

IMOCA

ROUTE DU RHUM - DESTINATION GUADELOUPE 2022
THE IMOCA FLEET IN DETAIL



IMOCA



IMOCA AWARDS



THE FLEET IN FIGURES



SKIPPERS



IMOCA GLOBE SERIES 2022



QUALIFICATIONS



2022 FLEET CLICKABLE NAMES

[APIVIA - Dalin](#)

[Biotherm - Meilhat](#)

[Bureau Vallée - Burton](#)

[Cap Agir Ensemble - Marsset](#)

[Charal - Beyou](#)

[China Dream - Haikou - Xu](#)

[COMMEUNSEULHOMME - Bellion](#)

[CORUM L'Épargne - Troussel](#)

[Demain c'est loin - Rouger](#)

[DMG MORI Global One - Shiraishi](#)

[Fives - Lantana Environnement - Duc](#)

[Fortinet - Best Western - Attanasio](#)

[Freelance.com - Soudée](#)

[Gentoo Sailing Team - Harayda](#)

[Groupe APICIL - Seguin](#)

[Groupe Sétin - Cousin](#)

[Guyot Environnement-Water Family-Dutreux](#)

[Holcim - PRB - Escoffier](#)

[Hublot - Roura](#)

[Human - Cornic](#)

[Imagine - Colman](#)

[Initiatives-Cœur - Davies](#)

[Kattan - Guiffant](#)

[La Mie Câline - Boissières](#)

[Lazare - Le Turquais](#)

[LinkedOut - Ruyant](#)

[MACSF - Joschke](#)

[Maître CoQ V - Bestaven](#)

[Malizia - Seaexplorer - Herrmann](#)

[Medallia - Hare](#)

[Monnoyeur - Duo For A Job - Ferré](#)

[Nexans - Art&Fenêtres - Amedeo](#)

[Oliver Heer Ocean Racing - Heer](#)

[Prysmian Group - Pedote](#)

[Rêve de large - Sepho](#)

[Szabi Racing - Weores](#)

[Teamwork - Mettraux](#)

[VandB-Monbana-Mayenne - Sorel](#)

IMOCA

Founded in 1991 and recognised by World Sailing since 1998, the **International Monohull Open Class Association** manages the 60-foot [18.28 metre] monohull class. The IMOCA defines the rules that ensure fairness in sport by developing innovation and safety in boats. The IMOCA aims to develop the fleet and offer an attractive and coherent sporting programme.

In 2018, the IMOCA inaugurated the **IMOCA GLOBE SERIES**, its annual championship including the two legendary round the world races: the Vendée Globe and The Ocean Race. The IMOCA is thus contributing to the **internationalisation** of ocean racing and combines the notions of **competition** and **human adventure** on a daily basis.

The IMOCA boats have also been contributing to the development of the maritime sector for three decades. Collectively committed to the **transition**, the IMOCA skippers are adapting the rules and their practices in order to implement a **sustainable environmental performance**, capable of spreading beyond the sport.

[To find out more, click here](#)



IMOCA AWARDS

ROUTE DU RHUM - DESTINATION GUADELOUPE

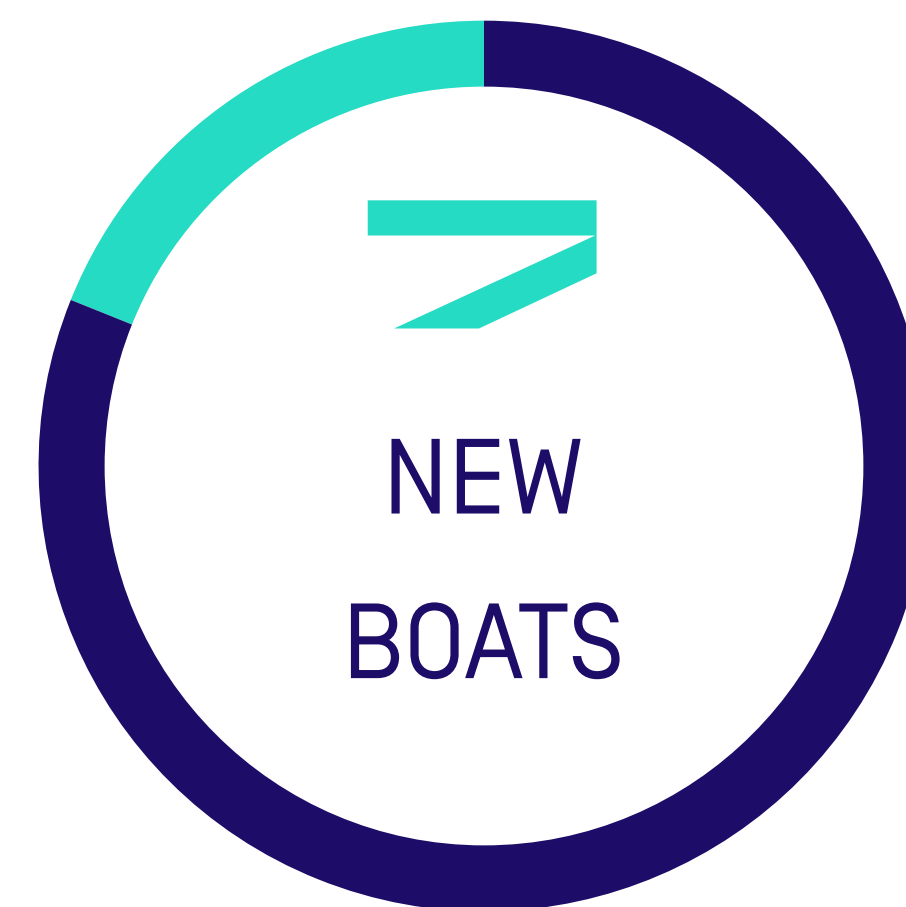
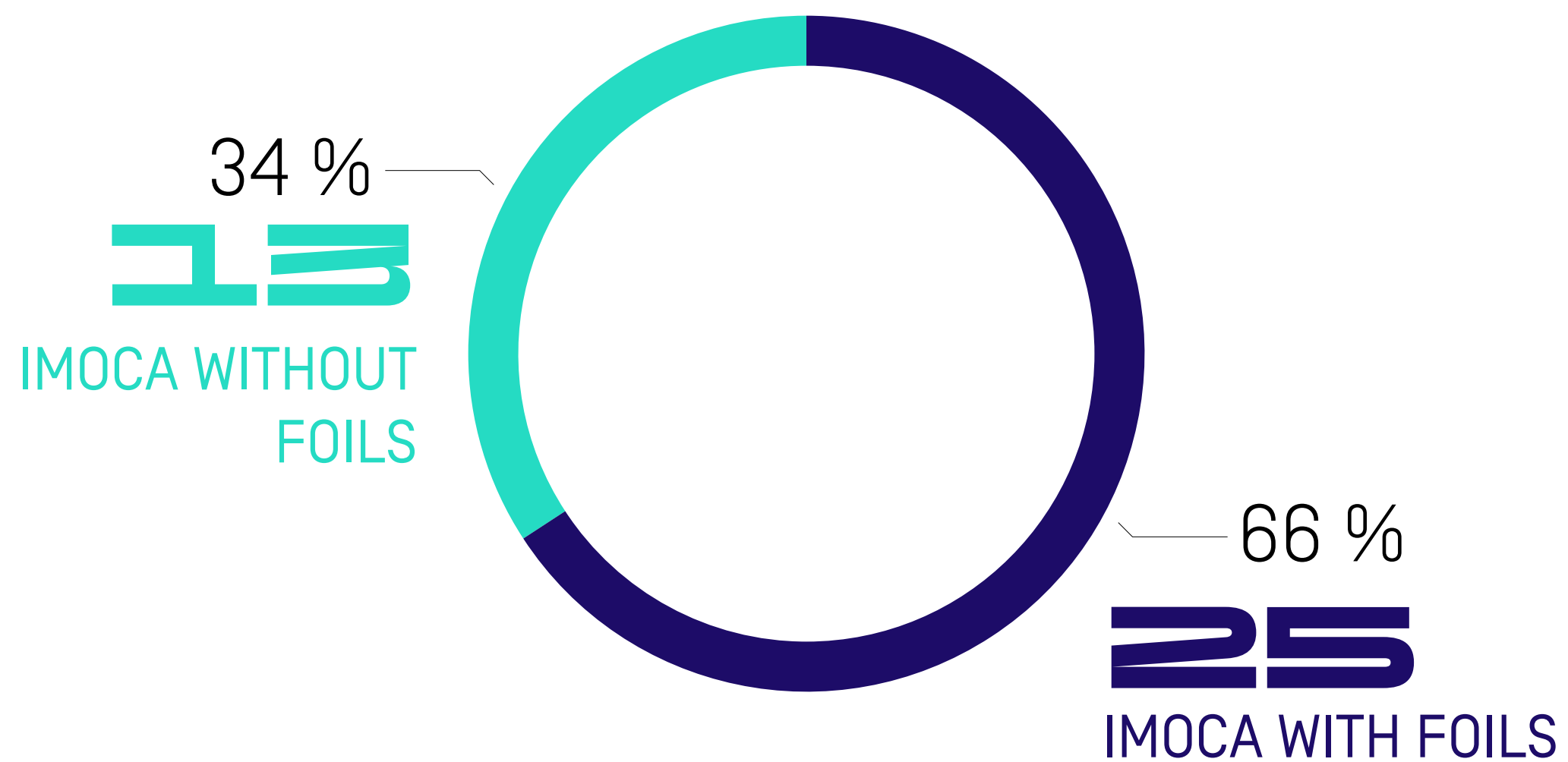
2018	Paul Meilhat [FRA] – SMA	12d 11h 23min 18s <i>[20 IMOCA boats at the start]</i>
2014	François Gabart [FRA] – MACIF	12d 4h 38min 55s* <i>[9 IMOCA boats at the start]</i>
2010	Roland Jourdain [FRA] – Véolia	13d 17h 10min 50s <i>[9 IMOCA boats at the start]</i>
2006	Roland Jourdain [FRA] – Sill et Véolia	12d 11h 58min
2002	Ellen MacArthur [GBR] – Kingfisher	13d 13h 31min 47s
1998	Thomas Coville [FRA] – Aquitaine Innovations	18d 07h 53min 32s
1994**	Yves Parlier [FRA] – Cacolac d'Aquitaine	15d 19h 23min 35s

*IMOCA race record

**The IMOCA (International Monohull Open Class Association) was created in 1991

THE 2022 FLEET

ROUTE DU RHUM - DESTINATION GUADELOUPE

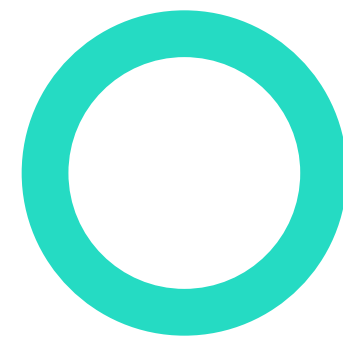


- Holcim-PRB Kevin Escoffier
- V and B-Monbana-Mayenne Maxime Sorel
- Charal Jérémie Beyou
- Malizia-Seaexplorer Boris Herrmann
- Initiatives-Cœur Sam Davies
- Maître CoQ V Yannick Bestaven
- Biotherm Paul Meilhat

- Holcim-PRB Kevin Escoffier
- Malizia-Seaexplorer Boris Herrmann
- Biotherm Paul Meilhat
- Guyot Environnement - Water Family/Team Europe Benjamin Dutreux

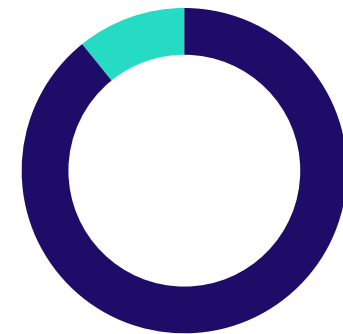
2022 SKIPPERS

ROUTE DU RHUM - DESTINATION GUADELOUPE



38 IMOCA SKIPPERS AT THE START

An absolute record for the Route du Rhum-Destination Guadeloupe, but also for the IMOCA class in general, as the previous record was 33 boats at the start of the 2020-21 Vendée Globe [40 are announced for 2024-25]



34 MEN AND 4 WOMEN

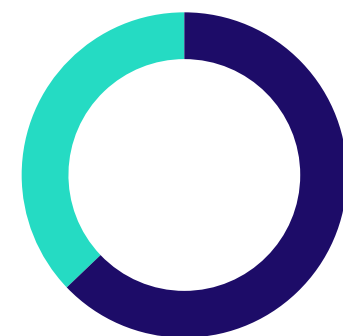
IMOCA will be the most mixed class at the start in Saint-Malo



