Includes Amendment 1 published on April, 2nd 2019
Includes Amendment 2 published on October, 4th 2019
## CONTENTS

Preamble: definitions and abbreviations

1. Organising Authority  
   Page 4

2. Name and object of the race  
   Page 6

3. Date, course, time limit and number of participants  
   Page 6

4. Fundamental principles  
   Page 7

5. Assistance, exceptions  
   Page 8

6. Rules  
   Page 8

7. Branding, advertising  
   Page 12

8. Entry and eligibility  
   Page 13

9. Qualification and selection  
   Page 16

10. Programme & Participants’ obligations  
    Page 18

11. Obligations regarding equipment  
    Page 20

12. Measurement and equipment inspections  
    Page 21

13. Sailing Instructions  
    Page 22

14. Penalties  
    Page 22

15. Positions of boats in Les Sables d’Olonne  
    Page 25

16. Race rankings and prizes  
    Page 25

17. Utilisation rights  
    Page 26

18. Communication  
    Page 26

19. Insurance  
    Page 27

20. Liabilities  
    Page 27

21. Contacts  
    Page 29

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Appendix 1: Use of the Vendée Globe 2020-2021 logo on communication and spin-off merchandising  
Page 30

Appendix 2: Prescriptions of the Fédération Française de Voile  
Page 32

NOTICE OF RACE VENDEE GLOBE 2020-2021  
2
PREAMBLE: DEFINITIONS AND ABBREVIATIONS

NOTICE OF RACE
The applicable rules for the Vendée Globe 2020-2021 are comprised of the Notice of Race and the Sailing Instructions, their amendments and appendices. In signing the certificate of the statement of application in the application dossier and the entry form upon application, Skippers undertake to comply with the said rules.

BOAT
A boat will be a monohull IMOCA 60 with a IMOCA Measurement Certificate that is valid for the Vendée Globe 2020-2021.

NEW BOAT
A boat whose build statement was completed after the 1st January 2017.

TECHNICAL COMMITTEE
The Technical Committee must be represented by at least one member. The Technical Committee must be appointed by the OA or the Race Committee or as set out in the World Sailing Rules. The Technical Committee shall carry out the equipment inspections and the measurement for the event in accordance with the directives of the OA and as required under the rules.

DP
Where the letters [DP] appear in a rule of the NOR, they shall mean that the penalty for a breach of the said rule may, at the Jury’s discretion, be less than disqualification.

PARTICIPANT
A Participant comprises several entities:

- **A Skipper**
- **His/her substitute Skipper**, according to the Participant's decision.
- **Team Manager**: he/she will be the spokesperson for:
  - The Organising Authority for all topics related to the organisation of the race.
  - Race Management, for all sailing, racing and safety matters, standing in for the Skipper, when necessary.
  - Officials for the sailing and regulatory aspects.
- **Sponsors**: all financial, logistical and/or technical partners.
- **Shore team**: all those acting ashore for the Skipper and his/her boat, before, during and after the race. The Shore team will be represented by the Team Manager.
- **Communication representative**: person in charge of the Participant's general communication.
- **Audiovisual representative**: person in charge of the Participant's audio-visual and photography.
  He/she will be the contact person for video and photo Production. In this capacity, he/she will follow the whole of the images sent by Skipper to the video and photo Production during the race.
  He/she may be assisted by one or more substitutes.
OFFICIAL NOTICEBOARD
The Official Noticeboard will have two forms.
- Online on the race website www.vendeeglobe.org
- From 17th October 2020 onwards, at Race HQ, posted on the noticeboard in paper form.

In the event of conflicting posts between noticeboards, the online noticeboard will prevail.

Questions must be submitted to Race Management, which will forward them to the Race Committee, the Technical Committee, the Jury, the Organising Authority, or any other person authorised to provide an official reply.
Questions should be submitted in writing, in French or English, and sent by email to Race Management.

The answers will be published in French and English.

Questions about sailing and racing matters will be displayed and posted online, together with the answers thereto, on the Official Noticeboard, in the Documents Space section.

Abbreviations used in this Notice of Race and in the documents will include:

NOR  Notice of Race
OA  Organising Authority
RM  Race Management
DNID  Data Network Identifier (Inmarsat)
TSS  Trafic Separation Scheme
FFVoile  Fédération Française de Voile
SI  Sailing Instructions
IMOCA  International Monohull Open Class Association
WS  World Sailing
FASea  First Aid at Sea
HSMT  High Seas Medical Training
ONB  Official Notice Board
ERS  Equipment Rules of Sailing
OSR  Offshore Special Regulations
COLREGS  International Regulations for the Prevention of Collisions at Sea
RRS  Racing Rules of Sailing
SAEM  Société Anonyme d’Economie Mixte
UT  Universal Time
AEZ  Antarctic Exclusion Zone

1 Organising Authority

1.1 Organising Authority
The Vendée Globe 2020-2021 is a race organised by the SAEM Vendée, with a capital of EUR 3,000,000, whose registered office is located at 45 Boulevard des Etats-Unis, BP 233, La Roche sur Yon, Cedex, (Vendée, France), represented by its General Director, Mrs Laura Le Goff, duly authorised to so represent the SAEM by virtue of the decision of the Board of Directors of 17th May 2016.
The SAEM Vendée is organised as follows:
- Chairman: Yves AUVINET
- Chief Executive Officer: Laura LE GOFF
- Assistant: Stéphanie RUCHAUD

The race website is: www.vendeeglobe.org

The Organising Authority may be referred to as “the Organiser” in official documents.

1.2 Race Management
Race Management is organised as follows:
- Race Manager: Jacques CARAËS
- Assistant: Hubert LEMONNIER
- Assistant: Guillaume EVRARD in the process of designation
- Assistant: Pierre HAYS

The Race Manager, commissioned by the SAEM Vendée and authorised by the FFVoile to occupy this function, shall manage all sailing and safety aspects of the race. He/she works closely with the FFVoile and the appointed officials with regard to all of the racing and regulatory aspects of the race. He/she works closely with the SAEM Vendée and its service providers and the IMOCA Class.

1.3 Service providers in contact with Race Management
Race Management oversees the following providers and suppliers:
- Weather
- Rankings
- Skippers’ positions
- Ice watch
- Tracking software
- Safety management at the start and the finishes on the water
- VHF fleet

All of these missions will be provided by service providers who will be selected later by the OA. Their names will be communicated by amendment.

1.4 Race Officials
Race Officials will be is appointed by the FFVoile, in accordance with its regulations.

An International Jury will be is formed in accordance with Appendix N of the RRS and in accordance with RRS 70.5. Its decisions will be final.

1.5 Race doctor
According to appendix 3 of the medical regulations of the FFVoile, a Race doctor will be appointed to study the medical records of each Skipper. This Race doctor will be the doctor for the event who will ensure the medical monitoring of each Skipper during the race on behalf of the OA.

Doctor Sir Jean Yves Chauve has been appointed Race doctor.
jycmervie@gmail.com
4, Avenue du Littoral - 44380 Pornichet - FRANCE
Tel : +33 (0) 6.09.72.47.58

NOTICE OF RACE VENDEE GLOBE 2020-2021
1.6 Organising Authority's Communication Services
Providers (media relations, audio-visual production, photography, internet, etc.) will be selected later. Their names and contact information will be communicated by an information note and by amendment to this NOR.

2 NAME AND OBJECT OF THE RACE

2.1 Name
The official name of the race is the “VENDÉE GLOBE”
The "VENDEE GLOBE" name has been registered with the INPI by the SAEM Vendée who is sole owner of the name and rights to the brand and logo, in France and abroad.

