

SAILING INSTRUCTIONS VENDÉE GLOBE 2024/2025

START : SUNDAY 10TH NOVEMBER 2024



VERSION OF **DECEMBER 12TH 2024**

INCLUDING AMENDMENT #1, #2, #3, #4, #5 ET #6

Amendment 1

- SI 2.5 Limitation on competitor boat outings
- SI 7.5 Start and start penalties
- SI 11.4 Accidental rupture of seal observed by the Technical Committee
- SI 12.4.2 Hearing and decision
- SI 16.3 Engine seals and other seals
- SI 18.3.4 Competitors' assistance RIBs (SRA)

Amendment 2

- SI 18.3.1 & 18.3.4 Competitors' assistance RIBs (SRA)
- SI 20.2 Media call outs during the race
- SI Annexe 4.8 Antarctic Exclusion Zone Version #1
- SI Annexe 5 Start Zone

Amendment 3

- SI 14 Ranking
- SI 16.3.2 Other seals
- SI Annexe 2 – Sealing of propulsion means

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The penalty for a breach to a rule will be a discretionary time penalty, except if the boat is disqualified or if financial penalties are applicable. Discretionary penalties are decided by the Jury in accordance with Annexe 6 "Vendée Globe Penalty Guide".

1 RULES

The event shall be governed by:

- 1.1 a) the rules and regulations provided in the *Racing Rules of Sailing (RRS) 2021-2024*, during the entire race.
b) FFVoile Prescriptions available at the following address:
https://www.ffvoile.fr/ffv/web/ffvoile/documents/Prescriptions_FFVoile_RCV_2021_2024.pdf
c) Part B of the COLREG as defined below.
d) The RRS in Chapter 2 shall apply at the start and up to 30 miles after the starting line and then again from 50 miles from the finishing line, between sunrise and sunset. For the rest of the course, the RRS in Chapter 2 are replaced by part B (steering and sailing rules) of the COLREG.
e) Offshore Special Regulations (OSR) Category 0 rules in force for 2024-2025 and such as amended in the Notice of Race and the exemptions granted by the FFVoile.
f) Equipment Rules of Sailing (ERS) when they do not conflict with the IMOCA Class Rules
g) Imoca Class rules in force
h) Annexe 7 WPT (Waypoints) attached to the SI.
- 1.2 Official time : all times given in the present Sailing Instructions and on the notice boards shall be:
 - On land, including for starting and finishing operations, in local time i.e.:
 - UT + 2 until 26th October 2024 included and as of 30th March 2025
 - UT + 1 from 27th October 2024 to 29th March 2025
 - At sea, in UT, for operations others than those listed above.
- 1.3 Entry of the boat implies a waiver of all rights of recourse other than those provided for in the RRS, with regard to the application or interpretation of the texts of the above-mentioned documents and the settlement of related disputes (see RRS 4, Acceptance of the Rules).
- 1.4 If these sailing instructions are translated, the French text shall prevail.
- 1.5 Any questions on the rules must be sent in writing to Race Management. Before the start of the race, they must be sent no later than Tuesday, 5th November, 2024. Questions and answers will be published on the official notice board as soon as possible.

2 NOTICES TO SKIPPERS – OFFICIAL NOTICE BOARD – RACE HEADQUARTERS

- 2.1 Notices to competitors will be given on line on the official electronic notice board accessible at the following address: <https://www.vendeeglobe.org/fr/espace-documents/tableau-officiel>
- 2.2 The offices of the general organisation of the race, race management and the team of officials will be located at the PC Course-Organisation Village, Esplanade du Vendée Globe, 85100 Les Sables d'Olonne.
- 2.3 Race HQ in Les Sables d'Olonne :
it will be open from 14th October 2024 until closing of the line.
- 2.4 Race Management will be reachable at the following address: dc@vendeeglobe.fr and by telephone on the confidential red line number, which will be communicated individually to skippers and team managers.
- 2.5 Limitation on competitor boat outings:
From 19th October to 08th November 2024, only technical outings at sea are possible.

Boats wishing to go out to sea must submit a written request specifying the duration and reason to race management.

Requests shall be sent by email to dc@vendee-globe.fr from 14th October, 2024 and no later than 24 hours before leaving port.

Requests will be accepted depending on race commitments, weather conditions and port organization, and will be notified on the official notice board no later than 12 hours before sailing.

3 AMENDMENTS TO SAILING INSTRUCTIONS

3.1 Amendments to Sailing Instructions will be posted online no later than 7:00 PM (19:00) the day before the start on the official electronic notice board accessible at the following address:

<https://www.vendee-globe.org/fr/espace-documents/tableau-officiel>

3.2 An email will be sent to each boat and, as a courtesy, a text message may be sent from race management to the competitors and team managers.

4 PROGRAMME

- The programme is set out in NOR 10 and NOR Annexe 2.
- Locations will be specified and posted on the official notice board.

5 COURSE (this modifies NOR 3.2)

	MARK	REQUIRED SIDE
1	Start (SI 7)	
()	An offset mark or gate may be provided. If so, its description will be specified by means of amendment during the start briefing (SI 7.2.2).	
()	The Antarctic continent and its Exclusion Zone	to be rounded by leaving it to starboard
2	The Cape of Good Hope	to be left to port
3	Cape Leeuwin	to be left to port
4	Cape Horn	to be left to port
5	Bad weather finish gate (SI 9.2)	
6	Finish line Vendée Globe (SI 9.1)	

6 PROHIBITED ZONES

6.1 A racing boat must not enter or navigate in the Prohibited Zones, the coordinates of which are specified in Annexe 4 – Prohibited Zones

6.2 Biodiversity Protection Zones (BPZ) defined in Annexe 4 – Prohibited Zones

A boat entering a BPZ must correct its breach with the following method:

“When entering and leaving the BPZ, a boat must pass through an identical gate positioned on one of the segments of the perimeter of the BPZ concerned and marked by 2 waypoints, the coordinates and crossing direction of which will be defined by race management in consultation with the skipper.”

