



HYDROCONTEST

By ENSM



FRENCH MARITIME ACADEMY

ÉCOLE NATIONALE
SUPÉRIEURE MARITIME

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Notice of Race

2025



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ENSM

The French Maritime Academy (ENSM) is the historic training school for Merchant Navy officers. For several years now, it has also been training engineers in maritime engineering.

Delivered at its four sites in Le Havre, Marseille, Nantes and Saint-Malo, the school offers high-quality training covering all aspects of navigation, operations and maritime safety.

The courses are enhanced by professional experience through on-board training, internships and the many partnerships established by ENSM with partners in France and internationally.

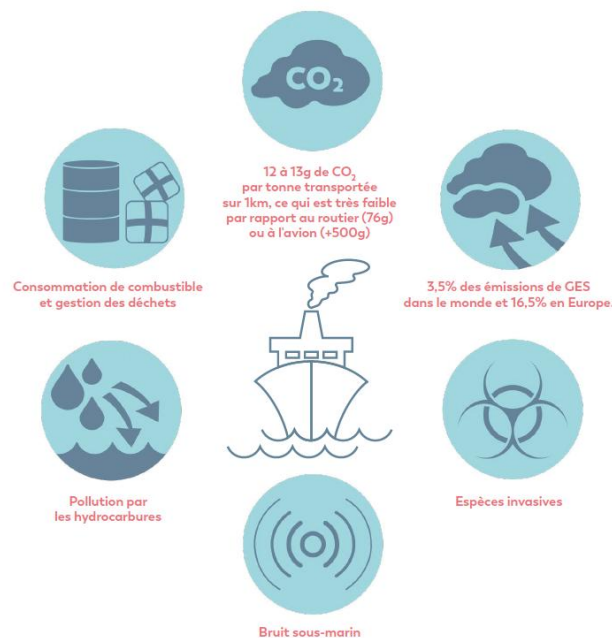
THE WORLD'S SHIPPING INDUSTRY

Maritime transport represents a major environmental challenge.

The volume of cargo transported by sea has quadrupled since the 1970s, reaching 13 billion tonnes in 2023. It continues to grow.

Although it emits less CO₂ per tonne transported than other transport mode, it is responsible for 3.5% of greenhouse gas (GHG) emissions worldwide, and 12 to 13 grams of CO₂ per tonne transported.

However, it has less impact than other modes of transport.



The maritime industry must therefore prepare for the future by focusing on the energy transition, an imperative necessity for the industry.

HYDROCONTEST by Fondation Hydros and EPFL - Lausanne 2014-2019

Created by the Fondation Hydros in 2014, the HydroContest was organized in Lausanne and then in Saint-Tropez. The event was a real success, bringing together engineering universities and schools from Europe, North and Latin America and Asia to imagine more eco-responsible maritime transport.

Covid 19 disrupted Hydro Contest

HydroContest By ENSM

Committed to more environmentally responsible shipping, ENSM has integrated several modules into its curricula, such as training in energy transition, ship life cycle and environmental protection in operations related to tanker cargoes and tankers for chemicals or liquefied gas.

Reinforcing its commitment to future-oriented maritime transport, ENSM is resuming, via its Foundation, the organization of L'HYDROCONTEST, now renamed HydroContest by ENSM.

HydroContest by ENSM's AMBITIONS

By taking over the organization of the HydroContest by ENSM, the Foundation is affirming its commitment to:

- Accelerate the development of greener shipping.
- Gather future marine engineers from all over the world.
- Reflect with them on how to improve maritime transport practices.
- Promote to the public, industry and opinion leaders the research being carried out around the world on possible alternatives, such as:
 - o Wind-assisted ship propulsion.
 - o Less impactful hull shapes and engines.
 - o Minimizing energy consumption.
 - o Use of lower-impact fuels.
 - o etc....
- Promote gathering between future engineers, industry, opinion leaders and the public in the HydroContest by ENSM Village, to accelerate the implementation of these technological solutions and new uses.

HydroContest by ENSM 2025

Marseille, from September 20 to 27, 2025.

Stade Nautique du Roucas-Blanc (Marina Olympique), Plage du Grand Roucas-Prado Nord 13008 Marseille.

Students will be invited to:

- Model the challenges of maritime transport to devise solutions for achieving greater energy efficiency.

- Design, from October 2024, then build within their university and learn to pilot scaled-down ships, a true miniaturization of shipping vessels. This will be done according to precise specifications designed to encourage the development of innovative technical solutions for greater respect for the environment.
- Come and take part, in Marseille, in the competitions in which they will pilot their reduced-scale ships.
- Exchange and share their experience, knowledge and skills in preparation for the Contest with other participants, shipping professionals and the general public.

Commit to developing more ecologically responsible shipping.

