



**ROUTE  
DU RHUM**

**DESTINATION  
GUADELOUPE**

SAINT-MALO / GUADELOUPE

**NOTICE OF RACE 2026**

**13TH EDITION**

**OC SPORT  
PEN DUICK**



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*[DP] in a rule of the SI means that the penalty for a breach of that rule may, at the jury's discretion, be less than a disqualification.*

*[NP] applies to a breach which may not be the subject of a protest by a Boat.*

*[SP] applies to a rule for which a standard penalty may be applied by the jury.*

## 1. ORGANISATION

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OC Sport Pen Duick is a leading company in the organisation of yacht races.

Within the scope of this activity, OC Sport Pen Duick has been entrusted with the management agreement of the 'Route du Rhum' race by the Pen Duick company since 1 January 2016.

This race is organised by OC Sport Pen Duick, which is the sole owner of the commercial rights.

For its 2026 edition, the Route du Rhum, referred to as the **ROUTE DU RHUM - DESTINATION GUADELOUPE**, is organised with the participation of the City of Saint Malo, the Brittany Region and the Guadeloupe Region for the start and finish organisations.

The Organising Authority's head office is located at:

OC Sport Pen Duick  
6 rue du Sous-Marin Vénus  
56100 LORIENT

### 1.1. Official Race Name

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The Official Name of the 2026 edition of the Route du Rhum is the '**ROUTE DU RHUM - DESTINATION GUADELOUPE**'.

The 'Route du Rhum' and 'Route du Rhum – Destination Guadeloupe' trademarks and design and model are registered in France and overseas in Appendix 2.

### 1.2. Organising Authority

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The Organising Authority's Organising Committee comprises:

- Hervé Favre: President of OC Sport Pen Duick,
- Joseph Bizard: Managing Director of OC Sport,
- Julie Coutts: Managing Director of OC Sport Pen Duick,
- Malo Le Peru: Project Manager for OC Sport Pen Duick.

Its mission is the general organisation of the Event in its various aspects: sport (within the remit of the missions, which come under the authority of Race Management), marketing events, media, territory and partnership.

### 1.3. Race Management

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This competition is run under the aegis of and in line with the French Sailing Federation's (FFVoile) technical regulations for competitive sports practices. The FFVoile approved Offshore Race Director is Francis Le Goff.

The Race Management team comprises:

- Francis Le Goff: Offshore Race Director
- Yann Chateau: Assistant Race Director
- Pierre Hays: Assistant Race Director
- Guillaume Rottée: Assistant Race Director
- Guillaume Evrard: Assistant Race Director
- Amélie Juvien: Assistant Race Director

Its mission is to develop safety plans, ensure the smooth running of the Race in sporting and operational terms, make sure the authenticity and sporting legality of the competition are adhered to by working closely with the arbitration body, contribute to the media coverage of the Race and coordinate relations between the Skippers and the OA. It works directly with the French Sailing Federation (FFVoile): the Race Committee, the Technical Committee, the International Jury and the Medical Board.

**Any incident / accident must be reported to Race Management as a matter of priority.**

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## 1.4. Arbitration body

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The umpires shall be appointed by the FFVoile.

An International Jury will be constituted in accordance with Appendix N of the Racing Rules of Sailing. Its decisions will be final in accordance with RRS 70.3(a).

Where judges are not physically present but may be contacted by telephone or videoconference, Email, VHF or any other radio or satellite means, RRS N 1.5 shall be deemed to have been adhered to and protests may be heard and judged in this manner.

## 1.5. Medical consultant

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A medical consultant will be chosen by the OA, with the FFVoile's validation, to study the medical records of each Skipper, in line with Appendix 3 of the FFVoile's medical regulations, downloadable from the following address: [http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt\\_medical\\_annx3.pdf](http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf).

The medical form is located in Appendix 10. It will form part of AMCAL, whose email address is [amcalteam@gmail.com](mailto:amcalteam@gmail.com).

## 2. PURPOSE – RACE DESCRIPTION

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In line with the wishes of its creator, Michel Etevenon, the Route du Rhum, referred to as the 'Route du Rhum - Destination Guadeloupe' for its 2026 edition, has been known since 1978 as the 'transatlantic of freedom': it is the only major transatlantic race to gather together monohulls and multihulls, small oceanic cruisers and giants of the seas on the same starting line and the same course. It is a single-handed race, which takes place every 4 years and for its 2026 edition it is grouping together the following Classes and categories: Ultim, Imoca, Ocean Fifty, Class40, Vintage Mono and Vintage Multi.

A collection of individual adventures and fabulous stories, some of which take years of preparation, the Route du Rhum is never something you take part in by chance. Participants come in search of something unique, intense, thrilling and unforgettable. The Rhum is a sailor's dream.

The Event historically takes place over the school holidays in autumn 2026. With the school timetable for 2026/2027 yet to be revealed as this NOR is published, Teams will be informed of the Village opening dates and the date of the Race start in an amendment.

## 3. DEFINITIONS

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Each time they are used in race documents, including this Notice of Race and its appendices and potential amendments, the terms below will have the following meaning:

**NOR:** The abbreviation for the Notice of Race (including its appendices and possible amendments).

**OA:** The abbreviation for the Organising Authority, OC SPORT Pen Duick.

**BOAT :** Refers to the Boat with which the Skipper undertakes to take part in the Race. This Boat, identified at the time of the entry, forms an inseparable pair with its skipper throughout the Event.

**OFFICIAL TEAM LOGO:** The association, in the same title block, of the Team's logo (or the partner's logo) and the Race Logo. The official Team logo will be supplied to all the Teams once registration is validated.

**RACE:** The sporting aspect of the Event.

**CRISIS:** The occurrence of one or several events that jeopardise the smooth running of an edition of the Event and/or likely to result in very negative media coverage for the Event.

**RM:** The abbreviation for Race Management.

**RACE MANAGEMENT:** The team grouping together the Race Director and their assistants as set out in article 1.3.

**EVENT:** The Route du Rhum-Destination Guadeloupe 2026 edition in its various aspects: sport, marketing events, media, territory and partnership.

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**SI:** The abbreviation for Sailing Instructions (including its appendices and possible amendments)

**RACE LOGO:** The official logo comprising the Trademarks.

**MARKS:** The marks which the OC Sport Pen Duick company holds the commercial rights to by virtue of a management agreement with the owner of the said marks, the Pen Duick company, and detailed in Appendix 2.

**DISTINCTIVE RACE SIGNS:**

- The photographic or audio-visual images of the Race, including the image of the participating Boats and Skippers;
- The Marks;
- The Official Race Name;
- The Race Logo.

**RRS:** The abbreviation for the Racing Rules of Sailing in force.

**SKIPPER:** The sailor who will take the start of the Race. When the designation Skipper is referred to in the NOR, it refers to the natural person entered.

**REPLACEMENT SKIPPER:** The sailor who may replace a Skipper in the event that the latter is in difficulty. Once this replacement takes effect, the replacement Skipper will become the Skipper as set out above.

**TEAM(S):** The team comprises the Skipper who competes on behalf of themselves, their partner(s), their operator(s), their technical team(s), their communication team(s), and those generally tasked with organising, preparing and developing a structure for the Skipper's participation in the Race.

**VILLAGES:** All the hosting and public relations structures organised and set up by the OA at the start and finish of the Race. The Villages are open to all and designed to accommodate the general public. Set up close to the fleet of Race Boats, the architecture and plans for the Villages shall enable popular and sporting high points to be organised here. A Village will be organised in Saint Malo as well as in Guadeloupe.

## 4. RULES [DP] [NP]

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### 4.1. Rules in force

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The Race is governed by the texts in force in the documents listed below, completed and potentially modified by the NOR and the SI:

- Rules such as those defined in the FFVoile's RRS,
- The FFVoile's national prescriptions, translated for overseas Skippers and detailed in Appendix 1,
- Part B (steering and sailing rules) of the International Regulations for Preventing Collisions at Sea (IRPCAS) when it applies
- The Offshore Special Regulations (OSR), category 1, Multi or Mono, for all the Boats, with the FFVoile prescriptions and additions specific to each Class,
- For Class IMOCA, the FFVoile OSR 1 medical regulation applies,
- The Class Rules in force for the competing Classes,
- The Equipment Rules for Sailing (ERS) 2025-2028,
- The federation regulations, particularly the Technical regulations for sporting and competitive practices, and the FFVoile's charters.
- The official time for the event is in UTC.

**In the event that the documents specific to the Race are translated, the French text shall prevail.**

### 4.2. Modification of the RRS

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- **RRS for part 2:** The RRS for part 2 apply during the day up to 30 after the starting line and 30 miles before the finishing line. They will be replaced by part B (steering and sailing rules) of the International Regulations for Preventing Collisions at Sea (IRPCAS) for these sections of the course sailed at night and for the rest of course both day and night.

- **RRS 41 (Outside help) and 45 (Hauling out, making fast, anchoring):** modified in article 19 of the NOR.
- **RRS 48 (Limitations on equipment):** modified as follows: “Boats may carry spare equipment during the race provided they have written consent from the Race Director.”
- **RRS 51 (Movable ballast):** the first 2 sentences are removed and replaced by: “Any moving of weight (stacking) for the purpose of changing trim or stability is permitted within the following limits: inside the Boat, all the heavy elements which may cause damage to the Boat or injure the crew shall be firmly and permanently fixed in place. Food, water and fuel containers, fittings and spare parts can be stowed in bags or boxes and moved if they are made fast to the Boat. Safety equipment (including life rafts and/or sealed equipment) shall not be moved. Sails may be moved around at will. Sail bags shall not be able to retain water”.
- **RRS 52 (Manual power):** modified in article 18 of the NOR.
- **RRS 54 (Forestay and headsail tacks):** does not apply.
- **RRS 55.2 (Spinnaker poles, whisker poles):** only applies to Class40 Boats.
- **Under World Sailing Development Rule DR21-01,** change the definition Start as follows: 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 starts in accordance with item (b) of the definition Start, she shall not return to the pre-start side of the line, and the starting penalty shall be 5 hours without hearing. The penalty must be carried out in line with the procedure set out in the SI.
- **The following RRS will be modified in the SI:** RRS 28 (Sailing the Course), RRS 44.1 (Taking a penalty), RRS 60 (Protest), RRS 61 (Redress), RRS 63 (Hearings), RRS 64 (Discretionary Penalties). RRS A5.1 and RSS A5.2. The RRS modified in the SI will appear in full in the aforementioned SI.

## 5. ADVERTISING

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The Boats shall display advertising selected and supplied by the OA. The methods are detailed in Appendix 6.

### 5.1. Race number

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A distinctive race number for all Boats must be visible at all times on deck, on the hull(s) and on the sails, unless other arrangements are set out in the Class Rules. The dimensions are set out in the Class Rules.

The OA must be informed of the race numbers when the Skipper registers for the Race.

For the ‘Vintage’ categories:

- For the visibility of the race number on the sails: the dimensions are set out in RRS G.1.2;
- For the visibility of the race number on the deck: the dimensions are detailed in the OSR;
- For the visibility of the race number on the hull: the race number shall be the same dimension on each side as on deck;
- For multihulls, the race number on the hull shall be affixed to the outboard side of each float up forward and for the monohulls on the forward section of each side of the hull, unless other arrangements are set out in the Class Rules.

### 5.2. Boat name

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The OA reserves the right to refuse a name, which it considers to be in bad taste, offensive, abusive or in conflict with the purpose of the Race.

## 6. ELIGIBILITY AND REGISTRATION

### 6.1. Eligibility

Following the aggression displayed against Ukraine, the FFVoile took the decision on 2 March 2022 not to allow the participation of Russian or Belarussian competitors in any competitions right across France.

**6.1.1** The Race is open to multihulls and monohulls, which are split into several Classes or categories according to the criteria below. A minimum of 5 Boats per Class or category is necessary for this class or category to take the start of the Race.

- 'Class40' class: Monohulls with a valid Class40 measurement certificate from Class40
- 'IMOCA' class: Monohulls with a valid Class IMOCA measurement certificate from Class IMOCA
- 'OCEAN FIFTY' class: Multihulls with a valid measurement certificate from Class Ocean Fifty,
- 'ULTIM 32/23' class: Multihulls with a valid measurement certificate from Class ULTIM 32/23,
- 'Vintage Mono' category: Monohulls  $\geq 39$  feet, which have not obtained a measurement certificate from the 'Class40' or 'IMOCA' classes since 2011 and satisfy the eligibility criteria set out in Appendix 3.
- 'Vintage Multi' category: Multihulls  $\geq 38$  feet and  $\leq 79$  feet, which have not obtained a measurement certificate from the 'Ocean Fifty' class since 2015 and satisfy the eligibility criteria set out in Appendix 3.

The measurement certificate shall be valid at least 15 days before the start of the Race and throughout the duration of the Race.

**6.1.2** The number of places per Class or category is limited as follows:

Class40	IMOCA	OCEAN FIFTY	ULTIM 32/23	Vintage Mono	Vintage Multi
40	40	10	7	8	12

However, the OA reserves the right:

- To invite additional Boats to participate in the Race. These Boats must be eligible as set out in article 6.1.1, in a Class or category and priority will go to those satisfying the following criteria:
  - Media appeal: former winner, historic Boat
  - Representative of the start or finish regions
- To refuse an application.

**6.1.3** The admissibility of boats in the Vintage Mono and Vintage Multi categories is subject to the eligibility criteria defined by the OA in Appendix 3, and to its sole and sovereign discretion.

### 6.2. Application

**6.2.1.** For an application to be registered, the Skipper shall have simultaneously:

- Completed the application form accessible online at the following link:  
<https://capline.org/en/oc-sport-route-du-rhum/event/route-du-rhum-destination-guadeloupe-2026>

Candidates in the Vintage Mono and Vintage Multi categories must also apply via the following link:  
<https://vintage.routedurhum.com/en/>

- Made the bank transfer for the full entry fees and security deposit.

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**6.2.2.** The application will be registered on the date that the final formalities have been completed (completed application form or entry fees and security deposit received).

**6.2.3. The deadline for the application is set for 31 March 2026.**

For any information relating to the application process, Skippers can email the OA at [inscription.rdr@ocsport.com](mailto:inscription.rdr@ocsport.com).

No application or entry can be transferred from one Skipper to another.

