d 19h 51mn
- Romain Attanasio (FRA), *Famille Mary - Étamine du Lys*, 109d 22h 04mn
- Conrad Colman (NZL), *Foresight Natural Energy*, 110d 01h 59mn
- Pieter Heerema (NED), *No Way Back*, 116d 09h 24mn
- Sébastien Destremau (FRA), *Technofirst - Faceocean*, 124d 12h 38mn

» Abandonments

- Enda O'Coineen (IRL), *Kilcullen Voyager - Team Ireland*, dismasting, January 1st
- Paul Meilhat (FRA), *SMA*, damage on keel actuator, December 24th
- Stéphane Le Diraison (FRA), *La compagnie du Lit - Boulogne Billancourt*, dismasting, December 23rd
- Thomas Ruyant (FRA), *Le Souffle du Nord pour le Projet Imagine*, collision with UFO, December 20th
- Sébastien Josse (FRA), *Edmond de Rothschild*, damage on foil, December 7th
- Kito de Pavant (FRA), *Bastide Otia*, collision with sperm whale, December 6th
- Kojiro Shiraishi (JPA), *Spirit of Yukoh*, dismasting, December 4th
- Tanguy de Lamotte (FRA), *Initiatives Cœur*, damage on mast, November 28th
- Morgan Lagravière (FRA), *Safran*, damage on rudder, November 24th
- Vincent Riou (FRA), *PRB*, damage on keel, November 22nd
- Bertrand de Broc (FRA), *MACS*, damage on keel, November 20th

29
STARTERS

74D
03H35"

62%
OF THE FLEET
RANKED

10
NATIONALITIES



2020 2021

YANNICK BESTAVEN the best !

An unprecedented health context, some fog on the line, Kevin Escoffier's rescue, an unfavorable weather system for speed, the panache of daggerboard boats, close racing conditions on the three oceans, the game of compensated time ... The 9th edition of the Vendée Globe followed an unusual and captivating scenario!

Will the Vendée Globe take place? The question was asked for a long time. Grippled by the intensity of the Covid-19 pandemic, the planet was brought to a halt during several weeks at the beginning of 2020. Although pushed back during the summer, the shadow of a new lockdown hovered over the organization of the solo round-the-world in autumn, but the Vendée Globe held up. Ten days after its opening, the Village had to close down though. The population was once again isolated. We had to resign ourselves to this image: the 33 contenders going down the deserted channel of Les Sables

d'Olonne before setting off around the globe. Nevertheless, and despite being run during a lockdown, this edition had an incredible success, breaking all records of audience.

A delayed kick-off

Initially scheduled at 13H02 on Sunday 8th November 2020, the start finally took place one hour and 18 minutes later due to a patch of languid fog fixed on the line. At 14H20, the competitors set off into two typical depressions of the North Atlantic and then a third one, Thêta, described as a tropical storm. On the day of the start, Fabrice Amedeo (Newrest – Art & Fenêtres) had to return to Les Sables because of a broken gennaker hook which had damaged the mast. He resumed his race two and a half days later. On 11th November, Jérémie Beyou (Charal) gave up his dream of victory : he also had to come back to Les Sables d'Olonne to repair damage caused by hitting a ufo, an unidentified floating object. He arrived in Les Sables on the 14th November and set sail again on the 17th, nine days after the lead of the fleet. The day before, Nicolas Troussel (CORUM L'Épargne) had dismasted. He was the first to retire from the race.

Daggerboard boats held up

On 18th November, Alex Thomson (HUGO BOSS) took the lead at the equator. It was the tenth day in the race but 16 hours more than four years before. Four days earlier, Jean Le Cam (Yes We Cam!), Benjamin Dutreux (OMIA – Water Family) and Damien Seguin (Groupe APICIL) were still at the forefront with their daggerboard boats. In the depressions, these IMOCA's proved more agile than foilers. The close combat between boats of different generations had only just begun.

Two days later, while moving slowly along the South-American coasts, Alex Thomson

suffered a structural problem and had to undertake major repair. Meanwhile, Thomas Ruyant (LinkedOut) and Charlie Dalin (APIVIA) managed to escape. Facing them was a raggedy Saint-Helen anticyclone. Unsteady, rather frumpy, badly oriented, it stretched out in tatters and would block them later. The leading pair ventured with three hundred miles ahead of Jean Le Cam, clearly fearsome in designing his trajectory.