Article 1: THE ORGANIZER

The HydroContest By ENSM 2025 event is organized by La Fondation ENSM - École Nationale Supérieure Maritime, *Marseille site*
39 avenue du Corail
13008 Marseille, France
<https://www.supmaritime.fr/hydrocontest/>

Article 2: CONTACTS

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Article 3: DEFINITIONS

The terms used in these Regulations are to be understood as follows:

“**HydroContest by ENSM 2025**” or ‘**HC 2025**’ or ‘**HC**’: HydroContest By ENSM 2025 edition.

“**Organizer**”: The ENSM Foundation.

“**Energy efficiency**”: the carriage of cargo according to their mass, size and volume using the least possible energy and in a given time.

“**Vessel**”: boats built by students to take part in HydroContest by ENSM.

“**Team**”: team of students and representatives of their university taking part in HydroContest by ENSM.

“**Official Notice Board**”: index of the ‘<https://www.supmaritime.fr/hydrocontest/>’ website on which the official texts and rules will be posted until September 19, 2025.

Official notice board in the HydroContest by ENSM Village in Marseille, displaying official texts and regulations, race timetable, boat orders, endorsements, etc.

“**Briefings**”: briefing of team representatives in Marseille with the Organizer. Each team must attend these briefings.

“**Rules**”: all texts published by the Organizer defining the obligations of teams participating in HydroContest by ENSM.

“**Loading**”: loading of 100 kilos onto the boat to take part in the ‘heavy weight’ races.

“**Lest**”: 40 kilos on board to take part in the ‘light weight’, ‘agility and piloting’ and ‘endurance’ races.

“**Gauge**”: all the elements making up the vessel, several of which are likely to be inspected by the technical committee.

“**Motorization**”: transforming electrical energy into mechanical energy.

“**Main propulsion**”: transforms mechanical energy into thrust.

“**Secondary propulsion**”: is non-mechanical propulsion.

Article 4: PARTICIPANTS

HydroContest by ENSM is an international competition, open to any university or engineering school, or group of schools or universities represented by a team.

The number of participating teams in the HC is limited to 16.

Article 5: TEAM

The team is made up of a minimum of four people:

- Three students aged over 18 and under 30 on the first day of the HC.
- An academic representative who legally and administratively represents the school, university or group of schools or universities. This person will be present in Marseille with the team during the HC.

The different members of each team

- **Team manager**: the main contact with the Organizer.
- **Communications Manager**: the contact person for the HC communications department, and spokesperson for the team.
- **Logistics Officer**: contact for the HC logistics department. In this role, he/she will be responsible for all administrative, logistical and financial procedures relating to the transport of the team, the vessel and all team equipment.

Article 6: TEAM REGISTRATION

Registration for the HC is free of charge. The following schedule applies:

2024

- September
Contact between the Organizer and the teams and sending of a pre-registration form.
- October 10th
Deadline for receipt of the pre-registration form by the Organizer, signed by the school management.
- October 15th
The Organizer to send the HC regulations and the eco-design charter to the teams that have pre-registered.
- November 1
Organizer to send registration form to pre-registered teams.

2025

- February 1st

Deadline for receipt of entry forms by the Organizer.

- July 1st

Each team will send to the Organizer:

- o A 2-minute video showing the vessel being piloted from land, operating in the water with forward and reverse motion and course changes.
- o A technical description of the boat, including all its specifications (architectural choices, propulsion system, electronics, etc.).
- o Additional regulatory instructions sent by the Organizer.

Article 7: REGISTRATION FORM

It must include, as a minimum, a presentation of:

- The legal entity that will be registering the team for the HC.
- The team, including the team manager, the communications manager, the logistics manager and the academic representative.
- The vessel.
- Consideration of the ship eco-design charter.
- The team's partners.
- A civil liability insurance certificate covering damage caused by the team to any person or property for the amounts described in the table in the certificate attached in Appendix 1.
- A commitment from the establishment to cover the full cost of transport to and from Marseille for the team and the ship, and back from Marseille to the home country.
- An undertaking by the establishment to pay all customs duties and charges for the export and import of the vessel to Marseille and from Marseille to its home country.

- A declaration from the team confirming that it owns all intellectual property rights relating to its participation.
- A photo of the team.

By registering, each Team agrees to abide by the rules of HydroContest by ENSM and the decisions of the Organizer.

The Organizer reserves the right to refuse the registration of a team if its file is deemed incomplete.

Article 8: ORGANIZER'S RIGHTS

The organizer reserves the right to:

- Modify these rules until the prize-giving ceremony.
- Postpone the HC, cancel it or modify the dates scheduled and described in the calendar in the event of exceptional weather conditions - excessive rain and/or wind, excessive heat - and/or in any other situation endangering the safety of participants and/or the public and/or if the number of teams registered is insufficient or if the planned funding is not available.
- Postpone an element of the HC if weather conditions present a danger to teams and/or their vessels and/or the public.
- Refuse a team's participation if it does not meet all the conditions of the present regulations.
- Decide whether to launch, postpone or cancel races.