**6.2.4. The entry fee amounts are set at:**

- Boat belonging to Class ULTIM 32/23: €90,000 before tax + VAT in force.
- Boat belonging to Class IMOCA: €30,000 before tax + VAT in force.
- Boat belonging to Class OCEAN FIFTY: €20,000 before tax + VAT in force.
- Boat belonging to Class40 Class: €15,000 before tax + VAT in force.
- Boat in the Vintage Mono category: €10,000 before tax + VAT in force.
- Boat in the Vintage Multi category: €10,000 before tax + VAT in force.

Bank transfers shall be made using the following bank details **stipulating the name of the Skipper / name of the Boat as the transfer reference:**

Account holder	OC SPORT Pen Duick	
Bank Code	12906	
Sort Code	50113	
Account No.	57460696293	
Personal Code	08	
IBAN	308	FR76 1290 6501 1357 4606 9629
SWIFT (BIC)	AGRIFRPP829	
Registered address	CREDIT AGRICOLE	

**6.2.5. Security deposit**

A security deposit for 5,000 euros shall be paid by bank transfer at the same time as the entry fees using the bank details stipulated in article 6.2.3 above. It shall be refunded and deducted from any potential penalties (article 14.3 of the NOR), within a month of the official prize-giving ceremony having been hosted for the Race. The security deposit will be refunded to a Skipper who does not take the start of the Race.

**6.2.6. Withdrawal, cancellation (outside force majeure) and refunding of entry fees**

Entry fees will be:

- Refunded in full if the application request is not accepted by the OA.
- Refunded at a rate of 50% in the event of a withdrawal for non-medical reasons prior to 15/07/2026.
- Refunded in full in the event of a withdrawal for medical reasons prior to 15/07/2026 and at a rate of 50% in the event of a withdrawal for medical reasons after 15/07/2026, upon presentation of medical proof.

- Retained in full in the event that the Skipper withdraws for non-medical reasons after 15/07/2026, or if the Boat is deemed non-compliant once the Technical Committee has carried out its pre-start inspections for the Race, or if the Skipper is not permitted to take the start by the OA, or for any other breach of the NOR.
- Refunded in full if the OA decides of its own free will to cancel the Race, for a reason other than an event of force majeure.

### 6.3. Qualification [NP]

#### 6.3.1. Qualifying races

Each Skipper who applies for the Race, will be qualified if they have participated in and completed a qualifying race with their Boat as set out by the OA. The qualifying races are as follows:

- ARKEA ULTIM CHALLENGE - Brest 2024
- The Transat CIC 2024
- Vendée Arctique 2026
- Drheam Cup - Grand prix de France 2026

#### 6.3.2. Qualification course

In the absence of a participation in a qualifying race, each Skipper applying for the Race as set out in article 6.2 shall sail a qualification course with their Boat no later than 28 days before the Village opens in Saint Malo. This course shall:

- Either span 1,200 nautical miles in length completed in one go;
- Or be a single-handed race spanning at least 500 nautical miles and an additional course to reach a total of 1,400 nautical miles.

This course shall offer a minimum of 120 nautical miles to be completed upwind with the sea and wind conditions measuring Force 5 on the Beaufort scale and be in race configuration. The Skipper shall validate the provisional course with RM and provide a tracking device emitting a position at least every 15 minutes and provide RM with a summary of the sea passage, the start and finish date and time, the actual course sail (including a copy of the track), distance covered and problems encountered.

In the event of structural changes to the Boat after the qualifying passage, RM may request that the Skipper does their qualifying passage again.

Any decision by RM about whether or not to accept a qualification may not give rise to a request for redress by the Skipper of a Boat. This is a modification of RRS 62.1(a).

### 6.4. Drawing up an entry list and a waiting list

#### 6.4.1. Publication of a temporary list of successful entries

No later than 10 April 2026, the OA will publish the temporary list of entries selected per Class and category, together with a waiting list if need be.

**For the ULTIM 32/23, IMOCA, Ocean Fifty and Class40 classes**, this list will be offered by the relevant classes, or failing that by the OA, in chronological order of the applications.

**For the Vintage Mono and Vintage Multi categories**, the selection of Skippers and Boats enabling a temporary list of entries and a waiting list to be drawn up, is detailed in Appendix 3.

**6.4.2.** Teams who have defined a Replacement Skipper during their registration will retain their rank in the order of registration in the event that a Skipper is changed for the Replacement Skipper.

**6.4.3.** A list of the OA's commitments and considerations associated with registration is detailed in Appendix 5.

**6.4.4.** The definitive list of registered Skippers will be published no later than 28 days before the Village in Saint Malo opens to carry out inspections of the Boats in Saint Malo. Only Boats whose Skippers have sent a copy of their liability insurance certificates to the OA will have access to their berth in the port of Saint Malo.

**6.4.5. The right to start the Race will be definitive once the Boat and her Skipper have successfully completed the safety inspections during the opening of the Village in Saint Malo.**

## **6.5. Skipper**

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**6.5.1.** The Race is contested in single-handed format. Every Boat shall have one and the same person aboard at all times except as stated in RRS 1.1 and 41.

**6.5.2.** Any Skipper who embarks one or several persons within the context of RRS 1.1 or 41 shall endeavour to disembark them as soon as possible and shall comply with the instructions of RM in such a situation.

**6.5.3.** Each Skipper must be in good standing with the legislation of their country of nationality or residence and must hold an FFVoile licence (or equivalent in their country), which is valid for the duration of the Race.

French Skippers shall present:

- their valid FFVoile Club 'competition' licence attesting to the earlier presentation of a valid medical certificate with no contraindications to the practice of competitive sailing, or
- their valid FFVoile Club 'member' or 'practice' licence accompanied by a valid medical certificate with no contraindications to the practice of competitive sailing, dating less than one year.

When they make their application, overseas Skippers or those of French nationality living overseas who do not hold an FFVoile licence must provide proof of membership of a World Sailing member state, valid third party liability insurance with a minimum cover of three million Euros and a valid medical certificate with no contraindications to the practice of competitive sailing dating less than one year (written in French or in English).

### **6.5.4. Documents to be provided no later than 28 days before the opening of the Village in Saint Malo**

Registered Skippers who have not provided all the documents mentioned below no later than 28 days before the opening of the Village in Saint Malo or have failed to validate their qualification (article 6.2 of the NOR), do not satisfy the conditions of the registration process and shall be deemed to be Skippers with an incomplete record. As a result, their registration will no longer be guaranteed 28 days before the date the Village opens in Saint Malo if there are Skippers on the waiting list who have satisfied all the registration requirements according to the NOR. Skippers whose file is incomplete will then be placed at the bottom of the waiting list.

List of documents to be provided 28 days before the opening of the Village:

- Valid World Sailing training certificate (Sea survival training + Premier Secours Mer (Offshore First Aid), carried out at an approved World Sailing centre (or a survival training certificate as required in OSR 6.01 ('World Sailing Approved') and a certificate as required in OSR 6.05);
- List of medication compliant with OSR category 1 together with any associated trade names and expiry dates. This list must be dated and signed by the Skipper;
- Advertising card 2026 if need be;
- Short range certificate or equivalent;
- Ship station licence.

The FFVoile's Medical Board and the medical contact remind Skippers that they are responsible for:

- Ensuring that their medical and physical condition is in line with the constraints of the Race,
- Fairly informing the medical consultant about any pathology of which they are aware that may affect their safety or that of a third party during the Race.
- Providing the results of a cardiogram
- Providing the results of an exercise tolerance test dating less than 4 years
- Providing the completed medical form, which must be dated, stamped and signed by the doctor endorsing the requested information, as well as being dated and signed by the Skipper.
- Providing a biological assessment dating less than 2 years and comprising at least blood cell counts, an ionogram, urea and creatinine levels, liver function tests and fasting blood glucose.

All these documents shall be sent to the medical consultant's personal email via a secure medical server or in a sealed envelope to preserve medical privacy and confidentiality.

If they deem it necessary, the medical consultant may request additional examinations to assess the Skipper's aptitude to participate in the competition.

In view of the results of the medical records and all the reports, the medical consultant may warn the Skipper of their intention to deliver an adverse opinion with regards to their participation. In this case, and prior to any final decision, the Skipper still has the possibility of requesting a second opinion from an expert appointed by the Commission Médicale Fédérale (COMED). In the event that the conclusions of this second opinion are different from that of the medical consultant, they will base their decision on the latter. If the conclusions are identical, the OA may refuse to add the Skipper to the list of Skippers permitted to take the start.

Where the information requested by the medical consultant is missing or lacking, the Skipper's participation will not be validated from a medical standpoint. The name and contact details of the medical consultant will be communicated directly by the OA.

**6.5.5.** To participate in the Race, the Skipper must be aged 18 to 80 at least 2 days prior to the start of the Race.

**6.5.6.** Unless otherwise stated in the Class rules, the Skipper shall submit the following documents at least two days before the Race start at 17:00 hours UTC: [DP] [NP]

- The duly completed and signed starting declaration,
- The on-board sails declaration,
- The non-routing declaration for the IMOCAs and Class40s.

These declarations will be appended to the SI.

## **6.6. Replacement Skipper**

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A Replacement Skipper can be registered in the registration file up to a month before the start of the Race.

In the event that the Skipper is physically incapable of taking the start for medical reasons validated by the race's medical consultant, or in the event of exceptional circumstances duly justified and validated by the OA, the Replacement Skipper may become the Skipper provided that this person has satisfied all the conditions detailed in articles 6.2 (Qualification course) and 6.5 (Skipper) of the NOR.

The same Replacement Skipper can be appointed by several Teams.

Validation of the actual replacement will be validated by the OA..

## **6.7. Acceptance of the Race documents**

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Submission of the application file to the OA implies acceptance of all the Race documents (NOR, SI) by all the members of the Team.

# **7. COMPULSORY ADDITIONAL SAFETY EQUIPMENT [NP] [DP]**

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The following safety equipment must be on board for the entire duration of the Race:

- A radar with an alarm.
- A charged handheld Iridium telephone that is waterproof (or in a waterproof pouch) together with its spare battery in the emergency container or the grab bag (with a dedicated SIM card).
- A handheld VHF, preferably GMDSS, with a long-life battery in the emergency container.
- A handheld GPS that is either waterproof or in a waterproof pouch in the emergency container or grab bag.
- An active AIS transmitter / receiver with visualisation software for AIS targets including an antenna located at the masthead and registered in the Boat's MMSI.
- A survival suit, complying with NF EN ISO 15027-1 standards of which the thermal insulation without thermal underwear must be greater than 0.75 Clo when immersed.
- A minimum of a dual-frequency 121.5 MHz and 406 MHz Cospas-Sarsat handheld EPIRB, equipped with GPS, classified as long term, with a minimum range of 48 hours.
- Hull marking, fluorescent colour: the OSR rules 4.02.1 and 4.02.2 are compulsory for all Skippers.
- A mini 'Spare Air' diving bottle with a minimum air volume of 80 l or equivalent with a built-in regulator.
- Two self-inflating CE-approved lifejackets (preferably using a Hammar-type pressure system or equivalent) with at least one recharge kit and equipped with a flashlight with a minimum range of 8hrs.
- An autonomous SART (Search and Rescue Transponder) radar or AIS in the emergency container or

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grab bag.

- A personal AIS beacon worn at all times by the Skipper.
- A PLB beacon worn at all times by the Skipper.
- The following elements are compulsory in the emergency container or grab bag:
  - o Flashlight;
  - o Cyalume-type chemical light sticks
  - o Survival blanket
  - o First Aid kit (2 tubes of sunscreen plus dressings effective in wet conditions)
  - o 5,000kj high-energy food
  - o 1 sachet of Fluorescein sea marker

All the Cospas-Sarsat beacons (for the Boat and the PLBs) on board for the Race must be officially registered with the notation 'Route du Rhum 2026' and the RM's emergency number of which Skippers will be informed. Proof of this registration and the hexadecimal beacon coding shall be communicated to RM for the MRCC GRIS NEZ (CROSS) no later than 28 days before the Village opens in Saint Malo.

Boats shall have aboard a 20L emergency fuel supply in one or two jerrycans, which will be sealed shut and in position, unless otherwise stated in the Class Rules.

To reduce the risk of collision, the Route du Rhum - Destination Guadeloupe is committed, alongside the MMAG platform, to implementing the necessary means to collect data relating to collision hazards during the Race. This data essentially relates to marine mammals, but containers, blocks of wood or UFOs must also be declared.

Every skipper must report any collision, as well as any observation or encounter with a marine mammal, within 24 hours, adhering to the protocol put forward by RM:

- Via Adrena (version 20 and more recent)
- Via Expédition
- Via the Skippers' and RM's WhatsApp groups

The list of elements that must be sealed will be detailed in the SI. The drive shafts of all the Boats will be sealed according to a self-sealing process. Prior to their arrival in Saint Malo, the Boats will have to make provision for a plan enabling this engine seal to be installed.