DIY or retire?

The first two weeks scattered some damage among the fleet: Kojiro Shiraishi (DMG MORI Global One) glued together large parts of his mainsail; Armel Tripon (L'Occitane Provence) finally decided not to reach La Coruna to repair a broken hook but then had to make the best of a bad job with the means of the youngest boat in the race; later on, Isabelle Joschke's pushpit was torn off by a sheet block.

While very busy with different repairs during the last of the Atlantic descent, Alex Thomson hit a ufo. With his rudder damaged, he announced retiring from the race off Cape Town. A few days before, Thomas Ruyant (LinkedOut) had lost the use of his cracked port foil. A hard blow that favoured Charlie Dalin (APIVIA) who escaped – partially, as always in this Vendée Globe. It seems like the fleet behind always caught up!

The longest night

On 30th November, as the leader was about to round Cape of Good Hope, the Vendée Globe headquarters were set ablaze and got in full emergency mode: Kevin Escoffier, 3rd in the race, only had a few seconds to inform his technical team: his PRB IMOCA had broken in two, he needed to be rescued. And that was it, for lack of communication.

*ofni : objet flottant non identifié

Both his team and Race management supposed he was on a life raft without a telephone. Jean Le Cam (Yes We Cam!) then 4th, Yannick Bestaven (Maître CoQ IV) 5th, Sébastien Simon (ARKEA PAPEREC) 7th and Boris Herrmann (SeaExplorer – Yacht Club de Monaco) 8th were re-routed by Jacques Caraës, race director. The four skippers were in the wake of PRB and the search, hazardous but orderly, began following both the positions emitted by a distress beacon and a grid of the shipwreck zone defined by winds, currents and the drifting of the life raft. During twelve hours, a feeling of anxiety seized the fleet, the race and all of France. At 2H18 French time, Jean Le Cam declared having recovered Kevin Escoffier. We could breathe once again! On 6th December, the survivor was dragged from Yes We Cam! aboard the Nivôse frigate.

The jury's decision

This incredible event happened four hundred miles off Cape of Good Hope but had effects all the way to Les Sables d'Olonne: for the time they had lost during the search, the re-routed skippers obtained compensated time defined by the jury of the Vendée Globe on 16th December: 16H15 for Jean Le Cam, 10H15 for Yannick Bestaven, 6H for Boris Herrmann. Sébastien Simon did not wait for this allocation: two days after the rescue, ARKEA PAPEREC's skipper hit a ufo: his starboard foil was damaged but more seriously the foil casing and its attachment separated from the boat and there was a water ingress. On 4th December, the skipper from Vendée retired from the race. The following day, Sam Davies (Initiatives-Coeur) also renounced due to a damaged keel after underwater contact. Fourth to retire in this edition, she promised to resume outside of the race once the repairs were done. The South African port welcomed another unfortunate competitor soon after: Fabrice Amédéo, after his computer crashed.

Meanwhile, the Indian had decided to empty its quiver and shoot its arrows. Sometimes strong, sometimes soft, they disturbed the skippers' weather forecasts, gave them a scare in the Great South with a depression around the Kerguelen islands or delivered apathy in impassable sluggish zones. So much so that on 13th December at 11H25 UT, when Charlie Dalin reached Cape Leeuwin first, Jean Le Cam was 4th (at 232 miles), Damien Seguin 5th (233 miles, Groupe APICIL), and Benjamin Dutreux 6th (252 miles, OMIA-Water Family). In front of these three old daggerboard boats were Thomas Ruyant (2nd), not yet really weakened by the absence of his port foil which he had cut off shortly before on the open sea, and Yannick Bestaven (3rd, at 67 miles, Maître CoQ IV) who navigated ideally to catch up with the delay generated by Kevin Escoffier's rescue. They were actually 10 to be within 400 miles, including Giancarlo Pedote (Prysmian Group) and Isabelle Joschke (MACSF), the new leader of the 6-women peloton competing in the adventure.