25 FRENCH AND 13 INTERNATIONAL SKIPPERS

from 8 nationalities [CHN, GER, GBR, HON, ITA, JAP, NZL, SUI]

The IMOCA class will be the most international class at the start in Saint-Malo



15 ROOKIES IN IMOCA

IMOCA GLOBE SERIES 2022

IMOCA ANNUAL CHAMPIONSHIP



IMOCA GLOBE SERIES

1st Octobre 2022

- 1 – Charlie Dalin – APIVIA – 172 pts
- 2 – Jérémie Beyou – Charal – 164 pts
- 3 – Benjamin Ferré – Monnoyeur-Duo For A Job – 130 pts

See all rankings : [click here](#)



GUYADER BERMUDES 1000 RACE

Coefficient 2

8th May

- 1 – Charlie Dalin – APIVIA – 4d 10h 47mn
- 2 – Jérémie Beyou – Charal 1 – 5d 2h 2mn
- 3 – Louis Burton – Bureau Vallée – 5d 23h 1mn

All rankings : [click here](#)



VENDÉE ARCTIQUE-LES SABLES D'OLONNE

Coefficient 4

12th June

- 1 – Charlie Dalin – APIVIA – 4d 9h 20mn
- 2 – Jérémie Beyou – Charal 1 – 4d 13h 4mn
- 3 – Thomas Ruyant – LinkedOut – 4d 16h 33mn

All rankings : [click here](#)



DÉFI AZIMUT - LORIENT AGGLOMÉRATION

Coefficient 1

13th September

48H SOLO

- 1 – Charlie Dalin – APIVIA – 1d 15h 42mn
- 2 – Thomas Ruyant – LinkedOut – 1d 16h 31mn
- 3 – Jérémie Beyou – Charal 2 – 1d 16h 40mn

48H ÉQUIPAGE THE OCEAN RACE

- 1 – Charlie Enright – 11th Hour Racing Team – 1d 18h 56mn
- 2 – Benjamin Dutreux – Guyot Environnement-Team Europe – 1d 22h 7mn
- 3 – Boris Herrmann – Malizia-Seaexplorer – 1d 22h 25mn

All rankings : [click here](#)



QUALIFICATIONS

VENDÉE GLOBE 2024

The Route du Rhum 2022 is the **second single-handed qualifying race** for the 2024 Vendée Globe after the Arctic Vendée in June this year.

The single-handed transatlantic race also allows skippers to accumulate **+/- 3600 miles** in the 'race to the miles' towards the 2024-25 round the world race.

The exact number of miles retained is defined by the Race Direction after possible modifications of the course during the event (reduction for example).

See the table of miles : [click here](#)



THE IMOCA FLEET

ROUTE DU RHUM - DESTINATION GUADELOUPE

APIVIA

FRA 79

BAPTISMAL NAME	APIVIA
ARCHITECT	Guillaume Verdier
CONSTRUCTION	CDK Technologies, Lorient
LAUNCH DATE	05/08/2019

PRESENTATION

Winner of the Transat Jacques Vabre 2019, APIVIA logically ranked among the favourites for the Vendée Globe 2020-2021, not only because this Guillaume Verdier design oozes power and high-performance, but also because her skipper, supported by Mer-Concept's shore team gathered around François Gabart, already boasted a more than flattering track record on the Figaro circuit. Equally, the adaptations to the IMOCA monohull were completed alongside Yann Eliès no less...In short, the boat is of noble birth because, from her very first tacks, she demonstrated formidable potential coupled with remarkable versatility. In terms of reliability, the perfect condition of the boat helmed by the duo Dalin-Eliès, both on her victorious arrival in Salvador de Bahia and on returning from her delivery trip home, confirmed that the homeopathic adaptations for solo sailing [ergonomics, visibility] were in no way detrimental to her seakeeping and racing qualities.

These performances were confirmed during the Vendée Globe 2020-2021 when, despite damage to the foil casing on her port side in the Southern Ocean, Charlie Dalin took line honours in Les Sables d'Olonne, ultimately ranking second behind Yannick Bestaven, who was awarded a time bonus after diverting to assist with recovering Kevin Escoffier after his shipwreck.

Winner of the Rolex Fastnet, then second in the Transat Jacques Vabre with Paul Meilhat in 2021, Charlie Dalin has proven to be also untouchable in 2022, further confirming the osmosis between the sailor and his perfectly optimised machine. A native of Le Havre he won the Guyader Bermudes 1000 Race hands down, repeating the performance in the Vendée Arctique, and he ranks among the favourites for the Route du Rhum-Destination Guadeloupe, his last race aboard APIVIA, which has been sold to Banque Populaire for Clarisse Crémer, before he launches his new IMOCA, another Verdier design, project managed as ever by CDK and Mer Concept, and currently in build.



CHARLIE DALIN

1ST PARTICIPATION



BIO THERM

FRA 2030

BAPTISMAL NAME	Biotherm
ARCHITECT	Guillaume Verdier
CONSTRUCTION	Persico Marine, Italie
LAUNCH DATE	31/08/2022

PRESENTATION

The last of IMOCA's '2022 vintage', Biotherm was launched on 31 August in Lorient, after an express build taking just thirty weeks or so at Persico in Italy. Designed by Guillaume Verdier, and built in the moulds of LinkedOut, Biotherm's implementation has made it possible to save time whilst limiting the budget, as well as being 'sparing' in terms of carbon footprint and LCA [life-cycle assessment], which is now a compulsory element in IMOCA's class rule in the construction of a new boat.

Paul Meilhat, who is very familiar with the Verdier design having sailed the whole of the 2021 racing season on her with Charlie Dalin [victory in the Rolex Fastnet and second place in the Transat Jacques Vabre behind Thomas Ruyant and Morgan Lagravière on LinkedOut] is not starting from scratch then. However, given the very tight timing [Biotherm announced its partnership in March 2022], the winner of the last Route du Rhum in IMOCA was keen to have a solid, simple and versatile boat, a virtual sistership to APIVIA which, together with LinkedOut, has won every race over the past two years.

Starting from the basic version - the plans dating back to the previous 2020-2021 Vendée Globe campaign - the monohull has been updated and geared specifically around Paul with a minimalist approach. Now spatulated, the bow has been changed to incorporate more rocker, the aim being to get the bow up when sailing downwind, the foils are from the latest generation, while the rudder systems and the cuddy sheltering the cockpit have been optimised. Everything has been simplified as much as possible, without taking any risks in terms of technological choices and overly complex developments. In June, Paul and his shore crew joined the team at the Persico yard, in Italy, to put the finishing touches to the boat - lamination, machining, sanding and installation of the wiring, fittings and systems...

Biotherm has rejoined her home port in Port La Forêt, and undergone a series of sea trials with part of the crew, who will take the start of The Ocean Race this January after the Route du Rhum.



PAUL MEILHAT

2ND PARTICIPATION
IMOCA WINNER 2018



BUREAU VALLÉE

FRA 2

BAPTISMAL NAME	Bureau Vallée
ARCHITECT	Sam Manuard
CONSTRUCTION	Black Pepper Yachts
LAUNCH DATE	31/01/2020

PRESENTATION

Entrusting Sam Manuard with the design of his IMOCA, Armel Tripon really packed a punch: L'Occitane en Provence bore no resemblance to her 'playmates' with her scow bow, her moderate beam and her raised foils... Indeed, the naval architect had already designed racing yachts in other classes with increasingly wide bows, culminating with a scow bow. L'Occitane en Provence is a radical introduction to the Imoca class in this regard. Built at Black Pepper Yachts, the monohull hit the water in early 2020, before having her foils installed at the end of the winter.

The performance seems to match up to the project's ambitions and, significantly, the IMOCA is pretty dry, which is a definite advantage for a singlehanded round the world race. Sam Manuard, who'd already collaborated on the design of the foils for Maître CoQ (turned Initiatives Cœur), has totally revised the siting of these appendages, which exit the hull at the sheer in contrast to the other monohulls.

After retiring from the Vendée Arctique Les Sables d'Olonne, Armel Tripon revealed the full potential of the boat in the Vendée Globe 2020-2021. Despite an 11th place, notably due to a hook problem at the beginning of the race (he was lying in 32nd place in the Bay of Biscay), L'Occitane en Provence showed that the latest generation foilers are formidable in fairly mild sea conditions, posting the best time of the fleet in the Southern Ocean, and covering 28,315 miles on her circumnavigation of the world at an average speed of 13.93 knots.

At the end of the Vendée Globe, Louis Burton, who secured third place in the event, set his heart on the Manuard design. In her new colours, she finished 5th in the The Ocean Race Europe, her race debut, but suffered a dismasting just ten hours after the start of the Transat Jacques Vabre with co-skipper Davy Beaudart. After a lengthy winter refit, Bureau Vallée 3 finished second in the Guyader Bermudes 1000 Race and 5th in the Vendée Arctique.



LOUIS BURTON

2ND PARTICIPATION



MON COURTIER ENERGIE - CAP AGIR ENSEMBLE

FRA 83

BAPTISMAL NAME	Mon Courtier Energie - Cap Agir Ensemble
ARCHITECT	Farr Yacht Design
CONSTRUCTION	JMV Industries, Cherbourg
LAUNCH DATE	26/07/2006

PRESENTATION

This Farr design has been around the block, yet upon her launch in 2006, she was considered to be one of the most honed boats in the fleet. Jérémie Beyou retired her from the Route du Rhum 2006 for family reasons, then dismasted during the Barcelona World Race in the Indian Ocean, offshore of Prince Edward Island with Sidney Gavignet... Finally, during the Vendée Globe 2008, a broken spreader put paid to his hopes offshore of Brazil at Recife.

The ex-Delta Dore then traded liveries with Bureau Vallée, and brothers Louis and Nelson Burton racked up a blistering performance in the Transat Jacques Vabre 2011 culminating in 7th place. A year later, Louis retired from his first Vendée Globe on hrt after colliding with a trawler offshore of Spain. Fifth in the Transat Jacques Vabre with Guillaume Le Brec, Louis Burton also finished fifth in the Route du Rhum 2014, then 9th in the Transat Jacques Vabre with Romain Attanasio. Finally, he bagged a very honourable 7th place on her in the Vendée Globe 2016-2017.

The boat was then bought by Erik Nigon (Vers un monde sans Sida) and finished 10th in the Route du Rhum 2018, then 27th in the Transat Jacques Vabre 2019 with Turkish sailor Tolga Ekrem Pamir. However, her skipper was unable to secure sufficient financial backing for the next Vendée Globe so he loaned his IMOCA to Clément Giraud for the round the world race. The latter finished 21st after 99 days of racing.

In February 2022, Sébastien Marsset purchased the 16-year- old 60-footer with classic straight daggerboards, built at JMV in Cherbourg, finishing 13th in the Guyader Bermudes 1000 Race and 15th in the Vendée Arctique Les Sables d'Olonne, earning his ticket for the Route du Rhum - Destination Guadeloupe. The primary aim of the sailor from Nantes is to line up for the Vendée Globe 2024.



SÉBASTIEN MARSSSET

2ND PARTICIPATION



CHARAL

FRA 3

BAPTISMAL NAME	CHARAL 2
ARCHITECT	Sam Manuard
CONSTRUCTION	CDK Technologies, Lorient
LAUNCH DATE	11/07/2022

PRESENTATION

The potential of L'Occitane en Provence (now known as Bureau Vallée 3), quickly convinced Jérémie Beyou to approach Sam Manuard for his new IMOCA. Charal Sailing Team, which notably includes Franck Cammas, co-skipper of the boat today in the double-handed races and replacement for Jérémie Beyou, as well as Bertrand Pacé, the man with seven America's Cup participations to his credit, and Manuard's design team, have really made some innovative choices, such as having one of the narrowest hulls of the existing crop of IMOCA's. Indeed, back in the nineties and the noughties, the architectural trend (Finot-Conq were the architects of four winning boats from the second to fifth edition) was to design very beamy 'skimming dishes'. In addition, Charal 2 has a centre of gravity and a weight distribution positioned a long way aft, a rounded Scow bow and V-shaped foils that are deeper than those on the previous VPLP Charal 1 design. Finally, to favour aerodynamics, which is an element that is increasingly sleek on these IMOCA's, the deck is very flat (virtually a flush deck), while the coachroof (exterior cabin) is minimalist and streamlined, and the step more pronounced. More than fifteen engineers, five of whom are part of Charal Sailing Team, worked on Charal 2.

Next, more than a hundred specialists were involved in the boat's construction, designing and machining all the parts, virtually all of which are prototypes, equating to 35,000 design hours and 40,000 hours of construction at CDK, which is the yard which has produced the greatest number of IMOCA's in the past 30 years or so.