2.2 Object
The VENDEE GLOBE is a high-level yacht race that was created in 1989.
It is raced every four years single-handed around the world, via the three capes, non-stop and without assistance.
It is only open to monohulls that comply with the current rules of the IMOCA class.

3 DATE, COURSE, TIME LIMIT AND NUMBER OF PARTICIPANTS

3.1 Start date
The race will start on Sunday 8th November 2020. In exceptional circumstances, the OA may bring forward, postpone or even cancel the race. Such a decision shall not be grounds for a boat requesting redress. (This modifies RRS 60.1(b)).

3.2 Course
The course consists of a circumnavigation "from West to East":
- Start in the bay of Les Sables d'Olonne.
- Descent of the Atlantic Ocean from North to South, leaving:
  - the Cape of Good Hope to port
  - Cape Leeuwin to port
  - Cape Horn to port
  - the Antarctic continent and the Antarctic Exclusion Zone (AEZ) to starboard
- Ascent of the Atlantic from South to North
- Finish in the bay of Les Sables d'Olonne.

An AEZ will be the safety provision in place to avoid drift ice.

The OA will indicate in the SI the geographical coordinates of the TSS prohibited to navigation.

3.3 Time limit
The time limit of the race is 163 days (Jean-François Coste's race time, the last competitor to finish in the first edition of the Vendée Globe).
3.4. Number of participants
The number of participants is limited to 30 (thirty), to which a maximum of 4 invitations can be added pursuant to article 9 of the NOR.

4 FUNDAMENTAL PRINCIPLES

General principle: the Vendée Globe is a single-handed non-stop race with no outside assistance.

4.1 Single-handed
The Skipper agrees to sail alone and to face all the events arising during the Vendée Globe alone. In addition, he/she cannot have any animal on board his/her boat between the preparatory signal.

4.2 Non-stop
No stopover is permitted.

4.3 No assistance

4.3.1 Outside help
The Skipper may not receive any assistance or outside help, including:
- personalised weather meteorological assistance,
- routing, means personalised analysis, interpretation or processing of information or data, specifically prepared for one Skipper or a group of Skippers, coming from outside the boat and enabling various meteorological situations and choice of the course(s) to follow or not to follow to be understood, with the exception of the meteorological information sources authorised in this NOR. Routing is forbidden.
- weather files having undergone human intervention after the model has been issued by an official governmental meteorological organisation,
- any remote intervention on the boat's computer(s) or other devices,
- access to a data server, on board or elsewhere, containing weather or strategic information, in any format whatsoever, and accessible by any means whatsoever, other than those authorised by the OA,
- the assistance of a third person, be he/she on board a boat or an aircraft.
- personalised medical assistance by anyone other than the Race doctor, the Skipper's doctor indicated in the registration file or the Maritime Medical Consultation Center in Toulouse.

4.3.2 Access to data
It is forbidden to receive or to access any analysis, interpretation, processed information or data carried out anywhere else than on board the boat.

4.3.3 Access to mooring
A Skipper may put into port at anchor, or on mooring post, by his/her own means, and without any outside assistance, to make repairs that are necessary for his/her safety or for that of his/her boat, in order to continue the race.

A Skipper will not be authorised to dock or to moor alongside a boat or a quay, nor to go ashore above the limit of the highest level of high tide.
5 ASSISTANCE, EXCEPTIONS

A Skipper may return to the port of Les Sables d'Olonne, only after prior authorisation from Race Management and the Race Committee Chairman communicated by any means (VHF, mail, satellite telephone).

A Skipper wishing to return to Les Sables d'Olonne to receive outside assistance may be towed from a distance of 100 nautical miles from the port of Les Sables d'Olonne and to the port of Les Sables d'Olonne.

He/she can go to the Vendée Globe pontoon or receive physical assistance on board, within a radius of 3 nautical miles around Le Nouch cardinal buoy.

The Skipper will be allowed to restart the race within a maximum period of ten days after the official starting time of the race. He/she must then contact Race Management in order to validate a new start.

In the event of the Skipper being physically unable to restart the race, the substitute Skipper indicated in the entry file may replace him/her if he/she has satisfied all of the conditions set out in article 8 herein.

6 RULES

6.1 Official language
French is the official language of the race. The OA will make an English version of each text available to Participants. In the event of any conflict in the translation, the French text will prevail.

6.2 Official time
Times will be expressed as follows:
- Ashore, which includes operations at the start and the finish, in local time;
- At sea, in UT.

6.3 Applicable texts
The event shall be governed by:

- the rules and regulations provided in the Racing Rules of Sailing 2017-2020 throughout the whole of the race;
- the national prescriptions translated into English for foreign competitors and set out in Appendix 2 “Prescriptions”;
- Part B of the International Regulations for the Prevention of Collisions at Sea (COLREGS) when applicable;
- Category 0 of the Offshore Special Regulations (OSR) in force in 2020 and as may be amended by the FFVoile;
- The IMOCA Class Rules 2018-2020;
- the Equipment Rules of Sailing (ERS) when they are not in conflict with the IMOCA Class Rules.
6.4 The Organising Authority's undertakings with regard to the Skippers

6.4.1 Main meteorological information
"Safety" information will be published every day by the weather provider retained by the OA and will be forwarded to the Skippers by Race Management. It will be published in French and in English, as follows:

- A safety weather report including:
  - the general situation and how it is developing;
  - 24-hour forecasts by zone (forecasts from D+12h to D+36h), according to a description of the shipping zones given to each Skipper before the start;
  - the 24h-48h trend (forecasts from D+36h to D+60h), incorporating, if appropriate, dangerous phenomena in each zone (winds >40 kts and waves >6 metres).
- 24h/48h/72h Preiso format charts.

The weather reports will be forwarded to Skippers by Race Management via e-mail and also deposited onto an FTP account at a time stated in the SI.

In the event of a boat's satellite telephone not being in working order (with the exception of the Iridium in the safety container), the report will be sent to the C-standard following a request from the Skipper to Race Management. In order to reduce the size of this file and to facilitate transmission, the information will be simplified and adapted to the Skipper's geographical situation. The Skipper will receive only the report concerning his/her geographical location.

6.4.2 Additional meteorological data [DP] (modifying RRS 41(c)).
In addition to the weather information of the selected provider, Skippers will be allowed to acquire meteorological data under the following conditions:

- If the data are accessible, whether free-of-charge or at a cost, to all Skippers, without any exclusive rights existing between a data provider and a Skipper or a group of Skippers;
- If their content is "raw", i.e. as published by an official governmental meteorological agency, and not modified, prepared or assessed for a Skipper or a group of Skippers.

The Skippers will then acquire:

- images from observation satellites;
- observation and forecast charts;
- digital data files. Access to this digital or graphic information will only be authorised if the information comes from an official governmental meteorological agency, be it directly or indirectly: Météo France, the Met Office, ECMWF, NOAA, NCEP. Nevertheless, the data may be compressed to accelerate access, but compression must not modify the meteorological information contained.

At the request of Race Management, each Skipper will have to provide the meteorological sources which he/she will be using, together with the access codes and the software enabling the information to be read and exploited. Skippers will also have to provide a full demonstration of the use of this data.
Race Management reserves the right to prohibit a Skipper access to data which it considers to be in contravention of the letter or the spirit of the race rules and of this article.
6.4.3 Unauthorised interventions from sources external to the boat [DP]
In no circumstances may a Skipper have a data server or access to a data server, containing weather and/or strategic information, in any format whatsoever, and accessible by any means whatsoever, other than those authorised in Article 6.4.2 herein.