For safety reasons, RM or the race committee may propose a different exit gate from the entry gate. This will be reported to the Jury.

6.3 Antarctic Exclusion Zone (AEZ) defined in Annexe 4 – Prohibited Zones

A boat entering the AEZ must correct its breach with the following method:

“The point at which it entered the AEZ becomes an additional waypoint in this zone for the boat, which must leave this waypoint to starboard as soon as reasonably possible.”

6.4 Before the start or during the race, race management may define other zones depending on identified risks for the security of the boats (piracy, for example).

6.5 In the event of non-compliance with these obligations, the Jury will apply the penalties relating to prohibited zones (Appendix 6 - Penalty Guide).

7 THE START

7.1 Start Procedure

The start of the race will be given in accordance with RRS 26 with a warning signal 10 minutes before the start.

The class flag will be the Vendée Globe flag.

7.2.1 Starting line :

The start line will be between the orange flagpole on the race committee boat and the course side of an orange tetrahedral mark.

The approximate positions of the ends of the line will be given to the skippers as soon as possible.

7.2.2 Offset mark:

No later than the warning signal, the race committee will hoist flag D if the course includes an escape mark. It will hoist the green flag to indicate that it is to be rounded leaving it to starboard. The absence of a green flag means that it is to be rounded to port (this modifies Race Signals).

The clearing mark will be an orange cylindrical buoy bearing the Vendée Globe logos.

The position of the clearing mark will be communicated by VHF and if possible WhatsApp as soon as possible before the start.

7.3 Leaving the harbour

The boats will leave the harbour on Sunday 10th November 2024 at 08h00.

The order in which the boats will leave the harbour will be established by race management and communicated to the competitors in a notice.

7.4 Start zone

The start zone will be defined by prefectural decree.

The restricted areas are described in Annexe 5 - Start zone.

7.5 Start and start penalties

7.5.1 World Sailing's rule test DR21-01 applies and modifies the definition 'Taking the start' as follows:

Taking the start:

A boat *starts* when her hull having been entirely on the pre-start side of the starting line, any part of her hull crosses the starting line from the pre-start side to the course side either (a) at or after her starting signal, or

(b) during the last minute before her starting signal.

When a boat *takes the start* in accordance with point (b) of the definition '*taking the start*', she must not return on the pre-start side of the starting line, and the start penalty will be a 4-hour

penalty, without investigation.

This penalty shall be taken as detailed in SI 11.5 before crossing latitude 40°40,000 N (unless exceptional derogation is granted by race management due to weather conditions). The skipper shall propose a repair segment of 10 Nm which will must be validated by Race Management.

OCS competitors will be informed as soon as possible by the Race Committee.

7.5.2 Race management may ask one or more boats to send in their trace within 4 hours of the start.

This track may be used by the race committee if there is any doubt that the boat crossed the line early.

7.6 Delayed start

7.6.1 A competitor who has not crossed the starting line 60 minutes after the starting signal shall be considered a delayed starter. He/she may take the start at a later date at the time indicated by the race committee after approval by race management. It will not be possible to start 10 days after the start.

During the waiting period, he/she must either:

- stay in the harbor of Les Sables d'Olonne
- return to Les Sables d'Olonne
- remain in the waiting zone outside Les Sables d'Olonne

7.6.2 Course of a boat having taken a late start

- the start line will be between: the Nouch Sud buoy (46°28,550 N/001°47,410 W) and a geographical point south of the Nouch Sud buoy whose coordinates are 46°28,210 N / 001°47,410 W.
- the boat must cross this line from East to West.

8 MODIFICATION OF THE COURSE

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

8.2 To report a change in the course, the Race Committee will send, through race management, an e-mail message to all competitors on each boat and on their email address. This emailing may possibly be supplemented with oral instructions by phone. (this modifies RRS 33 and Race Signals).

8.3 Definition of Antarctic Exclusion Zone (AEZ)

The Antarctic Exclusion Zone is a polygon made up of straight loxodromic segments linking virtual points. This zone represents an obstacle.

The reasons for changing the position of one or more virtual points making up the exclusion zone are at the organiser's discretion.

- The organiser undertakes to change the position of a point in the EAZ as soon as possible.
- The organiser may change the coordinates of a virtual point in the exclusion zone if at least one of the following conditions is met :
 - Before the first boat reaches a longitude 30 degrees west of the longitude of the point concerned
 - And/or before the first boat reaches a latitude of 15 degrees north of the latitude of the point concerned.

- 8.4 [DP] Each competitor must acknowledge receipt of each change by sending an e-mail to race management.

9 THE FINISH

9.1 **Finishing line of the Vendée Globe**

The finish line will be:

- defined to the north by the Nouch Sud buoy situated at 46°28,550 N / 001°47,410 W
- defined to the south by the waypoint with coordinates 46°28,210 N / 001°47,410 W

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

9.2 **'Bad weather' finish gate**

All the boats will have to cross the 'Bad Weather' finish gate before crossing the Vendée Globe finishing line described in SI 9.1:

- Limited to the north by the Waypoint with coordinates 46°32,00 N / 001°53,00 W
- Limited to the South by the Waypoint at 46°25,00 N / 001°53,00 W

Depending on the weather conditions, race management and the Race Committee may relieve one or more boats of their obligation to cross the Vendée Globe finishing line and validate the finish at this gate by the positions of the trackers.

