

ARKEMA



PRESS KIT

QUENTIN VLAMYNCK & ARKEMA

Countdown to the *Route du Rhum – Destination Guadeloupe* race 2022

"It's not very often you get the **chance to take part in the Route du Rhum** in your life!"

"I've just celebrated my 30th birthday and, in a few days' time, I'll be setting off on the *Route du Rhum*. It's unbelievable. This race is, in one word, extraordinary. Because of its history of course, its renown, and its challenge, but above all it's the most demanding solo offshore race in a multihull. It also represents the culmination of a major and comprehensive project built over more than 10 years with Lalou Multi and Arkema, and it has clearly been the main objective of my sports program for the last four years. This preparation has required plenty of commitment and working hours on the part of an entire team. It's not very often you get the chance to take part in the *Route du Rhum* in your life, and I'm well prepared so that I don't have any regrets!"



Quentin Vlamynck & Arkema: countdown to the Route du Rhum – Destination Guadeloupe race



"Becoming a skipper of an offshore racing trimaran is not something you learn to do overnight. Quentin Vlamynck knows this; he has been honing his skills continuously alongside Lalou Roucayrol for over 10 years.

The close and fertile collaboration between the Arkema Group and the Lalou Multi team has indeed spanned ten years. This partnership, which has seen plenty of human, sporting and technical challenges, is based on trust, dialog, and the sharing of common values such as solidarity and performance. And beyond our complementary knowledge, skills and expertise, it is above all an extraordinary human adventure.

Arkema and Lalou Multi genuinely share the same desire to pass on their know-how and passion to the future generations.

Quentin's journey is the perfect illustration of a successful transfer between a mentor – Lalou Roucayrol – and his 'student-apprentice'. Over the years, Quentin has been able to learn, grow and thrive

from the team's teachings. He has gained experience by actively participating in the construction of the boat and working as preparer and skipper in the many races he has completed, either solo or as a crew member.

Quentin is now an accomplished, humble and confident young skipper with whom the members of the Ocean Fifty Class must contend. His victory in the 2022 Pro Sailing Tour bears testimony to this.

Launched with Lalou Multi in 2013, this partnership has now come of age. It is a successful project even before the start of the race.

All Arkema employees join me in wishing Quentin good luck and fair winds in his first *Route du Rhum* 2022. May he proudly fly the flag for our Group!"

Thierry Le Hénaff
Chairman & CEO of Arkema

INTERVIEW

Born in Arcachon (SW France) on 21/10/1992
Lives in Verdon-sur-Mer (SW France)
Married

- 2022** ■ Winner of Pro Sailing Tour
- 2021** ■ 7th in Transat Jacques Vabre
- 2021** ■ 2nd in Pro Sailing Tour
- 2019** ■ Record of Tour de Gran Canaria
- 2017** ■ 6th in Mini-Transat
- 2017** ■ 3rd in Championnat de France Mini 6.50
- 2015** ■ Winner of Armen Race in Mini 6.50
- 2014** ■ 8th in Sables-Les Açores-Les Sables in Mini 6.50
- 2013** ■ Winner of Route des Princes

At the ripe old age of 30, Quentin Vlamynck is not only the skipper of the Arkema Ocean Fifty, launched in September 2020, but also the youngest skipper in the history of 50 ft trimaran racing.

The tides have seen plenty of ebbs and flows since his first family outings on Lake Biscarrosse (SW France) aboard a *Surprise* or a *Requin* sailboat. In September 2010, the young sailor was studying composite materials at the maritime high school *Gujan-Mestras* when he met skipper and entrepreneur Lalou Roucayrol who was giving a lecture there.

A member of the Lalou Multi team since 2012, Quentin has tied up at pontoons and put on oilskins for over 10 years alongside Lalou. Initially a crewmate on the first *Arkema 1* Ocean Fifty, he later became skipper of the *Arkema 3* Mini 6.50 experimental prototype built from the Elium® recyclable resin, clinching a fine sixth place in the Mini Transat 2017. Level-headed, methodical, versatile, with a longing for the open sea, Quentin was quite naturally chosen to take the helm of the new trimaran, assisted and advised by Lalou Roucayrol. At the

helm of *Arkema*, Quentin loves to show that innovation, performance and sustainable development can go hand in hand in a wide ocean sense!

"Looking back, I reckon that my apprenticeship has spanned 10 years, and this year, the work has paid off. I'm very lucky to be in good hands. And again, I would like to say thank you to Lalou (Roucayrol) for passing on to me his passion and his know-how, and to my sponsor for their confidence. Now, it's all down to me!"