Article 9: OFFICIAL LANGUAGE

The official language of the HC is French.

The organizer will make every effort to translate documents and texts into English.

In the event of any discrepancy in the interpretation of these Regulations, the French language and the French version shall prevail.

Article 10: TEAM VESSEL GAUGE

Each team will participate with a single vessel.

In order to help teams design and build ships with the lowest environmental impact, the Organizer will provide them with an "Eco-design Charter".

This guide will enable students to take a more in-depth approach to the environmental issues involved in building their vessel. It will include tools for analyzing the impact of their ship's construction and life cycle.

10.1 Overall dimensions

Fully equipped to sail with all its appendages, the vessel's dimensions must not exceed:

- Length: 2.5 m (defined in the axis of the ship)
- Width: 2 m
- Height: 2.5 m (defined in the direction of gravity)

At the time of inspection, the appendages and steerable fittings must be placed in the axis of the vessel.

“During the inspection, appendages and steerable fittings must be oriented in a direction parallel to the ship's axis.”

Definition: “Axis of the vessel: axis materializing the direction in which the ship moves forward in calm waters and acting as a longitudinal axis of symmetry for the hull.”

10.2 Building materials and loading

All materials will be authorized except:

- Hazardous materials classified in categories 1 to 9 as defined by the UN. **Appendix 2** of these regulations.
- Exterior coatings that degrade in water.

10.3 Freeboard and stability

The vessel must:

- Be designed in such a way that, in all configurations, the maximum heeling lever is reached at an angle of heel greater than or equal to 25°.
- Be watertight up to a heel angle of 25°, in the case of the most unfavorable configuration.

10.4 Motorization

- Only one motorization will be allowed to activate the main propulsion.
- If required, an additional motor can be used to adjust the secondary propulsion.
- The motorization will be electric, powered exclusively from on-board batteries, via a variable speed drive.
- The motorization may be placed in the hull or submerged in a watertight casing.
- The motorization must be cooled by seawater.
- The maximum permitted voltage is 28V.
- Maximum permitted power is 1000 W or less.

10.5 Main propulsion

The vessel will be fitted with one or more propulsion systems directly driven by the engine.

10.6 Secondary propulsion

Non-mechanical propulsion systems will be allowed in addition.

If sails are used:

- Their surface may not be modified during races.
- They may be adjusted remotely in relation to the wind direction during races.

However, the remote-control system described below (Art.10.10) does not support sail adjustment

10.7 Maneuverability

- The vessel must be maneuverable, i.e. it must be able to turn in all possible directions under all circumstances.
- The vessel must be able to be steered in reverse.
- Maneuverability may be ensured by various devices such as a steerable thruster, a rudder, one or more fixed propellers or steerable blades.
- The vessel must be steered by remote control (Art 10.10).

10.8 Electrical energy supply

The only electrical supply permitted on board each vessel will be 2 lead batteries with the following characteristics:

- 12 volts.
- Connected in series.
- Nominal voltage 24 V.
- Capacity of 30 or 35 Ah.
- Maximum discharge current of 300 A.
- Wire diameter: The following tables specify the cross-section of the wires according to their length and the power or current delivered.

Section de câble 24v : intensité max

Longueur A+R Section de câble	2 m	4 m	6 m	8 m	10 m	12 m	14 m	16 m	18 m	20 m
0,75 mm ²	12,9	6,4	4,3	3,2	2,6	2,1	1,8	1,6	1,4	1,3
1 mm ²	17,1	8,6	5,7	4,3	3,4	2,9	2,4	2,1	1,9	1,7
1,5 mm ²	25,7	12,9	8,6	6,4	5,1	4,3	3,7	3,2	2,9	2,6
2,5 mm ²	42,9	21,4	14,3	10,7	8,6	7,1	6,1	5,4	4,8	4,3
4 mm ²	68,6	34,3	22,9	17,1	13,7	11,4	9,8	8,6	7,6	6,9
6 mm ²	102,9	51,4	34,3	25,7	20,6	17,1	14,7	12,9	11,4	10,3
10 mm ²	171,4	85,7	57,1	42,9	34,3	28,6	24,5	21,4	19,0	17,1
16 mm ²	274,3	137,1	91,4	68,6	54,9	45,7	39,2	34,3	30,5	27,4
25 mm ²	428,6	214,3	142,9	107,1	85,7	71,4	61,2	53,6	47,6	42,9
35 mm ²	600,0	300,0	200,0	150,0	120,0	100,0	85,7	75,0	66,7	60,0
50 mm ²	857,1	428,6	285,7	214,3	171,4	142,9	122,4	107,1	95,2	85,7