In this case, the boats will be informed by e-mail at least 18 hours in advance and will have to acknowledge receipt.

9.2 **ETA announcement**

Approximately 24 hours before the estimated time of arrival, each boat must contact race management to provide its ETA.

VHF channel for the finish is Channel 72.

10 RETIREMENT

- 10.1 Any intention to retire is subject to an official written statement signed by the competitor and his/her Team Manager. Retirement will become official once this document has been received by race management. Retiring thus declared is final.

- 10.2 Any competitor who activates a Sarsat-Cospas beacon must deactivate it as soon as the situation no longer requires the transmission of a distress signal.

Any competitor who fails to comply with this procedure will be reported to the Jury for instruction in accordance with RRS 69.

- 10.3 A competitor who abandons the race must return the Yellowbrick beacons supplied by the organizer to the following address as soon as possible and at his/her own expense:

YB Tracking Ltd. - Unit 8, Fulcrum 2,
Whiteley, Fare ham-PO15 7FN - United Kingdom

11 PENALTY AND REDRESS SYSTEM

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

- 11.1.1 Regarding the application of RRS 44.1, a breach to part B of section II of COLREGS in an incident between competitors shall be considered as a breach to chapter 2 of RRS (this modifies RRS 44.1).

11.1.2 Turns penalty: after having taken the penalty according to RRS 44.2, the boat shall inform Race Management within the same time period as for protests (see SI 12.3).

11.1.3 A boat which has caused injury or serious damage or has gained a significant advantage in the race thanks to a breach may ask the Jury to receive a time penalty instead of its obligation to withdraw from the race (this modifies RRS 44.1(b)). This request must be made as soon as possible before the time limit for protests, as set out in SI 12.3.

11.2 Penalty or redress decided by the Jury after hearing

11.2.1 The penalty for a breach to a rule will be a discretionary time penalty, except if the boat is disqualified or if financial penalties are applicable. When the boats are in the race, the penalty shall be taken, subject to exceptions, in accordance with SI 11.5. below.

In the RRS A.5.1, delete 'who has not *completed the course*'.

Discretionary penalties are decided by the Jury in accordance with Annexe 6 - Vendée Globe Penalty Guide.

11.2.2 Discretionary power of the Jury

(a) For penalties considered minor, the Jury may reduce the penalty and even decide not to give a penalty.

(b) For penalties considered serious, repeated or deliberate, the Jury can increase the penalty and even decide disqualification.

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

11.3 Penalties decided by the Organising Authority

For a breach to a non-sporting rule (see NOR14 and NOR Annexe 3 "Penalties") the penalties will be financial. They must be paid to the Organising Authority. Such penalties will be imposed by the Organising Authority.

If another breach is observed following the financial penalty or if the boat refuses to pay such financial penalty, the Jury can initiate a hearing and penalize the boat according under SI 11.2.2.

11.4 Accidental rupture of seal set up observed by the Technical Committee

In the event that during an inspection the Technical Committee should notice that a seal **or its installation set up** has been damaged or ruptured or if a competitor in the race declares it him/herself and that the technical committee establishes that the breakage was accidental, the Jury via the Technical Committee can suggest that the competitor accept a standard penalty without hearing (this modifies RRS 63.1):

- For a rupture of the engine **seal set up**, the penalty is 120 minutes.
- For a rupture of another **seal set up**, the penalty is 60 minutes.

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

11.5 Means to take a time penalty during the race

As soon as possible after its decision, the Jury will communicate the penalty to the boat concerned through race management.

Unless otherwise indicated by race management for safety reasons, penalties others than the early start penalty described in SI 7.5 will have to be carried out at the following latitudes or longitudes:

For any penalty decided by the jury,

- Between the start and the equator (00°00,000), the penalty must be served on passing Latitude 05°00,000S.
- Between the equator (00°00,000) and Latitude 30°00,000 S, the penalty must be served when passing Latitude 35°00,000 S.

- Between Latitude 30°00,000 S before the Cape of Good Hope and Latitude 50°00,000 S after rounding Cape Horn, the penalty must be served on passing Latitude 45°00,000 S after rounding Cape Horn.
- Between Latitude 50°00,000 S and Latitude 05°00,000 S, the penalty must be served on passing Latitude 10°00,000 N.
- Between Latitude 05°00,000 S and Latitude 43°00,000 N, the penalty must be served on passing longitude 009 00,000 W
- Between Latitude 43°00.000 N and the finish, the penalty must be taken before finishing.
- When the boat is about to take the penalty, it must contact race management, who will validate the proposed segment and time the penalty from a 10 nautical mile segment centred on the Latitude passage waypoint.
- At the end of the penalty, if it has been carried out and confirmed by the race committee, the boat shall cross the given segment again before resuming its race.

12 PROTEST, REQUEST FOR REDRESS AND REOPENING

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

12.1 Inform the protestee

- 12.1.1** A boat in the race or ashore which intends to protest shall inform the other boat by VHF or by email at the first reasonable opportunity. A red flag is not necessary (this modifies RRS 61.1(a)). The protesting boat must inform the Jury at the same time through race management.
- 12.1.2** The Race Committee, Technical Committee and Jury's protest notices shall be published on the official notice board and communicated to the boats and Team managers concerned to inform them in accordance with RRS 61.1(b). This information will come through VHF or by email (this modifies RRS 61.1(b)).
- 12.1.3** A boat ashore that intends to claim against another boat still racing shall inform it in accordance with SI 12.1.1 above.
- 12.1.4** A boat who requests redress shall make its request to the Jury through race management, as described in the procedure in SI 12.1.1 above and in accordance with SI 12.3.2 below.