A new leader

The Pacific shuffled the cards once again. Charlie Dalin had to concede several hours to his followers to do some repairs and fix a makeshift foil attachment base... and Yannick Bestaven took the lead, keeping it for a long time. He rounded Cape Horn on 2nd January after 55 days at sea and with over 160 miles ahead of Dalin and 460 of Ruyant. Behind them, Damien Seguin reached his first Horn in 4th position, less than 24 hours after the leader. So did Benjamin Dutreux, 5th. Hats off to Louis Burton who found shelter off Macquarie Island, a small island lost in the great South of New Zealand, and had to climb the mast three times to repair a series of technical setbacks which had stopped him from using some headsails. He rounded the third cape of this round-the-world in 6th position and stayed in the match. The ascent of the South Atlantic was

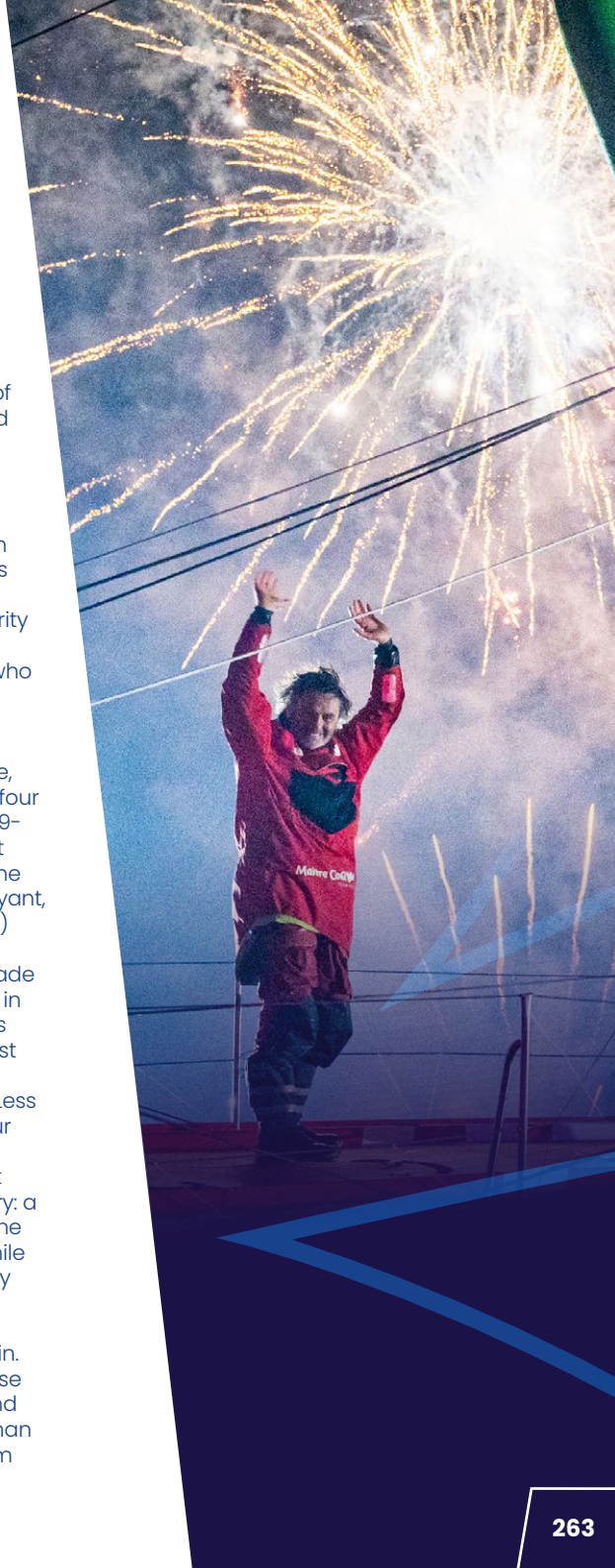
true to the weather patterns that seemed to repeat themselves and systematically impacted the leaders' progression. Yannick Bestaven suffered its consequences along the ascent of South America. All the more so, as we learned later that he had lost the use of many of his sails during a bad nosedive in the middle of a depression off Cape Horn which had torn away his furlers and pulpit.