In no event may a Skipper receive or obtain, on a voluntary or involuntary basis, from the shore, from an outside source, or from another vessel, any of the information described below.

Prohibitions include: the transmission or the provision of the results of a search undertaken by a source external to the boat aiming to obtain for him/her a selective compilation of weather and/or strategic information tailored to his/her particular situation:

- a data synthesis;
- advice together with weather and/or strategic information;
- the provision of pages selected from a website or an internet address;
- encrypted files;
- files with altered resolution;
- weather files having undergone human intervention after the model has been released by the supplying organisation;
- files, documentation about the weather or choices of course.

6.4.4 Outside assistance
Any action (taking remote control) of the computer(s) or of other devices on board from outside is prohibited.

In the event of a Skipper withdrawing from the race, Race Management or one of the OA's service providers may have to provide specific information for safety reasons.

6.4.5 Daily rankings during the race
During the race, Race Management will prepare and publish up to 6 sets of rankings every 24 hours.

The frequency of publication and publication schedules will be defined according to the Skippers' needs. This publication information will be listed in the SI.

It will be forwarded to the following persons at the same time:

- Skippers at sea;
- Team Managers;
- Participants' communication officers.

The cost of transmitting rankings to the Skippers will be borne by the OA.

Real-time rankings will be drawn up for the race after any Jury decisions have been taken into account.

6.4.6 Ice [DP]
An AEZ is the safety feature that will enable the Skippers to avoid drift ice.

The OA will send Skippers the zero and number one versions (0 and 1) of the geographic coordinates of the 72 points comprising the AEZ on the dates set out in article 10 herein.
These points may be modified by amendment to the SI depending on the results of studies carried out on the ice during the race.

The Organising Authority will indicate how these points may be modified during the race.

Applicable penalties for a failure to comply with the AEZ will be set out in the SI.

6.4.7 Monitoring the race fleet
Race Management will ensure that the whole of the fleet is monitored 24 hours a day, 7 days a week.

Exceptional circumstances
In exceptional circumstances, and in situations that might involve the Skippers' safety (meteorological conditions, international conflict, etc.), Race Management may have to issue specific directives with which the Skippers must comply. A request for re-routing issued by Race Management will be dealt with in accordance with the COLREGS.

In the event of a Skipper requiring assistance, or if a boat is in danger, Race Management may provide routing for a Skipper or a group of Skippers in order for them to reach the Skipper requesting assistance or the boat in danger as soon as possible.

These new directives will be issued in order to deal with the conditions encountered in the best possible way. Thus, they may modify one or more articles of this NOR, of the SI or of other applicable rules referred to above. In such cases, the directives will be the subject of a detailed report submitted to the Jury.

6.4.8 Medical care
Doctor Sir Jean-Yves Chauve has been appointed Race doctor.
In addition, each Skipper will be free to consult, before and during the race, a doctor who he/she appointed in his/her statement of application or application for registration.

6.4.9 Right to prohibit gambling
The Vendée Globe is a public asset, in the interest of the human exploit and the sporting challenge it represents. The OA therefore reserves the right to prohibit any form of gambling or betting, related directly or indirectly to the Vendée Globe. If necessary, it will strictly monitor the enforcement of this ban and take legal action immediately against any offender, regardless of his/her/its geographical origin.

6.5 The Participants' undertakings with regard to the Organising Authority [DP]
In entering the race, Participants undertake:

- to comply with the applicable rules set out in this NOR.
- upon the request of Race Management or race officials, to provide any information on:
  - the Skipper's sailing, his/her background and choice of course, the weather information used, any racing incidents or any other element concerning the race;
  - a full list of correspondents contacted during communications between the Skipper and his/her shore team, or with any other person during the race;
  - the content of these communications;

whether this information and/or communications were issued or made in the form of e-
mails exchanged between the Skipper and one or more correspondents ashore, telephone calls, or any other form.

The OA will carry out random checks as the boats finish the race.

**7 BRANDING, ADVERTISING [DP]**

Pursuant to Regulation 20 of WS (Advertising Code), as amended by the FFVoile's advertising rule, boats will be required to display the branding chosen and supplied by the OA. The OA's branding layout diagram will be furnished by amendment.

Boat branding will be as follows:

- in addition to the requirements of the IMOCA Class Rules, each boat shall display the following branding, including when shooting footage for the image banks requested by the OA (in the conditions set out in the Media Appendix), with the exception of the line of 5 flags in the forestay.

**7.1 Flags and dodgers**

- a line of 5 flags of the following dimensions in the forestay: 2m x 2.5m;
- two dodgers of the following dimensions: 2.1m x 0.6m, printed on both sides: half of which is available to the OA and the other half of which is available to the IMOCA.

**7.1.1 For boats with a classic rig**

- two race flags of the following dimensions, one in each shroud: 2m x 1.5m.

**7.1.2 For boats with outriggers**

- a race flag of the following dimensions: 2m x 1.5m in each shroud, when the boat is docked at the Vendée Globe pontoon;
- a flag in each runner at all other times.

**7.1.3 Locations**

**In the marina in Les Sables d'Olonne and until leaving channel:**

- a line of 5 flags in the forestay;
- two race flags;
- two dodgers.

**From the channel exit up to a distance of 30 miles from the starting line:**

- two race flags;
- two dodgers.

**From a distance of 30 miles from the finishing line to the Vendée Globe pontoon:**

- two race flags;
- two dodgers.

A line of 5 flags will be added in the forestay, from the finishing line until docking at the Vendée Globe pontoon.
7.2 Insignia Markings in the mainsail
Permanently when in the marina of Les Sables d’Olonne, in the channel and at sea: the OA’s insignia markings of a surface area of 7.06m² in the mainsail, to port and starboard, above the 1st reef and at one third the height of the mast measured from the deck. An area of 0.50m on each side of the logo must remain neutral and have no other branding. A plan of the branding’s position must be approved by the AO prior to the branding being affixed.

7.3 Participant’s communication mainsail
A communication mainsail may be raised when docked. It will be the sole advertising exhibition accepted, raised or hoisted aft the mast. Its luff must measure no more than 15m and its foot must measure no more than 6m. No communication media may be raised forward the mast.

Brandings on the boats
Brandings on the boats must comply with the French legislation prohibiting advertising, for ethical or public health reasons, advertising for certain products or services (tobacco and tobacco products, alcoholic beverages, firearms, medication, legal assistance) and other prohibitions under the law.

Apart from the communication mainsail, one of each of the OA’s brandings described above will be made by for each boat and paid for by the OA. (Exception: 2 of the insignia may be supplied if necessary). Each Participant must affix them in accordance with the procedures and ensure that they are clearly legible until the boat returns to the port of Les Sables d’Olonne at the end of the race.

7.4 Other advertising(s): at Race villages during the event (Start and Arrivals)
Race village will be located in Les Sables d’Olonne:
- Start period: Race village will be opened from October 17th, 2020 until the race start;
- Arrival period: Race village will be opened maximum 7 days prior to the arrival of the first competitor and will remain opened until the last boat crosses the finish line.

On the event site, participants can rent specific allotted space by the OA. Rental terms and conditions will be published in a following communication from the OA.

Regarding those commercial allotted spaces, in order to protect OA’s official partners interests, participants will not be permitted to:
- Display of products in direct competition with OA’s partners products;
- Sales of products in direct competition with OA’s partners products.