Jérémie Beyou has been linking together a series of sea trials off Lorient since the boat's launch and his primary objective is the 12th Route du Rhum, before he goes on to participate in his 5th Vendée Globe in November 2024. He is said to be thrilled with his new boat and she will doubtless be one of the references against the new IMOCA's at the start in Saint Malo in early November.



JÉRÉMIE BEYOU

5TH PARTICIPATION



CHINA DREAM HAIKOU

CHN 5

BAPTISMAL NAME	China Dream
ARCHITECT	Finot-Conq
CONSTRUCTION	Chantier Multiplast, Vannes
LAUNCH DATE	17/07/2007

PRESENTATION

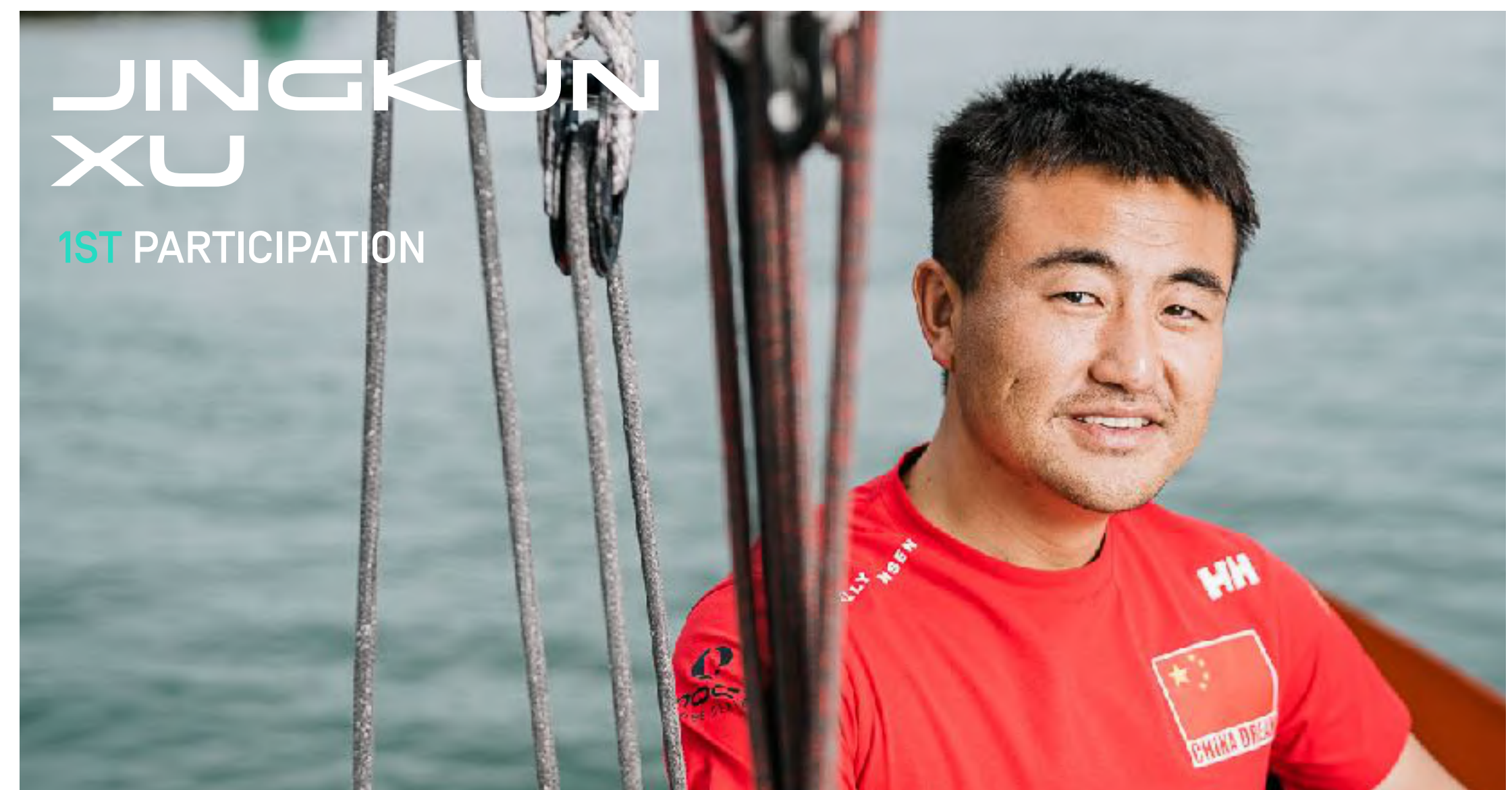
When Armel Le Cléac'h turned to Groupe Finot for his Vendée Globe campaign, the naval architects had already won four editions in a row (Gautier, Auguin, Desjoyeaux, Riou). Built by the Multiplast yard in Vannes, Brittany, in 2007, Brit Air definitely featured a more powerful, swifter hull than her predecessors with her sharp lines, her two daggerboards and her pronounced chine. The skipper finished 7th (with Nicolas Troussel) in the Transat Jacques Vabre but the boat dismasted on her return to Europe, before taking 2nd place in The Transat 2008 and then sailing a stellar Vendée Globe (2nd).

Two seasons later, he finished 2nd in the Route du Rhum. Taken over by Bertrand de Broc, the monohull added her name to the list of finishers in the round the world race (9th), then the Transat Jacques Vabre 2013 with Arnaud Boissières (6th), but the solo sailor injured himself during the Route du Rhum 2014.

The monohull set sail again on the Barcelona World Race with Jörg Riechers and Seb Audigane (6th), prior to another Transat Jacques Vabre 2015 (6th), then the last Vendée Globe came to an abrupt end after hitting a UFO.

Swiss sailor Alan Roura took command of the boat in 2017, La Fabrique, securing the Transatlantic record in the summer of 2019 (7d 16h 55') thanks to her foils installed during the winter refit.

In 2022, Xu Jingkun will take over the share of this 60-foot boat with a view to a first participation in the Vendée Globe in 2024.



COMMEUNSEULHOMME POWERED BY ALTAVIA

FRA 01

BAPTISMAL NAME	Hubert
ARCHITECT	Farr Yacht Design
CONSTRUCTION	Port La Forêt
LAUNCH DATE	29/05/2007

PRESENTATION

This boat is a legend! With five circumnavigations of the globe to her credit, the IMOCA's likely racked up more miles than any other boat in the class and has hosted the greatest number of skippers since her launch in 2006 in the hands of Michel Desjoyeaux... The instigator of Mer Agitée started how he meant to go on with a win in the Record SNSM, then the Transat Jacques Vabre with Emmanuel Le Borgne in 2007. And despite Foncia's technical pit stop in the opening miles (a short circuit), Michel Desjoyeaux bagged the win in style in the Vendée Globe 2008-2009, securing a second victory in as many participations.

Chartering the boat, which was rechristened Mapfre, Spaniards Iker Martinez and Xabi Fernandez, Olympic 49er champions, finished 2nd in the Barcelona World Race 2011, before Jérémie Béyou adorned her in a Maître CoQ livery in 2012 in the Vendée Globe. Unfortunately, her keel head was broken and her race came to an end at Cape Verde. German sailor Jörg Riechers was next to buy her in 2013 and modified the bow of the Farr design. With sponsor Mare out of the picture, Swiss skipper Bernard Stamm took over the helm with Jean Le Cam, securing victory in the Barcelona World Race 2015. The sailor from north-west Brittany then took possession of her to further optimise her and finished 6th in the Vendée Globe 2016-2017.

Known as Hubert (in tribute to her builder, Michel Desjoyeaux's older brother and co-founder of the CDK yard with Jean Le Cam and others), then Finistère Mer Vent or Yes We Cam! the boat served as a practice boat for Nicolas Troussel under the colours of CORUM L'Epargne, who finished 13th in the 2019 Transat Jacques Vabre. The following year, Jean Le Cam completed his fifth Vendée Globe on Hubert, earning a fourth place, following the miraculous rescue of Kevin Escoffier.

In 2022, Eric Bellion, first rookie in the Vendée Globe in 2017 on Comme un seul homme, has returned to IMOCA after a five-year break and is chartering the famous 60-footer as he awaits the build of a new non-foiling 'budget' IMOCA designed by David Raison, with input from Jean Le Cam and himself. He posted a fabulous 7th place in the Guyader Bermudes 1000 Race and 14th in the Vendée Arctique, and will be competing in his second Route du Rhum.



ERIC BELLION

2ND PARTICIPATION



CORUM L'ÉPARGNE

FRA 6

BAPTISMAL NAME	CORUM Butler
ARCHITECT	Juan Kouyoumdjian Design
CONSTRUCTION	Mer Agitée & CDK Technologies, Port La Forêt
LAUNCH DATE	05/05/2020

PRESENTATION

The most recent of the 2020 generation IMOCAs, CORUM l'Épargne is skippered by Nicolas Troussel. The double Solitaire du Figaro champion set sail on his first solo circumnavigation of the globe just six months after her launch in May and a 24,000 hours of construction disrupted by the pandemic. This very distinctive 60-footer is designed by the Franco-Argentinean naval architect Juan Kouyoumdjian and project managed by Michel Desjoyeaux, two-time champion (2000-2001 and 2008-2009) and two-time manager of a winning Vendée Globe campaign (Riou in 2004-2005, Gabart in 2012-2013). Heading the team, Greg Evrard, a top-flight racer (match racing, Tour de France à la Voile, ORMA circuit) and former director of North Sails France is, like the skipper, a safe pair of hands. And though the hull is very reminiscent of Sébastien Simon's ARKÉA PAPREC, which was built using the same moulds, her very deep, original cockpit, her coachroof integral with the deck and her substantial freeboard are the stand-out features.

The designers have also put a huge amount of work into the foils, digitally simulating hundreds of versions. Seemingly then, it was all systems go, particularly given the fact that Nicolas Troussel put together a stellar entourage that notably includes Nicolas Lunven, Sébastien Josse and Thomas Rouxel to optimise CORUM L'Épargne.

However, luck was not on the skipper's side in the ensuing races. Whilst lying in 7th place in his first Vendée Globe, Nicolas Troussel saw his mast collapse onto the deck to the north of the Cape Verde islands, which sadly paved the way for a series of subsequent retirements. During the Transat Jacques Vabre 2021, with teammate Sébastien Josse, he finished eighth.

Next, following the traditional winter refit, he took the start of the Guyader Bermudes 1000 Race in the spring of 2022. In the leading pack (5th), the boat suffered a major issue with her keel, forcing her skipper out of the race. A structural issue spanning 10 square meters across the hull bottom prompted further reinforcement work. Decidedly, CORUM l'Épargne has not been spared, but her skipper will be hoping to show what she's made of at the start of the Route du Rhum.



NICOLAS TROUSSEL

3RD PARTICIPATION



DEMAIN C'EST LOIN

FRA 50

BAPTISMAL NAME	SARNIA
ARCHITECT	Owen-Clarke
CONSTRUCTION	2006, Nouvelle-Zélande
LAUNCH DATE	01/05/2006

PRESENTATION

Built in 2006 for Swiss sailor Dominique Wavre, the former Temenos was designed by the British architectural firm Owen Clarke Design and finished 5th in the Route du Rhum 2006 then 3rd in the Barcelona Race 2007- 2008 (with Michèle Paret). Optimised for the Vendée Globe 2008, the monohull suffered keel issues offshore of Kerguelen and was retired from the race. Flying the flag of Mirabaud, the boat dismasted offshore of Argentina during the Barcelona World Race 2011 (with Michèle Paret). At that point, the singlehanded round the world race became Dominique Wavre's primary objective and he finished in 7th place in 2013.

American Rich Wilson renamed her Great America IV for his Vendée Globe 2016-2017 campaign, which he completed in 13th position after a hundred days at sea. Next up, the boat was bought by Irish skipper Enda O'Coineen, then Nicholas O'Leary before Miranda Merron took possession.

With a tight budget, Campagne de France participates in the Transat Jacques Vabre and made landfall in Salvador de Bahia (with Halvard Mabire) in 23rd place, the boat having not been modified since 2010. Miranda Merron, whose ambition was to participate in the 2020 Vendée Globe, succeeded in her challenge and finished in 22nd place after 101 days of racing.

After the Vendée Globe, the boat was bought by Nicolas Rouger with a view to the 2022 Route du Rhum and the 2024 Vendée Globe.



**NICOLAS
ROUGER**

1ST PARTICIPATION

DMG MORI GLOBAL ONE

JPN 11

BAPTISMAL NAME	Spirit of Yukoh V Global One
ARCHITECT	VPLP
CONSTRUCTION	Multiplast, Vannes
LAUNCH DATE	02/09/2019

PRESENTATION

Sistership to Charal 1, the foiler DMG Mori Global One was built at the Multiplast yard in 2019 for Kojiro Shiraishi for the ninth edition of the Vendée Globe. The Japanese skipper participated in the previous Vendée Globe on the former Estrella Damm, which went on to become BT and then Veolia Environnement, with which Roland Jourdain won the 2010 Route du Rhum.