## 8. PROGRAMME, PENALTIES AND FORCE MAJEURE [NP]

### 8.1. Programme

The programme and Skippers' obligations set out below relate to every Skipper and, or, their Replacement Skipper, the Boat and a representative of the Team:

Event date	Highlight	Target	Compulsory presence
12 september 2025	Opening of applications.	Skipper Boat	
31 March 2026	Closing of the applications.	Skipper Boat	
September or October 2026	Press conference detailing competitive line-up at venue detailed by the OA.	Skipper	x
1 month before the opening	Deadline for validation of the qualification	Skipper	



<b>of the Village in Saint Malo</b>	course.	Boat	
<b>D-28 before the opening of the Village in Saint Malo</b>	Deadline for publication by the OA of the definitive list of Boats allowed to take the start of the Race.		
<b>D-18 before the start of the Race</b>	Possible start of reception of the Boats. The OA organises a berthing plan, which must be adhered to by the Teams. Once in their berth, Boats are no longer permitted to leave port except for the parades or with written consent from RM.	Boat	
<b>While the Village in Saint Malo is open</b>			
<b>D-13 before the start of the Race</b> 18:00 UTC (19:00 loc)	The Boats must be available to the OA in Saint Malo's basins, in the berths designated for Class40, Vintage Mono and Vintage Multi.	Boat	x
<b>From the opening (D-13) to the closing of the Village in Saint Malo (start day)</b>	The Boat's technical manager shall be identified when the Boat is in port. This person must be contactable 24/7.	Team's technical manager	x
<b>From the opening (D-12) to the closing of the Village in Saint Malo (start day)</b>	Availability of the Skipper for 2hrs at the OA's request and just the once over this period.	Skipper	x
<b>D-12</b> 08:00 UTC (09:00 loc)	Start of equipment inspections.	Skipper Boat	x
<b>D-12</b>	Arrival parade for the Boats in the ULTIM 32/23 and OCEAN FIFTY Classes.	Skipper Boat	x
<b>D-11</b>	Arrival parade for the Boats in Class IMOCA	Skipper Boat	x
<b>D-10</b> Daytime	Day reserved for arrival parades.		
<b>D-10</b> 16:30 UTC (17:30 loc)	Welcome briefing (Palais du Grand Large).	Skipper	x
<b>D-9</b>	Parade of Boats from Class40 class	Skipper Boat	x
<b>D-8</b>	Parade of Boats from the Vintage Mono and Vintage Multi categories. The OA reserves the right to have 2 guests aboard each Boat during the parade.	Skipper Boat	x
<b>D-7</b>	Day reserved for parades by the Boats from Class40, Vintage Mono and Vintage Multi.		
<b>D-7</b> 15:00 UTC (16:00 loc)	Presentation of the Skippers.	Skipper	x
<b>D-7</b> 17:00 UTC (18:00 loc)	Official soirée.	Skipper	x

<b>D-6</b> 17:00 UTC (18:00 loc)	End of equipment inspections. Boats which have not been kept available for inspections on this date will not be permitted to start the Race.		
<b>D-4</b> 13:00 UTC (14:00 loc)	SI / Safety briefing (Palais du Grand Large).	Skipper	x
<b>From D-4 to start day</b>	Compulsory presence of the Skipper in Saint Malo	Skipper	x
<b>D-3</b> 10:00 UTC (11:00 loc)	Crisis management briefing (Palais du Grand Large).	A Team representative	x
<b>D-2</b> 17:00 UTC (18:00 loc)	Deadline for returning the starting declaration, on-board sail declaration (unless otherwise stated in the Class rules) and non-routing declaration for the IMOCAs and Class40s.	Skipper	
<b>D-2</b> 17:30 UTC (18:30 loc)	Support RIB briefing (Palais du Grand Large).	Pilot of the Team's RIB	x
<b>D-1</b> 17:30 UTC (18:30 loc)	Weather / Start briefing (Palais du Grand Large).	Skipper	x
<b>During the period with the Village in Saint Malo</b>	Exit from the basins and locks of Saint Malo.	Skipper	x
<b>Start day</b> 12:02 UTC (13:02 loc)	Start of the Race.		
<b>In Guadeloupe</b>			
<b>November 2026</b>	Prize-giving in Guadeloupe.	Prize-winning Skipper	x
<b>Date of arrival at the finish until 7 days after the finish</b>	Presence in Guadeloupe.	Skipper Boat	x
<b>During the Boat's presence in Guadeloupe</b>	The Boat's technical manager must be identified whilst the Boat is in the port. They shall be contactable 24/7.	Team's technical manager	x
<b>According to the date the winner crosses the finish</b>	Finish press conference.	Skipper	x
<b>During the Village in Guadeloupe.</b>	On-the-water entertainment as a closer in Guadeloupe.	Skipper	x

**All these dates and times are subject to modification by the OA for the needs of the Race and the Event.**

According to the weather forecasts, RM may:

- Bring the start forward by a day, in which case the Skippers will be informed of the modification to the programme via an amendment published no later than 48 hours in advance.
- Postpone the start until a later date, in which case the Skippers will be informed about the rescheduling of the start via an amendment at least 24 hours in advance.

The timings for the Boats exiting the port of Saint Malo will be detailed in a schedule appended to the SI.

## 8.2. Force majeure

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A case of force majeure is set out in article 1218 of the civil code and detailed by the jurisprudence of the French Courts. For this NOR, the cases considered to be force majeure include but are not limited to war (overseas or civil), attacks or risks of attacks, epidemics, pandemics or health risks, weather phenomena, or the unexpected appearance of a strike preventing Race Management from giving the start of the Race.

In the event that the OA is forced to cancel the Race in part or in its entirety following a decision by Race Management due to a case of force majeure or the banning of the Race by legal or regulatory measure or a judicial decision, no refunding of the entry fee or compensation will be paid to Skippers.

In the event of force majeure (particularly in the event of a pandemic linked to Covid-19, for example), the OA is likely to modify the NOR without warning, by publishing an amendment, in order to guarantee the safety of all those taking part in the Event, or to comply with the decisions and/or government or legislative decisions. These modifications could alter the terms for application and / or the Skippers' eligibility.

## 9. INSPECTION OF THE BOATS [DP]

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### 9.1. In Saint Malo

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Every Boat will be inspected by the Technical Committee. The Skipper must be present for the Boat's first inspection. A Boat that does not conform to the rules of the Race will not be able to start the Race

### 9.2. In Guadeloupe

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Boats will be inspected by the Technical Committee upon arrival. A Boat that does not comply with the regulations may be the subject of a protest on the part of the Technical Committee. [DP]

## 10. SAILING INSTRUCTIONS

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The SI will be emailed to the Skippers no later than one month before the Village in Saint Malo opens and will be posted on the website and the skipper's area.

Website: <https://www.routedurhum.com/en>

Skipper's area: <https://www.routedurhum.com/en/espace-skippers>

## 11. COURSE

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The course for the Race is as follows:

- Starting line to the north of the Pointe du Grouin;
- Cap Fréhel gate;
- Round Guadeloupe leaving the island to port;
- Leave the islet of Tête à l'Anglais to port;
- Leave the Basse Terre mark to starboard;
- Finish line close to Pointe à Pitre.

Moreover, RM may establish exclusion zones due to the presence of cetaceans. Once defined, these zones will not be modified to ensure that none of the Skippers is given an advantage / disadvantage.

The details of the course will be outlined in the 'Course' Appendix of the SI.

## 12. TIME LIMIT

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The finishing line will close 32 days after the start of the Race, at 12:02 UTC. Nonetheless, thereafter safety monitoring will continue for Boats finishing after the time limit.

## 13. PENALTY SYSTEM

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Penalty system (except in the event of financial penalties): an infringement of the race rules may, following a hearing, be punished with a time penalty, which may be less than a DSQ unless otherwise stated in a Class Rule or the SIs.

### 13.1. Taking a penalty

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RRS 44 'Taking a penalty' will be modified in the SI.

### 13.2 Financial penalties

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In the event of an infringement and the non-presence of the Skipper, a Boat or a member of the Team at the compulsory times, financial penalties may be applied by the OA as set out in Appendix 9.

## 14. RANKING

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**14.1.** The Race ranking is calculated in elapsed time.

**14.2.** A ranking in elapsed time in each of the **C**lasses or categories set out in article 6.1.1 of the NOR will be drawn up according to the order of arrival, plus penalties or minus any time for redress.

## 15. REWARDS, TROPHIES AND PRIZES

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### 15.1. Financial rewards

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The amount and distribution of financial rewards linked to the ranking are detailed in Appendix 4.

### 15.2. Trophies and prizes

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Additional trophies and prizes may be organised, in which case each trophy and prize will be the subject of a special amendment.

## 16. POSITIONING

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In Saint Malo, each Skipper will install one or several positioning beacons provided by the OA enabling the Boat to be tracked. In the event that the positioning beacons are lost or damaged, they will be billed €500.

In the event of a retirement, the positioning beacon(s) must be returned to the OA at the Skipper's expense or they will be billed €500.

RM must be informed of any other form of satellite positioning or reporting and must have 24/7 access to it and be familiar with the name and address of the beneficiary who collects the information.

## 17. MEANS OF COMMUNICATIONS [DP]

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Every Boat must be equipped with:

- A satellite telephone system with a visual and audible alarm and a fixed external antenna (installed in accordance with the technical instructions for the product). This system may be the Inmarsat satellite system or equivalent if it has an integrated handset with a ringtone.
- A 56-channel marine VHF radio of a minimum of 25 watts with masthead antenna (except as otherwise provided in the Class Rules).
- A satellite system (broadband and features) with a transmission rate equal to or greater than 128kbps.

These devices must be in perfect working order and installed in such a way as to prevent their damage. These devices, just like the handheld Iridium in the emergency container and the AIS, will be tested prior to the start by the Technical Committee.

## 18. POWER SOURCE

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No means of propulsion other than those outlined in RRS 42.1 may be used when racing.

Boats are permitted to use an energy other than manual to operate the autopilot or, for multihulls, an anti-capsize system allowing the sheets to be totally or partially eased. Under no circumstances should this system be used to haul on the sails. This power can be used to manoeuvre the keel ballast and / or canting system or any other action permitted in the Class Rules.

## 19. OUTSIDE HELP [DP]

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### 19.1 Routing

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For the multihulls, all systems providing navigational aid are permitted and notably routing (modification to RRS 41). By routing we mean weather assistance provided to the Boat's Skipper by an outside source to make suggestions and assist the latter with drawing up a course along a determined route by taking into account weather forecasts, winds, currents and wave heights and any other parameters linked to the Boat's performance.

### 19.2 Aid to performance

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Unless otherwise stated in the Class Rules, aids to performance are forbidden, i.e. assistance provided to the Skipper and the Boat by an outside source, able to be used to:

- Analyse and enhance the performance of the Skipper and the Boat;
- Influence a choice of trajectory;
- Remotely control one or several element(s) of the Boat's equipment or trim.

### 19.3 Technical assistance

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Remote technical assistance, defined as any information from a support person (as set out in the RRS) enabling the Skipper to resolve a technical issue on the Boat using the resources available aboard, is permitted. This must be strictly limited to repairs. Oral and written, photo and video exchanges are permitted between the Skipper and their Team, with the sole aim of describing the technical issue and suggesting a method of repair so the Skipper can make the repair independently. Any technical assistance for the Skipper's attention shall be accessible at all times by RM.

The following are prohibited:

- Taking control, defined by the FFVoile as 'any human and/or technological intervention outside the Boat, including the emailing of personalised updates enabling action to be taken remotely on one or several element(s), piece(s) of equipment...'
- Downloading via the Boat of software or updates (unless the latter are publicly accessible and referenced, and subject to RM's authorisation prior to download).

### 19.4 Technical pit stop

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During the Race, a Boat can make a single technical pit stop and receive assistance under the following conditions:

- The Skipper must make the request to do so to RM.
- Following consent from RM about the location of the pit stop, the repairs to be undertaken and equipment to be changed if applicable, the Boat may be towed or use its engine to enter and/or leave a port or anchorage agreed with RM, and over an agreed distance, provided that it can be proven that the tow or use of the engine has not helped them progress towards the finishing line.
- Once the Boat is under tow or under auxiliary power other people may come on board.
- Once the Boat is dockside in the port or in a shelter agreed with RM, repairs can be started, the Boat may be resupplied and spare equipment embarked as agreed with RM. The Skipper may disembark.
- Once the Boat has been repaired and is ready to start racing again, it can be towed or leave under auxiliary power over a distance agreed beforehand with RM, provided that it can be proven that the tow or use of the engine has not helped the Boat progress towards the finish line. As soon as the Boat is racing again, solely the Skipper is aboard.



- A technical pit stop dockside in a port or in a shelter is not subject to a minimum stoppage time.
- A stop at anchor or made fast to a buoy or rafted up next to a moored Boat does not count as a technical pit stop as long as the Skipper does not receive outside help during this stop.

It should be noted that any stop within a radius of 150 nautical miles of the starting line in Saint Malo, (c.f. plan in Appendix 12) or a return to the port of Saint Malo will not count as a technical pit stop.

## 19.5 Sailing independently

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Outside the actions permitted in articles 19.1, 19.2, 19.3 and 19.4 of the NOR, Boats must complete the whole race independently and must not deliberately sail in convoy or seek to obtain accompaniment in any way whatsoever. During the Race, Boats may have no physical contact with other Boats or aircraft. Boats may not be re-supplied in any way whatsoever.

## 20. MARKETING, VISIBILITY AND COMMUNICATION RIGHTS

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Within the scope of the organisation of the Race, the OA determines the main rights and commitments of the Skippers, Teams and their partners regarding marketing rights, rights relating to content creation and communication visibility. This particularly relates to visibility dockside and at sea, merchandise, the communication plan for promotion of the Event and the various content to be produced by the Skippers before and during the Event and the Skipper so as to ensure the best possible media amplification.

These various rights and commitments are detailed in Appendix 6.

## 21. SUSTAINABLE DEVELOPMENT COMMITMENTS

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Offshore racing takes place in the toughest and most beautiful environments on the planet. This playground - the ocean - provides amateur and professional sailors with a unique platform. This is why for several years the OA has been committed to a sustainable development approach with two mainstays: to use the Event as an impact platform to raise awareness among stakeholders on the one hand and minimising the Event's carbon footprint on the other.

A 'Sustainable Development' Appendix (Appendix 7) has been written to this end, notably addressing the topics of carbon footprint, the obligation to deliver the Boat back under sail and the protection of the ocean.

## 22. RESPONSIBILITIES

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The details about the various responsibilities are set out in Appendix 8.

## 23. PREVENTION OF VIOLENCE AND INCIVILITY

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The FFVoile highlights the fact that sporting events are first and foremost a space for exchange and sharing, open and accessible to all.

As such, Skippers and Teams and the Skipper's partners are required to behave in a courteous and respectful manner at all times, both on land and on the water, irrespective of the origin, gender or sexual orientation of the other Skippers.

## 24. DATA PROTECTION

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The processing of the personal data of the Skipper, the Replacement Skipper and members of their Team is dealt with in Appendix 11.

## 25. APPLICABLE LAW AND DISPUTES

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**25.1** This Notice of Race is governed by French law.

**25.2** In the event of a dispute, the latter will be subject to the FFVoile's arbitration bodies, and/or the competent court under the terms of common law, according to the type of dispute.