12.2 Protest content

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

12.3 Time limits

12.3.1 To protest

The time limit to protest for a boat in the race, the Race Committee, the Technical Committee or the Jury

is eighteen hours after knowledge of the incident motivating the protest. No protest from a competitor will be accepted past the six hours following its finish.

12.3.2 To request for redress

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

12.3.3 To ask for a reopening

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

12.4 Hearing and decision

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

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

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

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

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

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

13 TIME LIMIT TO FINISH

Time limit to finish is set on 7th March 2025 at 8:00 am.

14 RANKING

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

If the race management and the race committee decide under SI 9.2 that the weather conditions do not permit the use of the Vendée Globe finishing line described in SI 9.1, any jury decision about a redress or a penalty applying to the finishing time will be calculated on the race time when crossing the bad weather finish gate described in SI 9.2, for the boats affected.

15 SAFETY RULES

15.1 Exception to the principle of non-assistance

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

This information will be sent either by text message, or by satellite phone or email to the boat(s) concerned.

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

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

15.2 Safety messages

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

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

Messages should be sent to the following address: dc@vendeeeglobe.fr

16 MEASUREMENT AND EQUIPMENT INSPECTION

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

16.2 Pre-start safety checks, in the presence of the skipper, will take place according to the schedule. Boats must be compliant by 17:00 (5 pm) local time on 7th November at the latest. A boat that does not comply will not be allowed to take part in the race.

16.3 Engine seals and other seals

16.3.1 Engine seals

The propeller shafts will be sealed during the race.

Each competitor shall carry out the sealing of the propulsion means at sea on the start day in accordance with the procedures set out in Annexe 2 – Sealing of propulsion means.

If a boat needs to use its engine or if an engine seal **installation set up** is broken, the skipper shall first and foremost inform race management and he/she shall then:

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

16.3.2 Other seals

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

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

The seals **and seals installation set up** shall not be broken or taken off before the boat has been checked upon return.

16.3.3 Seals and contesting the quality of seals

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

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

Engine seals may only be cut:

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

Race management will give a code to the competitor who shall send a photo of the seal showing this code prior to breaking it.

- 16.4 In accordance with IMOCA Class Rule C.3.3.c and NOR 12.2, the reserve of emergency water shall be set at 2 x 9-liters in 2 10-liter containers.
- 16.5 In order to comply with IMOCA class rule C.6.1.f, the minimum quantity of diesel to be present at the finish is 20 litres.
- 16.6 The list of sails on board must be submitted to the Technical Committee no later than 11:00 am local time on Friday 8th November.
- 16.7 At any time during the race, race management may ask skippers to send a photo of a seal in position showing a code given by race management as soon as possible.
- 16.8 Checks on the communications / assistance aspects (NOR 4.3) may be carried out during the race or within 96 hours of the arrival of the boat checked. At the request of the race management, the competitors or the shore team will have to provide the content of the Skippers' exchanges with the shore and the other competitors at sea, whatever they may be. The time limit for the jury to claim will be two hours after being informed of the results of these checks.

17 PUBLICITY

All boats must display the advertising defined in the NOR (see NOR 7).

18 IDENTIFICATION OF OFFICIAL BOATS

18.1 Officials' boats

Race Committee and Technical Committee boats will display a FFVoile flag.

18.2 Organizing Authority boats



18.3 Competitors' assistance RIBs (SRA)

18.3.1 Each boat may be escorted by two RIBs for technical assistance, which will be authorized to motor in the start zone. They must display a flag supplied by the organiser.

- At warning signal (H-10 mins) from the start, only one crew member on board the IMOCA. Only one SRA per team is authorized in the zone.
- At H-5 mins from the start, the skipper must be alone on board the IMOCA.
- At the preparatory signal (H-4 mins) from the start, the last SRA must be out of the zone.

18.3.2 The RIBs must be suitable for tracking the boat concerned. The boats and skippers must comply with current regulations as well as monitor VHF channel 16 and the race channel.

18.3.3 RIBs must be listed before Friday 1st November 12:00 midday via the online questionnaire: <https://forms.gle/qwHS1kgx5qeN51b18>

18.3.4 A briefing for drivers of Assistance RIBs will be held at **conference room – Hospitality pavillon** on Friday 8th November at **15:30 (3:30 pm)**. This briefing is compulsory.

18.3.5 In compliance with legislation, it is reminded that assistance RIBs must provide assistance, if necessary, to any person or boat in danger.

19 DISPOSAL OF WASTE

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

20 COMMUNICATIONS

20.1 VHF Radio for the start day

Dual stand-by VHF 16/P4 is mandatory for skippers as well as for all assistance RIBs.

The pre-start signals, countdown to the start and the start signal will be announced by VHF radio channel P4.

The Jury and Technical Committee will also be reachable on channel P4.

It is up to each skipper to contact the organiser to ensure that his or her VHF is configured to operate on channel P4.

The P4 channel can only be configured on ICOM brand VHF's.

20.2 Media call-outs during the race

Competitors must leave their one of their **satellite communication devices** on standby 24 hours a day for the duration of their race.

Please refer to the Marketing and Communication Annexe.

20.3 Intermediate rankings and positioning during the race

Six ranking will be held at the following times:

- 2:00 am UT (pos of 1:30 am UT)
- 6:00 am UT (pos of 05:30 am UT)
- 10:00 am UT (pos of 09:30 am UT)
- 14:00 (2:00 pm) UT (pos of 13:30 (1:30 pm) UT)
- 18:00 (6:00 pm) UT (pos of 17:30 (5:30 pm) UT)
- 22:00 (10:00 pm) UT (pos of 21:30 (9:30 pm) UT).

They will be posted on the website and released to the press.