The team of the skipper from the land of the rising sun opted not to upgrade the boat, but rather to enhance it. As a result, Kojiro set off on the solo round the world race aboard a reliable boat with the same performance capabilities as Charal 1, which had shown remarkable potential. However, just one week into the race, Kojiro Shiraishi suffered an autopilot failure, causing the boat to yaw dramatically, resulting in three mainsail battens snapping and a large tear in the sail. After a week of repairs, the skipper managed to get back into the race and 'looped the loop' after 94 days and 21 hours of racing, securing 16th place. The first Asian sailor to successfully complete the Vendée Globe and a genuine legend in his home country, Kojiro Shiraishi then did a tour of Japan between 28 July and 21 November 2021, enabling thousands of visitors to discover his IMOCA across marinas from Yokohama to Ashiya and Tokoname.

Returning to Europe from Japan via cargo ship, 2022 has seen DMG Mori participating in the Guyader Bermudes Race 1000 and the Vendée Arctique with Kojiro Shiraishi respectively securing 14th and 20th place. The skipper aims to compete in the next Vendée Globe in 2024.



KOJIRO SHIRAISHI

1ST PARTICIPATION



FIVES - LANTANA ENVIRONNEMENT

FRA 172

BAPTISMAL NAME	Les Enfants de la Balle
ARCHITECT	Farr Yacht Design
CONSTRUCTION	CDK Technologies, Port La Forêt
LAUNCH DATE	30/09/2006

PRESENTATION

The ex-PRB, a Farr design, is continuing her lengthy career, which has involved mixed fortunes, including a violent fire that gutted her dockside in Le Havre before the start of the Transat Jacques Vabre 2019. Promised to Clément Giraud for the last Vendée Globe, his partner pulled out believing the boat to be irreparable. Back in 2006, Vincent Riou called upon Farr Yacht Design to produce this IMOCA.

She had to retire from the Route du Rhum after dismasting, but the monohull then went on to post a knockout performance in the Calais Round Britain Race, then the Fastnet Race 2007, but she dismasted again in the Barcelona World Race with Sébastien Josse, then retired from The Transat after colliding with a marine mammal. After her skipper Vincent Riou rescued Jean Le Cam, who had capsized off Cape Horn in the Vendée Globe 2008-2009, she too had to retire due to a broken outrigger. However, she still managed to rank 3rd in the event.

Arnaud Boissières bought the boat at that point, finishing 7th in the Route du Rhum 2010, then 8th in the following Vendée Globe. Tanguy de Lamotte opted to modify the bow in 2014, finishing 7th in the Route du Rhum and 5th in the Transat Jacques Vabre 2015, before retiring from the Vendée Globe 2016-2017 with a broken masthead.

Taken on by Yannick Bestaven, the IMOCA finished 5th in the Transat Jacques Vabre (with Kito de Pavant) in 2017 but had to retire from the last Route du Rhum.

Bought by Louis Duc in 2020 with the aim of competing in the Vendée Globe 2024, the Farr design underwent a major refit. Having excelled in Class40, the Norman sailor teamed up with Marie Tabarly, daughter of the legendary Eric, finishing 14th in the Transat Jacques Vabre 2021, before continuing to find his feet on his boat, in solo format this time, resulting in a fine 8th place in the Vendée Arctique among other performances, then a participation in the Drheam Cup 2022



LOUIS DUC

3RD PARTICIPATION



FORTINET - BEST WESTERN

FRA 10

BAPTISMAL NAME	Malizia 2
ARCHITECT	VPLP / Verdier
CONSTRUCTION	Chantier Multiplast, Vannes
LAUNCH DATE	06/08/2015

PRESENTATION

Ex Mono 60 Edmond de Rothschild (Gitana 16) she is one of seven new prototypes designed by VPLP-Verdier for the Vendée Globe 2016-2017. Launched in 2015, she was helmed by Seb Josse from Nice, who teamed up with Charles Caudrelier for the Transat Jacques Vabre. Unfortunately, the boisterous conditions forced the crew to retire as a result of rig issues. Delivered to St Barth's, she took victory in the return transatlantic race, the B to B. The skipper then had to retire from The Transat due to snapped battens, before securing second place in the New York-Les Sables d'Olonne. In the Vendée Globe, following serious damage to the foil casing whilst in the leading group, Seb Josse was forced to retire and make for Fremantle in Australia.

In March 2017, Boris Herrmann took the helm in the colours of the Yacht Club de Monaco, finishing 3rd in the Fastnet Race (with Pierre Casiraghi), then 4th in the Transat Jacques Vabre (with Thomas Ruyant). Fifth in the Route du Rhum 2018, Boris Herrmann worked assiduously to prepare for the Vendée Globe 2020-2021 (GP Guyader, Bermudes 1000 Race, Fastnet Race...), even taking the young Greta Thunberg to the USA on her, before a lacklustre Transat Jacques Vabre with Will Harris after a failed weather option. Malizia II-Yacht Club de Monaco underwent a complete overhaul in 2020 and was rechristened Seaexplorer - Yacht Club de Monaco. She took the start of the Vendée Globe 2020-2021, finishing in 5th place after colliding with a fishing boat the day before the finish.

In 2021, Romain Attanasio purchased the much fawned over VPLP-Verdier design and she now goes by the name Fortinet-Best Western. She finished 7th in the Transat Jacques Vabre accompanied by Sébastien Marsset, then 17th in the Vendée Arctique, after a European tour spanning Lorient, London and Lisbon.



FREELANCE.COM

FRA 22

BAPTISMAL NAME	Yvinec 2
ARCHITECT	Farr Yacht Design
CONSTRUCTION	Offshore Challenges Sailing Team, Cowes, Royaume-Uni
LAUNCH DATE	25/06/2007

PRESENTATION

This Farr design built for the Barcelona World Race 2007-2008, then raced in the Vendée Globe, has had multiple skippers and lives: launched in 2007 as Estrella Damm, she went on to sport the name BT with Sébastien Josse, Veolia Environnement with Roland Jourdain, Hugo Boss with Alex Thomson, Neutrogena with Guillermo Altadill and José Muñoz, Adopteunskipper.net with Nicolas Boidevezi and Ryan Breymaier, Spirit of Yukoh IV with Kojiro Shiraishi, OMIA Water Family with Benjamin Dutreux and Freelance.com with Guirec Soudée.

The Estrella Damm duo, Guillermo Altadill and Jonathan McKee unfortunately had to retire from the Barcelona World Race offshore of Cape Town with damaged rudders, then Seb Josse had to return to France in The Transat, with a broken mainsail head. BT is no happier offshore of New Zealand when a wave flips the boat over and suffers a broken rudder...

Repaired in Auckland, the IMOCA dominates play in several races in 2009 prior to a Transat Jacques Vabre with Seb Josse and Jean- François Cuzon, which culminates in the vessel's retirement after serious water ingress. Taken on by Roland Jourdain, Veolia wins the Route du Rhum 2010, then Thomson and Altadill finish second aboard her in the Transat Jacques Vabre, the Briton also subsequently bagging the solo transatlantic record on her in the colours of Hugo Boss in 8 days and 22 hours. Third in the Vendée Globe 2012-2013 with Alex Thomson, the monohull finishes second in the Barcelona World Race under a Spanish flag. Later on, Nicolas Boidevezi's Vendée Globe participation is compromised due to a lack of sponsor.

So, the japanese sailor, Kojiro Shiraishi sets sail with her from Les Sables d'Olonne, before sadly stopping in Cape Town following her dismasting. Benjamin Dutreux purchases the boat in 2019 and flies the flag for Water Family in the Transat Jacques Vabre, finishing 19th with Thomas Cardrin. Two years later, the young sailor is joined by OMIA and sets sail on his first Vendée Globe.

Ninth at the end of a very fine race, he sells his boat to adventurer Guirec Soudée, renowned for his seagoing adventures with his chicken Monique. Despite a rapid and steep learning curve alongside Sébastien Audigane, one of France's most experienced sailors, and just a month in the IMOCA class, the Breton finishes the Guyader Bermudes Race 1000 in an honourable 16th place, and above all ranks 6th in the Vendée Arctique after an option demonstrating excellent seamanship. Freelance.com will take the start of her seventh round the world in November 2024!



GUIREC SOUDÉE

1ST PARTICIPATION



GENTOO SAILING TEAM

GBR 88

BAPTISMAL NAME	Gentoo 2
ARCHITECT	Finot - Conq
CONSTRUCTION	Neville HUTTON, Southampton, Royaume-Uni
LAUNCH DATE	19/06/2007

PRESENTATION

Building on its previous successes in singlehanded round the worlds (four victories between 1992 and 2004 in the Vendée Globe and three in the BOC Challenge), the Finot-Conq Group became a reference, despite an announced breakthrough by naval architects Farr Yacht Design. Briton Alex Thomson turned to the French architects in 2007 to design him what proved to be a very original IMOCA with a double cuddy and flush deck, which enabled all the manoeuvres to be centred between the two companionways to save weight and centre it.

The beamy and powerful Hugo Boss finished 2nd in the Barcelona World Race in 2008 (with Andrew Cape), but the boat then collided with a trawler at the entrance to Les Sables d'Olonne as the skipper was making for the Vendée Globe start. Despite the repair work, the boat was subsequently forced to retire from the race due to delamination of the hull. It was time to go again in the Transat Jacques Vabre (with Ross Daniel).

Having switched to a Polish flag, Zbigniew Gutkowski also had to retire after suffering keel issues. Energa took the boat back to France again in the hands of Stéphane Le Diraison, who began preparing her for the Vendée Globe 2016-2017 in late 2015 in the new colours of the Compagnie du lit-Boulogne Billancourt. Unfortunately, she dismasted to the south of Australia two days before Christmas... The boat was then revamped in Caen before taking on the Route du Rhum 2018 (8th), then in 2019 the Guyader Bermudes 1000 Race (10th) and the Transat Jacques Vabre with François Guiffant (20th). For his second Vendée Globe, Stéphane Le Diraison made his dream come true, finishing 18th on this boat, renamed Time For Ocean.

The boat was then taken on by a young Briton, James Harayda [24], who has already participated in a number of races in various parts of the globe and has compatriots Dee Caffari and Alex Thomson as his key mentors. Now known as Gentoo, the boat has undergone a substantial refit, depriving her of races in 2022. The 'relief' sailor will compete in the Route du Rhum-Destination Guadeloupe and very much hopes to base the boat in Gosport, the UK's IMOCA stronghold, to prepare for the Vendée Globe 2024 in the tradition of his British peers.



JAMES HARAYDA

1ST PARTICIPATION



GROUPE APICIL

FRA 13

BAPTISMAL NAME	Porco Rosso
ARCHITECT	VPLP / Verdier
CONSTRUCTION	CDK Technologies, Port la Forêt
LAUNCH DATE	02/03/2015

PRESENTATION

The virtual sistership to Banque Populaire VIII, winner of the Vendée Globe 2016-2017 with Armel Le Cléac'h, the then named Safran II skippered by Morgan Lagravière was lying in 4th position when she hit a UFO offshore of Cape Town, which pulled out her steering system and forced her to retire in South Africa... Designed by the VPLP-Verdier duo, the monohull was equipped with foils in 2015 upon her launch and, after a rather flashy start (2nd in the Trophée SNSM, 6th in the Artemis Challenge, 3rd in elapsed time in the Rolex Fastnet Race), the skipper, supported by Nicolas Lunven, had to retire from the Transat Jacques Vabre after suffering water ingress in the foil casing. Though the structure was reinforced, the sailor hit a UFO the day after the start of the New York-Vendée transatlantic race. Following her rapid repair, Morgan Lagravière still managed to finish 9th in Les Sables d'Olonne...

On her return to Concarneau in 2017, the IMOCA was bought by the Kairos company for a Transat Jacques Vabre with Morgan Lagravière and Éric Péron (3rd), before being acquired two years later by Yannick Bestaven, who linked together a series of solid results in the colours of Maître CoQ IV (2nd in the GP Guyader and the Bermudes 1000 Race), prior to mixed results in the Transat Jacques Vabre 2019 (with Roland Jourdain) following a rather fruitless W'ly option in the North Atlantic. In 2020, behind closed doors due to Covid, Yannick Bestaven took the start of the Vendée Globe as an outsider, competing against 31 other racers. After an outstanding race, which notably saw him leading the fleet around Cape Horn after a brisk passage across the Pacific, he missed out on line honours in Les Sables d'Olonne, Charlie Dalin being the first to complete the circumnavigation of the globe but snatched overall victory in the event in 80 days and 3 hours once time bonuses were awarded for rescuing Kevin Escoffier.