$$\text{Calcul de section : } \frac{\rho \times L \times I}{U'}$$

ρ = Résistivité cuivre : 0.021
L = Longueur câble Aller + Retour

I = Intensité en Ampères
U' = Chute de tension relative en Volts à 3%

Section de câble 24v : puissance max

Longueur A+R Section de câble	2 m	4 m	6 m	8 m	10 m	12 m	14 m	16 m	18 m	20m
0,75 mm ²	308,6	154,3	102,9	77,1	61,7	51,4	44,1	38,6	34,3	30,9
1 mm ²	411	206	137	103	82	69	59	51	46	41
1,5 mm ²	617,1	308,6	205,7	154,3	123,4	102,9	88,2	77,1	68,6	61,7
2,5 mm ²	1029	514	343	257	205,7	171	146,9	128,6	114,3	102,9
4 mm ²	1646	823	549	411	329	274	235	205,7	182,9	164,6
6 mm ²	2469	1234	823	617	494	411	353	308,6	274	246,9
10 mm ²	4114	2057	1371	1029	823	686	588	514	457	411
16 mm ²	6583	3291	2194	1646	1317	1097	940	823	731	658
25 mm ²	10286	5143	3429	2571	2057	1714	1469	1286	1143	1029
35 mm ²	14400	7200	4800	3600	2880	2400	2057	1800	1600	1440
50 mm ²	20571	10286	6857	5143	4114	3429	2939	2571	2286	2057

Calcul de section : $\frac{\rho \times L \times I}{U'}$

ρ = Résistivité cuivre : 0.021
L = Longueur câble Aller + Retour

I = Intensité en Amperes
U' = Chute de tension relative en Volts à 3%

Calcul de section de câble 24v selon la puissance

- Connectors: The link between the battery, the drive and the control electronics must be fitted with anti-spark connectors of the following model: XT90-S anti spark (see photo of model) below.



10.9 Variable speed drive

Each vessel must carry a variable speed drive:

- For engine power control.
- Water-cooled.

10.10 Remote control

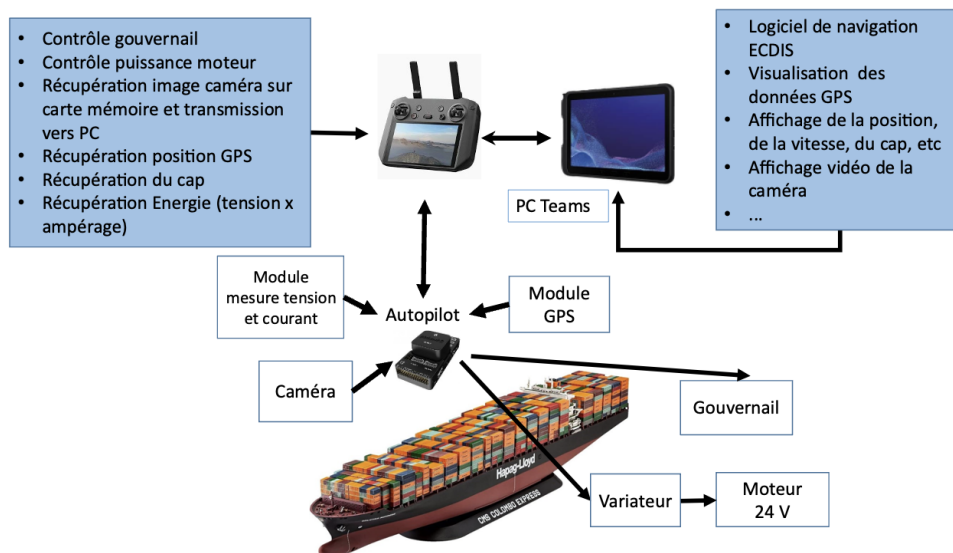
The remote-control system will be common to all teams and must be purchased from Airbot. **Appendix 3**

Only the bi-directional remote-control system described below will be authorized. In order to use all the functions of the remote-control system described below, each Team must be equipped with a PC running Windows 10 or 11, on which the TimeZero navigation software supplied by the HC organization will be installed.

All teams will use the same remote-control system, which must be purchased from Airbot. Appendix 2

It includes

- A remote control equipped with a high-definition screen enabling, in manual mode, to control:
 - The ship's course.
 - Engine power and speed (forward or reverse) via a module (variable speed drive - described above 10.12) connected to the autopilot (see definition below).
- A camera, the video of which will be transmitted to the remote-control screen with recording on a memory card and simultaneous broadcast to a large screen in the HC village.
- A GPS module.
- A reception and transmission module (autopilot) whose function will be to:
 - Receive course and power information from the remote control and redirect it to the rudder and engine power regulation servos.
 - Transmit information from the camera, the voltage and the current delivered by the battery (in order to calculate the instantaneous power and the power consumed during the course). All this data will also be stored on the memory card.
 - Transmit GPS data to display heading, speed and position on the remote control. This data will then be transmitted via USB to a PC equipped with navigation software (ECDIS).