Last, all point of sales and branding displays must be validated by the OA.

8 ENTRY AND ELIGIBILITY
The Skippers’ full application comprises two files:
- a statement of application;
- an application for entry.
The contents of both files are online on the race website, in the "skipper application area". They must be filled in online. The originals of some documents must also be sent to the SAEM Vendée.

8.1 Statement of application
The statement of application is mandatory and must be filled in online on the race website www.vendeeglobe.org no later than 1st November 2019. Once a skipper has filled in his/her statement of application and that it has been approved by the SAEM Vendée, he/she will be officially an applicant and can access the application for entry.

There will be no possible modification of a pair composed of a skipper and his/her boat after the closing date of application set on 1st November 2019. The OA reserves the right to ask for the property deed of the boat declared, or in case of loan or rental, for a certificate signed by the lender or lessor.

The following information must be provided in the statement of application:
- boat information sheet: to be filled in on the race website;
- Skipper information sheet: to be filled in on the race website;
- Skipper's qualification: to be filled in on the race website;
- contacts: to be filled in on the race website;
- medical file: to be downloaded, filled in, signed and sent to the SAEM Vendée in an envelope marked "Vendée Globe 2020 - Medical file - confidential";
- certificate of statement of application: to be downloaded, filled in, signed and then uploaded onto the website;
- the original of the certificate of statement of application must be sent to the SAEM Vendée by post;
- deposit: once you have sent the deposit to the SAEM Vendée, tick the box on the website confirming you have done so.

8.1.1 Deposit
A deposit of EUR 20,000 will be required at this stage. It can be paid by cheque made out to the SAEM Vendée, or by bank transfer, using the following bank details:
The IBAN details are available on request from (stephanie.ruchaud@vendeeglobe.fr).
Account Holder: VENDEE
IBAN: FR76 1551 9390 3000 0208 5300 117
BIC: CMCI FR2A

The deposit will be returned, less any penalties incurred (cf. article 14 herein), within a period of one month after the official prize-giving ceremony.

The deposit will be refunded, less any penalties incurred, to a competitor who officially withdraws, informing the SAEM Vendée in writing before 1st July 2020, or to a competitor who retires from the race after the start.

In the event of a withdrawal after 1st July 2020:
- the sum of EUR 2,500 will be retained by the OA;

In the event of a withdrawal after 1st August 2020:
- the sum of EUR 5,000 will be retained by the OA;
In the event of a withdrawal after 1st September 2020:
- the sum of EUR 10,000 will be retained by the OA;
In the case of a withdrawal on the day of the start, 8th November 2020:
- the sum of EUR 20,000 will be retained by the OA.

8.2 Entry
For the skipper
the application for entry must be filled in online on the race website www.vendeeglobe.org
no later than 1st July 2020.
Once a Skipper has filled in his/her application for entry and that it has been approved by the SAEM Vendée, he/she will be considered as being officially entered subject to the administration dossier being sent (as set out in art. 8.2.2 herein).

The following information must be provided in the application for entry:
- entry form: to be downloaded, filled in, signed and uploaded once again onto the race website. It is essential that the original be sent by post to the SAEM Vendée;
- contacts, boat and skipper information sheet: to be filled in or updated;
- additional documents:
  - A letter of intention to subscribe an insurance, valid for the Vendee Globe 2020 participation, confirming third party liability, death and disability insurance cover.
  - A renunciation letter of proceedings
    Both letters will be downloaded online, filled in, signed and uploaded once again onto the race website.
    Both originals including participant signatures must be sent to the SAEM Vendee by post.
- entry fee: once you have sent the entry fee to the SAEM Vendée, tick the box on the website confirming you have done so.
- A health check report to be downloaded from the official Race website, filled in, signed and sent by postmail. The envelop shall be titled « Vendée Globe 2020 - Dossier médical - Confidentiel »

For the substitute skipper
If applicable, the part of the application for entry entitled “substitute skipper” must be filled in online on the race website www.vendeeglobe.org or delivered by hand to the SAEM Vendée.
- substitute skipper sheet: medical records and entry form are to be returned to the SAEM Vendée by post;
- sailing CV (detailed experience of the substitute skipper, results, etc.)
Several Participants may nominate the same substitute skipper.

The substitute skipper will be able to replace the skipper for medical reasons validated by the race doctor or in case of exceptional circumstances duly justified and validated by the OA.

8.2.1 Entry fee
The entry fee is in the sum of EUR 10,000 excluding tax (plus VAT at the rate in force), payable upon entry, either by cheque made out to the SAEM VENDÉE, or by bank transfer using the following bank details:
NOTICE OF RACE VENDEE GLOBE 2020-2021

Account Holder: VENDEE
IBAN: FR76 1551 9390 0208 5300 117
BIC: CMCIFR2A

The entry fee is non-refundable and cannot be reimbursed, including in the event of withdrawal or postponement of the race. However, the entry fee will be reimbursed if the race is cancelled.

8.2.2 Administrative file
The administrative file must be filled in online on the IMOCA Class website (https://www.imoca.org/fr/index/) and forwarded by the IMOCA Class to the OA.

It must be filled in no later than 15th September 2020.

The following information must be provided in the administrative file:
- for French boats, photocopy of the authorisation to carry advertising in 2020;
- description of thru-hull fittings so that the safety beacon antenna can be made;
- A written certificate of insurance confirming third party liability, death and disability insurance cover for the whole Vendee Globe 2020 race to be returned to the SAEM Vendée by post;
- photographs of the boat: to be filled in;
- IMOCA information (VHF, EPIRB, MMSI, PLB, liferafts, Iridium, C-standard, radio licence, etc.);
- Information on the IMOCA measurement certificate for the Vendée Globe 2020-2021.

8.3 Eligible boats
IMOCA 60 monohull boats with a valid IMOCA measurement certificate for the Vendée Globe 2020-2021 are eligible.

9 QUALIFICATION AND SELECTION

In order to enter the race, participants must have a qualification that has been approved by the OA. All passages must be sailed on an IMOCA boat with a measurement certificate that has been approved by the IMOCA Class.

If more than 30 skippers have their application approved, a selection will take place to determine the 30 participants. Furthermore, in addition to these 30, the OA may reserve the right to select up to 4 registered skippers in accordance with this NOR.

9.1 Qualification
In order to qualify, each Skipper must have finished at least one of the following races:
- the Vendée Globe 2016-2017;
- the Route du Rhum - Destination Guadeloupe 2018;
- the two-handed Transat Jacques Vabre 2019;
- the Transat 2020;
- New York - Vendée Les Sables d'Olonne 2020;
- Or any other single-handed or two-handed ocean race of the Globe Championship Series added by amendment to this NOR.
Under article 9.2 herein, in the following cases, an additional qualifying passage of 2,000 nautical miles must be sailed single-handed on the Skipper's 2020-2021 boat where:

- a Skipper qualifies via a two-handed race;
- a Skipper qualifies via the Vendée Globe 2016-17;
- a Skipper qualifies on a single-handed race but on a boat other than that of the Vendée Globe 2020-2021.

9.2 Additional qualifying passage

The Skipper will comply with the following procedure so that his/her additional passage is validated by Race Management:

- at least 7 days before the intended departure date, send an e-mail to Race Management submitting a suggested course for an additional qualifying passage of at least 2,000 nautical miles, indicating the starting port, the finishing port, the intermediate waypoints and the intended starting date;
- Race Management may modify the course submitted and its specificities, such as the minimum average speed and the different points of sail;
- after having completed the additional qualifying passage, the Skipper must e-mail a sailing report to Race Management including dates and times of the start and the finish, the true course sailed, together with a tracking report from his/her navigation software, the distance sailed and any problems encountered.