Last ones to retire

Despite her amazing involvement, Isabelle Joschke finally gave up on 9th January. In the Southern seas, MASCF's keel actuator rod separated from the keel head which threatened the integrity of the boat and forced her to retire. Following was Sébastien Destremau who retired in the South of New Zealand.

So who actually won?

At the start of the 10th week in the race, the hierarchy was disrupted again. In four days, Yannick Bestaven lost the full 439-mile lead that he had managed to get over LinkedOut during the first half of the South American ascent. The pack (Ruyant, Dalin, Seguin, Dutreux, Le Cam, Pedote) came storming after him. The most inspired were Boris Herrmann, who made a spectacular comeback and arrived in 3rd position along the Northern coasts of Brazil, in the wake of Louis Burton, first to cross the equator on the way back, who beat Charlie to it by 59 minutes. Less than four hours separated the first four (including Herrmann and Ruyant). The return in the North Atlantic did not make positions clearer, on the contrary: a high pressure system cast doubt on the direct route to Les Sables d'Olonne while a heavy depression opened a westerly option which Louis Burton, Thomas Ruyant and Yannick Bestaven took on 25th of January in a last attempt to win. Charlie Dalin and Boris Herrmann chose the South, brushing Cape Finisterre and considering they would finish better than their direct competitors for the podium





thanks to a better wind angle on the last tacks. On an intermediate route, Damien Seguin and Jean Le Cam were running for the podium.

Coming from Cape Finisterre, Charlie Dalin (Apivia) crossed the finish line first on 27th January at 20H35. Louis Burton (Bureau Vallée 2) arrived from the West with nearly no electrical devices working except his automatic pilot and endured problems with his mainsail despite his epic stop in the great South. He finished 2nd on Thursday 28 at 00H45. Also on a Westerly route, and sailing under what sails he had left, Yannick Bestaven finished his solo round-the-world in 3rd place on 28th January at 04H19. He struck gold with his race time: the 10h15 credit granted by the Vendée Globe's international jury made him the great winner of the 2020-2021 Vendée Globe.

If the story had ended with these three finishes, it would already have been impressive. But these 24 hours during which 8 boats crossed the finish line – how dense! – had not yet revealed all their surprises. A place on the podium seemed destined to Boris Herrmann but he collided with a long-liner at night, 80 miles from the finish. He lost precious time and at least two places in the ranking.

Having arrived in 4th position in Les Sables d'Olonne, in the wake of the winner, Thomas Ruyant was downgraded two places (6th): Sea Explorer- Yacht Club de Monaco's skipper had a 6-hour credit which ensured him a definitive 5th place. King Jean, the last to cross the finish line on this 28th January at 20H35 climbed to 4th place in the general ranking thanks to his 16H15 compensated time.

Damien Seguin does not only have great talent, he also has an incisive sense of self-mockery. 6th on the finish line, this double Paralympic champion (born without his left hand) showed up in the channel of Les Sables d'Olonne dressed up as Captain Hook and took hold of a beautiful 7th place in the ranking. Giancarlo Pedote (Prysmian Group)

arrived 7th on the line but finished at a remarkable 8th place. On 29th and 30th January, Benjamin Dutreux (OMIA – Water Family) and Maxime Sorel (V and B – Mayenne) respectively took 9th and 10th place, proving the robustness of daggerboard IMOCAs which occupied 4 places in the top 10 of this 9th edition of the Vendée Globe.

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» The ranking of the edition