Ten years on, the pair's collaboration is still going strong, and, within the team, passing the baton is the patently obvious thing to do. Composure, drive, determination: these are the attributes that invariably come to mind when his colleagues and teammates speak about him. ■





SKIPPER

An all-round skipper and meticulous preparation

Crossing the Atlantic Ocean in a multihull, solo, is a difficult and perilous exercise which requires meticulous preparation. Drawing on his own experience and that of Lalou Roucayrol, Quentin has become an all-round skipper, sharp, well-trained, and mentally ready to take on 3,542 nautical miles alone.

Technical assets

It was sitting on the school benches of the *Gujan-Mestras Lycée de la mer* that Lalou Roucayrol first came across Quentin in 2011. Passionate about the seafaring and nautical trades, the young student accepted the offer to join the Lalou Multi team as a multi-skilled preparer. So, he took part in the late stages of the construction of the first

Arkema 1 Multi50 launched in 2013, while also joining the sailing team at the same time. In 2015, the construction of the *Arkema 3 Mini 6.50* was the epitome of his technical training. Working alongside naval architect Romaric Neyhousser and Lalou in designing the boat, Quentin also saw up close the technical aspects of the construction materials.

"This was the first application of the Elium® resin on an offshore racing boat. In addition to the complexity of building a high-performance Mini 6.50, we carried out a lot of R&D work on this new resin, its application and its strength. These few years have been very instructive technically speaking. And we are fortunate to be backed by the Arkema Group which shares the same aspirations for innovation and performance in the field of materials."

Being fully involved in the construction of my Arkema Ocean Fifty launched two years ago is a real advantage for me. I know the location of every bulkhead and every structural element of this boat; I defined the location of the winches and the items on board myself; I built in the shipyard, and I know how to repair at sea. It's an indispensable skill when sailing solo."

Physical abilities

The Ocean Fifty boats are very demanding boats, especially during maneuvers. The sails are heavy, the boat is cramped, and distributing or shifting the weight on board in order to balance it requires significant physical strength. The longest maneuvers can take up to 30 minutes and require a lot of stamina from sailors.

"I became aware of the need to work properly on my physical fitness a few years ago, especially while sailing on an Ocean Fifty. So, I put sport at the heart of the project, and it takes up a good deal of my time. I swim, run, cycle and take part in triathlons; I cycle between 150 and 200 kilometers a week. Apart from the muscle strength

that's needed, I work a lot on core muscle building because the most important thing is not to get injured."

All-round mental preparation

Solo sailing requires nerves of steel, even more so on an Ocean Fifty! It always carries some risk that seafarers have to be prepared for. In order to better grasp the event, Quentin has called upon the services of Julien Quesnoy, who for 21 years served in the French Navy's special forces and now specializes in mental coaching and sophrology.

"When sailing solo, you can never 'switch off'. You have to constantly stay focused with one hand on the sheets, even when you're sleeping. All your senses must be in a state of alert 24/7 between Saint-Malo and Pointe-à-Pitre. In my mental preparation, we look at all the parameters. In sailing, we work on the way I handle the helm and how I can stay focused by creating anchor points, while on land we engage as much in the physical aspect as in sleep and nutrition."

Sleep, the performance card for Quentin Vlamynck

The Arkema skipper has pushed the boundaries still further in his preparation, particularly by focusing on sleep.

"These flighty boats require you to be constantly on the sheets. You can't take your eyes off the settings. In the end, that's the most stressful part. In this race, above all you try to manage the man on exactly the same level as the boat. You can't have one without the other, otherwise it can turn into disaster. Clearly, training and learning to sleep can

help you stay with the pack, if not win!"

Having experienced auditory and visual hallucinations during his previous solo transatlantic races, Quentin was looking to work on this issue in particular. So, his various sleep cycles were analyzed at the Arcachon clinic. He spent several nights at the clinic, packed with electrodes and hooked up to machines, so the physicians could study and analyze the results in order to identify those periods when recovery is most effective for him.

"We studied the best periods for me to recuperate, knowing that, in any case, it's going to be a complicated and exhausting exercise! They found that I had 'sleep gates', that my deep sleep only lasted around twenty minutes, no more. It's clear above all that my body is already used to solo sailing. In conclusion, I'm normally early to bed on land, so I need to catch up on some sleep then when I'm at sea!" ■





Launched in Verdon-sur-Mer in September 2020, Arkema is the latest addition to the Ocean Fifty class. With an innovative and ergonomic design for offshore and crew sailing, this innovative and efficient trimaran has achieved good results over the past two years, including winning the Pro Sailing Tour 2022.