Race Management will notify the Skipper in writing as soon as possible that it either approves or rejects the qualifying passage.

Any additional qualifying passages must be finished before 1st July 2020 at the latest.

In the event of one of the races referred to in article 9.1 herein being cancelled, the OA reserves the right to organise a replacement qualifying passage.

9.3 Special cases: substitute passage

If the Skipper retires due to major damage, in the last qualifying race of the IMOCA Globe Series Championship, he/she must send a written request to Race Management, before 1st July 2020, seeking authorisation to sail a substitute passage.

A commission comprising the OA and Race Management will reply to the request.

This substitute passage, imposed by Race Management, will be sailed single-handed over a distance of 2,000 nautical miles. It must be sailed no later than 30th July 2020.

9.4 Selection

If more than 30 skippers qualify for entry, according to the OA's terms, a selection will be made in the following way:

9.4.1 General case

The Skippers having sailed the greatest number of nautical miles on the IMOCA Globe Series Championship races:

- the Monaco two-handed World Series;
- the Route du Rhum - Destination Guadeloupe 2018;
- the Bermudes 1000 race 2019 solo handed;
- the Fastnet Race 2019 double handed;
• the two-handed Transat Jacques Vabre 2019;  
• the Transat 2020;  
• New York - Vendée Les Sables d'Olonne 2020;  
• or any other single-handed or two-handed race of the Globe Series Championship.

will be selected according to the following scale:
• single-handed races: 1 nautical mile = 1 mile  
• two-handed races: 1 nautical mile = ½ mile

In the event of a Skipper retiring from one of these races, the nautical miles sailed on the great circle will be retained.

The number of miles sailed will be calculated by the Vendée Globe's Race Management. The Skipper having logged the greatest number of miles will be selected.

A table logging the number of miles sailed by each Skipper will be displayed online and updated regularly on the race’s Official Noticeboard.

In a situation where the skippers have an identical number of nautical miles sailed, they will be differentiated by the ranking of points in the Globe Series Championship. In this case, the skippers with the highest number of points will be selected.

9.4.2 Exceptions
The following Skippers will be selected ex officio:
• Skippers having finished the Vendée Globe 2016-2017;  
• Skippers entering with a new boat (cf. as defined in the preamble, page 3 herein;  
• The 4 Skippers whom the OA reserves the right to invite in addition to among the 30 Skippers to startup for selection.

9.5 Waiting list
A Skipper who is entered but who has not been selected to be one of the 30 34 participants may go onto a waiting list. The order of registration on the waiting list will be determined according to the selection rules. Only the withdrawal of Skipper who has been selected will vacate the place of the 1st Skipper on the waiting list, and so on.

The deposit of EUR 20,000 excluding taxes, less any penalties incurred, together with the entry fee, will be reimbursed no later than within 30 days after the start of the race to Skippers on the waiting list who do not start the race for lack of a place becoming vacant.

10 PROGRAMME AND PARTICIPANTS’ OBLIGATIONS [DP]

The following entities are concerned by the programme and obligations set out below:
• each Skipper, and if applicable his/her substitute Skipper;  
• Team Manager;  
• the boat.
<table>
<thead>
<tr>
<th>Dates of the event</th>
<th>Event</th>
<th>Entities concerned</th>
<th>Presence Mandatory</th>
</tr>
</thead>
<tbody>
<tr>
<td>1(^{st}) November 2019</td>
<td>Deadline for statement of application</td>
<td>Skippers, Boats</td>
<td></td>
</tr>
<tr>
<td>November 2019 or December 2019 First 2020 trimester</td>
<td>Press conference</td>
<td>Skippers</td>
<td>X</td>
</tr>
<tr>
<td>1(^{st}) July 2020</td>
<td>Deadline for entry &lt;br&gt;Deadline for qualifying passage</td>
<td>Skippers, Boats</td>
<td></td>
</tr>
<tr>
<td>30(^{th}) July 2020</td>
<td>Deadline for replacement passage</td>
<td>Skippers, Boats</td>
<td></td>
</tr>
<tr>
<td>2(^{nd}) September 2020</td>
<td>Release to the Skippers of the zero (0) version of the AEZ</td>
<td>Skippers, Team Managers</td>
<td></td>
</tr>
<tr>
<td>September 2020</td>
<td>Distribution of the position plan of the boats in Port Olona</td>
<td>Skippers, Team Managers</td>
<td></td>
</tr>
<tr>
<td>September 2020</td>
<td>Briefing and training sessions</td>
<td>Skippers</td>
<td>X</td>
</tr>
<tr>
<td>September or October 2020</td>
<td>Press conference</td>
<td>Skippers, Team Managers</td>
<td>X</td>
</tr>
<tr>
<td>15(^{th}) September 2020</td>
<td>Deadline for the submission of the IMOCA Measurement Certificate and of the Administrative File</td>
<td>Skippers</td>
<td></td>
</tr>
<tr>
<td>Friday, 16(^{th}) October 2020 12h00</td>
<td>All boats present for measurement at the Vendée Globe pontoon in Port Olona</td>
<td>Boats</td>
<td>X</td>
</tr>
<tr>
<td>Friday, 16(^{th}) October 2020 15h00</td>
<td>Team Managers’ briefing</td>
<td>Team Managers</td>
<td>X</td>
</tr>
<tr>
<td>Saturday, 17(^{th}) October 2020</td>
<td>Official opening of the Village Cocktail &lt;br&gt;Official photo option 1</td>
<td>Skippers</td>
<td>X</td>
</tr>
<tr>
<td>Sunday 18(^{th}) October 2020 10h00</td>
<td>Welcome briefing &lt;br&gt;Official photo option 2</td>
<td>Skippers</td>
<td>X</td>
</tr>
<tr>
<td>Sunday, 18(^{th}) October 2020 12h00</td>
<td>Official lunch with the Chairman of the SAEM Vendée</td>
<td>Skippers</td>
<td>X</td>
</tr>
<tr>
<td>From 19(^{th}) October at 09h00 until 23(^{rd}) October 2020 at 17h00</td>
<td>1(^{st}) session of safety equipment inspections</td>
<td>Skippers</td>
<td>X</td>
</tr>
<tr>
<td>30(^{th}) October 2020</td>
<td>Release of version 1 of the AEZ</td>
<td>Skippers, Team Managers</td>
<td></td>
</tr>
<tr>
<td>2(^{nd}) November at 09h00 until 5(^{th}) November 2020 at 17h00.</td>
<td>2(^{nd}) session of safety equipment inspections</td>
<td>Skippers</td>
<td>X</td>
</tr>
<tr>
<td>4(^{th}) November 2020 from 17h00 until 19h00</td>
<td>Be available to the OA for 2 hours. Entertainment for the public</td>
<td>Skippers</td>
<td>X</td>
</tr>
<tr>
<td>Friday 6(^{th}) November 2020 at 10h00</td>
<td>Start briefing</td>
<td>Skippers</td>
<td>X</td>
</tr>
<tr>
<td>Sunday 8(^{th}) November 2020 at 13h02</td>
<td>START OF THE VENDÉE GLOBE</td>
<td>Skippers</td>
<td>X</td>
</tr>
</tbody>
</table>
Each Participant shall make sure that:

- Outside the specific compulsory periods for the Skipper of the Substitute Skipper, the Team Manager must be in Les Sables d'Olonne to represent the Participant on an ongoing basis with regard to the OA.