## 26. CONTACTS

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### 26.1 OA

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Hervé Favre - President OC SPORT: [herve.favre@ocsport.com](mailto:herve.favre@ocsport.com)  
Joseph Bizard - CEO OC SPORT: [joseph.bizard@ocsport.com](mailto:joseph.bizard@ocsport.com)  
Julie Coutts - CEO OC SPORT Pen Duick: [julie.coutts@ocsport.com](mailto:julie.coutts@ocsport.com)  
Malo Le Peru – Project manager: [malo.leperu@ocsport.com](mailto:malo.leperu@ocsport.com)  
Stéphane Bourrut Lacouture – CSR manager: [stephane.bourrut-lacouture@ocsport.com](mailto:stephane.bourrut-lacouture@ocsport.com)  
For any questions about applications and registration: [inscription.rdr@ocsport.com](mailto:inscription.rdr@ocsport.com)

### 26.2 RM

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Francis Le Goff – Race Director  
Yann Chateau – Assistant Race Director  
Pierre Hays - Assistant Race Director  
Guillaume Rottée - Assistant Race Director  
Guillaume Evrard - Assistant Race Director  
Amélie Juvien - Assistant Race Director

To contact Race Management: [dc.rdr@ocgroup.com](mailto:dc.rdr@ocgroup.com)

## 27. APPENDICES

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List of appendices:

- Appendix 1 – Prescriptions of the Fédération Française de Voile
- Appendix 2 – Race Marks
- Appendix 3 – Selection criteria for Vintage Mono & Vintage Multi participants
- Appendix 4 – Financial rewards
- Appendix 5 – The OA's commitments
- Appendix 6 – Skippers and Teams' Commitments to the OA
- Appendix 7 – Sustainable development
- Appendix 8 – Responsibilities
- Appendix 9 – Financial penalties
- Appendix 10 – Medical form
- Appendix 11 – GDPR
- Appendix 12 - 150 nm zone not counting as a pit stop



# APPENDIX 1: PRESCRIPTIONS OF THE FÉDÉRATION FRANÇAISE DE VOILE (FFVOILE) - RACING RULES OF SAILING 2025-2028

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Version of 15th October 2024

## Prescription 1

### **FFVoile Prescription to RRS 25.1 (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. These standard documents can be downloaded on the "Arbitrage" website of FFVoile. <https://arbitrage.ffvoile.fr>

## Prescription 2

### **(\*) FFVoile Prescription to RRS 60.5(d) (Decisions on protests concerning class rules)**

The protest committee 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.

## Prescription 3

### **(\*) FFVoile Prescription to RRS 65.1 (Legal liability)**

Any question or request related to legal liability arising from an incident occurred while a Boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a protest committee. A Boat that retires from a race or accepts a penalty does not, by that such action, admit legal liability.

## Prescription 4

### **(\*) FFVoile Prescription to RRS 70.3(b) (Appeals and requests to a national authority)**

The denial of the right of appeal is subject to the written approval of the FFVoile, received at least 2 months before the event. This approval shall be posted on the official notice board during the event.

## Prescription 5

### **(\*) FFVoile Prescription to RRS 76.1 (Exclusion of Boats or competitors)**

An organizing authority or race committee shall not reject or cancel the entry of a Boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

## Prescription 6

### **(\*) 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.

## Prescription 7

### **(\*) FFVoile Prescription to RRS 86.3 (Changes to the racing rules)**

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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 approval 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.

## **Prescription 8**

### **(\*) FFVoile Prescription to RRS 88.2 (Changes or deletions to National prescriptions)**

Prescriptions of the FFVoile shall not be changed or 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 not be changed in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on “Arbitrage” website of FFVoile shall be the only translation used to comply with RRS 90.2(b)).



## APPENDIX 2: RACE MARKS

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The OC Sport Pen Duick company is the holder of the commercial rights relating to the 'ROUTE DU RHUM' and 'ROUTE DU RHUM – DESTINATION GUADELOUPE' marks, design and model set out below by virtue of a management agreement signed with the holder of the aforementioned marks, design and model, the company Pen Duick, and such is the case from 1 January 2016 until the end of this 2026 edition, as well as any other logo, or Distinctive Sign used or registered as a mark, or design and model by OC Sport Pen Duick to designate the Race.

OC Sport Pen Duick guarantees the upholding of its rights on the Marks and design and model throughout the duration of the Race.

The Marks and design and model to date are as follows:

- The ROUTE DU RHUM wordmark, registered in France on 20/09/1994 by the company PEN DUICK under number 94536684 in classes 9, 14 and 41 of products and services.
- The ROUTE DU RHUM wordmark, registered in France on 04/07/2006 by the company PEN DUICK under number 3438778 in class 18 of products and services.
- The ROUTE DU RHUM wordmark, registered in France on 24/05/2011 by the company PEN DUICK under number 3833802 in class 37 of products and services.
- The ROUTE DU RHUM wordmark, registered in France on 17/07/2001 by the company PEN DUICK under number 3111968 in classes 9, 25, 35, 38 and 41 of products and services.
- The ROUTE DU RHUM wordmark, registered in Germany, Benelux, Spain, Italy, Monaco, the United Kingdom and Switzerland on 28/12/2001 by the company PEN DUICK under number 774604 in classes 9, 12, 16, 25, 35, 38, 39 and 41 of products and services.
- The ROUTE DU RHUM wordmark, registered in France on 02/03/2018 by the company PEN DUICK under number 4433536 in class 36 of products and services.
- The ROUTE DU RHUM wordmark, registered in France on 02/03/2018 by the company PEN DUICK under number 4433543 in classes 32, 33 and 35 of products and services.
- The ROUTE DU RHUM wordmark, registered in France on 02/03/2018 by the company PEN DUICK under number 4433581 in classes 3, 4, 8, 9, 11, 12, 13, 14, 16, 18, 20, 21, 22, 24, 25, 27, 28, 29, 30, 31, 34, 35, 38, 39, 41 and 43 of products and services.
- The ROUTE DU RHUM – DESTINATION GUADELOUPE wordmark, registered in the European Union on 13/07/2018 by the company PEN DUICK under number 017930954 in classes 3, 4, 8, 9, 11, 12, 13, 14, 16, 18, 20, 21, 22, 24, 25, 27, 28, 29, 30, 31, 32, 34, 35, 36, 38, 39 and 41 of products and services.
- The ROUTE DU RHUM – DESTINATION GUADELOUPE wordmark, registered in the United States on 02/08/2018 and registered on 06/09/2022 by the company PEN DUICK under number 88062711 in classes 3, 4 and 8 of products and services.
- The ROUTE DU RHUM – DESTINATION GUADELOUPE design and model, registered in the European Union on 15/04/2014 by the Guadeloupe Region under number 2447557 in class 32.





## **APPENDIX 3: SELECTION CRITERIA FOR VINTAGE MONO & VINTAGE MULTI PARTICIPANTS**

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### **1. ELIGIBILITY CRITERIA AND NUMBER OF PARTICIPANTS' PLACES IN THE VINTAGE MONO AND VINTAGE MULTI CATEGORIES**

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The Race is notably open to multihulls and monohulls from the 'Vintage Mono' and 'Vintage Multi' categories set out according to the following criteria:

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- 'Vintage Mono' category: Monohulls  $\geq 39$  feet, which have not obtained a measurement certificate from the 'Class40' or 'IMOCA' classes since 2011;
- 'Vintage Multi' category: Multihulls  $\geq 38$  feet and  $\leq 79$  feet, which have not obtained a measurement certificate from the 'Ocean Fifty' class since 2015.

The number of Boats able to participate in the 2026 edition of the Race in the 'Vintage Mono' and 'Vintage Multi' categories is set according to the following quotas:

- **Vintage Mono: 8 places**
- **Vintage Multi: 12 places**

This equates to a total of 20 places for the 'Vintage Mono' and 'Vintage Multi' categories.

The application and acceptance platform is available at the following link: <https://vintage.routedurhum.com/en/>

## 2. SPECIFIC ECO-DESIGN CRITERIA

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To promote the use and circulation of good practices in terms of sustainable development, solely projects which satisfy the following eco-design criteria will be admitted to the selection process for the 2026 edition of the Race.

### 2.1 Boats launched up to and including 31/12/2010

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SailBoats launched prior to 31/12/2010 will be eligible to participate in the Race in the 'Vintage Mono' and 'Vintage Multi' categories provided that no more than 50% of their initial mass has been modified or repaired.

If such modifications are made, the sailBoats must adhere to the eco-design criteria corresponding to the date of the last major modification, i.e. the one that resulted in a total modification in excess of 50% of the initial mass of the sailBoat.

The term 'modified' means the acquisition of materials or any parts exterior to the Boat for its restoration; parts which have already been used for a minimum of 4 years on other sailBoats are not taken into account. Teams are advised to make provision for a safety margin in terms of the modification percentage so as to anticipate any potential repairs going forward.

### 2.2 Boats launched between 01/01/2011 and 30/06/2024

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A minimum of 4 rules to be adhered to among the following 6 rules:

- The sailBoats must be built in the moulds of production yachts and in the country where the previous series of production yachts was manufactured. The use of tooling is possible where the Boat is built from wood or plywood. Construction is deemed to have used production moulds when the moulds have previously been used to build at least 10 sailBoats. The tooling is made from sheets or blocks of material shaped directly by machining foam and/or assembling plywood panels.
- Multihulls and monohulls not constructed from wood and plywood must be limited to an 8-ton light displacement (mass without keel bulb). SailBoats can comprise several types of material. Other materials can be used for masses of less than 5% of the Boat's mass.
- Carbon fibre, aramid fibre (excluding sails), honeycomb cores and titanium cores must not exceed 10% of the sailBoat's light displacement. At least 90% of the lead used must be certified as recycled. With the use of these materials causing a significant increase in the environmental footprint for every kilogram of material used, they must only be used in areas, which are essential to the Boat's mechanical performance. The use of recycled lead avoids drawing on non-renewable resources.

- Lifting surfaces are prohibited. Any foil system enabling part of the hull to be lifted or creating a righting moment on the water cannot be constructed.
- Between 100 and 300 kg of parts made from alternative materials must be manufactured and an open-source design report must accompany this initiative. Alternative materials are materials, which are not commonly used in construction and might be a way to design with a smaller carbon footprint. The design report is open-source and must contain: an explanation about the choice of materials, environmental justification, a detailed explanation about the differences (quantity, processes...) involved in these alternatives. This report may include an environmental study to weigh up the merits of the alternative.
- Manufacturing processes requiring curing or post-curing are banned. The materials must not be cured during their implementation (e.g. no curing after the process to manufacture fibreglass). Heating of the material to over 50°C during and after the manufacture of parts is banned.

## 2.3 Boats launched from 01/07/2024

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### 2.3.1 4 compulsory rules to be adhered to:

- The sailBoats must be built in the moulds of production yachts and in the country where the previous series of production yachts was manufactured. The use of tooling is possible where the Boat is built from wood or plywood. Construction is deemed to have used production moulds when the moulds have previously been used to build at least 10 sailBoats. The tooling is made from sheets or blocks of material shaped directly by machining foam and/or assembling plywood panels.
- Multihulls and monohulls not constructed from wood and plywood must be limited to an 8-ton light displacement (mass without keel bulb). SailBoats can comprise several types of material. Other materials can be used for masses of less than 5% of the Boat's mass.
- Carbon fibre, aramid fibre (excluding sails), honeycomb cores and titanium cores must not exceed 10% of the sailBoat's light displacement. At least 90% of the lead used must be certified as recycled. With the use of these materials causing a significant increase in the environmental footprint for every kilogram of material used, they must only be used in areas, which are essential to the Boat's mechanical performance. The use of recycled lead avoids drawing on non-renewable resources.
- Lifting surfaces are prohibited. Any foil system enabling part of the hull to be lifted or creating a righting moment on the water cannot be constructed.

### 2.3.2 A minimum of 3 rules to be adhered to among the following 5 rules:

- Between 100 and 300 kg of parts made from alternative materials must be manufactured and a design report must accompany this initiative. Alternative materials are materials, which are not commonly used in construction and might be a way to design with a smaller carbon footprint. The design report is open-source and must contain: an explanation about the choice of materials, environmental justification and a detailed explanation about the differences (quantity, processes...) involved in these alternatives. This report may include an environmental study to weigh up the merits of the alternative.
- The manufacturing site has an approach designed to reduce its environmental footprint (sorting of waste, reduction in offcuts, channels for recycling manufacturing waste).
- Eco-friendly suppliers: the Tier 1 suppliers, i.e. the suppliers with whom the order is placed, provide their production information and no produce is transported by plane. The Tier 1 suppliers deliver the materials and parts directly to the yard where the Boat is manufactured. Their production information includes the components of the materials and parts, with percentages and LCAs, and no material or finished product is transported by plane.
- The manufacturing processes requiring curing or post-curing are prohibited. The materials must not be cured during their implementation (e.g. no curing after the process to manufacture fibreglass). Heating of the material to over 50°C during and after the manufacture of parts is prohibited.

- The production yard responsible for the main parts uses a renewable electricity supplier.

### 3. SELECTION CRITERIA FOR 'VINTAGE MONO' AND 'VINTAGE MULTI' PARTICIPANTS

All the selection criteria described below awards points to registration applicants, which will be used to establish an applicant selection ranking.

Once the registration quota for the Category has been reached, applicants will be placed on a waiting list according to their selection ranking. The Skipper/Boat pairing with the most points will be given priority.

In the event of a tie in the selection ranking, the applicant who was first to settle their registration fees will be selected.

#### 3.1 Criteria No.1: Number of Route du Rhums completed within the time limit by the Boat or the Skipper

**Objective:** To champion the Boats and/or Skippers that are a part of the race's history.

**Scale:** Total number of participations in the Route du Rhum by the Boat and by the Skipper (1 participation = 1 point, upper limit of 5 points).

RDR participations (Boats and/or Skippers) <i>Scale with an upper limit of 5 points accrued</i>	1	2	3	4	5
Points	1	2	3	4	5

#### 3.2 Criteria No.2: TCC / MOCRA coefficient for Boats (must be greater than or equal to 1.1)

**Objective:** To champion uniformity in the fleet and optimise the chances of the Skipper / Boat pairing crossing the finishing line within the time limit.

**Scale:** Scoring of 1 to 5 according to the coefficients (upper limit of 5 points).

TCC of the Boats <i>Compulsory</i>	$1.1 \leq TCC \leq 1.2$	$1.2 \leq TCC \leq 1.3$	$1.3 \leq TCC \leq 1.4$	$1.4 \leq TCC \leq 1.5$	$1.5 \leq TCC$
Points	1	2	3	4	5

#### 3.3 Criteria No.3: Number of miles sailed in race format

The number of miles covered in race format between 1 January 2024 and 1 March 2026 in Route du Rhum configuration (theoretical miles taken into account except in the event of a retirement where the miles sailed along the rhumb line will be taken into account):

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**Objective:** To champion the Skipper / Boat pairing having been actively preparing for races in Route du Rhum configuration.