These rankings will be sent by the organiser to the skippers in the desired format (.txt, .xlsx, .csv, ...).

Access to FTP site :

- Server : ftp.geovoile.net
- Username : FTPvendee_globe_TEAMS
- Password : t1xp3_wvu2_t

Access to HTTP site :

https://www.geovoile.net/vendee_globe/public/posreport/?key=cb7e0f292e164c4aa2d6dc4abfaa1771

20.4 Messages and photos

Messages sent to competitors

It is up to each competitor to authorize the receipt of e-mails from race management:

dc@vendee_globe.fr

20.5 Positioning during the race

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

The OA will supply 2 autonomous YB3 beacons stored in the boat, as a reserve.

The OA will supply 1 YB3 reversible beacon with its antenna and bag.

Throughout the race, skippers must ensure that these beacons are in good working order.

Race management will decide if it is necessary to change the beacon. It will inform the skipper by e-mail or telephone when he or she will have to install another beacon.

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

In the event of a failure of the transmitted positioning beacons, it will be up to the skipper to follow the race management's instructions for an alternative solution. In addition, before the start, a positioning test will be carried out using the navigation software.

20.6 AIS

The AIS transponders must be in working order (transmitting/receiving) throughout the race.

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

21 ROUTING - ASSISTANCE

Commitment of competitors

A declaration, signed by each skipper and his/her team manager, committing his/her family, team and technical service providers, certifying compliance with this rule, will be requested before the start of the race (Annexe 1 – Declaration of non-assistance).

22 PRIZES

22.1 The award ceremony will take place in Les Sables d'Olonne on 10th May 2025.

The presence of all the skippers is mandatory. Prizes will only be awarded to the skippers present.

22.2 At the end of the VENDÉE GLOBE 2024-2025, the prizes defined in NOR 16.2 will be awarded in the form of cash prizes.

23 LIABILITY

Competitors' liability is defined in the NOR (see NOR 20.2).

APPOINTED OFFICIALS :

- Race Committee President: Christophe Gaumont (IRO-FRA)
- Technical Committee President: Jean-Luc Gauthier (IM-FRA)
- International Jury :
 - Romain Gautier (IJ-FRA) - President
 - Corinne Aulnette (IJ-FRA)
 - Trevor Lewis (IJ-GBR)
 - Cristofol Morales (IJ-ESP)
 - Liz Procter (IJ-GBR)

ANNEXE 1 : DECLARATION OF NON-ASSISTANCE

To be submitted by email to race management no later than Monday 4th November 2024.

Nom du bateau (*Name of boat*) :

Je, soussigné / *I, the undersigned,*

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

- déclare sur l'honneur que je respecterai l'article 4.3 de l'avis de course « Sans assistance » sur le Vendée Globe 2024-2025.
- déclare sur l'honneur que j'ai informé ma famille, l'ensemble de mon équipe (technique, communication, etc), mes sponsors et mes prestataires des règles de non-assistance décrites dans l'AC et que nous respecterons ces règles.
- *declare on my word of honor that I will abide by the rule 4.3 described in the NOR of non-assistance on the Vendée Globe 2024-2025.*
- *declare on my word of honor that I have informed my family, my technical team, my sponsors and my suppliers of non assistance rules described in NOR and that we will abide by those Rules.*

Fait à (*in*) , le (*on*) :

Signature du Skipper :

Signature du Team Manager :

ANNEXE 2 : SEALING OF PROPULSION MEANS

SI 16.3.1 The propeller shafts will be sealed during the race.

Each competitor must seal the propulsion system at sea in accordance with the procedures set out below:

After leaving port, the boat's propeller shaft will be self-sealed:

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

The photo(s) of the seal(s) will be sent by e-mail or whatsapp (Race Direction red line) by the skipper himself/herself or by the preparer to the Technical Committee through Race Management (dc@vendee-globe.fr) before 22:00 (10:00 pm) UT on the day of the start.

ANNEXE 3: CONTACT FORM

To be submitted by email to Race Management no later than Monday 4th November 2024.

Name of Boat :

I,

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

TEAM'S SAFETY REPRESENTATIVE CONTACT:

	Contact N°1	Contact N°2
Last name		
First name		
Phone number 1		
Phone number 2		
Email		

COMMUNICATION REPRESENTATIVE CONTACT IN THE EVENT OF A TEAM CRISIS:

Last name	
First name	
Phone number 1	
Phone number 2	
Email	

ON BOARD CONTACT:

On board email	
On board telephone with WhatsApp messaging access	

In: _____, on:

Skipper's signature :

ANNEXE 4 : PROHIBITED ZONES

It is forbidden to sail in the polygons defined by the rhumb lines connecting the following points:

1. Prohibited zone of Cape Finisterre

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

2. Prohibited zone of Cape Roca (Lisbon)

TSS Cape Roca A	38°52,000 N 009°41,100 W
TSS Cape Roca B	38°39,700 N 009°40,000 W
TSS Cape Roca C	38°33,900 N 010°11,700 W
TSS Cape Roca D	38°40,900 N 010°13,800 W
TSS Cape Roca E	38°52,000 N 010°13,800 W

3. Prohibited zone of Cape St Vincente

TSS Cabo Sao Vicente A	37°02,500 N 009°11,700 W
TSS Cabo Sao Vicente B	36°56,700 N 009°10,300 W
TSS Cabo Sao Vicente C	36°51,500 N 009°04,300 W
TSS Cabo Sao Vicente D	36°50,100 N 008°57,200 W
TSS Cabo Sao Vicente E	36°25,200 N 009°06,000 W
TSS Cabo Sao Vicente F	36°28,460 N 009°21,600 W
TSS Cabo Sao Vicente G	36°44,200 N 009°39,850 W
TSS Cabo Sao Vicente H	36°56,600 N 009°43,300 W