10.11 Electronics

The electronics on board the vessels must:

- Be placed in a watertight compartment (IP67 standard recommended).
- Be protected (personal injury and short circuits): current limit, current interruption, individual circuit breaker(s).
- Switches or connectors undersized in relation to the current ($I_{max} < 40A$) will not be authorized.
- The use of dominos with screws (Nylbloc Terminal Strip) and banana plugs will be prohibited.

The camera must be fixed to the bow of the vessel to allow:

- The pilot and the public (via the big screen broadcast of the competitions) to watch the water in front of the bow of the boat.

10.12 Safety on board

Each vessel must be equipped with:

- An emergency power stop button, visible and easily reachable from the outside:
 - Double contact (NO/NC).
 - NO (Normally Open) = drive logic on/off.
 - NC (Normally Closed) = auxiliary power supply.
- A device to immediately cut motor power of motor power supply via remote control. In the event of loss of signal between the vessel and the pilot via remote control, motor power will be cut automatically.
- A 2,000N (approx. 200kg) strong, fixed towing ring, for towing with either traction or torque.

10.13 Materials supplied by the Organizer

The organizer will provide

- The two compulsory lead-acid batteries available in the village during HC. The batteries will be charged and controlled by the organizer.
- MaxSea Timezero navigation software.
- Remote control assembly instructions.
- Markings: race number and communication markings.
- Loading (100kg) and Lest (40kg) supplied by the organizer (Art.3 and Art.10.14) will be checked by the organizer to ensure fair conditions for all participants.
- Memory cards if required.


10.14 Loading and lests

Before each race, and according to the race description (Art 12), each team must take on board the following weights:

- Or Lest (40 kg)
- Or Loading (100 kg)

To carry out this loading, it will be exclusively authorized to use the type of can described below, filled with water of density 1 and supplied by the organizer.

Loading and Lest must be placed and lashed down so as not to get lost while sailing.

	<p style="text-align: center;">10L plastic cans</p> <ul style="list-style-type: none"> • Material: plastic • Dimensions: 19 x 18.5 x 34 cm • Empty can weight: 350 g • Type : Stackable can with caps
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The loading of these masses will be handled by the teams, ship in the water and completed 30 minutes before the departure of the ship in race.

A team violating this rule will be downgraded by one place in the race.

10.15 Communication markings for each vessel

The following areas will be available:

- The Organizer: the front 50% of the ship - deck, inside and outside freeboard, if applicable - for communication markings.
- The team: the rear 50% of the ship.

Each ship must be marked with a race number on the front of its hull(s) above the waterline.

The Organizer reserves the right to refuse any ship displaying markings deemed contrary to the values and message of HC.

Article 11: THE TECHNICAL COMMITTEE

By July 1, 2025, at the latest (Art 6), each team must submit to the organizer a technical file including:

- The main dimensions of the vessel: overall length, overall beam and height
- Displacement and draught corresponding to the following 3 configurations:
 - o Vessel under loading (vessel with a mass of 100 kg),
 - o Vessel under lest (vessel with a mass of 40 kg),
 - o Ship with no loading and no lest on board.
- A calculation demonstrating that the freeboard and stability comply with these 3 configurations.

Before each race, a measurement check will be carried out, during which the organizer will verify, as a minimum, compliance with the regulations for:

- Main dimensions
- Electrical power supply
- Secondary propulsion, if any
- safety features
- Proper operation of the remote-control.

If a ship is modified during the competition, it is up to the team to demonstrate that the ship still complies technically with the rules.

Compliance with the rules will be examined by members of the technical committee only.

Teams will then be issued with a measurement certificate.

Article 12: COMPETITIONS

Teams will take part in 4 competitions (3 races and 1 conference)

12.1 The mass transport race.

Each ship will compete 1 time in each of 2 races: light mass and heavy mass. The ship that consumes the least energy over the course of the 2 races combined (light and heavy weight) will be declared the winner.

- o Heavy mass: 100 kg loading.
- o Light mass: 40 kg lest.
- o Individual on the course marked by buoys.
- o Approximate course length: 0.5 nautical miles.
- o Maximum time allowed to complete the course: 15 minutes.
- o Running order determined by drawing lots.

12.2 The agility-piloting race

Each ship will enter the course twice. The vessel having covered the shortest distance (as recorded by the GPS track) in its 2 entries (cumulative number of miles covered) will be declared the winner.

- o Light mass: 40 kg lest.
- o In the form of duels between 2 ships.
- o By elimination. The winner will continue the competition and face another team.
- o Approximate course length: 0.5 nautical miles.
- o Courses marked with buoys
- o Maximum time allowed on the course: 20 minutes.
- o Running order determined by drawing lots.

12.3 Endurance race

The ship that covers the greatest distance in 1 hour (number of laps on the course) will be declared the winner.