**Scale:** The number of thousands of nautical miles will be weighted according to:

- the race's OSR type;
- the race format: single-handed (coef 1) or double-handed (coef 0.5) or crewed (coef 0.3)

<b>Race type</b>	<b>Weighting</b> <i>(according to the race type)</i>	<b>Coefficient</b> <i>Crewed (0.3), Double-handed (0.5) or Single-handed (1)</i>	<b>Thousands of miles (whole number with decimal)</b> <i>According to race rhumb line</i>	<b>Points retained =</b> <i>weighting x coef x thousands of miles</i>
<b>OSR 0 + Transat CIC 24</b>	10			
<b>OSR 1</b>	3			
<b>OSR 2</b>	1			

**Example:** a Skipper who participated in the Transat CIC 2024 will score 35 points (3.5 thousand miles x 10 (weighting) x 1 (single-handed)).

**NB:**

- Skippers must personally declare to the OA the races they have participated in prior to 1 March 2026.
  - To ensure that the miles are retained, they must have been sailed using the Boat with which the Skipper applied;
- The OA reserves the right to authorise other races if it deems them to be relevant.

### 3.4 Criteria No.4: CSR criteria

**Scale:**

#### 3.4.1 Sharing information about the carbon footprint - 3 points maximum

- If the Skipper participates in the Route du Rhum-Destination Guadeloupe 2022 and/or The Transat CIC 2024: share elements of the carbon footprint (team + public relations) with the OA based on the framework provided by the latter. For the Route du Rhum - Destination Guadeloupe 2022, solely the elements sent prior to 15/03/2023 are taken into account  $\Rightarrow$  3 points.
- If the Skipper has not participated in the aforementioned races: a Life Cycle Assessment (LCA) report is created and passed on to the OA. The report must cover a minimum of the 'cradle to grave' life cycle stage, encompassing all phases from resources extraction to the launch, and must identify the carbon footprints of the Boat's construction according to various technical parameters. The methodology of this LCA will ideally adhere to ISO 14040 and 14044; where applicable the OA will assess the quality of the LCA  $\Rightarrow$  3 points for an LCA adhering to ISO 14040 and 14044; 1 to 3 points for the other LCAs.

#### 3.4.2 Return journey under sail (to the port of registry or the next race) - 3 points maximum

- If Skipper participates in the Route du Rhum-Destination Guadeloupe 2022 and The Transat CIC 2024:



- o Return transatlantic passage to the port of registry or delivery to the next race start venue under sail after both races ⇒ 3 points.
- o Return transatlantic passage to the port of registry or delivery to the next race start venue under sail after one of the two races ⇒ 0.5 points.
- If the Skipper participates in the Route du Rhum-Destination Guadeloupe 2022 or The Transat CIC 2024:
  - o Return transatlantic passage to the port of registry or delivery to the next race start venue under sail after participating in one of the two races ⇒ 3 points.

Note: an exemption is possible due to a technical issue upon written consent from Race Management and the OA's CSR department.

### 3.4.3 Support for a public utility structure - 2 points maximum

- The Boat's race name will go by the name (in part or in full) of a 'purpose-driven company', according to the PACTE law's definition (article L.210-10 of the French Commercial Code) ⇒ 0.5 points.
- The Boat's race name will go by the name (in part or in full) of a Community-Oriented Economy (COE) company with a positive social, societal and/or environmental impact ⇒ 1 point.
- The Boat's race name will solely bear either the name of an association in existence on 31/12/2023, or a non-profit-making company. In both cases, the organisation's mission must be linked to environmental protection or social and/or societal causes ⇒ 2 points.

Note: the OA may examine the actual activities of the aforementioned companies and associations to ensure they have a positive impact on a social, societal and/or environmental level.

### 3.4.4 Decarbonisation of energy production aboard - 1 point maximum

- 3 sources of alternative energy (solar, hydro, wind) ⇒ 1 point.
- 2 sources of energy ⇒ 0.5 point.
- 1 or less ⇒ 0 point.



## APPENDIX 4: FINANCIAL REWARDS

The Race's financial rewards are distributed as follows:

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- **Class ULTIM 32/23 / Class OCEAN FIFTY / Class IMOCA / CLASS40**

20% of the total registration fee amount for the members of each Class, collected by the OA, will be paid back in the form of a financial reward. This financial reward may be split between the Skippers who are Class members and the Class, according to the terms set out in the agreement between the Class and the OA. These will be communicated no later than 28 September 2026 in the form of an amendment.

- **Vintage MONO category**

20% of the total registration fee amount from the Skippers of the Vintage Mono category collected by the OA will be paid back in the form of a financial reward for the Skippers of the Vintage Mono category as follows:

<b>Winner of the Vintage Mono category</b>	<b>40% of the financial reward</b>
<b>2nd in the Vintage Mono category</b>	<b>25% of the financial reward</b>
<b>3rd in the Vintage Mono category</b>	<b>20% of the financial reward</b>
<b>4th in the Vintage Mono category</b>	<b>10% of the financial reward</b>
<b>5th in the Vintage Mono category</b>	<b>5% of the financial reward</b>

- **Vintage MULTI category**

20% of the total registration fee amount from the Skippers of the Vintage Multi category collected by the OA will be paid back in the form of a financial reward for the Skippers of the Vintage Multi category as follows:

<b>Winner of the Vintage Multi category</b>	<b>40% of the financial reward</b>
<b>2nd in the Vintage Multi category</b>	<b>25% of the financial reward</b>
<b>3rd in the Vintage Multi category</b>	<b>20% of the financial reward</b>
<b>4th in the Vintage Multi category</b>	<b>10% of the financial reward</b>
<b>5th in the Vintage Multi category</b>	<b>5% of the financial reward</b>

The financial rewards will be paid to the relevant Skippers during the prize-giving in Guadeloupe. In line with Appendix 9, in the event that a Skipper who is eligible to receive a financial reward fails to attend the prize-giving, the said prize will not be paid.



## **APPENDIX 5: THE OA'S COMMITMENTS**

The rights, considerations and benefits granted by the OA below are valid for the 2026 edition of the Race covered by these race rules, its appendices and amendments.

In line with RRS 4, the Skipper ensures that this appendix is adhered to by every member of their Team.

## **1. TEAM COMMUNICATION / OA**

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The OA undertakes to set up regular periods for exchanges with the Skippers and the Teams. A dedicated contact for participant relations can be emailed at the following address: [inscription.rdr@ocsport.com](mailto:inscription.rdr@ocsport.com)

## **2. MARKETING CONSIDERATIONS**

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### **2.1 Communication rights**

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#### **2.1.1 Title and Official Name**

The Official Race Name is 'Route du Rhum - Destination Guadeloupe' for its 2026 edition.

The OA grants the Teams the right to use the 'Official Team' title for the Route du Rhum - Destination Guadeloupe 2026 edition.

#### **2.1.2 Composite logotypes**

A special Official Team Logo for each Skipper will be available for its communication needs.

The OA provides each registered Team with the Official Team Logo. Solely this logo is permitted in the Teams' communication. This logo and the accompanying graphic charter will be made available to the Teams.

#### **2.1.3 Scope of the rights granted and communication by the Teams**

Use of the Official Team Logo is strictly limited to the Teams' communication.

The OA grants the Teams the right to use, reproduce, represent and display the Official Team Logo for promotional, commercial, advertising and institutional purposes within the context of its internal and external communication (namely and notably with regard to employees, clients and prospective clients of the Skipper, as well as press and media relations) across all the published communication media, both existing and future, across all the communication/media networks, with no limits in terms of numbers, as well as across all the products and services, right around the globe. The Skipper undertakes to adhere to the graphic charter communicated by the OA.

The OA grants the Teams the right to use, reproduce, represent and display the Race Logo within the context of its internal communication.

The OA will provide the Teams with access to the Event's graphic charter.

### **2.2 Audio-visual rights**

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A dedicated media server will be available for all the Teams (photos, videos and press releases)

To fuel the Skippers' communication, particularly for promotional purposes, the OA will permit online access, excluding technical charges, to a selection of videos from the 2022 edition produced by the Event's official video agency on the one hand, and a selection of photographs of the 2022 edition taken by the Event's official photographer on the other.

In addition, photo and video images used in the Skippers' communication must mention the name of the person who took the photograph or filmed the videos concerned. To this end, the OA undertakes to inform the

Teams of the names of the authors. The Team shall refrain from any marketing to a third-party of the photo and video images to which they are given access by the OA and vice versa.

The OA takes care of the business of copyright and rights of the publisher and producer (reproduction, representation and adaptation rights) in relation to a selection of images from the Race's photo and video library, which it will have acquired beforehand from their authors or any eligible parties, and guarantees the Teams undisturbed use of them, provided the Teams comply with the stipulated terms of use.

It is pointed out that the Teams remain free to produce or publish their own photo or video images of the Race provided that they combine them with the Official Team Logo in their communications. In this case, the Teams will be personally responsible for securing the necessary authorisation from the authors of these photos and videos or their eligible parties.

## **2.3 Promotion of the Race and the Skippers**

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### **2.3.1 Marketing and communication action**

The OA is keen to promote the overall marketing visibility of the Race across different media and social networks.

The objective is to pool the development of communication activities by the OA and its Partners, as well as the Skippers, the Teams and their partners.

The OA will inform the media representative for each Team about any important media agreement it signs in relation to the Race. Any media agreements involving special concessions on the part of the Team shall be agreed with them beforehand.

To facilitate these exchanges, the Team undertakes to share with the OA the details of their contact (internal / agency) who is in charge of communication and marketing.

### **2.3.2 Video, radio and televisual coverage**

The OA will provide extensive media coverage for the Race and its Skippers through a variety of dedicated programmes and events throughout the Event.

The latter notably comprise live coverage of the Race start.

Information about the channels and scheduling will be provided at a later date. The aim will be to broadcast to a wide audience, across key markets at prime time, complemented by comprehensive coverage on the cable/satellite sports channels. In addition to the above scheduling plan, the OA will also endeavour to provide content to broadcasters and production companies with whom the OA has signed partnership agreements, so as to create content for programming in areas such as adventure, technology and sustainable development, among others.

The video production partners and any other distributor appointed by the OA will take care of all areas of content distribution.

Where possible and with the consent of the skippers in demand, the OA wishes to film/record interviews in English to underline the Race's international **nature** and enhance the appeal of the content for broadcasters/networks worldwide.

### **2.3.3 Print Media distribution**

Race coverage will also be produced for distribution and circulation to Print media: international and national press agencies, newspapers, specialist magazines and lifestyle publications. A proactive approach geared towards targeted media will be carried out by the OA's communication team.

A service will be put in place for distribution of the OA's photographic content to media for editorial reproduction.

#### **2.3.4 Teams' photographic and video content**

The OA will incorporate the Team's photographic and video content in the OA's online archives for immediate high-resolution download by the media. A photographic and video distribution company will assist the OA with this process.

Any photos and videos taken by the Team, which go on to be used to communicate about the Race must reference the name of the author of the photo or video as well as the Team. To this end, the Team undertakes to inform the OA of the names of the relevant authors.

The OA will provide access to a generic summary produced by the OA and/or the agencies appointed by the OA.

#### **2.3.5 Media Centre**

The OA will set up a media centre to provide services and facilities enabling print journalists, photographers, radio and television producers to write, publish and broadcast content about the Race and the Skippers. Access to the media centre will be reserved for media staff accredited by the OA.

The person in charge of the Teams' press and media relations will benefit from access to the media centre throughout the official Villages in Saint Malo and Guadeloupe.

#### **2.3.6 Access to the Media Boats & TV**

Access to all the OA's media Boats will be coordinated from the media centre in the official Villages in Saint Malo and Guadeloupe.

The OA shall receive written notification for each invitation request made by the Teams to gain access to the media Boats.

Places will be reserved on the media Boats for the Teams' photographers subject to the OA's validation.

#### **2.3.7 Digital and social networks**

The OA undertakes to design, operate and supply the Race's official website reserved at its expense under the following URL address <https://www.routedurhum.com> and any extensions, and the Race's social networks.

The on-board videos and other content will be broadcast on a regular basis, according to the value of the news and determined by the OA's communication team.

The Skippers' visibility will be ensured across the following array of headings and spaces on the Race's official website and the Race's social networks: presentation of the Skippers and Boats on a dedicated page, ranking, cartography, publication of on-board content in the media category, news (interviews, on-board messages and finish declarations). This list in no way exhaustive.

#### **2.3.8 Media Partnerships**

To enhance the media coverage of the Race and the Skippers, the OA will enter into partnerships with national and regional media, athletes and pure players. The OA will inform the media representative for each Team about any important media agreement it signs in relation to the Race. On the date this NOR is published, the OA's media partnerships are as follows:

- Ouest France
- Le Télégramme
- Le Figaro Nautisme

- Météo Consult

### 2.3.9 Communication plan

The OA undertakes to formally present the communication plan to the Teams, together with any resources allocated to promote the Race and the Skippers during the kick-off in the spring of 2026.

### 2.3.10 Official Magazine

The Skippers will benefit from visibility in the Race's official magazine in the form of two photographs (portrait, Boat) and editorial elements (list of achievements, statement about the Race).

## 2.4 Media report on the Race

The OA undertakes to share a comprehensive report on the Race (with the emphasis on media) by no later than 30/04/2027.

## 3. ON-THE-WATER AND PORT CONSIDERATIONS

The OA undertakes to arrange:

- Availability among the OA and RM teams, from publication of the NOR through until the line closes.
- Berths in port in Saint Malo as well as in Guadeloupe as defined in article 8 of the NOR.
- Access to a secure paddock in Saint Malo:

Classes / Categories	ULTIM	IMOCA	OCEAN FIFTY	CLASS40	VINTAGE MONO	VINTAGE MULTI
Number of vehicle spaces	1 trailer + 2 light vehicles	1 commercial vehicle + 1 light vehicle				
Support RIB access on start day (minimum size 5.80m)	3	2	1	1	1	1

## 4. VISIBILITY CONSIDERATIONS ON THE BoatS

The visibility of the Skippers' partners in the start or finish Villages is governed by the following rules:

### 4.1.2 Pennants or flags

While dockside, pennants or flags of any size may be displayed aft of the mast with the name of the Boat and the Skipper's partners' logos (all spaces forward of the mast reserved for the OA).