**After the Finish**

- The winner of the Vendée Globe 2020-2021 must be in Les Sables d'Olonne when the runner-up finishes the race. The winner and the runner-up must both be in Les sables d'Olonne when the third participant finishes the race.
- Each boat must be berthed at the Vendée Globe pontoon for 8 days after having finished the race. The Participant will be responsible for making sure that the requirements regarding presence are complied with.
- The participation of the first 3 Skippers in the Overall Rankings of the Vendée Globe 2020-2021 will be mandatory for Public Relations operations for the OA's benefit: for 2 days in the 6 months following the end of the race (after the last Participant has crossed the finish line). Living and transport costs associated with these operations will be borne by the SAEM Vendée, upon the presentation of receipts.
- All Skippers having started the race must attend the Vendee Globe Prize-Giving Ceremony.
- The participation of Skippers at debriefings organised by Race Management is mandatory.

### 11 OBLIGATIONS REGARDING EQUIPMENT [DP]

**11.1 Boat tracking equipment provided by the OA**

The OA shall provide a set of positioning and security beacons for each boat:

- a fixed iridium beacon;
- two autonomous battery-powered positioning beacons;
- a safety beacon (capsize) and an antenna that fits the boat's thru-hull fitting.

Skippers must return the positioning beacons to the OA before 8th April 2021. Failure to comply with this deadline will give rise to a penalty of EUR 3,500 being retained.

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

**11.2 Use of the boat's equipment**

In addition to the positioning beacons provided by the OA for each boat, the boat's C-standard, provided for under the IMOCA Class rules, must enable the OA to check the boats' positions regularly, if necessary. It must remain switched on at all times, from 1st November 2020 so that the DNID are charged.

Individual positioning beacon for each boat:

Each Team Manager must inform Race Management if he/she has installed and activated a positioning beacon on his/her boat during the race.

In the event of one of the positioning beacons installed by the OA failing to work, the Team Manager will be asked to provide Race Management with regular positions of his/her boat.
or to provide Race Management with a direct web link via which the boat’s position can be consulted.

11.3 Navigation and safety equipment
In addition to the equipment required by the IMOCA Class, the OA requires the following equipment to be on board and which will be inspected by the ocean-racing equipment inspectors:

- A handheld Iridium telephone with spare batteries (Rule C2.26(c) of the IMOCA Class rules)
- The following telephone numbers must be registered in the back-up Iridium telephone before the start:
  - CROSS Gris Nez +33.321.872.187
  - Race HQ Red Line: this number will be communicated to Skippers when they are in Les Sables d’Olonne, before the start of the race.
  - Skipper’s Team Manager’s telephone number
- A handheld GMDSS VHF radio with a long-life battery. This VHF must be located in the grab bag.
- Navigation documents: navigation charts, mandatory light books on board (Rule C4.6 of the IMOCA Class Rules).
- The whole of the route between Les Sables d’Olonne and Les Sables d’Olonne on paper charts, long voyage format (scale between 1/5 000 000 and 1/10 000 000).
- Paper charts, photocopies or screenshots for the landfalls:
  - Cape Town
  - Kerguelen
  - Heard Island
  - Perth and South-West Australia
  - Tasmania, Bath and South-East Australia
  - New Zealand, South Island and its dangers
  - Cape Horn
  - State Islands and the Falkland Islands

12 MEASUREMENT AND EQUIPMENT INSPECTIONS [DP]

All boats will be inspected by the Technical Committee before the start of the race. A schedule will be drawn up and communicated to Skippers and Team Managers, as soon as they arrive in Les Sables d’Olonne. If a group of at least four Skippers should so request, a pre-inspection may be carried out before their arrival in Les Sables d’Olonne, provided that the boats can be inspected in the same home port.

However, an additional inspection may be carried out in Les Sables d’Olonne, should the Technical Committee so decide.

A boat that fails to comply will not be able to start the race.
12.1 Seals
Sealing of the propulsion system
A hole of at least 4mm must be drilled so that the seal needed to seal the propulsion system can be fitted.

Participants whose boat is fitted with a reversible propulsion / battery charge system must submit a means of sealing the system to the Technical Committee.

A broken seal on the propulsion system may give rise to disqualification. A description of how the seal is to be fitted will be set out in the SI. Each Skipper may:
- ask the Technical Committee to seal the propulsion system of his/her boat the day before the start, or
- affix the seal him/herself at sea (self-sealing) the day of the start in accordance with the modalities set out in the SI “seals”.

Other seals
The list of other seals will be set out in the SI.

12.2 Water
In accordance with IMOCA Class Rule C.2.3., the reserve supply of water shall be set at 2 x 9-litre containers.

12.3 Diesel fuel
In accordance with IMOCA Class Rule C.4.1 and C.1.3(a), there must be a quantity of 20 litres of diesel fuel on board at the finish of the race. In the event of a 100%-electric propulsion system onboard the IMOCA, the batteries must contain the energy equivalent of 5 hours of autonomy at a speed of 5 knots.

12.4 Sails
The list of sails on board must be submitted to the Technical Committee no later than the start briefing at 10h00 on 6th November 2020.

13 SAILING INSTRUCTIONS
The Sailing Instructions (SI) will be available before 1st October 2020.

14 PENALTIES

There are two categories of penalties:
- any of the breaches of the NOR described below will give rise to the penalties set out below;
- all other breaches of the NOR will be subject to a sailing penalty, to be determined at the discretion of the Jury, the ultimate penalty being disqualification.