- o Light mass: 40 Kg lest.
- o With all competitors
- o 8 or 16 ships start simultaneously.
- o Course marked with buoys.
- o Battery capacity at start: 30 to 35 Ah.
- o Maximum duration: 1 hour.

The batteries of all ships will be electrically charged by the Organizer before beginning of each race.

During the races, ships may not touch obstacles: docks, pontoons, buoys, or their competitors. The ship's team in breach of this rule will be downgraded by two places in the contested race.

A team failing to start a race will be classified as 'Did Not Start'.

Vessel trials will be permitted if they do not interfere with races in progress.

12.4 Team presentation conference

The final stage of the competition includes the presentation conference for each team, in accordance with the provisions of article 13

Article 13: PRESENTATION CONFERENCES

On top of the competition, the knowledge sharing and exchanges between teams and the public and shipping industry are part of the DNA of HC.

Each team will be asked to present its HC preparation experience once during HC:

- For a maximum of 30 minutes.
- In English.
- In front of the public and other teams.
- Illustrated with images or animations.

This conference will include, as a minimum:

- A general presentation of the team's preparation.
- Background.
- Difficulties encountered.
- Technical choices made.
- Eco-design strategy (see charter and presentation document).

The team that best communicates and shares with the audience its preparation and integration of the eco-design charter will be declared the conference winner.

Article 14: SAFETY BEFORE AND DURING RACES

14.1 Before races

Team members must wear:

- A lifejacket and a pair of safety shoes each time the vessel is handled in the water or on land.
- Gloves when handling cargo and weights.

14.2 During races and piloting of vessels

Each team will assign a pilot to steer its vessel during the races.

Piloting will take place under the following conditions:

- No human contact with the vessel between the start and the finish line.
- Only 2 people from the same team will be allowed in the piloting area. They must wear life jackets if this area is on the water.
- Only the designated pilot of a team will be allowed to pilot.

In the event of fire on board a vessel during a race, or in any other circumstances representing a danger, the Organizer reserves the right to intervene in order to prevent an incident from becoming a safety problem.

In the event of a major breakdown or accident on the course, the driver must:

- Make every effort to move the boat away from the course.
- Switch off the engine's power supply remotely.

Article 15: PROVISIONAL SCHEDULE FOR HC IN MARSEILLE

Programme HydroContest by ENSM 2025

Programme HydroContest by ENSM 2025									
	hydroContest by ENSM PROGRAM	sept-25							
	Saturday 20-sept	Sunday 21-sept	Monday 22-sept	Tuesday 23-sept	Wednesday 24-sept	Thursday 25-sept	Friday 26-sept	Saturday 27-sept	
7H	BREAKFAST	BREAKFAST	BREAKFAST	BREAKFAST	BREAKFAST	BREAKFAST	BREAKFAST	BREAKFAST	
8H	BOAT PREPARATION	BOAT PREPARATION	8 LIGHT MASS RACES	8 HEAVY MASS RACES	AGILITY PILOTING RACE 1	ENDURANCE RACE			
9H		GAUGE CONTROL	40 KG	100 KG					
10H		BOAT TESTING						AWARDS CEREMONY	
11H									
12H	LUNCH	LUNCH	LUNCH	LUNCH	LUNCH	LUNCH	LUNCH	LUNCH	
13H		8 LIGHT MASS RACES	8 HEAVY MASS RACES	RATRAPAGE AND	AGILITY PILOTING RACE 2	RATRAPAGE AND	TEAM'S DEPARTURES		
14H	TEAM ARRIVALS	40 KG	100 KG	SHIP IMPROVEMENT		DEPARTURE PREPARATION			
15H	WELCOME BRIEFING	BOAT PREPARATION					OF TEAMS		
16H	INSTALLATION	GAUGE CONTROL					OF SHIPS		
17H	OF TEAMS	SHIP TRIALS			MEETINGS WITH THE SHIPPING INDUSTRY	MEETINGS WITH THE SHIPPING INDUSTRY	MEETINGS WITH THE SHIPPING INDUSTRY		
18H	OF SHIPS	PRESENTATION OF 2 TEAMS	PRESENTATION OF 2 TEAMS	PRESENTATION OF 2 TEAMS	PRESENTATION OF 3 TEAMS	PRESENTATION OF 3 TEAMS	PRESENTATION OF 3 TEAMS		
19H									
20H	DINNER	DINNER	DINNER	DINNER	DINNER	DINNER	DINNER		
21H									
22H									

IGHT MASS	HEAVY MASS	AGILITE ET PILOTAGE	ENDURANCE
40KG	100 KG ENVIRON	40 kg	40 KG
RACE 30MN	1 RACE 30MN	SHORTEST DISTANCE	16 SHIPS
RACES 4H	8 RACES 4H	ON GPS TRACK	1H
		500-METER ROUTE	GREATEST DISTANCE TRAVELLED
		12 MINUTES MAXIMUM	
		16 BOATS IN 4 HOURS	
		DEPARTURES EVERY 15 MINUTES OR LESS	
		CLASSIFICATION MORNING DISTANCE - AFTERNOON DISTANCE	

Article 16: ORGANIZER ASSISTANCE TO TEAMS

16.1 Accommodation and catering

This section will be the subject of an addendum, in which we will present the different accommodation and catering options available.