4. Prohibited zones of the Canary Islands

4.1 Prohibited zone of the Canary Islands East

TSS Canaries Est A	28°19,800 N 014°47,700 W
TSS Canaries Est B	27°48,780 N 015°00,350 W
TSS Canaries Est C	27°51,500 N 015°08,850 W
TSS Canaries Est D	28°20,500 N 014°57,100 W

4.2. Prohibited zone of the Canary Islands West

TSS Canarias Ouest A	28°33,800 N 015°39,300 W
TSS Canarias Ouest B	27°58,400 N 016°12,950 W
TSS Canarias Ouest C	28°03,450 N 016°19,650 W
TSS Canarias Ouest D	28°38,100 N 015°46,800 W

5. Prohibited zone of Mauritania

ZI Mauritanie A	21°31,000 N 016°25,000 W
ZI Mauritanie B	16°00,000 N 016°25,000 W
ZI Mauritanie C	16°00,000 N 017°35,000 W
ZI Mauritanie D	21°31,000 N 017°35,000 W

6. Prohibited zone of Brazil

6.1 Prohibited zone of Cabo Frio

ZI Cabo Frio A	21°30,000 S 039°45,000 W
ZI Cabo Frio B	21°56,000 S 039°14,000 W
ZI Cabo Frio C	23°00,000 S 040°13,250 W
ZI Cabo Frio D	23°34,650 S 041°00,900 W
ZI Cabo Frio E	23°29,000 S 041°38,000 W
ZI Cabo Frio F	22°08,000 S 040°25,000 W

6.2 Prohibited zone of Rio de Janeiro

ZI Rio de Janeiro A	24°54,000 S 042°51,000 W
ZI Rio de Janeiro B	25°30,000 S 042°15,800 W
ZI Rio de Janeiro C	25°55,000 S 043°20,000 W
ZI Rio de Janeiro D	25°30,350 S 043°45,000 W

7. Biodiversity protection zones (ZPB)

7.1 ZPB Açores

ZPB Açores A	40°54.000 N 028°34.000 W
ZPB Açores B	37°48.600 N 023°50.000 W

ZPB Acores C	36°37.600 N 024°13.000 W
ZPB Acores D	36°20.400 N 025°35.600 W
ZPB Acores E	37°35.000 N 031°51.400 W
ZPB Acores F	40°00.000 N 031°50.000 W

7.2 ZPB Cap Vert

ZPB Cap Vert A	17°45.000 N 025°21.000 W
ZPB Cap Vert B	17°42.000 N 022°40.000 W
ZPB Cap Vert C	15°58.000 N 022°08.000 W
ZPB Cap Vert D	14°32.000 N 022°50.000 W
ZPB Cap Vert E	14°40.000 N 025°25.000 W
ZPB Cap Vert F	16°10.000 N 026°08.000 W

8. Antarctic Exclusion Zone (ZEA) – Version 4 : 12 December 2024

Mark:	Latitude:	Longitude:	
1	44°00.00'S	000°00.00'E	V1 --> V2
2	44°15.00'S	005°00.00'E	V1 --> V2
3	44°50.00'S	010°00.00'E	V1 --> V2
4	45°25.00'S	015°00.00'E	V1 --> V2
5	46°00.00'S	020°00.00'E	V1 --> V2
6	46°45.00'S	025°00.00'E	V1 --> V2
7	47°30.00'S	030°00.00'E	V1 --> V2
8	47°45.00'S	035°00.00'E	V1 --> V2
9	48°00.00'S	040°00.00'E	V1 --> V2
10	48°45.00'S	045°00.00'E	V1 --> V2
11	49°20.00'S	050°00.00'E	V1 --> V3
12	49°50.00'S	055°00.00'E	V1 --> V3
13	50°15.00'S	060°00.00'E	V1 --> V3
14	50°35.00'S	065°00.00'E	
15	50°55.00'S	070°00.00'E	
16	50°55.00'S	075°00.00'E	
17	50°40.00'S	080°00.00'E	
18	50°25.00'S	085°00.00'E	
19	50°00.00'S	090°00.00'E	
20	49°00.00'S	095°00.00'E	
21	46°00.00'S	100°00.00'E	AMSA
22	46°00.00'S	105°00.00'E	AMSA
23	46°00.00'S	110°00.00'E	AMSA
24	46°00.00'S	115°00.00'E	AMSA
25	49°00.00'S	120°00.00'E	
26	49°45.00'S	125°00.00'E	
27	50°00.00'S	130°00.00'E	AMSA