This Ocean Fifty is the result of close technical collaboration between naval architect Romaric Neyhousser, Lalou Multi, and the Arkema Group. What this cooperation has achieved is a reliable and sturdy boat, benefiting among other things from Arkema's comprehensive expertise in materials, all of which produced an innovative boat. One example is the cockpit made entirely from the recycled and recyclable Elium® resin!

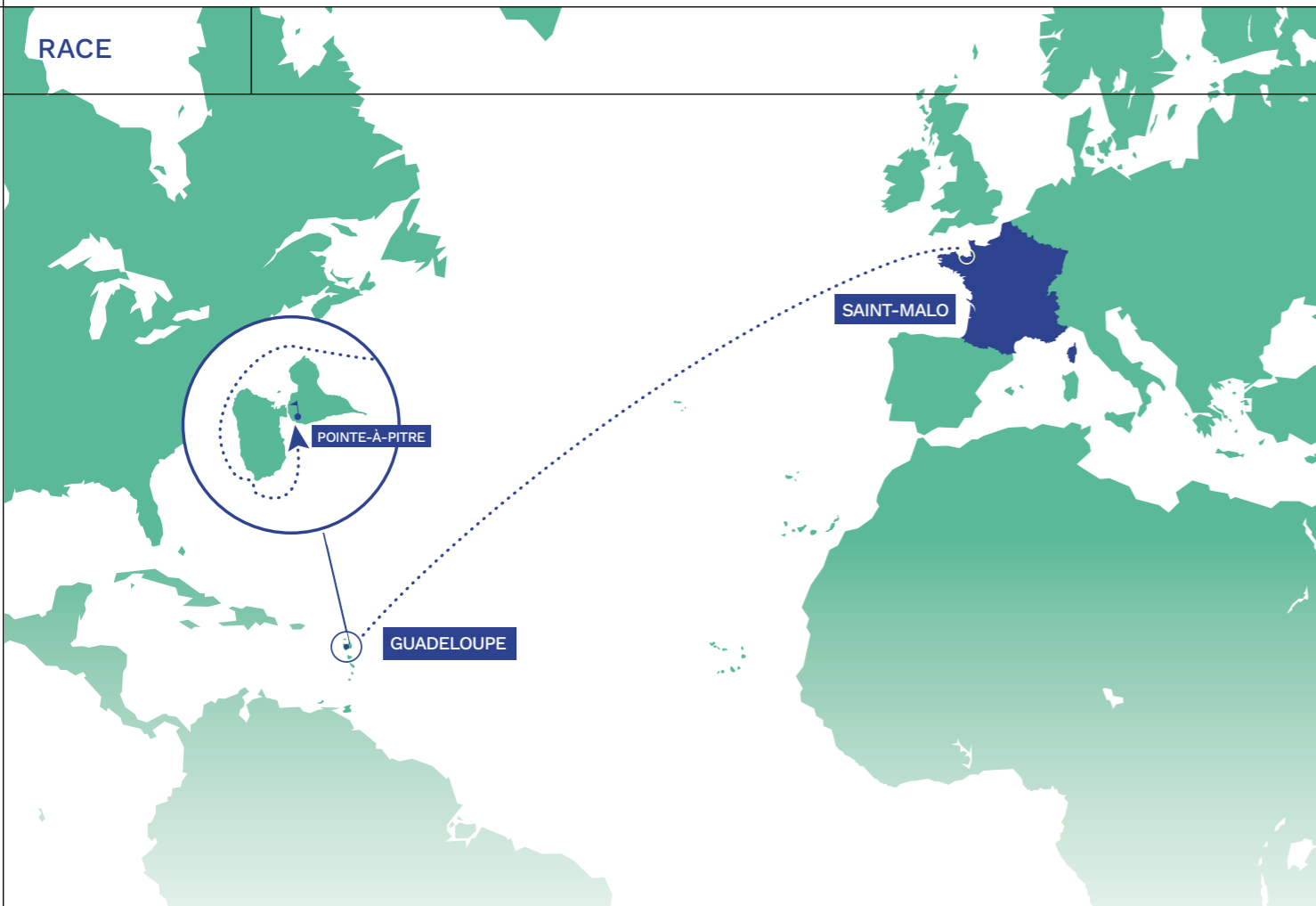
The Ocean Fifty class

For a reasonable budget, the Ocean Fifty boats are among the most spectacular and fastest offshore racing sailboats in the world.