1. Yannick Bestaven (Fra, Maitre Coq IV): 80d 03h 44min

- Charlie Dalin (FRA) APIVIA, 80d 06h 15min
- Louis Burton (FRA) Bureau Vallée 2, 80d 10h 25min
- Jean Le Cam (FRA) Yes We Cam!, 80d 13h 44min 55s
- Boris Herrmann (MON) Seaexplorer - Yacht Club De Monaco, 80d 14h 59min
- Thomas Ruyant (FRA) LinkedOut, 80d 15h 22min
- Damien Seguin (FRA) Groupe APICIL, 80d 21h 58min
- Giancarlo Pedote (ITA) Prysmian Group, 80d 22h 42min
- Benjamin Dutreux (FRA) OMIA - Water Family, 81d 19h 45min
- Maxime Sorel (FRA) V And B Mayenne, 82d 14h 30min
- Armel Tripon (FRA) L'Occitane en Provence, 84d 19h 07min
- Clarisse Crémier (FRA) Banque Populaire X, 87d 02h 24min
- Jérémy Beyou (FRA) Charal, 89d 18h 55min
- Romain Attanasio (FRA) Pure - Best Western Hotels and Resorts, 90d 02h 46min
- Arnaud Boissières (FRA) La Mie Câline - Artisans Artipôle, 94d 18h 36min
- Kojiro Shiraishi (JPN) DMG MORI Global One, 94d 21h 32min
- Alan Roura (SUI) La Fabrique, 95d 06h 09min
- Stéphane Le Diraison (FRA) Time For Oceans, 95d 08h 16min
- Pip Hare (GBR) Medallia, 95d 11h 37min
- Didac Costa (ESP) One Planet One Ocean, 97d 06h 27min
- Clément Giraud (FRA) Compagnie du lit - Jilili, 99d 20h 08min
- Miranda Merron (FRA) Campagne de France, 101d 08h 56min
- Manuel Cousin (FRA) Groupe Sétin, 103d 18h 15min
- Alexia Barrier (FRA) TSE - 4myplanet, 111d 17h 03min
- Ari Huusela (FIN) Stark, 116d 18h 15min

» Abandonments

- Sébastien Destremau (FRA, Merci) series of damage, January 16th
- Isabelle Joschke (FRA, MACSF), keel problems (completes the round-the-world race out of the official classification), January 9th
- Fabrice Amedeo (FRA, Newrest - Art et Fenêtres) black-out électronique, December 11th
- Sam Davies (FRA, Initiatives - Cœur) collision with UFO (completes the round-the-world race out of the official classification), December 5th
- Sébastien Simon (FRA, ARKEA PAPREC), collision with UFO, December 4th
- Kevin Escoffier (FRA, PRB) shipwreck, November 30th
- Alex Thomson (GBR, HUGO BOSS), collision with UFO, November 28th
- Nicolas Troussel (FRA, CORUM L'Épargne), dismasting, November 16th

33
STARTERS

80D
06H15'

62%
OF THE FLEET
RANKED

10
NATIONALITIES

HOW TO FOLLOW THE RACE?



START
10
NOV
2024
01.02 PM
(LOCAL TIME)



FOLLOW THE RACE ON
VENDEEGLOBE.ORG



SOCIAL NETWORKS



NEWSLETTER SIGN-UP



OVERVIEW

2020-2021

A rich and
diverse
LINE-UP

6 **18** ROOKIES
15 **WOMEN** **12** FOREIGNERS
9 **NATIO-**
NALITIES **19** FOILERS

SPORT

2H31m
BETWEEN THE 1ST
AND THE 2ND
Shortest time
difference at finish
after compensations

8
FINISHES
IN 24HRS

24%
LOWEST
withdrawal rate

87D
2h 24m
25s

CLARISSE
CREMER'S
RECORD
FEMALE RECORD
BEATEN
(7 days better than
Ellen MacArthur in
2000)

33 ENTRANTS
RECORD ENTRY

6 WOMEN
AT THE START
RECORD FEMALE
ENTRY

25 BOATS
AT THE FINISH
RECORD
FINISHERS

COMMUNICATION

1 MILLION
VIRTUAL
PLAYERS

243 900
TOPICS
All media
included

€373.2M
ADVERTISING
VALUE
+ 88,5% VS 2016

2 345 HOURS OF
TV BROADCASTING
In 190 territories



66,7 % of French people followed
the 2020 Vendée Globe



115 MILLION VIDEOS VIEWED
On social networks

of French people know
the 2020 Vendée Globe **95,6 %**



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TITLE PARTNER



MAJOR PARTNER



PREMIUM PARTNER



OFFICIAL PARTNERS



OFFICIAL SUPPLIERS



UN PARTNERS



OCEAN PARTNERS



MEDIA PARTNERS



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