### 4.1.3 Communication banner

The Boats may display communication banners branded with the names and logos of their partners, provided that they solely hoist them aft of the mast. These advertising banners must not exceed a mast height where the luff is higher than the second reef of its mainsail (unless the measurement is outlined in the Class Rules).

For information purposes, race sails may be hoisted in the port of Saint Malo for the purposes of trimming them, but they shall not remain hoisted throughout the day for communication purposes.



## 5. ACCREDITATION AND ACCESS CONSIDERATIONS

Classes / Categories	ULTIM	IMOCA	OCEAN FIFTY	CLASS40	VINTAGE MONO	VINTAGE MULTI
Invitation to the press conference	5	5	3	3	2	2
Permanent accreditation – Saint Malo	25	18	10	10	8	8
Transferable Guest Day accreditation - Saint Malo	20	20	12	12	8	8
Briefing access – Saint Malo	2	2	2	2	2	2
Start Day Pontoon access	10	10	7	7	5	5
Official Soirée invitation – Saint Malo	5	5	3	3	2	2
Closer invitation - Guadeloupe	5	5	3	3	2	2
Pontoon access - Guadeloupe	10	10	7	7	5	5

Additional accreditation packs will be available at special rates from the OA.  
In the event that non-transferable accreditation is lost, the OA will charge for reissuing accreditation.

## 6. HOSPITALITY AND VILLAGE CONSIDERATIONS

### 6.1 Hospitality offers

Each Team benefits from special rates on the Event's following hospitality offers:

- 7.5% reduction for hospitality offers on hospitality vessels dockside in Saint Malo,
- 5% reduction on hospitality offers on multi-company passenger vessels on start day

### 6.2 Saint Malo Village Offers

The OA arranges an offer for Teams' stands and structures in the village in Saint Malo. The Teams benefit from a special access rate with a 7.5% reduction on catalogue offers.

### 6.3 Guadeloupe Village Offers

The OA encourages all the Teams wishing to have visibility at the Finish Village to get in touch with the local organiser regarding its installation in the Finish Village. Teams will be informed of the contact details of the local organiser on request.

## 7. SUSTAINABLE DEVELOPMENT CONSIDERATIONS

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The OA undertakes to share the information relating to the organisation's carbon footprint for the Event together with an estimate of the carbon footprint of visitors to the Villages. These elements and those provided by the Teams will enable a consolidated carbon footprint of the Event to be obtained.

## 8. RACE PARTNERS' CONSIDERATIONS

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### 8.1 Partners' Offers

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The OA will inform Teams about its Partners' special offers for Teams within the scope of the Event.

### 8.2 Partners' Prizes

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Within the scope of its partnerships, the OA enables the Skippers to benefit from prizes and/or trophies via its Partners within the scope of the Race. These prizes and trophies will be detailed at a later date.



## APPENDIX 6: SKIPPERS AND TEAMS' COMMITMENTS TO THE OA

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This appendix details the commitments of the Skippers and Teams when they register for the Race.

### 1. DEFINITIONS

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**The OA's communication, information and promotion activities:** This term refers to any broadcast or information made directly or indirectly by the OA such as any activity involving:

- Public relations and press relations;
- Creation and uploading of a multimedia server;
- Promotion of the Race and its official partners, Skippers and activities and services by the OA;
- Public information;
- Advertising;
- Partnership, sponsorship or patronage;
- Internal and external communication.

**Content:** All the creations - photos, videos, audio, interviews, writing or any other format – produced by the Skippers and Teams in the run-up to and during the Race.

**Audio-visual documentary:** This term designates all the films, documentaries or series relating to the Event, its behind-the-scenes elements, its previous editions and its history in general, whose artistic and editorial direction is to take the public behind the scenes of the Race, thus providing an insight into the daily life of the Skippers, the OA, the Race's interested parties, the Teams and spectators.

**Right of Adaptation:** This term designates the right to arrange, translate, subtitle, dub, reconstitute in full or in single fragments or integrate into other elements, whatever the form and content, to the exclusion of the right to divert from its context or to caricature the work and/or its content.

**Right of Representation:** In accordance with article L.122-2 of the French Intellectual Property Code, the Right of Representation consists of the direct or indirect communication of the work and/or its content to the public using any process whatsoever.

**Right of Reproduction:** In accordance with article L.122-3 of the French Intellectual Property Code, the Right of Reproduction consists of the physical fixing of the work and/or its content by any processes, including digital, which make it possible to communicate it to the public indirectly.

**Elements of the Skipper's personality:** This term covers the surnames, forenames, nicknames, marital status, initials, autographs, signatures, images, voices, videos, work situation, testimonies, renown, results obtained during any qualification courses, during the Race or during its previous editions or any word, symbol, photographic, audio, visual, digital or graphic representation or any combination of these elements making it possible to identify the Skipper.

**Media:** The term designates all the written, audio, visual, digital, tactile processes or methods of distribution, transmission or broadcast, any combination of these elements, especially intangible (press, radio, television, cinema, internet, multimedia, messaging, any video on demand platform, any new distribution tool, any electronic media, communication network, social networks, teasers, web series, reports and documentaries) or tangible (books, albums, comics, guides, pamphlets, flyers, signs, point-of-sale advertising, displays, stands, catalogues, leaflets, brochures, activity reports).

### 2. SKIPPER'S COMMITMENTS TO THEIR TEAM

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The Skipper answers to the OA when it comes to ensuring that this appendix and NOR are adhered to by all the members of their Team.

### 3. MARKETING COMMITMENTS

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#### 3.1 Intellectual property

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Any Skipper registered for the Race undertakes to adhere to the Official Name of the Race in their communications and promotions.

The Skippers and Teams must adhere to the Event's graphic charter, the 'Official Team' logo as well as use of the Race Logo to which the OA provides access within the scope of Appendix 5.

Any advertising operation carried out by a Skipper and their partners, which uses an element of this intellectual property or refers to the Race organisation, Official Race Name, Race Logo, person, ideas, services or products associated with the Race, which is different in form to that set out in Appendix 5 and the World Sailing Advertising Code, must receive prior written consent from the OA. Failure to adhere to this rule may result in exclusion from the Race in line with RRS 76.

#### 3.2 Marketing of Race content

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The Skippers and Teams refrain from any marketing of Content to a third party to which the OA provides access within the scope of Appendix 5.

#### 3.3 Multimedia Contact

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Each Skipper must appoint a multimedia contact and share their details with the OA within the context of their application process.

The multimedia contact is the OA's permanent representative for any marketing and communication material (use of the Marks, external communication...).

As such, the multimedia contact undertakes to provide the OA with all the information and documents necessary for setting up good communication for the Race and keeping it informed of all the different elements essential to the fulfilment of any envisaged actions and this will be done so spontaneously, in due time and upon first request.

During the Race more specifically, i.e. from the moment the Village in Saint Malo opens through until the Boat finishes, the multimedia contact will be tasked with alerting the OA in the event that there is a refusal to circulate any Content sent by the Skipper, within the time limits presented below.

Time limit (in writing -email or any other channel of communication-) during the Race:

- 60 minutes after receipt of the photo or video sequence;
- 90 minutes after receipt of the photo or video sequence during a crisis period such as that outlined by the NOR
- These time limits remain the same except during blackouts from 23:00 to 05:00 hours French time.

With no alert within the allotted time, the OA is free to distribute and broadcast the Content. In the run-up to the Race, the deadline for validation will be 48 hours.

#### 3.4 Obligation for collaboration

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##### 3.4.1 In the run-up to the Race

During the official press conferences or any other compulsory event such as that set out in the NOR, the Skippers must make themselves available, by prior appointment, for the OA and their service providers in order to produce the necessary content for the Race communication.

### 3.4.2 During the Race

In order to coordinate communications with the Boats to best effect during the Race, the Skipper's press office must notify the OA's press office about any calls with media.

During the Race, the Skippers must make themselves available for audio communications with the OA and media demanded by the latter to facilitate media coverage for the Race.

The OA reserves the right to ask the Skippers to leave their satellite communication system switched on (for Boats which have such a device, e.g. Fleet Broadband, Iridium Certus...) during the first 2 hours of racing to ensure real-time tracking. In this case, the OA may request installation of software on the on-board PC beforehand.

Another device may be placed aboard by the OA (GSM beacons, GPRS...) to provide better tracking of the positions in the start phases.

### 3.4.3 After the Race

After the Race, the Skippers must make themselves available for communications with the OA and media called upon by the latter to facilitate media coverage for the Race.

The OA reserves the right to apply penalties as set out in Appendix 9 for any failings on the part of the Skipper regarding the obligation for collaboration before, during and after the Race.

## 3.5 Visibility on the Boats

### 3.5.1 Race flags

Upon its arrival in Saint Malo at the latest, any Boat entered in the Race shall receive two Race flags from the OA, which shall be displayed in its rigging.

The Skippers undertake to display in the Boat's rigging (shrouds or backstays) the two Race flags made available by the OA in line with Appendix 5, on each side of the Boat, from the moment the Boat arrives in its berth in the basins of Saint Malo and up to 50 miles after the starting line, then again 50 miles before the finishing line and through until the prize-giving ceremony in Pointe à Pitre.

For Boats with a traditional rig, the 2 flags will be displayed in the cap shrouds. For Boats with outriggers, the flags will be displayed in the cap shrouds during filming and production of the image library and in the port of Saint Malo, and in the backstays at all other times. For any breach of this rule, financial penalties may be applied by the OA.

The OA reserves the right to apply penalties as set out in Appendix 9 for any failings on the part of the Skipper.

### 3.5.2 Mainsail

Any Boat entered in the Race will receive Mainsail branding from the OA, which must be displayed during the Event. The dimensions of this branding are detailed below:

Classes / Categories	ULTIM	IMOCA	OCEAN FIFTY	CLASS40	VINTAGE MONO	VINTAGE MULTI
Diameter	3.50 m	3 m	2 m	1.5 m	1.5 m	1.5 m

The Skippers undertake to display Mainsail branding made available by the OA in line with Appendix 5. It is the Skipper's responsibility to adhere these and maintain them in good condition until the race finish.

The OA reserves the right to apply penalties as set out in Appendix 9 for any failings on the part of the Skipper.

### **3.5.3 Line of flags**

No later than their arrival in Saint Malo, any Boat entered in the Race will receive a line of flags from the OA, which it shall hoist along the length of the forestay.

The Skippers undertake to hoist a line of flags along the length of their Boat's forestay made available to them by the OA in line with Appendix 5. It is imperative that they are displayed in Saint Malo from the moment the Boat arrives in her berth in the basins and through until the start of the Race, as well as after crossing the finish line in Pointe à Pitre and through until the prize-giving. This line of flags shall remain aboard throughout the duration of the Race.

The OA reserves the right to apply penalties as set out in Appendix 9 for any failings on the part of the Skipper.

## **4. CONTENT CREATION COMMITMENTS**

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### **4.1 Content creation in the run-up to the Race**

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#### **4.1.1 Creation and sharing of photographic Content**

##### **4.1.1.1 Sharing of photographs in the run-up to the Race**

Each Skipper must send the OA:

- At least 5 photos including at least 2 portraits of the Skipper.
- A photo of the Boat with as much of the Boat's partner branding and up-to-date Race branding as possible and where possible.

Transmission of these elements to the OA must be complete by no later than 15 August 2026. These photographs will essentially be used during the presentation of the Skippers and for the website in September 2026. With regards aerial shots, and in a bid to limit the environmental footprint of the Race, the OA recommends photos using drones.

##### **4.1.1.2 Image library**

Each Skipper must send the OA an image library (minimum of 20 photos) including:

- Photos of the Boat at sea in various weather situations: day and night, good weather, rain, strong wind, calm weather, etc. where possible
- Photos of the Boat and the Skipper when sailing.

In accordance with the communication plan and the Race values, the image library must include a minimum number of shots representing:

- Exceptional sporting effort.
- Moments of single-handed life.
- Moments of preparation.

Each Skipper must send an image library to the OA with Race branding in a minimum High-Definition format of 3,543 x 2,362 px in 300 DPI, by no later than 10 October 2026.

With regards aerial shots, and in a bid to limit the environmental footprint of the Race, the OA recommends photos using drones.

#### **4.1.2 Creation and sharing of video Content**

Each Skipper must send the OA:



- An onboard video image library (Skipper single-handed, at the helm, manoeuvring, in living conditions aboard), day and night, where possible.
- An image library of aerial videos under different points of sail and in various weather conditions.

Creation and delivery of video image libraries in 1080/50p HD or UHD 2160/50p ratio 16/9 format (official Race branding is a must with this).

With regards aerial videos, and in a bid to limit the environmental footprint of the Race, the OA recommends video images being filmed using drones.

This video image bank must be sent to the OA no later than 10 October 2026.

## 4.2 Content creation during the Race

### 4.2.1 Creation and sharing of photographic Content

Where possible and according to the means at their disposal, each Skipper must send the OA at least 2 photos per day:

- The first must represent 'the single-handed Race across the North Atlantic,'
- The second – and the following photos – being open, albeit with the obligation to at least integrate a plan satisfying the following constraints:
  - Photo showing the Skipper manoeuvring, alternating day and night photos
  - Photo showing the Skipper's daily life.

All the photos sent shall at least be supplied with a definition of 1800x1200 px in 240 DPI format.

The OA reserves the right to apply penalties as set out in Appendix 9 'Financial penalties' for any failings on the part of the Skipper.

### 4.2.2 Creation and sharing of video Content

Where possible and according to the means at their disposal, each Skipper must send the OA at least 2 pieces of video Content, 3 times a week. These videos must always meet the requirements of the following Content:

- Interviews inside and outside the Boat.
- Videos showing the Skipper manoeuvring.
- Day and night videos.
- Video and audio content explaining the sports situation, the position on the race zone, tactics, strategy and any technical damage.
- Wide angle and close-up shots.

Between the starting line and the finish dockside in Guadeloupe, the video images recorded aboard or recorded on the Boat's reception server on land must be sent using the Race's means of reception, which will be detailed in an amendment.

The format of the video files sent from the Boat (a minimum of 16:9 HD 720 P/25 images/second 1280x720 pixels – audio 128Kbits/sec) is imperative and compulsory. The generated file must have an internal bit rate of at least 4 Mbits/sec on H264, 2.6Mbits/sec on H265.