For over 15 years, the circuit has brought together talents from all walks of life, taking part in the greatest offshore races or in events reserved for them, such as the Pro Sailing Tour. Sturdy and durable, the Ocean Fifty boats have developed from a well thought-out design. The annual calendar mingles coastal regattas and offshore races, mixing solo, two-handed and crew events. With eight competing boats, this will be a hard-fought battle for the solo skippers on the 3,542 mile route of this *Route du Rhum – Destination Guadeloupe* event.

"
I feel good on board Arkema and I'm proud to have such a high-performance boat in my hands. I'll be setting off on this *Route du Rhum* with a superb machine.
Now it's up to me to make the difference!
"





The Route du Rhum - Destination Guadeloupe 2022

Created in 1978 by Michel Etevenon, the Route du Rhum-Destination Guadeloupe has become the transatlantic solo reference race in the world of offshore racing. With a straightforward course between Saint-Malo in Brittany and Pointe-à-Pitre in Guadeloupe that has not changed in 44 years, the event this year will see 137 boats on the same starting line.



Quentin Vlamynck and the Route du Rhum

Quentin Vlamynck was 2 years old at the time of the 5th edition of the *Route du Rhum* and the legendary victory of Laurent Bourgnon on *Primagaz*.

20 years later, he was walking up and down the Saint-Malo pontoons as preparer and teammate of Lalou Roucayrol's *Arkema 1 Multi50*... Promoted to boat captain in 2018, he is now about to set off on his 1st *Route du Rhum* as skipper.

"When I came to Saint-Malo for the start of the Route du Rhum in 2014, I'd already been working on the Lalou project for 2 years and was sailing as a teammate. I was struck by the magnitude of the event. This race is the only one in our category to attract so many people. This popular craze is great but disconcerting at the same time.

The Route du Rhum 2018 meant something special for me. I was boat captain of the boat, with its related responsibilities, but I also knew that I would be on the starting line in 2022. At the time, I was part of the routing cell with Karine Fauconnier, and so I was able to gain my own experience in this position. And this year, I know exactly how to go about things. As a matter of fact, I've been preparing this Route du Rhum for 10 years!"

The Route du Rhum course as seen by Quentin Vlamynck

For his third transatlantic solo race, on the strength of two Mini Transat events in 2015 and 2017, Quentin Vlamynck knows that such a course is always fraught with pitfalls, in particular the *Route du Rhum*!

"The first tricky point will be the starting zone. With 32 multihulls in our zone, we'll have to be very careful as we set off, and in the first tacks up to Cap Frehel. It's going to be a 'big cauldron', whatever weather is in store, and there's rarely little wind in Brittany in early November. This first section of the race will be very important as there will be a lot of traffic, recreational boaters first, then cargo ships. Banned areas to watch out for... Especially since I'll need to make the main tactical choice from the tip of Brittany, namely choosing between the northern route or the southern route when crossing the Bay of Biscay, and work out the best entry point to catch the trade wind.

We know that our boat handles well sailing upwind in breezy conditions. It's strong and has demonstrated its versatility in the Pro Sailing Tour, even if ours is not a 'typical' boat to win the Route du Rhum. With our floats that are less bulky than the competition, we are a little less comfortable when sailing downwind.

The last delicate point will be the arrival in Guadeloupe. We know from experience that sailing round the island can be very long and very tricky. I'll need to stay vigilant and clear-minded because there're going to be a lot of maneuvering in those last few miles." ■





A close-knit team around one skipper!

Raphaël Lutard Boat-captain



"Raphaël is in charge of a very wide range of tasks inherent to the project. He takes care of logistics, preparation of the boat, and is able to pass on to the team what I want on board. He makes sure that everything is always ready, based on schedule and deadlines. He brings a lot of good ideas to make the most of the boat."

Vincent Mora All-round preparer



"Vincent joined the team at the beginning of the year. He has extensive nautical experience, and has now discovered the demanding environment of offshore racing. He is highly motivated and truly passionate. And he is an excellent cook, a bonus whenever we travel."

Corentin Shricke All-round preparer



"Corentin is in charge of general maintenance of the boat. He is in a work-study scheme, and at the same time is attending a course to become a sailing instructor. He is very attentive and hard-working. His specialty is decoration including the various stickers on the boat. And I do agree with him: it is important to have a boat that goes fast, but also is great to look at!"