This should in no way prevent you from coming.

Solutions will be proposed to you and can be discussed.

16.2 Rules and regulations

Remote technical assistance is available for all questions relating to the application of the regulations, ship design and understanding the eco-design charter.

16.3 Communication

Active communication about the event and the teams will be provided via:

- o HC website <https://www.supmaritime.fr/hydrocontest/>
- o Social media.
- o Any other support.

It will be up to each team to send the Organizer videos, photos, press articles and interviews as often as possible.

16.4 HC Village

Each team is provided with a tented stand/workshop equipped with a worktable, electricity and lighting,

and an Internet access point.

- o It will be possible to display communication markings for the team, the school or its partners on the walls of the stand.
- o Only adhesives may be used, no nails, no screws and no staples.

Article 17: TEAMS' OBLIGATIONS

By participating in HC, teams commit, in particular, to:

17.1 Travel to and from Marseille

- Respect the registration dates process (Art. 6)
- Respect the arrival and departure dates in Marseille as specified in the calendar:
 - o Team arrival at ENSM on September 20 at 2pm at the latest.
 - o Departure from ENSM on September 27 at 3 p.m. at the latest (unless otherwise agreed by the Organizer).
- Take charge of
 - o Administrative, customs and legal formalities according to the regulations of their country, and those of France.
 - o The cost of transporting the boat and its equipment from their country to Marseille and back to their country at the end of the HC.

17.2 Rules and regulations

Read, understand and abide by these rules and any amendments.

17.3 Accommodation and catering

- Book catering for team members (Art.16.1)
- Book accommodation for team members in addition to the 4 members invited by the Organizer within the times specified in these regulations (Art.16.1).

17.4 Briefings

- Participate in all briefings posted on the official notice board.
- Be represented, as a minimum, by the team manager and/or pilot of the day's race(s).

17.5 HC Village

- *Return all equipment made available by the Organizer during the HC (workshop tent, batteries, accommodation tent, etc.).*
- Leave all infrastructures used in their original condition, damages will be invoiced.
- *Inform the Organizer, if applicable, of his decision to hand over his vessel at the end of the HC, to avoid shipping her back to his country.*

17.6 Communication

- An ambassador for the ENSM Foundation's message by promoting and disseminating its message on the quest for more eco-responsible shipping.
- Distribute on its website, as well as its communication media, a standard text presenting the HydroContest by ENSM, to be sent to it by the Organizer.
- Transmit to the Organizer all the communication elements specified in these rules.
- Participate in team presentation conferences.

Article 18: LIABILITIES

The Organizer's liability is limited to providing the conditions for the HCt to take place in compliance with the present regulations.

Teams undertake to participate in the HC under their own responsibility, whether for their team, their vessel, during preparation or during the HC.

The Organizer declines all liabilities in the event of injury or damage caused by the teams to their members or to third parties, whether during the preparation period or during the HC.

Article 19: INSURANCE

It is the responsibility of each team to take out Civil Liability Insurance issued by a recognized organization.

The Organizer cannot be held responsible for damage caused by a team to another team or to a third party.

It is the responsibility of each team to take out repatriation insurance in the event of injury, illness or accident to one or more members of its team. The Organizer declines all responsibility in this respect.

Article 20: RIGHTS, COMMUNICATION AND PROMOTION

Each team states and grants that its HC entry is original and has been legally created without infringing the intellectual property, publicity or other legal or moral rights of any third party.

Each team declares that it holds all rights related to its entry including, without limitation, the intellectual property rights attached thereto.

By submitting an entry to participate in the HydroContest, the team irrevocably grants the Organizer and its assigns the right to publish, display, broadcast, use or reuse any image for promotional purposes, without limitation as to time or territory, and without further prior approval from the team.

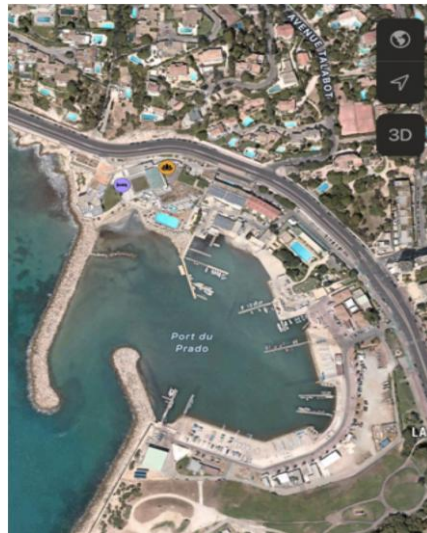
Each team is responsible for its own communication, using the means of its choice, while respecting the values promoted by the HC.