The Skipper undertakes to:

- Make reception means freely available to the OA, which are adapted to the onboard system(s)
- Indicate in an email to the OA between 1 May 2026 and 24 September 2026 the means for sending video images used by the Boat as well as the type of camera or smartphone.

As a reminder, and as detailed in the Notice of Race, to respond to the elements described below, each Boat shall have on board:

- An Inmarsat means of transmission or any other system with global coverage (Fleet antenna, Bgan, OpenPort, Certus, Starlink, etc.) making it possible to send photos,

- videos and audio.
- A system for editing and encoding images and audio.
- A minimum of 2 fixed or mobile waterproof HD 16:9 cameras.
- A live communication system

The OA reserves the right to apply penalties as set out in Appendix 9 for any failings on the part of the Skipper.

### 4.3 Skippers' communication

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Between the starting line and the Basse Terre mark in Guadeloupe, the OA authorises the Skippers to communicate directly with any broadcasters and social networks of their choosing.

Each Skipper is free to enter into media agreements with the TV channels of their choosing. These agreements are non-exclusive between the Race start and the end of the press conference at the finish in Pointe à Pitre. In the event of a Skipper's partnership with a particular media outlet, photos must be sent, together with the said media, to the OA, who will be able to distribute them following publication in the media. Each Skipper is free to communicate via telephone with the media of their choosing. However, requests by the OA must take priority.

Use by a Skipper of Content from other Skippers (images made before and during the Race) requires the latter's authorisation.

The Content created by the OA (rough cut, 'Ready-to-Air report' items, live broadcasts, etc.) is copyright-free for all press representatives, from publication of the NOR through to the start of the 2030 edition of the Route du Rhum, excluding commercial and advertising use.

The Content created by the OA (rough cut, 'Ready-to-Air report' items, etc.) is copyright-free for all Skippers, their partners and operators, for internal use, from publication of the NOR through to the start of the 2030 edition of the Route du Rhum, excluding commercial, advertising and documentary use.

### 4.4 Social networks

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#### 4.4.1 Organisation of a live feed by the Skipper

The Skipper (or their multimedia contact) will inform the OA'S social network contact about the creation of live feed on its social networks (a minimum of 30 minutes before the start of the broadcast).

The Skipper will open the replay of the live footage on the social networks with unlimited viewing regarding the OA'S social networks

#### 4.4.2 Crossposting

To optimise the reach of any publications produced by the Skippers and the Race, from 21 September 2026 the Skipper will open the preliminary crossposting rights to the OA'S Facebook page in relation to their own Facebook pages.

The Skipper will open crossposting to the OA's Facebook page on each of the photos and videos published on their Facebook page (the OA undertakes to mention the crossposted account in its publication).

## 5. COMMITMENTS REGARDING THE OA'S PARTNERS

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The visibility of the partners in the Race is subject to the rules validated by the OA. In the event of a breach of one of the rules set out below, financial penalties may be applied by the OA. The term 'Partner' is strictly reserved for the Event's partners.

Solely the Event's 'Partner' branding has public visibility at the Event's different venues and on the event's communication media.

The OA has put in place specific offers for the partners of the Skippers wishing to obtain additional visibility in the Villages and in the Event more generally.

### **5.1 Skippers' Partners**

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Within the scope of the OA's commitments to the Event's Partners, a series of exclusive sectional offers have been granted.

Skippers entered in the Race may have partners belonging to sectors of activity covered by the Race partners' special sectional offers. The OA also acknowledges and accepts that the Skippers and their partners may benefit from stands in the Villages.

The Skippers' partners may not present themselves as Event partners. They may only present themselves as partners of the Skippers and their Boat.

### **5.2 Official virtual game - Esport**

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The OA puts in place a virtual gaming platform for the general public via 'Virtual Regatta', which will notably be accessible via the official Race website. Virtual Regatta is the OA's official partner and the only virtual game permitted by the Race. Skippers and their partners are reminded that it is forbidden to create or use another virtual gaming platform during the Race.

### **5.3 Guests during parades**

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Skippers in the Class40, Vintage Mono and Vintage Multi categories commit to welcoming 2 of the OA's guests aboard their Boat during the parade in Saint Malo.

### **5.4 Textiles and merchandise**

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The OA has granted exclusivity to its partner Armor Lux for distributing and selling the Event's official collection. As such, solely Armor Lux is authorised to sell textile products using the Official Name, Trademarks, Race Logo and any other Distinctive Race Sign.

In order to adhere to the exclusivity deal granted to Armor Lux by the OA in terms of merchandising, the Skippers and Teams undertake, should they wish to market or offer textile products using the Official Name, Trademarks, Race Logo and any other Distinctive Race Sign, to work exclusively with Armor Lux.

The sale of textile products and merchandise sporting the Race Logo or the Skipper's 'Official Team' logo is strictly forbidden if it is not done with Armor-Lux.

## **6. GRANTING OF RIGHTS RELATING TO CONTENT**

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In accordance with the provisions set out in articles L.333-1 et seq. of the French Sports Code, the OA owns the commercial rights for the Race it is organising.

As such, the OA is the owner of the commercial rights of the Race's Distinctive Signs and in particular any videos or photos taken on this occasion.

In their capacity as rights holders of the Content produced by the Skippers, the Teams nevertheless grant the OA their rights to the said Content under the terms set out below.

It is explained as and whenever necessary that the Teams retain full control of their Reproduction Right, Representation Right and Adaptation Right with the Content, provided that they do not infringe the OA's ownership of the Race's commercial rights to enforce articles L.333-1 et seq. of the French Sports Code.

## **6.1 Granting of the Reproduction Right, Representation Right and Adaptation Right for communication, information and promotion purposes**

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The Teams grant the OA the Reproduction Right, Representation Right and Adaptation Right, which they hold in relation to the Content, on all manner of Media and for the purposes of any of the OA's communication, information and promotion activities for non-commercial reasons and excluding space buying.

The concession is granted worldwide from the date of publication of the NOR and for two editions, i.e. through until 30/06/2031.

In consideration of the renown that the Race brings the Teams as well as the promotion carried out by the OA, this concession is granted and accepted free of charge.

## **6.2 Guarantees**

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The Teams declare that they hold all the necessary rights to the Content enabling them to agree to these concessions.

Where necessary, the Teams declare that they have secured all the necessary authorisations to agree to these concessions and provide the OA with a guarantee on these grounds.

They guarantee the OA:

- The originality of any transferred Content or, at the very least, evidence that it bears the mark of its author's intellectual contribution and shows that they are acting in good faith.
- That the rights granted do not infringe any third-party rights of which the Teams are aware and/or could not ignore.
- That the rights granted do not infringe any rights of subcontractors and/or external authors who intervene at their request and under their supervision.
- That they have obtained all the necessary authorisation to enable the OA to enjoy the use of the Reproduction Right, Representation Right and Adaptation Right attached to the works to which one of the members of their Team holds the copyright, across all Media and for the purposes of all the OA's communication, information and promotion activities.
- That they have secured all the necessary authorisation to enable the OA to fix, capture, record, preserve, use, reproduce, utilise, adapt and broadcast across all Media and for the purposes of all the OA's communication, information and promotion activities, all or part of the distinctive signs of their Team's members.

In view of the above, the Teams guarantee the OA against any infringement action, claim from a third party on the basis of an infringement of an intellectual property right or an act of unfair or parasitic competition, as well as against any disturbances, claims, or evictions, which could harm full and free enjoyment of the assigned rights.

In the event that legal action is taken against the OA, the Teams undertake to collaborate in good faith in defending the OA's interests by providing all the elements related to information and assistance necessary for this purpose.

The Teams declare that the Content granted has not been given as security, that they are not the subject of any user licence in favour of any third party and are not the subject of any third-party claims or pending legal action.

## **7. COMMITMENTS REGARDING THE CONSENT AND ASSIGNMENT OF RIGHTS RELATING TO ELEMENTS OF THE SKIPPER'S PERSONALITY**

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### **7.1 Consent and assignment**

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Within the scope of their participation in the Race, the Skippers agree for the OA or their service provider to carry out any fixing or recording, by any means, of all or part of the Elements of the Skipper's personality.

The Teams expressly transfer to the OA the right to fix, capture, record, preserve, use, reproduce, utilise, adapt and broadcast across all Media and for the purposes of all the OA's communication, information and promotion activities, as well as for the sole purposes of creation, production, broadcasting, marketing, rental and sale of an Audio-visual Documentary, all or part of the Elements of the Skipper's personality.

The following contexts are excluded from the transfer: pornography and religion, politics and any other uses without links with the Event or its promotion.

The transfer is granted worldwide from the date the NOR is published and for a duration of two editions, i.e. through to 30/06/2031.

In return for the renown that the Race brings the Teams as well as the promotion done for them by the OA, this transfer is granted and accepted free of charge

## 7.2 Property

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All the OA's Media, communication, information and promotion Activities and Audio-visual Documentary are and will remain the exclusive property of the OA.

The Teams shall have no right, title and interest of any kind in or to any such materials, any component, element or reproduction of the latter, and no specific compensation shall be due.

## 7.3 Guarantees

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The Teams declare that they hold all the necessary rights over the Elements of the Skipper's personality enabling them to agree to this authorisation and these transfers

The Teams guarantee the OA that the assigned rights do not infringe any third-party rights of which the Skipper is aware and/or could not ignore.

In the event that legal action is taken against the OA, the Teams undertake to collaborate in good faith in defending the OA's interests by providing all the elements related to information and assistance necessary for this purpose.

## APPENDIX 7: SUSTAINABLE DEVELOPMENT

### 1. INTRODUCTION

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Offshore racing takes place in the toughest and most beautiful environments on the planet. These playgrounds - the oceans - provide amateur and professional sailors with a unique platform.

Resolutely geared towards nature and a respect for our environment, our sport and all its protagonists, Skippers, operators, Classes, OA and partners are keener than ever to integrate the various elements of sustainable development in their practices and their actions.

In this way, we have collectively initiated an in-depth approach to gradually elevate our events to a level where we can minimise their carbon footprint, and their impact on flora and fauna, and help ensure both Skippers and visitors the conditions to practice their outdoor activity sustainably.

### 2. MINIMISING THE CARBON FOOTPRINT

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In accordance with the recommendations in force, our approach with regards greenhouse gas emissions (GHG) relies on the 'avoid – reduce – compensate' approach: avoiding emissions which can be prevented, reducing those which cannot be avoided and then compensating for any residual emissions. Respecting this approach is essential in remaining physically relevant.

#### 2.1 Calculating our carbon footprint

---

To further the mission to reduce the impact of the practice of offshore racing, it is necessary to establish the true environmental impact of any activities. This vital first step will notably underpin the decisions we make together going forward.

To be relevant then, the carbon footprint must be precise and within its remit it must integrate the three scopes of the GHG Protocol. This will notably include the activities of the Teams, the OA, as well as those of service providers, partners and visitors.

For this reason, the Teams undertake to provide the carbon footprint data within the context of their participation in the Race by sharing:

- An estimation of their carbon footprint no later than the day before the Race start;
- A final, consolidated version of their carbon footprint before 31/12/2026.

This information must be supplied from the framework, which will be shared by the OA. Upon simple request from a Team, the latter can assist with completing the file.

Similarly, the OA undertakes to provide the carbon footprint for the organisation of the Event, notably including an estimate of the environmental impact of the visitors and Villages. The carbon footprint of each Team and that supplied by the OA will enable the total carbon footprint for the Event to be estimated.

#### 2.2 Banning privatised planes and helicopters

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*Notice of Race - Route du Rhum - Destination Guadeloupe 2026*



Private / privatised planes, jets and helicopters emit much more GHG than airliners. To limit the impact of travel:

- Race start: Teams' private / privatised planes, helicopters and jets are forbidden for following the start of the Race with the exception of helicopters pooled for a minimum of 4 Teams to carry photographers/video directors. The list of Teams involved must be shared with the OA before the start of the Race.
- Race finishes: Teams' private / privatised planes, helicopters and jets are forbidden from following the Race finish.
- Private / privatised planes, helicopters and jets are only permitted for technical pit stops and sending equipment when there is no alternative, following discussions with RM and the OA.

### 3. PRESERVING THE OCEAN AND ITS INHABITANTS

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#### 3.1 Installation and compulsory use of the Hazard Reporting System supported by the Marine Mammal Advisory Group (MMAG)

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In addition to posing a risk to the integrity of the skipper -and the Boat- collisions with cetaceans generally lead to serious injury or death for the marine mammals involved. The preservation of marine biodiversity is a critical issue and its interactions with carbon sequestration are multiple.

More broadly, all collisions (cetaceans, as well as containers, blocks of wood, etc.) are a risk to the skipper and their vessel.

In a bid to reduce the risk of collision between the Boats and cetaceans or other marine mammals, RM will set up exclusion zones (Cetacean Protection Areas (CPA)) indicating the presence of cetaceans. Once defined these areas will no longer be modified so as not to put a competitor or competitors at an advantage / disadvantage.

In order to reduce the collision risk, the Route du Rhum - Destination Guadeloupe is committed alongside the MMAG to putting in place the necessary means to collect data relating to collision risks during the Race. This data primarily relates to marine mammals, but fishing gear, containers, blocks of wood or UFOs must also be declared.

'Live' hazard reporting is important for maintaining the safety of the fleet. For this reason, each skipper must report any collision as soon as this is possible in complete safety and no later than 30 minutes after the event, as well as any observation or encounter with a marine mammal, fishing gear, a container, blocks of wood or UFOs, whilst adhering to the protocol suggested by RM:

- Via Adrena (version 20 and more recent);
- Via Expédition;
- Via the WhatsApp group or Telegram group or any form of communication with RM

Any delay in communicating safety related information compromises the safety of the whole fleet.

In order to guarantee the smooth running of the system for reporting hazards prior to the start, the Skippers will be able to carry out some tests; the Marine Mammal Advisory Group (MMAG) may provide support with this approach.

These observations are confidential and anonymous and are recorded on a database solely accessible to users permitted to use this data for scientific purposes.

The OA reserves the right to apply penalties as set out in Appendix 9 for any failing on the part of the Skipper in their obligation to declare a collision or observation.

### 3.2 Declaration of the loss of equipment at sea

---

The Skippers or their Teams undertake to declare to RM any equipment or structural element lost at sea. This declaration must be made within 24 hours.

The OA reserves the right to apply penalties as set out in Appendix 9 for any failing on the part of the Skipper in their obligation to declare the loss of equipment at sea.