After the Transat Jacques Vabre 2021, which Bestaven contested with his loyal technical director Jean-Marie Dauris, the co-inventor of the Watt and Sea hydro-generator handed over his IMOCA to Damien Seguin, still in the colours of Groupe APICIL. Aboard this versatile, tried-and-tested foiler, the triple paralympic 2.4m medallist, 7th in the last Vendée Globe, finished 9th in both the Guyader Bermudes 1000 Race and the Vendée Arctique, and will line up for the start of the Route du Rhum 2022 and the Vendée Globe 2024.



DAMIEN SEGUIN

4TH PARTICIPATION



GROUPE SÉTIN

FRA 71

BAPTISMAL NAME	Trimtastic
ARCHITECT	Farr Yacht Design
CONSTRUCTION	Southern Ocean Marine, Nouvelle-Zélande
LAUNCH DATE	03/02/2007

PRESENTATION

Built in New Zealand in 2006, this IMOCA already has five round the world races to her credit, securing victory in the 2008 Barcelona World Race with Jean-Pierre Dick and Damian Foxall. Characterised by her 'trim tab', a flap on the transom, the ex-Paprec-Virbac 2 boasted bow 'moustaches' prior to the Vendée Globe 2008, which the skipper had to retire from after breaking both rudders offshore of Australia. Next, Spaniards Pepe Ribes and Alex Pella finished 5th in the Transat Jacques Vabre, then 4th in the Barcelona World Race 2010. The baton was then passed to their compatriots Willy and Bruno Garcia who finished 5th in Barcelona four years later.

Arnaud Boissières bought the Farr design in 2015 for his third consecutive Vendée Globe, then participated in the Transat Jacques Vabre 2017 with new owner, Manuel Cousin.

Groupe Sétin competed in the Route du Rhum 2018 (14th), before participations in multiple IMOCA races in 2019: GP Guyader, Bermudes 1000 Race, Armen Race, Fastnet Race and Défi Azimut, rounding off her season with the Transat Jacques Vabre accompanied by Gildas Morvan. In 2020, Manuel Cousin set off on the solo round-the-world race, his very first circumnavigation of the globe, which he finished in 23rd position.

After the Transat Jacques Vabre 2021 contested with Alexia Barrier, the Norman sailor carried out a major refit at Mer Agitée, the structure managed by Michel Desjoyeaux in Port La Forêt, north-west Brittany. On the menu, a reduction and redistribution of weight, optimisation of the deck layout and a new livery in the colours of her trusty partner. In April 2022, Manuel Cousin relaunched his IMOCA to compete in the Guyader Bermudes 1000 Race, finishing in 18th place and earning his ticket for the Route du Rhum, before choosing to err on the side of caution and retire from the Vendée Arctique to avoid manhandling his boat in the rough weather.



MANUEL COUSIN

2ND PARTICIPATION



GUYOT ENVIRONNEMENT - WATER FAMILY

FRA 9

BAPTISMAL NAME	Eloe
ARCHITECT	VPLP/Verdier
CONSTRUCTION	Green Marine, Southampton, Royaume-Uni
LAUNCH DATE	01/09/2015

PRESENTATION

The ex-Hugo Boss 2015 designed by VPLP-Verdier in collaboration with Alex Thomson's team, was undoubtedly the most revolutionary of the IMOCA fleet in the Vendée Globe 2016-2017. Her aggressive look, her matt black livery and grey cells, her reverse bow with a chamfered deck edge, her hull form and finally her slender, fluorescent yellow foils, leave no one indifferent. In short, the British 'spectre' wows her rivals, a sensation only heightened by the fact that her skipper is already on his third participation... Her descent of the Atlantic is a demonstration. Unfortunately, the breakage of one of her foils offshore of Kerguelen will seal her fate in the quest for victory, even though the boat's performance is such that Alex Thomson will remain a threat to the ultimate winner and new Vendée Globe record holder, Armel Le Cléac'h, all the way to the wire in Les Sables d'Olonne.

In the last Route du Rhum 2018, Hugo Boss crushed the competition and victory appeared to be a done deal for the Englishman. Unfortunately, he fell asleep as he made landfall at the north-western tip of Guadeloupe and the alarm on his watch was unable to wake him. He ran aground on the beach at Pointe à Claude, breaking his bowsprit. He made the finish line but was later downgraded to third place having had to fire up his engine to get out of danger.

After that, Charlie Enright took on the monohull, rechristened 11th Hour Racing 1, to prepare for his third crewed round the world with stopovers. Awaiting his new IMOCA 11th Hour Racing Malama, designed specifically for The Ocean Race Europe, the American dazzled in the Transat Jacques Vabre with Pascal Bidégorry on the Mk1 version to snatch third.

Benjamin Dutreux, one of the revelations of the Vendée Globe 2020-2021 (9th on a 15-year-old boat), purchased the IMOCA with a view to a second participation in 2024. Guyot Environnement - Water Family underwent a thorough check before being equipped with new, more high-performance foils, and Benjamin Dutreux ranked respectively 6th and 11th in the Guyader Bermudes 1000 Race and the Vendée Arctique Les Sables d'Olonne. After the Route du Rhum this November, the sailor from Ile d'Yeu will contest The Ocean Race in crewed format.



BENJAMIN DUTREUX

1ST PARTICIPATION



HOLCIM - PRB

FRA 85

BAPTISMAL NAME	PRB
ARCHITECT	Guillaume Verdier
CONSTRUCTION	Carrington, Southampton, Royaume-Uni
LAUNCH DATE	08/05/2022

PRESENTATION

After the Switchback project for The Ocean Race was abandoned, Kevin Escoffier, the 'miraculous survivor' of the last Vendée Globe, together with Team PRB, made the purchase in January 2022 of the Verdier design hull built at the famous Jason Carrington yard in the UK. Prior to the Groupe Holcim's recent buy-out of the company PRB, the latter heavily involved in sailing and the Vendée Globe in particular for over thirty years, Kevin Escoffier's 'only' goal was the Vendée Globe 2024.

Once the boat (bare hull and deck) arrived in Lorient, she immediately went in for a refit to adapt her to singlehanded sailing. Initially manufactured for The Ocean Race, the hull was dramatically modified to suit the needs of Kevin, who will be setting sail in November 2024 on his second Vendée Globe. The engineer, naval architect Guillaume Verdier and the shore team will be using an existing boat for the campaign. In contrast to the older generation IMOCA's, the current trend is to add volume up forward. As a result, like a number of monohulls from the same vintage, the bow is much fuller and more powerful to prevent the boat from burying into the waves. Indeed, the goal for a round the world is to have as stable a boat as possible, capable of racking up a high average speed with ease, without being confined to high outright speed. The deck layout has also been revised with latest generation foils being fitted. Kevin Escoffier also wants all the on-board systems to be practical and simple to control and repair at sea singlehanded. Originally geared around outright performance in crewed format, this IMOCA remains highly versatile. Having seen his previous boat fold up like a pocket knife before sinking in the last Vendée Globe, the sailor knows better than anyone how important structure and solidity are and, unsurprisingly, is making no concessions on that score. The team has also installed the electronics, wiring, engine, hydraulics and rig...

Initially, Kevin Escoffier had hoped to take part in the Vendée Arctique - Les Sables d'Olonne in June, but ultimately had to withdraw, preferring instead to sort out the final details on his boat launched in Lorient on 7 May 2022. After a studious summer focused on sailing and making the boat reliable, the news came in on 22 August that PRB had been bought out by Holcim. As a result, the boat changed both her name and livery, switching from orange to blue... and above all, it was decided that Kevin Escoffier would compete in The Ocean Race 2023 after the Route du Rhum and prior to the Vendée Globe. The sailor is well-versed in the exercise, having won the last edition of the round the world race teamed up with Charles Caudrelier... and given that the boat was originally designed to race in crewed configuration, it all seems rather fitting.



KEVIN ESCOFFIER

1ST PARTICIPATION



HUBLLOT

SUI 7

BAPTISMAL NAME	Rasta Rockett
ARCHITECT	VPLP - Pete Hobson
CONSTRUCTION	Carrington, Southampton, Royaume-Uni
LAUNCH DATE	04/08/2019

PRESENTATION

Launched in the summer of 2019, Hugo Boss, the seventh of the name, a VPLP design conceived in partnership with the technical team, including Alex Thomson and Pete Hobson, is characterised by its innovative look and notably its completely enclosed cockpit, exterior visibility largely being provided by cameras. On the dock in Les Sables d'Olonne prior to the start of the Vendée Globe 2020-2021, Hugo Boss, with her black and fuchsia pink livery and futuristic look, does not go unnoticed. Everything is carried out below deck and the on-board energy is largely supplied by solar panels specially integrated in the deck. The curved foils are also unique. Despite some stunning performances at race starts, especially on certain points of sail (reaching), the new Hugo Boss finds it a real struggle to finish them.

Indeed, the keel pulls out of the boat during the Transat Jacques Vabre 2019 alongside Neal McDonald, but the duo manages to get the boat safely back to land. A major refit ensues. Race favourite in the Vendée Globe 2020-2021, on his fifth participation, the British skipper takes risks to remain at the head of the fleet, not thinking twice about skirting the centre of tropical depression Theta and racking up a staggering average speed. However, the boat's structure cannot withstand the constant hammering and the longitudinal stringers come unstuck. Despite a makeshift repair at sea, Hugo Boss is handicapped and, in the South Atlantic, her damaged starboard rudder forces the skipper to make for Cape Town and retire from the race. He also decides to retire from competitive sailing to devote his time to his family, putting what was undoubtedly the most sought after secondhand IMOCA in the fleet on the market.

In October 2021, Swiss sailor Alan Roura, the youngest skipper in the previous edition, hits the jackpot and purchases Hugo Boss, and is promptly joined by another prestigious sponsor, Swiss watchmaker Hublot. The new skipper announces that armed with one of the best IMOCA around he aims to win the Vendée Globe 2024. After a thorough check-up, the only modification being a change of livery, Alan Roura discovers how demanding the machine is, together with her 'brutality' and her specificities. He finishes 15th in the Guyader Bermudes 1000 Race, then 7th in the Vendée Arctique Les Sables d'Olonne, having clearly found the keys to this avant-garde boat, which launched the trend for enclosed cockpits.



HUMAN

FRA 1461

BAPTISMAL NAME	Too Pic
ARCHITECT	Owen Clarke
CONSTRUCTION	Chris Prior
LAUNCH DATE	23/08/2005

PRESENTATION

In February 2020, Antoine Cornic purchased this Owen Clarke design, which competed in the Vendée Globe 2008-2009 with Canadian Derek Hatfield (retirement after spreader damage). This makes the boat the oldest of today's IMOCA fleet since she was designed in 2005 and launched in 2006. In 2020, on her way to the Mediterranean, the boat dismasted at Cape Finisterre. A spare wing mast bought off Sam Davis was stepped onto the boat, though it required a major refit (modifications to the chainplates, installation of outriggers...).

During the 2021 season, culminating in the Transat Jacques Vabre, Antoine Cornic made a variety of purchases for Ebac Litterie including a J2 from Charal, a J3 from Banque Populaire, Initiatives Cœur's mainsail, as well as sails from Ecover (Mike Golding), sistership to Algimouss Spirit of Canada during the Vendée Globe 2008-2009.

Prior to the 2022 season, the boat underwent another winter refit (electrics, weight reduction...) in the hands of the small team working for Antoine Cornic, with the help of companies Pochon (electronics) and Incidences (sails) in a shed loaned to the team by Yannick Bestaven in La Rochelle, where Ebac Litterie is based. There was further assistance from naval architect Merfyn Owen and class measurer René Boulaire to optimise her for the compulsory 90-degree test.

This year, Ebac Litterie finished 20th in the Guyader Bermudes 1000 Race, then 16th in the Vendée Arctique Les Sables d'Olonne, earning the skipper from the Ile de Ré his first ever ticket for the Route du Rhum, his main aim in the run-up to the Vendée Globe.



IMAGINE

NZL 64

BAPTISMAL NAME	IMAGINE
ARCHITECT	VPLP - Pete Hobson
CONSTRUCTION	Indiana Yachting, Italie
LAUNCH DATE	05/09/2007

PRESENTATION

In 2007, Groupe Bel was one of the first two VPLP-Verdier designs and she would go on to revolutionise IMOCA racing for several years. Though the hull and her distinctive chine that spreads over her entire length are the same as that on Safran, she is equipped with a wing mast and twin steering wheels and was built by the Indiana Yachting yard in Italy. Designed for Kito de Pavant, who was preparing for the Vendée Globe 2008-2009, she finished 6th in the Transat Jacques Vabre (with Sébastien Col), but dismasted in the Bay of Biscay the day after the start of the round the world in a meaty depression picking up very heavy seas. As a result, 2009 is an opportunity to beat the Trans-Mediterranean record (1 day 20 hours) before finishing second in the Transat Jacques Vabre with François Gabart. However, the Route du Rhum 2010 campaign comes to an end following a faulty keel pin, as is the case in the Barcelona World Race (with Sébastien Audigane). Kito de Pavant amasses a series of technical issues (dismasting, then collision), marring the track record of an otherwise formidable IMOCA, which has gained widespread acceptance. Kito de Pavant sells the boat on to Imagine, which takes part in the Route du Rhum with Armel Tripon (4th) before having to draw a line under his Vendée Globe campaign due to a rather sad business with his partner.