Article 21: COMPETITION SITE

The competitions will take place at the Roucas Blanc nautical stadium in Marseille.

The stadium waters are:

- Sheltered.
- Equipped with launching facilities: inclined plane, lifting equipment.
- Equipped with secure storage.



Roucas Blanc water sports stadium

Article 22: PRIZES

Prizes will be awarded at the end of the HC to the three best teams in each competition category.

22.1 Race prizes

- The HydroContest Grand Prix for the Mass Transport event.
- The HydroContest Grand Prix for the Agility-Piloting event.
- HydroContest Grand Prix Endurance event.

22.2 Non-race prizes

- The HydroContest Innovation Mass Transport Prize.

It will be awarded to the team that has implemented:

- o The best technological improvements.
- o The most visionary and relevant innovations.
 - If they are adaptable to the industrial world.
 - If they can have a real economic impact.

- HydroContest Design Prize:

It will be awarded to the team whose boat design is the:

- o The most original and coherent.
 - In terms of aesthetics and ergonomics.
 - Quality of construction and finish

- The HydroContest Eco-design Prize:

It will be awarded to the Team that best:

- o Integrates the eco-design dimension by focusing on:
 - The efficiency of the materials used.
 - Implementation processes.
 - Scientific contribution

- HydroContest Transmission Prize:

It will be awarded to the Team that best shares its experience during the presentation conferences.

Non-race prizes will be awarded by:

- o A jury made up of personalities from the shipping industry and/or research into more eco-responsible shipping.
- o All teams.

A mark will be awarded to each team for each out-of-race prize.

The total of the marks given by the personalities (50% of the mark) and by the teams (50% of the mark) will constitute the mark awarded to the team.

APPENDIX

Appendix 1

Guarantees	Guaranteed amounts in euros
<p>A- CIVIL LIABILITY</p> <p>All damages combined</p> <p>Including :</p> <ul style="list-style-type: none"> • Bodily injury 10 000 000 • Inexcusable fault 10 000 000 • Material and consequential immaterial damages 1 500 000 • Elected officials accident liability..... 3 000 000 • Non-consequential immaterial damages 2 500 000 • Accidental environmental damage 1 500 000 • Environmental damages 1 500 000 • Ecological harm 200 000 • Ecological harm 200 000 	
<p>B- LEGAL PROTECTION (CLAIMS and CRIMINAL DEFENSE)</p>	75 000

Appendix 2

Hazardous materials classified in UN categories 1 to 9.



Appendix 3

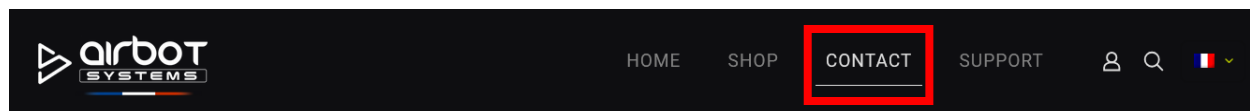
The kit is sold by Airbot System and includes:

Désignation	Prix (HT) Euros	TVA, French VAT
<i>Kit complet de Radio commande avec video HD HereLink V1.1</i> HereLink V1.1 complete radio control kit with HD video	875	20%
Mini carrier board PRO V2 200A	220,8333	20%
Cube Orange +	191,6667	20%
GNSS Here 4	191,6667	20%
Camera Siyi A2	124,9167	20%
Airbot Systems 3 in 1 power supply - max 3A / 12S	45,8333	20%

Kit assembly instructions will be supplied by the Organizer.

The supplier is AIRBOT: 188 avenue Victor Hugo , 16100 COGNAC France

By using the “Contact” tab on the airbot-systems.fr website and quoting the code “HydoContest 25”, you will receive a 10% discount, excluding shipping costs.



Shipping costs will depend on the country of origin of the order.

The variator and actuator are not included in the kit, as their selection depends on the motor characteristics of the chosen propulsion system, as well as those of the steering system.

Appendix 4

You can follow us on the following social media:

<p><i>Site internet de l'école</i></p> <p><i>School web site</i></p>	<p>https://www.supmaritime.fr/hydrocontest/</p>	
<p>LinkedIn</p>	<p>https://www.linkedin.com/company/challenge-hydrocontest-by-ensm/</p>	
<p>Facebook</p>	<p>https://www.facebook.com/profile.php?id=61565913214847&locale=fr_FR</p>	
<p>Instagram</p>	<p>https://www.instagram.com/hydrocontestbyensm/</p>	



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13285 Marseille
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Site de Nantes
Campus de l'Ecole Centrale - Bât. C
1 rue de la Noë - 44300 Nantes
+33(0)9 70 00 03 80

Site de Saint-Malo
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35400 Saint-Malo
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