## 4. RETURN UNDER SAIL

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Returning from a transatlantic yacht race in a cargo ship goes against the values championed by the Event from an environmental viewpoint, especially in terms of greenhouse gas emissions (GHG).

In order to eliminate the impact that returning by cargo ship has on the Event's carbon footprint, it is compulsory for the Teams to complete the return delivery trip to the port of registry or the start venue for the next Race under sail. Use of a cargo ship to transport the Race Boat is prohibited. The OA reserves the right to apply penalties as set out in Appendix 9 in the event that this ban is not complied with.

An exception may be made in the event of a technical issue with the written consent of RM and the OA.



## APPENDIX 8: RESPONSIBILITIES

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### 1. SKIPPER'S RESPONSIBILITY

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#### 1.1 Decision to participate in the Race

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Sailing is a hazardous sport and a potentially dangerous activity. Anyone intending to participate in the Race, must do so on the basis that they accept that it is at their own risk, in the knowledge that such participation could result in damage or loss, as much for themselves as for their Team.

In line with the RRS, each Skipper participates in the Race at their own risk and acknowledges the fact that their decision to participate is theirs alone (RRS 3: decision to race). Beyond the conditions for qualification and prior selection, it is the sole responsibility of each Skipper to decide whether to participate in the Race with regards to the individual's competence, the condition of the Boat and its rig, the weather conditions expected or encountered during the Race and their level of fitness and health.

#### 1.2 Skippers' responsibility towards the OA

---

Regardless of the legal ties between the various members of the Team, only the Skipper officially indicated on the application form will be considered as the valid representative in dealings with the OA.

An application implies that the Skipper and their interested parties renounce all recourse other than sporting for sporting disputes. The Skipper guarantees the OA that this appendix and any amendments have been brought to the attention of all the members of their Team and guarantees compliance with this appendix and any amendments by all the members of this Team (RRS 4: *acceptance of the rules*).

#### 1.3 Responsibility in the event of damage caused

---

As far as they are concerned, the Skipper and their Team are each personally liable for all material damage and human accidents that may occur either to themselves, their Boat, to other Skippers and their Boat, or which they may cause to any third party or any property belonging to a third party.

#### 1.4 Insurance

---

It is the Skippers' responsibility to take out all the necessary insurance, whether it be in relation to any injury, loss, damage or otherwise throughout the duration of the Event.

It is also a requirement of each Skipper to bring a certificate for this insurance and any exclusions and indemnities to the attention of any third party whom they involve in any way within the scope of the Event.

In particular, the Skipper is responsible with regards to the OA for taking out all the necessary insurance for a minimum of 3-million Euros third party liability. They shall provide a written statement to the OA prior to the Boat's arrival in Saint Malo. Failure to do so, will result in the Skipper not being permitted to take the start of the Race and the registration fee for the Race will be retained by the OA. A lack of insurance will under no circumstances become the responsibility of the OA or its partners.

A fundamental term of their participation, the Skipper shall lodge the duly signed waiver form with the OA, giving up all claims against the OA, its representatives and agents, as well as its insurers.

No start shall be permitted until the Skipper has returned a written certificate to the OA, furnished by the latter, at least 5 days before the start of the Race, stating that:

- The Skipper acknowledges that they have read and understood the provisions of the NOR and any other official document, including the risks and dangers associated with the Race. They agree to have properly taken into account the need for whole-life and other insurances, relating to their obligations (whether to their dependents or others) and the Skipper shall have adequate cover in terms of insurance in the case of accidents/death throughout the duration of the Race.
- The Skipper acknowledges that they have taken out and will maintain an adequate insurance policy for up to one month after completing the Race (or retiring from the Race), including insurance to cover its responsibilities to third parties, for a minimum amount at least equal to the international conventions in force.
- The Skipper acknowledges that it is reasonable that the OA, and all those involved in the organisation, deny any liability up to the maximum amount allowed by law and that they are protected against any claim whatsoever.

## 2. RESPONSIBILITY OF THE OA

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The OA is responsible for the organisation of the Event. Any other responsibility assumed by the OA can only be contractual and explicit. In particular:

- Any checks that the OA is prompted to make, either on its own initiative, or at the request of the International Jury or any other authority, have the sole purpose of ensuring that the Race rules have been adhered to.
- Any request made to a member of the OA's Organising Committee shall not legally take on the responsibility of the OA unless the latter, or one of its representatives officially accredited for this purpose, has directly agreed to do so. This particularly applies to various requests for help and even assistance at sea.

Any advice or information provided by the OA, such as a weather report or advice following inspection of the Boat, is for information purposes only and it remains the sole responsibility of each Skipper to check the likely weather conditions and their equipment. The OA for the Race does not accept any responsibility in relation to such advice or information that they may provide. (RRS Fundamental Rule No.3.).

The OA will not be liable for any actual or alleged loss, howsoever it arises, suffered by any party, whether it be a Skipper, operator, partner or other, and such total exclusion of liability will not be limited to loss of profits, opportunity, business, advertising, reputation (or an opportunity to enhance one's reputation) or any sort of financial loss.

The OA shall not be liable for any actual or construed loss, damage or expenses arising as a result of any force majeure.

Skippers are reminded of the obligation to give all possible assistance at sea to any other Boat or Skippers in danger (RRS Fundamental Rule 1.1), insofar as they are able, a rescue and assistance at sea being governed by the international conventions in force. The OA will not be required to mount any rescue operation whether it be from land or sea.

### 3. RESPONSIBILITY OF RM

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It is worth noting that the following missions are the responsibility of RM:

- To develop safety measures for participants, spectators at sea and carry out checks regarding their implementation;
- To ensure the smooth running of the Race on an operational level;
- To ensure the authenticity and sporting legality of the competition in close collaboration with the arbitration body;
- To help with the media coverage of the Race;
- To coordinate relations between the Skippers and the OA.

Any watch, and especially a radio and telephone watch, on the part of RM shall be considered by the Skipper as optional and random and it should in no way be considered as an additional safety measure to be relied on.

RM, in consultation with the Teams, shall retain control and have priority over managing the communication of facts arising from any incidents or accidents occurring aboard the Boats and in the Race. A crisis management briefing will be organised by RM during the Village in Saint Malo, as set out in article 8 of the NOR.



## APPENDIX 9: FINANCIAL PENALTIES

### 1. FINANCIAL PENALTY OPERATION

Any breaches subject to a penalty will be noted by the OA and reported in an email to the Skipper and the Team manager. For any failure to comply with compulsory attendance requirements, a late arrival will be deemed to be an absence.

In the event of a breach, the penalty amount will be deducted from the security deposit referred to in article 6.2.4. If the penalty amount exceeds that of the security deposit, the OA will send the Skipper an additional invoice.

### 2. LIST OF FINANCIAL PENALTIES

Obligations of presence	Target	Penalties
NOR – Article 8: Presence press conference - September / October 2026	Skipper	Absence: €1,000
NOR - Article 8: Availability of the Skipper for 2hrs at the OA's request	Skipper	Absence: €1,000
NOR - Article 8: Parade - Saint Malo	Boat Skipper	Absence: €1,000
NOR - Article 8: Presence during the equipment checks	Skipper	Absence: €1,000
NOR - Article 8: Presence on the dock – Saint Malo	Boat	Absence: €1,000 per 24 hr stretch
NOR - Article 8: Presentation of the Skippers – Saint Malo	Skipper	Absence: €1,000
NOR - Article 8: Official soirée – Saint Malo	Skipper	Absence: €1,000
NOR - Article 8: Presence at the welcome briefing – Saint Malo	Skipper	Absence: €1,000
NOR - Article 8: Presence at the SI / Safety briefing – Saint Malo	Skipper	Absence: €1,000
NOR - Article 8: Presence at the Weather / Start briefing – Saint Malo	Skipper	Absence: €1,000



NOR - Article 8: Presence at the Crisis management briefing – Saint Malo	Team Manager or anyone appointed by the latter	Absence: €1,000
NOR - Article 8: Presence in Saint Malo in the last 4 days before the start	Skipper	Absence: €1,000 per 24 hr stretch
NOR – Article 8: Presence at the Support RIB briefing - Saint Malo	Team's RIB pilot	Absence: €1,000
NOR – Article 8: Exit from the basins and locks - Saint Malo	Skipper Boat	Absence: €1,000
NOR - Appendix 6 - 4.2: Content creation during the Race	Skipper	Repeated and intentional breaches: €1,000
NOR – Appendix 6 - 3.4: Obligations for collaboration	Skipper	Repeated and intentional breaches: €1,000
NOR - Appendix 6 - 3.5.3 - Dockside flag - Saint Malo and Guadeloupe	Boat	Absence: €1,000 per day's absence
NOR – Appendix 6 - 3.5.1 - Starting and finishing line flag - Saint Malo and Guadeloupe	Boat	Absence: €1,000 per day's absence
NOR – Article 8: Presence prize-giving - Guadeloupe	Skipper	Absence: The prizes and financial rewards will not be paid
NOR – Article 8: Presence in Guadeloupe from the finish date until 7 days later	Skipper Boat	Absence: €1,000 per 24 hr stretch
NOR – Article 8: Presence finish press conference at the OA's request	Skipper	Absence: €5,000
NOR - Article 8: Presence on-the-water entertainment - Guadeloupe	Skipper	Absence: €1,000
NOR - Appendix 7 - 2.1: Sharing of carbon footprint data before 31/12/2026	Skipper or Team Manager	Absence of sharing: €1,000
NOR - Appendix 7- 3.1: Declaration of a collision with a UFO or cetacean	Skipper	Intentional declaration omission: €1,000
NOR - Appendix 7- 3.2: Loss of equipment at sea	Skipper	Intentional declaration omission: €1,000
NOR - Appendix 7- 4: Compulsory return passage under sail	Boat	If returning via cargo ship: €5,000





## APPENDIX 11: GDPR

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OC Sport Pen Duick undertakes to comply with the applicable regulations and in particular the European provisions and regulations applicable to the protection of personal data for which it is responsible, notably the European Regulation No.2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data (hereafter GDPR) and the French 'Loi informatique et libertés' No.78-17 of 6 January 1978 as amended and/or any regulations which replace them, as well as any European regulations and all the recommendations, deliberations and other standards enacted by the Commission Nationale de l'Informatiques et des Libertés (French data protection watchdog) (hereafter CNIL).

### 1. DATA PROCESSING

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OC Sport Pen Duick, which is in charge of data processing, will be required as OA to process the personal data of the Skippers, Replacement Skippers and members of their Team.

Personal data is a prerequisite for entry and participation in the Event. OC Sport Pen Duick will indicate the collection of personal data on each medium, the data being compulsory.

Any processing of personal data is notably collected for the following purposes:

- Receiving, recording and monitoring the Event's applications (fulfilment of the contract);
- Proceeding with registration and following up registrations and participation in the Event (fulfilment of the contract);
- Following up any withdrawals, cancellations and reimbursements (fulfilment of the contract);
- Following up the Replacement skippers (fulfilment of the contract);
- Passing on contact details to the partners and service providers to ensure the smooth running of the Race (fulfilment of the contract);
- Tracking the position of the Skippers in real time during the Race (fulfilment of the contract);
- Making media Content sent by the Skipper or a member of their Team available to media to guarantee the Event's media coverage (fulfilment of the contract);
- Processing the personal data of members of their Team to ensure the smooth running of the Event (fulfilment of the contract);
- Passing on participants' data to the FFVoile (fulfilment of the contract);
- Sending a mailshot with information about the Event (of legitimate interest to OC Sport Pen Duick to ensure the smooth running of the Event);
- Contacting the Skipper or a member of their Team in the event of an emergency, practical information, media information (of legitimate interest to OC Sport Pen Duick to ensure the smooth running of the Event);
- Emailing data to partners and service providers for market development purposes (consent).

Personal data will primarily be collected directly from the person concerned. In some cases, it is possible that:

- The Skipper passes on the personal data of the Replacement Skipper and/or the members of their Team and notably any identification data (surname, forename, email, etc.);
- The members of their Team pass on the personal data of the Skipper and/or the Replacement Skipper, particularly the Elements of the Skipper's personality.

The processing of personal data relating to the penalty system, ranking, financial rewards, trophies and prizes respectively mentioned in articles 13, 14 and 15 of the NOR, are made by the OA, RM and the arbitration body.

The processing of personal data relating to the medical form mentioned in article 1.5 of the NOR, is done by the medical contact. The Skippers, Replacement Skippers or members of their Team must not send this information to OC Sport Pen Duick.

## **2. SENDING OF DATA**

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### **2.1 Sending of data to ensure the smooth running of the Event**

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Personal data will be accessible via OC Sport Pen Duick. The data can be sent when needed to the following beneficiaries for the processing of data to ensure the smooth running of the Event:

- The OA's contracting parties participating in the realisation of the Event.

### **2.2 Sending of data for market development purposes by the partners and service providers**

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Personal data will be accessible via OC Sport Pen Duick. The data will be sent to the following addresses for market development processing if you have agreed to it:

- All the Event's partners, available at the following address:  
<https://www.routedurhum.com/fr/page/nos-partenaires>;
- The OA's contracting parties participating in the realisation of the Event.

Solely within the scope of this processing, OC Sport Pen Duick is responsible for obtaining consent prior to the transfer of personal data.

The beneficiaries are individually designated responsible for use of personal data transferred by OC Sport Pen Duick.

OC Sport Pen Duick is not responsible for the beneficiaries' use of the personal data.

## **3. DATA CONSERVATION**

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The personal data is retained for 2 editions, i.e. through until 30/06/2031, to which are added the time limits of legal prescriptions.

## **4. DATA SECURITY**

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OC Sport Pen Duick undertakes to implement all the technical and organisational measures required to ensure the security of personal data.

## 5. RIGHTS OF ACCESS AND MODIFICATION OF CONSENT

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In accordance with the GDPR, Skippers, Replacement Skippers and members of their Team have a right to access, to withdraw consent where processing is based on consent, to rectification, deletion, opposition, portability and limitation. These rights may be exercised at the following address: [rgpd@ocsport.com](mailto:rgpd@ocsport.com). Should you believe, having contacted us, that your rights have not been respected, you can file a complaint with the CNIL.

## 6. MODIFICATIONS

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This GDPR Appendix may be added to in an amendment.



## APPENDIX 12: 150 NM ZONE NOT COUNTING AS A PIT STOP