Next, Thomas Ruyant takes the helm for the Transat Jacques Vabre 2015 with Adrien Hardy (4th) before a first Vendée Globe in 2016-17, which ultimately comes to a halt in New Zealand after a collision with a UFO, literally ripping the hull and then the deck apart like opening a tin can. The skipper from northern France pulls off the amazing feat of getting his boat safely into port despite the threat of it breaking in two. Bought up by Irish sailor Enda O'Coineen and repaired in Christchurch, the ex-Souffle du Nord is delivered to Les Sables d'Olonne and is promptly sold to Maxime Sorel in late 2018, VandB-Mayenne going on to compete in the Bermudes 1000 Race (5th), then the Transat Jacques Vabre with Guillaume Le Brec (16th).

During the Vendée Globe 2020-21, the young Sorel sails an outstanding race and finishes 10th just 2 days and 8 hours shy of the winner Yannick Bestaven. Conrad Colman buys the boat in April 2022, finishing 10th in the Guyader Bermudes 1000 Race and 18th in the Vendée Arctique Les Sables d'Olonne. The brilliant New Zealander, who completed his first Vendée Globe without fossil fuels and in 16th place under jury rig after breaking his mast 700 miles from the finish in 2017, has every intention of being on the start line in 2024.



INITIATIVES-CŒUR

FRA 109

BAPTISMAL NAME	Initiatives-Cœur 4
ARCHITECT	Sam Manuard
CONSTRUCTION	Black Pepper Yachts
LAUNCH DATE	30/07/2022

PRESENTATION

For her fourth participation in the Vendée Globe 2024, Briton Samantha Davies (4th in 2008–2009, just 1 hour 20 astern of 3rd placed Marc Guillemot) has a new boat for the very first time. Initiatives Cœur is one of the most solid ‘committed’ campaigns of the IMOCA fleet and today gathers together three main partners: Les chocolats du cœur, K-Line and Vinci Energies. All of them support the fundraising for the humanitarian association Mécénat Chirurgie Cardiaque, which enables children suffering from heart defects to have surgery in France.

Built by Black Pepper yard in the moulds of Armel Tripon’s IMOCA and launched on 30 July 2022, Initiatives Cœur 4 is a Manuard design, the third naval architect to adopt the idea of designing scow- type bows for 60 footers. The team assisting Sam Davies and Anne-Claire Le Berre, technical director, collected the carbon shell from Nantes and then carried out all the non-composite assembly in its base in Lorient. There are some specific developments to this new build in relation to Armel Tripon’s boat (launched in January 2020) to bring her in line with the 2025 measurement in certain areas like the structure, with no Nomex in the hull bottom, which is a notable consequence of the damage suffered by Alex Thomson’s Hugo Boss. The foils for the new measurement are different too, which also influences the casings and systems. They have also been designed to be more tolerant. The boom is a one-design and the cuddy was devised by Initiatives Cœur 4’s design office. All the on-board mechanical systems that are not one-designs have also been designed in-house, enriched by the lessons learned from the old boat.

Keen to ‘preserve’ herself on a physical level, Sam Davies dictated the interior fit-out and the ergonomics of the cabin and cockpit, and the design office made some elements ‘by hand’. The initial sea trials only served to corroborate these choices.



KATTAN

FRA 20

BAPTISMAL NAME	KARAKORAM
ARCHITECT	Marc Lombard
CONSTRUCTION	JMV, Cherbourg
LAUNCH DATE	26/04/2004

PRESENTATION

This 2004 Marc Lombard design IMOCA has had a long career in the hands of Roland Jourdain, who competed in the Vendée Globe the year it was launched. At the front of the pack throughout the race, the skipper had to throw in the towel after suffering keel damage.

Four years later, fate had a hand in it, as 'Bilou', who was in second place during the Atlantic crossing, had to abandon in the Azores, as the keel had sunk to the deep seas... The boat was then sold to Boris Herrmann who finished 5th in the double-handed Barcelona World Race in 2010-11.

She then went to the British sailor Samantha Davies who was racing under the colors of Savéol. Unfortunately, the sailor will dismast in the west of Madeira, during the first days of the Vendée Globe 2012-13.

The skipper Yoann Richomme then set his sights on this boat, aiming for a first participation in the Vendée Globe in 2016-17, but had to give up due to lack of funding. The boat and its skipper nevertheless race on the IMOCA circuit, notably in the 2017 Transat Jacques Vabre with a certain Pierre Lacaze, the current new owner of the monohull, which is distinguished by this mainsail painted by the start artist JR.



LA MIE CÂLINE

FRA 14

BAPTISMAL NAME	Diabolo Vanille
ARCHITECT	VPLP/Verdier
CONSTRUCTION	CDK Technologies, Port La Forêt
LAUNCH DATE	18/09/2010

PRESENTATION

Designed for Michel Desjoyeaux, the ex-Foncica 2 is the 5th VPLP-Verdier design, assembled at CDK Technologies in 2010. During the Route du Rhum, she finished 6th and then dismasted offshore of Cape Town during the Barcelona World Race (with François Gabart). Bought by Banque Populaire, Armel Le Cléac'h optimised her with his team and finished 3rd in the Transat Jacques Vabre 2011 (with Christopher Pratt), then finished 2nd in the Vendée Globe, a little over three hours behind François Gabart...

Taken on by Jérémie Béyou, Maître CoQ finished 2nd in the Fastnet Race then 3rd in the Transat Jacques Vabre (with Christopher Pratt). Subsequently second in the Route du Rhum 2014, Jérémie Béyou had another crack at a Transat Jacques Vabre, but his race was cut short at Roscoff, with a significant refit required to install new foils designed by Nick Holroyd. Winner of the all-new Transat New York-Vendée-Les Sables d'Olonne race in 2016, the solo sailor earned a spot on the third step of the podium in the Vendée Globe 2016-17.

Bought by Tanguy de Lamotte under the colors of Initiatives-coeur, the latter entrusted the helm to Samantha Davies after the Transat Jacques Vabre 2017, but the young English sailor had to retire from the Route du Rhum due to delamination of the hull. Seventh in the last Transat Jacques Vabre with Paul Meilhat, Sam Davies set out on her third Vendée Globe. After starting the race at the front of the fleet, she is forced to retire from the race not far from Cape Town after a violent collision with a UFO. However, after two weeks of repairs, she heads back out to sea with the aim of completing the course.

After the 2021 Transat Jacques Vabre, Arnaud Boissières took up the helm of the red and white IMOCA with the goal of a fifth consecutive Vendée Globe. Managing to tame his new foiler, in 2022 'Cali' finishes 12th in the Guyader Bermudes 1000 Race before retiring from the Vendée Arctique Les Sables d'Olonne in a bid to avoid the storm to preserve his boat. He then takes her on a tour of the Mediterranean with his partners, racking up more than 4,000 nautical miles shorthanded in the process.



LAZARE

FRA 1000

BAPTISMAL NAME	RUA HATU
ARCHITECT	Finot-Conq
CONSTRUCTION	Multiplast, Vannes
LAUNCH DATE	29/05/2008

PRESENTATION

The virtual sistership to Hugo Boss designed in 2007 by Jean-Marie Finot and Pascal Conq, DCNS was initially destined for Marc Thiercelin, second in the Vendée Globe 1996-1997 behind Christophe Auguin. A sturdy boat built at Multiplast, she's launched late, at the end of August 2008 and just three months before the start. Unfortunately, DCNS dismasts on the first night in a Bay of Biscay swept up by more than 50-knot winds. After a lacklustre season in 2009, albeit with a new Trans-Mediterranean record (1 day 9 hours) to her credit, the skipper, accompanied by Christopher Pratt, is forced to retire from the Transat Jacques Vabre due to a keel issue. Characterised by her double cuddy, DCNS is then optimised and made lighter to prepare for Christopher Pratt's Route du Rhum 2010, finishing 8th. Marc Thiercelin's next objective is to train up the former world champion skier Luc Alphand with a view to the Transat Jacques Vabre 2011, but energy problems force the duo out of the race.

Transformed for the fiction film 'En solitaire', with French actor François Cluzet in the role of skipper, but helmed by Alex Pella, the boat is then bought by Éric Bellion, a sailor who had already rounded Cape Horn with two friends on an eight-metre steel boat by the name of Kifouine. CommeUnSeulHomme finishes 7th in the Transat Jacques Vabre with Briton Sam Goodchild. Very close to retiring from the Vendée Globe 2016-2017 offshore of South Africa, Eric Bellion repairs a dislodged rudder, sets sail again, manages to give his rivals the slip, powers across the Southern Ocean and then finishes 9th and first rookie. Damien Seguin takes on CommeUnSeulHomme in 2018 for the Route du Rhum (6th), then finishes the Transat Jacques Vabre with Yoann Richomme in a more modest 14th place. On his return, the team follows the advice of Jean Le Cam and decides to completely rebuild the coachroof.

Damien Seguin takes the start of his first Vendée Globe in 2020, finishing in 7th position and 1st IMOCA with classic straight daggerboards. Bought by Tanguy Le Turquais in 2021, the IMOCA participated in the Guyader Bermudes 1000 Race 2022 then the Vendée Arctique in the colours of Banque Populaire with Nicolas Lunven at her helm to replace Clarisse Crémer during her pregnancy. The double champion of the Solitaire du Figaro finished in a splendid 4th and then 10th place respectively.

Tanguy Le Turquais, who hopes to compete in the Vendée Globe 2024, is supporting the Lazare association created in 2010, which champions and develops inclusive flat shares between young volunteer workers and the homeless. It's a very fine initiative, which deserves to rally together partners so that the sailor can promote this association around the world.



TANGUY LE TURQUAIS

1ST PARTICIPATION



LINKEDOUT

FRA 59

BAPTISMAL NAME	NAT'CHE
ARCHITECT	Guillaume Verdier
CONSTRUCTION	Persico Marine, Italie
LAUNCH DATE	07/09/2019

PRESENTATION

Launched in September 2019 amidst an array of new IMOCA monohulls intended to take the start of the Vendée Globe 2020-2021, Advens for Cybersecurity rechristened LinkedOut, is a design by Guillaume Verdier's team for Thomas Ruyant and, somewhat unusually, the build was launched at the Persico yard before the sailor from northern France found any partners. A few hull points and above all the ergonomics for solo sailing slightly differ from the original concept, which was also intended to contest The Ocean Race – the Super Sixty concept did not succeed.

LinkedOut is the virtual sistership to APIVIA designed by the same architectural firm. The boat is narrower than those in the previous Vendée Globe, with more volume up forward. The freeboard has been reduced to lower the centre of gravity. Set back further, the sail plan has taken inspiration from multihulls. The headsails are smaller and flatter. The boat immediately showed great potential, because despite a pit stop in Cherbourg, Thomas Ruyant and Antoine Koch secured a 5th place for their IMOCA in the Transat Jacques Vabre 2019. The boat was sailed back from Brazil singlehanded and then with her shore team, so the latter could see what life was like on the IMOCA before her skipper put the boat in for another refit to optimise her. Adaptations for a singlehanded round the world were undertaken and notably included a reverse watch seat and improved visibility from the cockpit cuddy...

After bagging third place in the Vendée Arctique in 2020 Thomas Ruyant took the start of his second singlehanded round the world as race favourite. He spent two thirds of the race in the top trio, despite lamenting a broken foil from the Cape of Good Hope, which he had to cut up mid-ocean. He was 4th over the finish line, dropping to 6th in the overall ranking after other time bonuses were added. In November 2021, Thomas Ruyant and Morgan Lagravière confirmed that the boat (and the sailors) had real potential. They took the win in the Transat Jacques Vabre in Martinique ahead of APIVIA. In 2022, Thomas Ruyant had to retire from the Guyader Bermudes 1000 Race after breaking the rudder system whilst battling it out in the top trio, but went on to finish 3rd in the Vendée Arctique. Labelled as one of the favourites for the Route du Rhum, LinkedOut 1 will be up for sale or charter as LinkedOut 2 [Koch-Finot-Conq] is currently in build.