28	50°00.00'S	135°00.00'E	AMSA
29	50°00.00'S	140°00.00'E	AMSA
30	50°00.00'S	145°00.00'E	AMSA
31	50°00.00'S	150°00.00'E	AMSA
32	56°05.00'S	155°00.00'E	
33	56°20.00'S	160°00.00'E	
34	56°30.00'S	165°00.00'E	
35	56°40.00'S	170°00.00'E	
36	57°20.00'S	175°00.00'E	V1 --> V4
37	58°00.00'S	180°00.00'E	V1 --> V4
38	58°15.00'S	175°00.00'W	V1 --> V4
39	58°15.00'S	170°00.00'W	V1 --> V4
40	58°00.00'S	165°00.00'W	V1 --> V4
41	57°15.00'S	160°00.00'W	V1 --> V4
42	56°30.00'S	155°00.00'W	V1 --> V4
43	55°45.00'S	150°00.00'W	V1 --> V4
44	55°00.00'S	145°00.00'W	
45	55°00.00'S	140°00.00'W	
46	55°00.00'S	135°00.00'W	
47	55°00.00'S	130°00.00'W	
48	55°00.00'S	125°00.00'W	
49	55°15.00'S	120°00.00'W	
50	55°45.00'S	115°00.00'W	
51	56°00.00'S	110°00.00'W	
52	56°15.00'S	105°00.00'W	
53	56°45.00'S	100°00.00'W	
54	57°15.00'S	095°00.00'W	
55	58°00.00'S	090°00.00'W	
56	58°30.00'S	085°00.00'W	
57	59°00.00'S	080°00.00'W	
58	58°45.00'S	075°00.00'W	
59	58°00.00'S	070°00.00'W	
60	57°00.00'S	065°00.00'W	
61	55°45.00'S	060°00.00'W	
62	53°45.00'S	055°00.00'W	
63	51°00.00'S	050°00.00'W	
64	47°30.00'S	045°00.00'W	
65	45°00.00'S	040°00.00'W	
66	44°00.00'S	035°00.00'W	
67	43°30.00'S	030°00.00'W	
68	43°00.00'S	025°00.00'W	V1 --> V2
69	43°00.00'S	020°00.00'W	V1 --> V2
70	43°00.00'S	015°00.00'W	V1 --> V2
71	43°00.00'S	010°00.00'W	V1 --> V2
72	43°30.00'S	005°00.00'W	V1 --> V2

9. Prohibited zone South Scilly

TSS South Scilly A	49°46,050 N 006°16,550 W
TSS South Scilly B	49°35,540 N 006°16,400 W
TSS South Scilly C	49°35,550 N 006°34,100 W
TSS South Scilly D	49°46,030 N 006°29,550 W

10. Prohibited zone of Ouessant

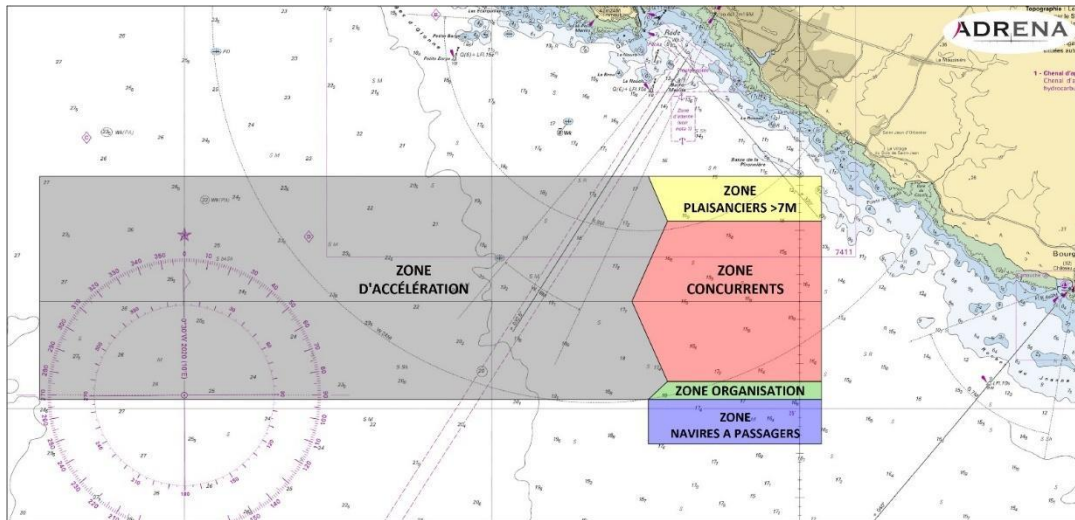
TSS Ouessant A	49°02,050 N 005°36,700 W
TSS Ouessant B	48°48,600 N 005°25,000 W
TSS Ouessant C	48°37,200 N 005°11,850 W
TSS Ouessant D	48°29,350 N 005°22,050 W
TSS Ouessant E	48°35,000 N 005°42,500 W
TSS Ouessant F	48°42,500 N 006°03,100 W
TSS Ouessant G	48°56,400 N 005°51,600 W

11. Prohibited zone of Ile d'Yeu's wind turbines

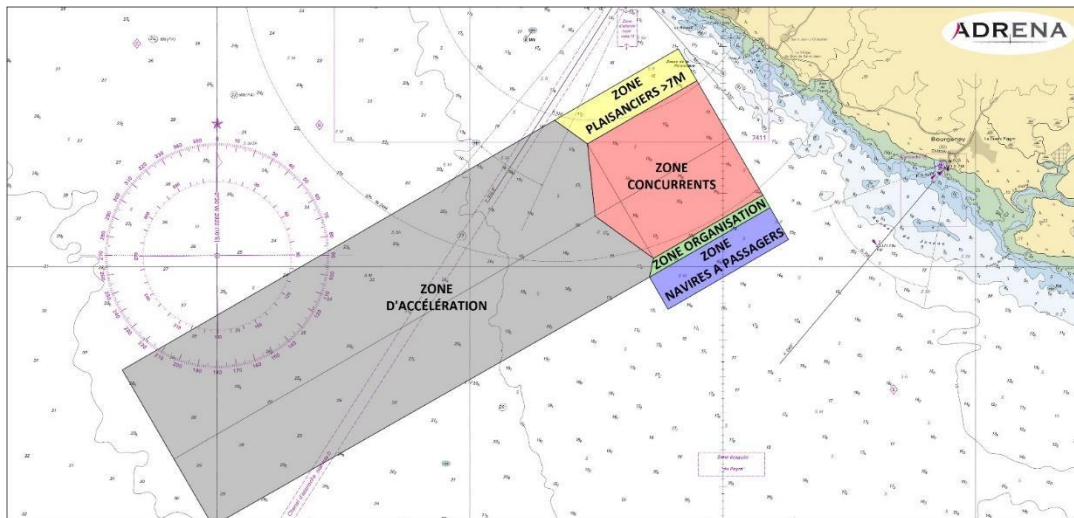
ZI Eoliennes Yeu A	46°57,130 N 002°31,600 W
ZI Eoliennes Yeu B	46°50,915 N 002°24,260 W
ZI Eoliennes Yeu C	46°48,025 N 002°29,465 W
ZI Eoliennes Yeu D	46°53,075 N 002°35,435 W
ZI Eoliennes Yeu E	46°54,965 N 002°35,505 W