Breaches will be noted by the SAEM Vendée and notified by ordinary e-mail to the Skipper and the Team Manager. Following notification, the Skipper and Team Manager will have
24 hours to rectify the breach. If the breach is not rectified, a penalty will be applied ex officio (cf. table below).
With regard to breaches of the attendance obligations, arriving more than half an hour late (30 minutes) shall be considered as an absence.
<table>
<thead>
<tr>
<th><strong>Obligation</strong></th>
<th><strong>Entities concerned</strong></th>
<th><strong>Penalty</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Branding (cf. article 7.1 herein)</td>
<td>Boats</td>
<td>24h after the notification: EUR 500 per branding; 48h after the notification: EUR 1,000 per 24h band</td>
</tr>
<tr>
<td>Branding (cf. article 7.2 herein)</td>
<td>Boats</td>
<td>24h after the notification: EUR 1,000 per branding; 48h after the notification: EUR 2,000 per 24h band <strong>AND</strong> if not rectified by midnight the day before the starter</td>
</tr>
<tr>
<td>Branding (cf. article 7.3 herein)</td>
<td>Boats</td>
<td>24h after the notification: EUR 1,000 per branding; 48h after the notification: EUR 2,000 per 24h band</td>
</tr>
<tr>
<td>Use of the branding (cf. article 17.2 herein)</td>
<td>Participants</td>
<td>24h after the notification: 5,000 € per medium <strong>AND</strong> obligation to remove it within 24h; Failure to remove the branding within this period will give an additional penalty of EUR 5,000. Possibility of legal action</td>
</tr>
<tr>
<td>Press conference N°1 1st 2020 trimester (cf. article 10 herein)</td>
<td>Candidate Skippers Entered Skippers</td>
<td>Late: EUR 1,000 Absence: EUR 5,000</td>
</tr>
<tr>
<td>Press conference Sept or Oct 2020 (cf. article 10 herein)</td>
<td>Candidate Skippers Entered Skippers</td>
<td>Late: EUR 1,000 Absence: EUR 5,000</td>
</tr>
<tr>
<td>Briefing and training sessions Sept 2020 (cf. article 10 herein)</td>
<td>Skippers Team Managers</td>
<td>At least one entity is late: EUR 500 per each time late half-day; Absence of at least one entity: EUR 2,000 per half day</td>
</tr>
<tr>
<td>Full administrative dossier 15th Sept 2020 (cf. article 10 herein)</td>
<td>Skippers</td>
<td>Failure to provide the measurement certificate: EUR 5,000</td>
</tr>
<tr>
<td>Presence in Les Sables d'Olonne 16th Oct at 12h00 (cf. article 10 herein)</td>
<td>Boats</td>
<td>Penalty: EUR 10,000 per 24h</td>
</tr>
<tr>
<td>Valid measurement certificate 16th October at 12h00</td>
<td>Skippers</td>
<td>The boat will not be able to enter the port or stay at the pontoon</td>
</tr>
<tr>
<td>Team Managers' briefing 16th Oct 2020 at 15h00 (cf. 10)</td>
<td>Team Managers</td>
<td>Late: EUR 500 Absence: EUR 2,000</td>
</tr>
<tr>
<td>Inauguration Village 17th Oct 2020 (cf. article 10 herein)</td>
<td>Skippers</td>
<td>Absence: EUR 10,000</td>
</tr>
<tr>
<td>Official photograph option 1 or 2, 17th or 18th Oct 2020 (cf. article 10 herein)</td>
<td>Skippers</td>
<td>Absence: EUR 10,000</td>
</tr>
<tr>
<td>Welcome briefing session 18th Oct 2020 (cf. article 10 herein)</td>
<td>Skippers Team Managers</td>
<td>At least one entity is late: EUR 500 each time late Absence of at least one entity: EUR 1,000 per absence</td>
</tr>
<tr>
<td>Chairman's lunch 18th Oct 2020 (cf. article 10 herein)</td>
<td>Skippers</td>
<td>Absence: EUR 2,000</td>
</tr>
<tr>
<td>Safety equipment Sessions 1 and 2 (cf. article 10 herein)</td>
<td>Skippers</td>
<td>Absence: EUR 2,000 per session</td>
</tr>
<tr>
<td>Be available for 2 hours 4th November 2020 (cf. article 10 herein)</td>
<td>Skippers</td>
<td>Absence: EUR 2,000</td>
</tr>
<tr>
<td>Start briefing 6th November 2020 (cf. article 10 herein)</td>
<td>Skippers Team Managers</td>
<td>Late: EUR 500 per entity Absence EUR 2000 per entity</td>
</tr>
<tr>
<td>Full administrative dossier 8th November 2020</td>
<td>Skippers</td>
<td>Non-starter</td>
</tr>
<tr>
<td>Start 8th November 2020</td>
<td>Skippers</td>
<td>Absence: EUR 20,000</td>
</tr>
<tr>
<td>Presence winner for the finishes of the 2nd and 3rd boats to finish</td>
<td>Skippers</td>
<td>Absence: EUR 2,000 per finish</td>
</tr>
<tr>
<td>Presence of 2rd for the 3rd</td>
<td>Skippers</td>
<td>Absence: EUR 2,000 per finish</td>
</tr>
<tr>
<td>Presence of boat at the pontoon</td>
<td>Boats</td>
<td>Absence: EUR 5,000 per day of absence</td>
</tr>
<tr>
<td>Post-race debriefing</td>
<td>Skippers</td>
<td>Absence: EUR 1,000</td>
</tr>
<tr>
<td>Prize-giving ceremony</td>
<td>Skippers</td>
<td>Absence: EUR 10,000</td>
</tr>
</tbody>
</table>
15 BOAT POSITIONS IN THE MARINA IN LES SABLES D’OLONNE [DP]

A draw, in the presence of a bailiff, will allocate a berth to each of the 30 boats, subject to the technical constraints of the Vendée Globe pontoon. The position plan will be communicated to each Skipper and Team Manager on the date set out in article 10 herein.

16 RACE RANKINGS AND PRIZES

16.1 Race Rankings
Real-time rankings will be drawn up for the race after any Jury decisions have been taken into account.

16.2 Prizes in the Vendée Globe 2020-2021
Prizes worth a total of EUR 800,000 incl. tax will be awarded, allocated in the form of prize money according to the Vendée Globe rankings:

1st: EUR 200,000 incl. taxes
2nd: EUR 140,000 incl. taxes
3rd: EUR 100,000 incl. taxes
4th: EUR 80,000 incl. taxes
5th: EUR 50,000 incl. taxes
6th: EUR 40,000 incl. taxes
7th: EUR 30,000 incl. taxes
8th: EUR 25,000 incl. taxes
9th: EUR 20,000 incl. taxes
10th: EUR 15,000 incl. taxes

Skippers ranked beyond 10th place will share the remaining EUR 100,000 incl. taxes.

Each of these skippers' share shall not exceed the prize-money received by the 10th ranked participant.

The remainder will then be apportioned in equal shares to all of the ranked Skippers, from the 4th ranking Skipper onwards.

In the event of 10 Skippers or fewer being ranked, the remaining amount of the prize-money that has not been allocated, will be apportioned in equal shares to all of the ranked Skippers.

17 UTILISATION RIGHTS

17.1 Image rights
Pursuant to French law n°2003-708 of 1st August 2003, regarding the organisation and the promotion of sporting activities, Skippers are reminded that entering the Vendée Globe 2020-2021 implies that his/her image and name, the image of his/her boat, that of his/her sponsors and partners, as well as that of his/her shore teams and members of his/her...
family who are present in Les Sables d’Olonne (public places, press room, pontoons, boats berthed at the pontoons, passenger boats) may be used by the OA and service providers appointed for the race’s communication, to communicate and/or to promote the Vendée Globe on any territory, on any medium, with no time limit with regard to their exploitation. It shall be agreed that these images must be used in conditions that are usually foreseeable and free of any malicious intent.

17.2 Use of the Vendée Globe brand
Skippers, their teams and title partners titles of the boat will have the possibility of using the Vendée Globe brand under the conditions set out in Appendix 1 to this Notice of Race.

18 COMMUNICATION

18.1 Communication by the Organising Authority
Skippers who apply must furnish all of the elements (texts, photos, videos, etc.) required to develop race communication material (media guide, website, mobile applications, social networks, films, etc.). These elements must be copyright free and furnished within the time limits stipulated by the OA.

18.2 Photographic and audio-visual rights
Elements relating to these rights will be set out in the media appendix which will be an appendix to this NOR. Each Participant must comply strictly with the appendix.

19 INSURANCE

19.1 Organising Authority
The OA has taken out third party liability insurance cover in accordance with articles L 321.1 and D 321.1 of the [French] Code of Sport.

19.2 Participant
Each Participant shall take out:

- third party liability insurance cover for his/her participation in the race and for the boat, for an amount equal to at least three million euros. A certificate of this cover, issued by a reputable and solvent insurance company, must be attached to the administrative file. A letter of intention to subscribe to this insurance must be attached to the application of entry.
- death and invalidity insurance cover, within the framework of the collective insurance policy taken out by the IMOCA Class (in partnership with the OA which provides it with maximum funding of EUR 150,000) for the benefit of the Skippers entered in the race, unless he/she can demonstrate that he/she already holds such insurance with a reputable insurance company and offering the same guarantees. He/she must attach a certificate of such insurance to his/her administrative file. A letter of intention to subscribe to this insurance must be attached to the application of entry.