MACSF

FRA 27

BAPTISMAL NAME	ISAMOCA
ARCHITECT	VPLP/Verdier
CONSTRUCTION	Chantier Naval de Larros
LAUNCH DATE	06/08/2007

PRESENTATION

This 60-foot IMOCA launched in the colours of Safran is more than a trailblazer, she's a benchmark. The first monohull to be designed by Vincent Lauriot-Prévost and Guillaume Verdier, and built by Thierry Eluère, a composites expert at the Larros yard, she has not only given rise to further iterations, she's also continuing on with her exceptional career. Light yet powerful, just a few months after her launch in August 2007, Safran finished 2nd in the Transat Jacques Vabre with Marc Guillemot and Charles Caudrelier. Third in the Vendée Globe 2008-2009, this time Marc Guillemot went on to win the Transat Jacques Vabre 2009, again with Charles Caudrelier, then finished 3rd in the Route du Rhum 2010. The boat sailed another Transat Jacques Vabre (with Yann Eliès), then retired from the Vendée Globe 2012-2013 in the opening miles after losing her keel. With Pascal Bidégorry, Marc Guillemot completed his 4th Transat Jacques Vabre (2nd), before concluding with another 3rd place in the Route du Rhum 2014.

Yann Eliès then purchased the boat, carried out an impressive refit so that the boat was able to compete against the latest generation boats and, flying the flag of Quéguiner-Leucémie Espoir, finished 3rd in the Transat Jacques Vabre in Itajaí with Charlie Dalin, before bagging 5th place in the Vendée Globe 2016-2017.

Alain Gautier made the IMOCA part of his company Sensations in 2017, before entrusting the monohull to the Franco-German sailor Isabelle Joschke, who secured 8th place in the Transat Jacques Vabre with Pierre Brasseur in the colours of Generali. Rechristened Monin, the boat dismasted during the Route du Rhum 2018.

A year later, the boat came out of refit with the new name of MACSF and took the start of the Transat Jacques Vabre. Unfortunately, Isabelle Joschke and Morgan Lagravière scraped the bottom of the boat in Étretat just after the start. MACSF undergoes a major transformation and update: addition of foils, new mast, roof cuddy, electronics... Isabelle Joschke takes the start of the Vendée Globe in 2020. She's a key protagonist in the race's top ten as far as the coast of Argentina where the boat suffers damage to her keel ram, forcing her to retire from the race. The sailor nonetheless makes it up to Salvador de Bahia to affect the necessary repairs before setting sail once more and completing her round the world singlehanded via the sea. In late 2021, with Fabien Delahaye, she finished 12th in the Transat Jacques Vabre, before securing a fabulous 5th place in the Guyader Bermudes 1000 Race 2022, ahead of a number of more modern boats, but had to retire from the Vendée Arctique Les Sables d'Olonne after damaging her mainsail in the storm.



ISABELLE JOSCHKE

2ND PARTICIPATION



MAÎTRE COQ

FRA 17

BAPTISMAL NAME	Maître CoQ V
ARCHITECT	Guillaume Verdier
CONSTRUCTION	CDK Technologies, Port La Forêt
LAUNCH DATE	27/08/2022

PRESENTATION

After a year and half of work, Maître CoQ V, was launched in late August 2022. Designed by Guillaume Verdier and built in the moulds of 11th Hour Racing Malama, she too at CDK in Port-La Forêt, the new IMOCA skippered by Yannick Bestaven, the winner of the last Vendée Globe who has decided to defend his title in 2024, differs from that of American skipper Charlie Enright, who will compete in The Ocean Race in crewed format in 2023. It's a fairly late launch to make her racing debut, especially in a major event like the Route du Rhum, but it can be explained by a series of staffing issues due to Covid, as well as the care taken by her skipper, who requested multiple meetings between the naval architect and the technical team, as was the case during the previous campaign.

In line with the current trend, the cockpit is more closed off than on the previous boat, the ex-Safran 2, which provides the skipper with added protection. The hull is also narrower, whilst the rudders have been optimised for improved control. The major evolution relates to the foils, which are much larger. When fully extended, these new foils measure some seven metres, whilst those on Maître CoQ IV were just 4.5 metres in length, which was clearly an advantage in the sea conditions encountered in the Deep South during the last Vendée Globe. The idea is to get airborne earlier and quicker, and hence be faster in the transition phases.

During the last Vendée Globe, Yannick Bestaven dared to say out loud what his rivals tended to hide, namely that these IMOCA's are savagely brutal, so he has clearly thought long and hard about the 'comfort' of his living pod, imagining himself being able to do everything from his snug bucket seat.



YANNICK BESTAVEN

4TH PARTICIPATION



MALIZIA - SEAEXPLORER

MON 1297

BAPTISMAL NAME	Malizia III
ARCHITECT	VPLP
CONSTRUCTION	Multiplast, Vannes
LAUNCH DATE	19/07/2022

PRESENTATION

Malizia-Seaexplorer, Boris Herrmann's new IMOCA, designed for both The Ocean Race 2023 and the Vendée Globe 2024 by naval architects VPLP, was launched in Lorient on 19 July 2022. Prior to the previous Vendée Globe, VPLP had already worked with the German sailor, equipping his old IMOCA with large foils to make her more competitive. Just a few months after his return to Les Sables d'Olonne where Boris Herrmann secured a very fine 5th place, the initial studies were launched in order to begin construction of the forms as quickly as possible before the start of the summer 2021.

Having witnessed the extreme brutality of the foilers, especially during deceleration and acceleration at sea, Boris Herrmann is convinced that things need to change to make life aboard a little less uncomfortable. "The objective no longer revolves around designing the fastest boat at all costs, rather it is to allow the sailor to be as at ease as possible to get the very best out of the boat," confirms Quentin Lucet, in charge of the IMOCA boats at VPLP. As such, the idea is not to have the fastest hull, but to work on the boat's average speed. In this way, to facilitate the boat's passage through the sea and avoid jolting, a serious amount of work has gone into the design of Malizia-Seaexplorer's hull, with a fairly high bow, foils with a smaller surface area capable of better self-regulation, as well as a freeboard enhancing the boat's seakeeping and making her less exposed than the previous generation. Finally, the cockpit has been carried forward, with a coachroof which provides the skipper with greater protection as well as enabling good vision to the outside.

In addition, the German sailor insisted on a solid platform, because given his busy schedule - Route du Rhum, The Ocean Race, Transat Jacques Vabre then Vendée Globe - a refit to reinforce the structure for example would be very tricky to fit in. Indeed, the boat has been designed for five sailors to live aboard during the crewed round the world race. The cockpit is higher and wider, with numerous portholes to see up forward and behind. A scale model of the cockpit was even manufactured in the run-up to her construction.



BORIS HERRMANN

2ND PARTICIPATION



MEDALLIA

GBR 77

BAPTISMAL NAME	MEDALLIA
ARCHITECT	VPLP/Verdier
CONSTRUCTION	CDK Technologies, Port-La-Forêt
LAUNCH DATE	09/06/2015

PRESENTATION

Winner of the Vendée Globe 2016-17 with Armel Le Cléac'h, Banque Populaire VIII was bought by Louis Burton even before the start of her victorious round the world race and been sold before she finished on the podium in the following edition.

In that particular year, 2015, 'just' six IMOCA monohulls were built, all of them VPLP- Verdier designs. The first racing season comprised a year of fine-tuning with Armel Le Cléac'h and Erwan Tabarly, who finished 2nd in the Transat Jacques Vabre. Reinforced and equipped with new foils better suited to upwind sailing, the solo sailor overwhelmed the competition in The Transat, but hit a UFO during the subsequent New York-Vendée race, forcing him to retire from the race. Next, the boat was thoroughly optimised enabling her to dominate in the Défi Azimut and then the Vendée Globe after an epic duel to the finish with Alex Thomson and the event record of 74 days 3 hours 35 minutes...

Louis Burton was the man to take over the old Banque Populaire VIII, embarking Servane Escoffier aboard his new Bureau Vallée 2 for the 2017 season. The couple finished 7th in the Transat Jacques Vabre, but Louis had to retire from the Route du Rhum the following year due to water ingress via the foil casing. In 2019, he finished 10th in the Coffee Route with Davy Beaudart. In 2020, he took the start of the ninth edition of the Vendée Globe and, having sailed a stunning race full of daring despite numerous technical issues, the sailor from Saint Malo crossed the finish line in 2nd position, placing 3rd in the final ranking once the sailors who rescued the shipwrecked Kevin Escoffier were awarded their time bonuses.

At the end of his second solo circumnavigation, Pip Hare, one of the revelations of this edition, took over the reins of this foiler which then became Medallia. Having sold the boat on, Louis Burton not only took care of the 'After Sales Service', but also invited the Briton on The Ocean Race Europe on his new Manuard design. On her return, the sailor set about adding a 'feminine touch' to Medallia, in her own words, avoiding rushing things and focusing on racking up the miles on this foiler which she was familiarising herself with and whose violence scares her at times. In 2022, with a view to participating in the Route du Rhum, Pip Hare competed in the Guyader Bermudes 1000 Race, then the Vendée Arctique ranking 17th and 13th, before a series of sailing sessions in Cascais in Portugal, to amass experience offshore in breezy conditions.



PIP HARE

1ST PARTICIPATION



MONNOYEUR - DUO FOR A JOB

FRA 30

BAPTISMAL NAME	THÉOPHILE SOLO SAILOR
ARCHITECT	VPLP/Verdier
CONSTRUCTION	CDK Technologies
LAUNCH DATE	16/08/2011

PRESENTATION

This particular IMOCA monohull has surely won the most accolades of her generation: designed in 2011 for François Gabart, she finished fourth in the Transat Jacques Vabre (with Sébastien Col), then won the BtoB return transatlantic race before taking the win in the Vendée Globe 2012-2013, then the Route du Rhum 2014.

Taken on by Paul Meilhat, the ex-Macif rechristened SMA has had an eventful life, particularly during the Transat Jacques Vabre with Michel Desjoyeaux, and above all on the way back in solo mode, the injured skipper having to abandon his boat. After quite an epic recovery, the monohull was returned to her former glory, finishing 4th in The Transat and the New York-Vendée, but during the Vendée Globe 2016-17, Paul Meilhat had to divert to Tahiti after breaking his keel ram. The brilliant skipper won the Route du Rhum 2018 ahead of 19 rivals, but has to part ways with his non-foiling VPLP Verdier design after SMA's withdrawal.

The boat belonging to Michel Desjoyeaux' racing stable Mer Agitée is chartered to Banque Populaire for the young Clarisse Crémer. The latter secures 6th place in Brazil (with Armel Le Cléac'h) in 2019, then finishes 12th and first woman in the Vendée Globe 2020-21.

After a few very quiet months, Benjamin Ferré bought the IMOCA with the aim of a first participation in the Vendée Globe 2024. In 2022, advised by Jean Le Cam, the IMOCA 'debutant' created quite a stir by finishing in 11th in the Guyader Bermudes 1000 Race, before an outstanding 4th place in the Vendée Arctique.



BENJAMIN FERRÉ

1ST PARTICIPATION



NEXANS - ART & FENÊTRES

FRA 56

BAPTISMAL NAME	REPORTER DU LARGE
ARCHITECT	VPLP/Verdier
CONSTRUCTION	Persico Marine, Italie
LAUNCH DATE	18/08/2015

PRESENTATION

Originally, this 2015 VPLP Verdier was designed for Italian sailor Andrea Mura, known for his victory in the 2017 OSTAR and three participations in the Route du Rhum on Vento di Sardegna]. However, the skipper was unable to continue his campaign once the region of Sardinia withdrew... The boat was later sold to Dutch skipper Pieter Heerema, an industrialist and one of the world's finest Dragon racers, who participated in the transatlantic qualifier for the Vendée Globe between the Canaries and Newport. However, in the New York-Vendée transatlantic, the solo sailor hit UFOs several times, damaging a foil in the process, the boat lamenting minor water ingress. Following repairs in Newport, the monohull got back out on the racetrack, but retired in Lorient due to bad weather at the finish in Les Sables d'Olonne.

Seventeenth in the Vendée Globe 2016-2017, No Way Back was put up for sale on her return. Damien Seguin was very interested, but it was Fabrice Amedeo who carried the day. Rechristened Newrest-Art & Fenêtres, the boat competed in the Bermudes 1000 Race in 2018 (4th), then the Route du Rhum, which the solo sailor finished in 12th place despite a technical pit stop in Cascais due to a broken bowsprit. Teamed up with Éric Péron, the former journalist finished 9th in the Transat Jacques Vabre 2019 once the boat had undergone some ergonomic enhancement.