Lalou Roucayrol Lalou Multi manager, substitute skipper, transmitter, mentor, advisor...



"I don't even need to introduce Lalou anymore! I especially want to thank him for the support and everything he has taught me over the past 10 years. He continues to assist us day in day out, and we keep on benefiting from his vast experience."

In addition to this technical team working on the boat, there is a veritable beehive of activity on land, around the project, in order to relieve the technical team, therefore totally dedicated to performance.

- **Fabienne Roucayrol**, managing director of the company, is in charge of development and strategy for the Lalou Multi team.

- **Mathilde Lasso**n, HRD and **Yous Josset**, logistics, take care of logistics on land related to our travel, registrations, etc.
- **Julien Quesnoy**, my mental coach who is accompanying me in my preparation for this Route du Rhum.
- **Marion Gousty**, osteopath from *Soulac-sur-Mer*, concocts programs for our physical fitness.



Support even on the tennis court!

Pauline Déroulède, wheelchair tennis French champion in 2021 and 2022, is an attentive godmother to Quentin Vlamynck's sports program. Having first visited the boat in Le Havre at the time of the *Transat Jacques Vabre 2021*, Pauline was in awe of the machine and the commitment required for offshore racing. An opportunity for a sailing cruise came up mid-October in *La Rochelle*: Pauline learned the ropes on *Arkema* alongside Quentin, and was delighted with her experience. She wishes him fair winds in this *Route du Rhum 2022*!

The routing cell

When sailing solo on an event as demanding as the *Route du Rhum – Destination Guadeloupe*, skippers of ocean-going multihulls benefit from the support of a routing cell on land. Indeed, keeping up the pace when sailing across an ocean does not give skippers the time or availability needed for an in-depth analysis of weather forecasts.

The *Arkema* weather cell comprises an ace threesome boasting extraordinary experience in weather forecasting and multihull solo navigation, as well as a good understanding of how Quentin operates.

A cluster of experiences

Éric Mas – Lalou's faithful weatherman over many years, graduate meteorology technician from France's *Météorologie nationale* and co-founder of *Météo Consult*, Éric has renowned competence in the analysis of the various meteorological reports, and compares these reports to fine-tune his advice to the skipper.

Alex Pella - The holder since 2017 of the reference time for the

Trophée Jules Verne, the round-the-world crew event, in 40 days 23 hours and 30 minutes with Francis Joyon on *Idec Sport*, Alex boasts solid experience of offshore and multihull sailing. The winner of the *Transat Jacques Vabre 2017* with Lalou Roucayrol, the Spanish sailor is very familiar with the Lalou Multi team and the *Arkema* team. His role will be to keep on updating the routing and analyze the best course for Quentin and *Arkema* to follow.

Lalou Roucayrol – No question that Lalou should be included in the routing cell. Lalou knows the boat inside out, has been Quentin's crewmate whenever they trained together, and in particular has taken part in the

Route du Rhum in an Ocean Fifty on 3 occasions, so he is well aware of the commitment needed to push the boat forward. Finally, he knows Quentin best in a sailing environment, and will know how to communicate with him efficiently.

"In 2018, I was part of the *Lalou* weather cell alongside *Karine Fauconnier*. So I know exactly how it all works, how to be effective, and how important communication is between boat and land. I know that Alex, Éric and Lalou will be able to understand how I feel and what I'm going through to keep me on the best course," Quentin points out. ■



Arkema and Lalou Multi – a committed partner

Since 2013, Arkema and Lalou Multi have been collaborating on the construction of highly innovative offshore racing sailboats and their racing programs. Both partners have continued to innovate in this area, where they are able to inspire a great impetus. So, with composite materials, new energies or specialty adhesives, the Group's innovations have been developed by Lalou Multi, successively in designing and improving the performances of two Ocean Fifty multihulls, a Mini 6.50 monohull, and a Class40 in 2022.

These exchanges between a specialty materials innovative Group and a bold SME have given rise to formidable research and development successes as well as awesome racing machines. Plenty of material indeed for great and unique stories. This collaboration is driven by a cohesive and committed team spirit; typical of this in particular is the transmission of knowledge and the support to young talents to help them perform their jobs with passion, responsibility, commitment and clarity of mind. Finally, over the past ten years, this partnership has successfully shown to both the general public and sailing experts that innovation, performance and sustainable development can go hand in hand. The boats from the Lalou Multi shipyard bear witness to this and reflect the partners' genuine commitment in this direction. ■








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