If he/she wishes to adhere to the collective insurance policy taken out by the IMOCA Class, the Skipper must attach to his/her application for entry a letter of intention to
subscribe to this insurance must be attached to the application of entry. (see section 8.2). The certificate of insurance will be attached to the administrative file (cf 8.2.2)

In the event of his/her having taken out individual insurance cover, the Skipper must attach to his/her application for entry, a certificate of the aforementioned cover produced by the insurance company.

20 LIABILITIES

20.1 Organising Authority

The OA's third-party liability is set out within the framework of France's legal provisions, the [French] Code of Sport (title III of the Code of Sport, and the order of 3rd May 1995 regarding nautical events at sea) pursuant to the applicable international conventions. Being specified that:

The liability of the OA and its partners shall be limited to the sporting probity of the race. Any other liability accepted by the OA can only be contractual in nature and express. In particular:

- any verification that the OA of the race may undertake, upon its own initiative, or upon the request of the International Jury or that of any other authority, shall be undertaken with the sole aim of ensuring that the rules, the SI and their amendments have been complied with. Any monitoring, particularly via radio and/or Inmarsat C (...), that the OA might carry out, shall be considered by the Skippers as optional and random, and shall in no event be considered as an additional safety feature upon which they may rely;
- no request submitted to a member of the OA will give rise to any civil liability, unless such liability has been accepted, either by him/her, or by one of his/her representatives, officially accredited for that purpose. This will be the case with regard to various requests for assistance, even for assistance at sea.

The OA shall not be held liable to the Skippers taking part in the race or otherwise for any loss, damage or costs, actual or supposed, resulting from a case of force majeure, including (non-exhaustive list) any natural disaster, war, military intervention, accident, breakdown of equipment, riot, abnormally heavy weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning, management strike or social conflict, as well as any forgotten or refused permit on the part of the government, national or international sailing authorities, administrations of France's Ponts et Chaussées, communications or delay in the supply, manufacture, production or delivery on the part of third parties, of information, goods or services.

The OA of the race shall be under no obligation to organise rescue operations, ashore or at sea. Skippers are reminded that they are under the obligation to assist another boat of skippers in distress (RRS Fundamental Rule 1.1) as far as possible, rescue and assistance at sea being governed by international conventions.

The OA shall retain control and priority management over communication of facts arising from any incidents or accidents occurring onboard the boats and during the race.
20.2 Participant
Skippers enter the race at their own risk and peril and under their sole responsibility (RRS 4 “Decision to race”). Each Skipper must judge, taking into account his/her level of skill and qualification, the equipment he/she has at his/her disposal, the weather forecast, his/her own physical and condition and state of health, etc., whether he/she should start the race or continue the race.

Whatever the legal relationship between the supplier of the boat, the boat owner and the Skipper, the Skipper officially indicated on the entry form shall be the sole party with any responsibility towards the OA.

Owners, suppliers of the boat or captains shall each have individual responsibility for any damage to equipment and for any personal injury that may occur to themselves, to the boats or that they might cause to any third parties or to any third-party property. They must take out all necessary insurance cover, be it for personal injury, loss, damage, etc.

A fundamental term of his/her participation shall be that the supplier and/or owner of the boat and the Skipper shall lodge with the OA, a letter of undertaking the waiver of liability clause, duly signed, from any claim against the OA, its representatives and agents, as well as insurers. The OA shall not be held liable for the slightest indirect loss, actual or alleged, for whatever reason, suffered by any party, Skipper, supplier of the boat, sponsor or other, and this total absence of liability shall not be limited to the loss of profit alone, of opportunity, of business, of advertising, of reputation (or the occasion to improve one’s reputation) or any financial loss whatsoever.

20.3 Disputes
As this is a race, any sailing dispute will be judged in accordance with the RRS. Lodging an undertaking implies that the Skipper and his/her beneficiaries waive the possibility of having recourse to any jurisdiction other than sailing authorities to settle disputes relating to sailing. No claim for damages will be founded (RRS Fundamental Rule N°3). Therefore, the OA shall accept no liability for implied breach of contract under common law, whether in writing or otherwise, nor for negligence, and shall not be held liable for any loss or personal injury, (whatever the cause or the occasion), breach of duty, deformation, etc.

21 CONTACTS

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USE OF THE VENDÉE GLOBE 2020-2021 LOGO
ON COMMUNICATION AND SPIN-OFF MERCHANDISING (apparel, accessories)

I. OBJECT AND LEGAL VALUE OF THIS CHARTER

This Charter aims to set out the utilisation rules of the Vendée Globe logo as well as the Competitors' logo presented below.

It constitutes an appendix to the Notice of Race and is therefore binding upon the Participants (definition in the Notice of Race).

II. UTILISATION RULES: Rights and Obligations

A/ Products that are not for sale and communication media

Only the following shall have the right to use the Competitors' logo (2), after having received the express approval of the SAEM Vendée:

- Participants of a boat that is applying to enter or that is entered in the race.

From 30th July 2020 onwards:

- Only selected Participants will be able to continue to communicate with this logo and to sale co-branded products (cf special cases).

Note:

Only the Skippers’ clothing may bear the Vendée Globe logo (logo 1). An HD file and the dimensions of the logo will be available from the SAEM Vendée upon request.

The positioning shall be approved expressly by the SAEM Vendée.

B/ Products for sale

Only the following shall have the right to sell products bearing the Vendée Globe logo (1)

- Companies holding a licence to use the Vendée Globe brand chosen by the SAEM Vendée, the event's Organiser.

Special cases:

- Co-branded products for sale: the SAEM the Vendée authorises the Participants of a registered boat to sell products bearing the Vendée Globe branding (logo 1) with their logo as co-branding upon the strict condition that the products marketed are products bought from the official Licence holder of the brand. The Licence holder is to be contacted by submitting a request to the SAEM Vendée.
III. Logos

Vendée Globe logo (1)

Competitors' brand logo-block (2)

Example of the Competitors' brand logo-block 2016:

This logo will be modified for the 2020 edition. The model will be communicated later by the SAEM Vendée.

IV. AMENDMENT

Any of these provisions may be changed by amendment by the Organising authority before the start of the race.
Appendix 2:

PRESCRIPTIONS OF THE FÉDÉRATION FRANÇAISE DE VOILE - RACING RULES OF SAILING 2017-2020

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

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

(*) FFVoile Prescription to RRS 70.5 (Appeals and requests to a national authority):
The denial of the right of appeal is subject to the written authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

(*) FFVoile Prescription to RRS 78.1 (Compliance with class rules; certificates):
The boat’s owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

(*) FFVoile Prescription to RRS 86.3 (Changes to the racing rules):
An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such authorization shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.

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

(*) FFVoile Prescription to RRS 91(b) (Protest committee):
The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the Fédération Française de Voile. Such authorization shall be posted on the official notice board during the event.

FFVOILE Prescriptions applying when no international jury is appointed on the event

FFVoile Prescription to RRS 25 (Notice of race, sailing instructions and signals):
For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published. For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application.
FFVoile Prescription to **APPENDIX R (Procedures for appeals and requests)**:
Appeals shall be sent to the head-office of Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the website of Fédération Française de Voile: http://www.ffvoile.fr/ffv/web/services/arbitrage/jury_appel.asp