ANNEXE 5 : START ZONE

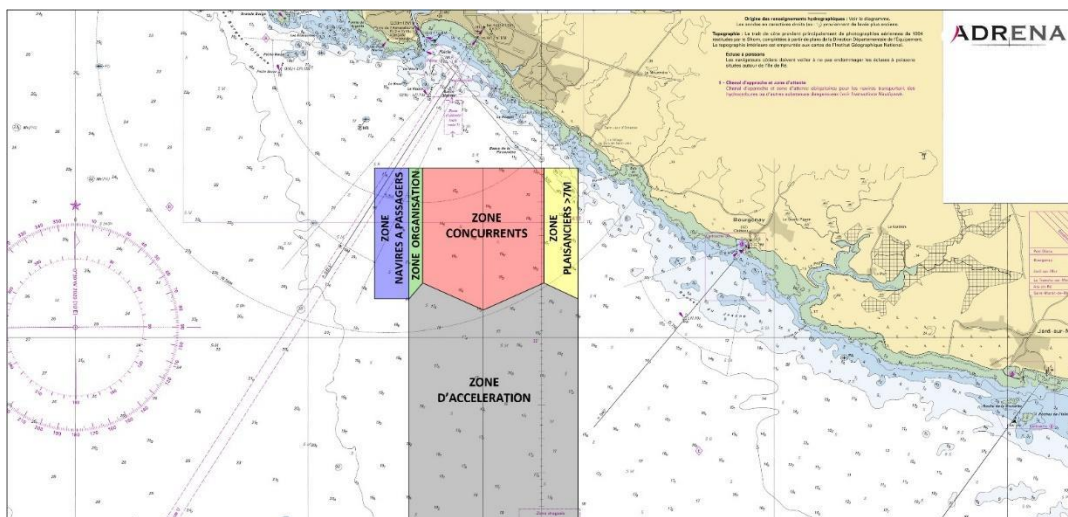
Scénario 1 :



Scénario 2 :



Scénario 3 :



An access corridor to the race area will be set up. It will remain optional.

ANNEXE 6 : PENALTY GUIDE VENDEE GLOBE 2024

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

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

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

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

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

Penalties are divided into 5 ranges:

- Range 0: Financial penalty
- Range 1: from 0 to 6 hours
- Range 2: from 2 to 24 hours
- Range 3: from 24 hours to DSQ
- Range 4: DSQ

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

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

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

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

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

The Jury may use other questions it deems relevant to determine whether the penalty should be increased or reduced.

	RANGE 0	RANGE 1	RANGE 2	RANGE 3	RANGE 4
	Financial	0H to 6H	2H to 24H	24H to DSQ	DSQ
Notice of Race					
4.1 Solo sailing					X
4.2 Non-stop sailing					X
4.3 Sailing without assistance				X	X
6.4.2 Additional meteorological data				X	
6.5 Undertakings with regards to OA				X	
7 Publicity	X				
10 Programme and obligations	X				
11 Obligations regarding equipment		X	X		
12 Measurement and equipment inspection			X	X	
15 Positions in the port	X				
18 Communication	X				
Sailing Instructions					
5 Course				X	
6.1 Prohibited zones other than BPZ/AEZ				X	
6.2 BPZ Entrance not repaired			X		
6.3. AEZ Entrance not repaired			X		
7.5.1 Early start		4 hours			
9.3 ETA announcement		X			
11.1.1 Breach to RRS Chapter 2 or COLREG Section 2 Part B		X			
11.1.3 Cause of injury or damage			X		
11.4 Accidental rupture of engine seal		120 mn			
11.4 Engine seal rupture after hearing			X		
11.4 Accidental rupture other seal		60 mn			
11.4 Rupture other seal after hearing		X			
15.2 Safety message		X			
16 Measurement and equipment inspection		X	X		
17 Publicity	X				
19 Disposal of waste		X			
20.4 Messages and photos	X				
20.6 AIS		X			

21 Annexe 1 - Declaration of non-assistance			X		
Class rules					
Chapitre B Eligibility			X		
C 3.3 Emergency drinking water			X		
C 3.21 Lost anchorage			X		
C 6.1(f) Fuel available at finish			X		
Other breaches to class rules		X	X	X	

If the penalty is not listed in the table above, or if several ranges apply for the same breach, the line of questioning below will accompany the initial questioning.

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

ANNEXE 7 : WPT (WAYPOINT)

Modifications to Racing Rules of Sailing

WP1 Changes to the definitions:

WP1.1 The definition of a mark is modified as follows:

Mark: An object or waypoint which a boat is required to leave on a specified side as required by the Sailing Instructions, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the mark.

WP1.2 Add a new definition of Waypoint:

Waypoint: A geographic position on the surface of the water defined by its WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

WP1.3 The definition of Zone is changed to:

Zone: The area around a mark within a distance of three hull lengths of the boat nearest to it. The area of the zone of a mark that is a waypoint may be changed in the notice of race or sailing instructions. A boat is in the zone when any part of her hull is in the zone.

WP1.4: boats must be able to prove that they have passed a Waypoint either :

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

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