In 2020, he took the start of the Vendée Globe, but was forced to retire in Cape Town due to recurring electronics issues. In 2021, the boat was revamped and launched under new colours, those of Nexans and Art & Fenêtres. Unfortunately, she hit the bottom violently at the entrance to the channel into La Trinité-sur-Mer, which led to a lengthy refit and a curtailed season, which nevertheless rounded off with a very honourable Transat Jacques Vabre (10th) with the young Loïs Berrehar.

During the following winter, Fabrice Amedeo began a major refit of the boat, fitting the large foils previously used on Alex Thomson's Hugo Boss (now known as Hublot). So far in 2022, he has twice finished 19th place in the Guyader Bermudes 1000 Race and the Vendée Arctique.



FABRICE AMEDEO

4TH PARTICIPATION



OLIVER HEER OCEAN RACING

SUI 49

BAPTISMAL NAME	GITANA 80
ARCHITECT	VPLP/Verdier
CONSTRUCTION	Persico Marine, Italie
LAUNCH DATE	18/08/2015

PRESENTATION

Here's an IMOCA designed by Farr Yacht Design, which has seen a whole host of skippers grace her decks... some greats at that! Designed for Loïck Peyron with the aim of participating in the Vendée Globe 2008-2009, Gitana Eighty initially competed in the Transat Jacques Vabre 2007 with Jean-Baptiste Le Vaillant (8th), then The Transat, which the skipper from La Baule won for the third time! Whilst lying in 3rd position in the solo round the world race, Loïck Peyron saw his mast break up off Kerguelen.

The Farr design then headed to Spain with Guillermo Altadill, then Pachi Rivero, who finished 9th in the Transat Jacques Vabre 2009 (with Yves Parlier), then 3rd in the Barcelona World Race 2010-2011 with Antonio Piris. Next, Jean Le Cam (Synerciel) took command of her for the Vendée Globe (5th), before the monohull returned to Spain for the Barcelona 2014-2015 with Anna Corbella and Gérard Marin (3rd).

Fabrice Amedeo acquired her in 2015 for a Transat Jacques Vabre (8th) with Éric Péron, then for the Vendée Globe (11th). Eighteenth in the Transat Jacques Vabre 2017 (with Giancarlo Pedote), Fabrice Amedeo passed on the batten to Romain Attanasio in 2018 for the Route du Rhum (13th), the Transat Jacques Vabre (15th) and the Vendée Globe 2020-21 (14th).

Swiss sailor Ollie Heer, former boat captain of Hugo Boss from 2018 to 2021, purchased the IMOCA in 2022 with a view to the Vendée Globe 2024. Based in Port-la-Forêt, the boat set off for her first race in the Round Britain and Ireland Race, but had to withdraw following an injury on board. With 50,000 miles under his belt in the IMOCA class, the native of Zurich, who is very committed to the environment, will be competing in the Route du Rhum-Destination Guadeloupe.



OLIVER HEER

1ST PARTICIPATION



PRYSMIAN GROUP

ITA 34

BAPTISMAL NAME	ABSOLUTE DREAMER 5
ARCHITECT	VPLP/Verdier
CONSTRUCTION	Multiplast, Vannes
LAUNCH DATE	11/09/2015

PRESENTATION

In 2015, the trend was to build boats that were increasingly powerful and light. Saint-Michel-Paprec is part of this new generation equipped with a pair of foils. Tweaking her is even less evident as the boat hits the water just two months before the start of a rather boisterous Transat Jacques Vabre. Jean-Pierre Dick and Fabien Delahaye retire when the forward stringers become detached. Five other IMOCA's of the same vintage also throw in the towel. After reinforcement work, the sailor from Nice gets in some training in Portugal before linking onto The Transat (3rd) and the New York-Vendée-Les Sables d'Olonne (10th), where he hits a UFO and makes a technical pit stop in Newport. Unfortunately, during his preparation for the Vendée Globe 2016-2017, he collides with a fishing boat offshore of Ile de Groix. Some new foils are fitted for the solo round the world, the skipper finishing fourth.

With a record number of victories in the Transat Jacques Vabre in IMOCA (three!), Jean-Pierre Dick teams up with Yann Eliès for the 2017 edition, which they win. Yann Eliès then takes the helm for the Route du Rhum 2018, finishing second on Ucar Saint-Michel, a little over two hours behind Paul Meilhat, before Giancarlo Pedote purchases the Verdier design.

Teamed up with Anthony Marchand, the Italian takes the W'ly option, which proves to be a dead end in the Transat Jacques Vabre 2019 (17th), the boat undergoing no major developments since her launch. In 2019, Giancarlo Pedote begins his preparation for the Vendée Globe 2020-2021, his first singlehanded round the world with Prysmian Group and Electriciens sans Frontières. For 80 days, Giancarlo manages to preserve his boat while hanging onto the leading group. He finishes 8th, just 19 hours after the event winner.

In 2021, the Italian skipper and Prysmian Group enjoy a great season, rounding off with a 6th place in the Transat Jacques Vabre with Martin Le Pape. The winter is then put to good use by the team, which carries out a major refit including grafting on a new rounded bow to modernise the hull on the Verdier design!



GIANCARLO PEDOTE

2ND PARTICIPATION



RÊVE DE LARGE

NC

BAPTISMAL NAME	REVE DE LARGE 3
ARCHITECT	Owen Clarke Design
CONSTRUCTION	Hakes Marine, Nouvelle-Zélande
LAUNCH DATE	31/07/2007

PRESENTATION

Briton Mike Golding was on his third Vendée Globe when he entrusted Owen Clarke with the design of his third Ecover. However, after a rather lacklustre Transat Jacques Vabre 2007 [5th] with Bruno Dubois, the skipper discovered that his keel was weakened. The boat subsequently dismasted offshore of Australia, whilst in 2nd place in the Vendée Globe...

3rd in the Transat Jacques Vabre with Spaniard Javier Sanso, the newly christened Président was chartered for the Barcelona World Race with Jean Le Cam and Bruno Garcia, but the IMOCA dismasted. Mike Golding took command again for another Transat Jacques Vabre in 2011, again with Bruno Dubois [9th], then she finished 6th in the Vendée Globe 2012-2013.

A new Irish owner followed, Enda O'Coineen, who linked together a series of races from 2015 in preparation for the Vendée Globe 2016-2017, which stopped short in New Zealand following a dismasting. Arnaud Boissières then took possession, fitting foils onto her and moving the mast back a metre... 9th in the last Route du Rhum, La Mie Caline finished 18th in Salvador de Bahia last winter with Xavier Macaire and finish his fourth Vendée Globe in 15th position.

In 2021, Rodolphe bought the boat and raced the Transat Jacques Vabre with Arnaud Boissières.



RODOLPHE SEPHO

3RD PARTICIPATION



SZABI RACING

HUN 23

BAPTISMAL NAME	ARIEL II
ARCHITECT	Owen Clarke Design
CONSTRUCTION	Hakes Marine, Nouvelle-Zélande
LAUNCH DATE	14/12/2007

PRESENTATION

Built in New Zealand in the mould of Ecover III, the Owen Clarke Design was created for Dee Caffari for the Vendée Globe 2008-2009.

Going by the name of Aviva, her British sailor got a feel for her boat during The Transat (6th) before changing the keel on her canary yellow IMOCA prior to her singlehanded round the world. Sixth at the finish in Les Sables d'Olonne, and first woman to sail round the world in both directions, Dee Caffari invited fellow Britons Sam Davies and Miranda Merron aboard for an express Round Britain and Ireland [record in 6 days 11 hours], then took part in the Transat Jacques Vabre 2009 with Brian Thompson (8th) and the Barcelona World Race with Spanish skipper Anna Corbella (6th) in the colours of GAES Centros Auditivos. At the end of the double-handed race around the world, the monohull was put up for sale in 2012, being used for various missions in the interim.

Five seasons later, Ari Huusela from Finland, an Airbus 350 pilot and amateur sailor, secured his ticket on her for the Route du Rhum, which he completed in 11th place. After the singlehanded Guyader Bermudes 1000 Race, then the double-handed Transat Jacques Vabre with Michael Ferguson, the Scandinavian prepared the boat in Lorient for what would be his first Vendée Globe. A dream come true, he finished the race in 25th, bringing the event to a close after 116 days aboard Stark.

In 2021, he sold his boat to Hungarian Weöres Szabolcs with a view to the Vendée Globe 2024. 'Szabi' began sailing at 7 years of age on Lake Balaton and went on to specialise in composites and rigging until he joined the South African challenge for the America's Cup 2007. The ice sailing specialist wanted to buy the IMOCA last sailed by his compatriot and coach Nándor Fa, but finally set his heart on this solid Owen-Clarke design. Unfortunately, in 2022, Weöres Szabolcs retired from the Guyader Bermudes 1000 Race then the Vendée Arctique Les Sables d'Olonne, respectively due to a problem with communications and then a keel ram, but returned to the race in September, during the Défi Azimut, and did not give up until he announced his participation in the Route du Rhum.



SZABOLCS WEÖRES

1ST PARTICIPATION



TEAMWORK

FRA 08

BAPTISMAL NAME	YOROSHIKU
ARCHITECT	VPLP
CONSTRUCTION	CDK Technologies, Port La Forêt
LAUNCH DATE	20/08/2018

PRESENTATION

Launched in August 2018 by Team Charal, the VPLP design initially struggled with her hot-headedness, but gradually the team was able to tame this ultra-powerful trailblazing foiler. On her return from a first full sailing season in 2018, Charal's team carried out a major overhaul and above all adopted a new foil configuration with new casings. The aim from then on was to focus on her reaching and downwind performance since statistically nearly 80% of the Vendée Globe is contested on these points of sail.

On 8 November 2020, Charal set sail on the Vendée Globe, but lost out on any chance of victory after an early return to Port Olona to repair various damage just days after the start. Heading back out on the racetrack far behind the fleet, the triple Solitaire du Figaro champion finished in 13th place.

In 2021, the team made various changes and optimisations to this physically and technically demanding boat, the most notable being a modification of the bow, which is now spatulated. Jérémie Beyou and Christopher Pratt finish 3rd in the Transat Jacques Vabre, but then the boat hits a UFO just hours after leaving Martinique on her delivery home, which results in another sizeable chunk of time in the yard.

After a 2022 season that saw Jérémie Beyou finish runner-up in both the Guyader Bermudes 1000 Race and the Vendée Arctique Les Sables d'Olonne, Charal is transferred to the talented Swiss sailor Justine Mettraux supported by Teamwork, which also involves her joining the Team Be You Racing with a view to competing in the Route du Rhum in November 2022. Prior to her first participation in the Vendée Globe in 2024 she will compete in The Ocean Race 2023 with 11th Hour Racing.



V AND B - MONBANA - MAYENNE

FRA 53

BAPTISMAL NAME	DRAGON FLY
ARCHITECT	Guillaume Verdier
CONSTRUCTION	Multiplast, Vannes & Mer Concept, Concarneau
LAUNCH DATE	27/06/2022

PRESENTATION

After a promising Vendée Globe debut and a fine 10th place, Maxime Sorel launched the construction of a new IMOCA last year. Maxime Sorel notably spent a month in Cascais this summer trialling his boat and sailing in breezy conditions and big seas, before successfully completing his qualifier for the Route du Rhum in boisterous conditions and getting himself “into a bit of difficulty”.

Built in the moulds of APIVIA at Multiplast, then assembled at Mer Concept, the budget being limited, solely the forward section of the boat has been modified without the mould being cut (bosses). The young skipper has obviously customised his boat, whilst making very few modifications in relation to Apivia, and above all racking up the miles to find his feet on his foiler so he could then “take a step back and work on certain areas of the ergonomics.” Some of the weight was shifted aft and the nav station was adapted to the sailor’s wishes to make it more “functional and comfortable”. There were no major transformations involved so as not to impact the structure. “We’re still a small team with a small amount of knowledge and we still have a lot to learn” explains Maxime Sorel, reassured with regard to the solidity of the boat, which he won’t think twice about driving hard when racing.

With the lessons learned from these hours of sailing in strong breeze, the team quickly realised that the 60 footer could prove unbearable to sail, and that some thought needed to go into the ergonomics of V and B-Monbana-Mayenne. Maxime Sorel purchased the plans for the foils from the last version of 11th Hour Racing Team 1 designed by Verdier, which have been adapted to the boat. The foils are both tolerant and versatile and are proving wholly satisfactory so far.



PHOTOS & VIDEOS

CLICK BELOW FOR PHOTOS AND VIDEOS OF THE TEAMS

PORTRAIT PHOTOS

IMAGES BANKS

VIDEOS BANKS

CONTACTS

Julia HUVÉ – Communications manager

julia.huve@imoca.org

+33 (0)6 63 28 81 48

Marie LAUNAY – Communications executive

marie.launay@imoca.org

+33 (0)6 21 49 13 27