HYDROCONTEST
By ENSM

OFFICIAL RULES
HYDROCONTEST *DESIGN 2026*

HYDROCONTEST
By ENSM

Jeune Marine
Revue des Élèves et Officiers de la Marine Marchande

ENSM
ECOLE NATIONALE SUPERIEURE MARITIME

Official Rules
2026

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INTRODUCTION

HydroContest by ENSM is an association supported **by ENSM and Jeune Marine** with a clear ambition: to bring together students, industry players, and maritime enthusiasts around the major challenges of tomorrow.

Through its international competition and educational initiatives, the association highlights innovation, **decarbonization**, and the **appeal of maritime careers**.

Its goal: to unite a new generation of talents and committed stakeholders to imagine together the ship and the maritime sector of the future.

ENSM

The **École Nationale Supérieure Maritime (ENSM)** is France's historic public institution for training **merchant navy officers**, professionals who are both engineers and seafarers, qualified to hold responsibilities on deck as well as in the engine room. Since 2011, its recognized engineering degree has opened the way to diverse careers at sea and ashore.

With campuses in **Le Havre, Marseille, Nantes, and Saint-Malo**, ENSM offers advanced training in navigation, maritime operations and safety, as well as **maritime engineering**—a program launched in 2016 to support the sector's transition.

Through sea placements, internships, and numerous partnerships in France and abroad, students gain valuable professional experience that underpins the school's reputation for **excellence**.

JEUNE MARINE

Jeune Marine is a leading media outlet for the French-speaking maritime community, created **by and for industry professionals**.

Founded by merchant navy officers, it has been accompanying the evolutions of the maritime world for over 80 years, giving a voice to students, seafarers, engineers, and innovation stakeholders.

Combining in-depth articles, field feedback, technical news, and expert insights, **Jeune Marine** stands as a bridge between generations and a committed observer of the transitions shaping maritime transport.

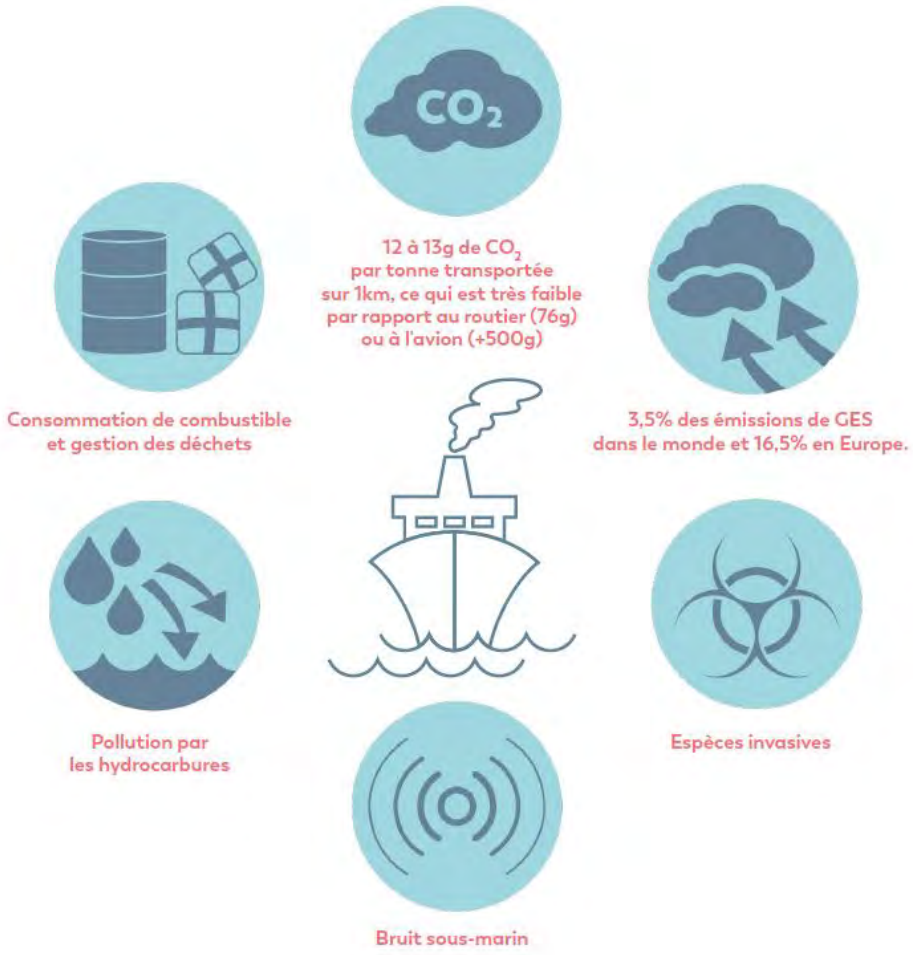
GLOBAL MARITIME TRANSPORT

Maritime transport represents a major environmental challenge.

The volume of goods carried by sea has quadrupled since the 1970s, reaching **13 billion tonnes in 2023**, and it continues to grow.

Although it emits less CO_2 per tonne transported than other modes of transport, it is responsible for **3.5% of global greenhouse gas (GHG) emissions** and about **12 to 13 grams of CO_2 per tonne transported**.

Nevertheless, it remains less impactful than other modes of transport.



Maritime industry stakeholders must therefore prepare for the future by focusing on the energy transition, an urgent necessity for the sector.

The HYDROCONTEST by the Hydros Foundation and EPFL – Lausanne 2014–2019

Created in 2014 by the **Hydros Foundation** and supported by **EPFL**, the HydroContest was first held in Lausanne and later in Saint-Tropez. The event was a real success, bringing together universities and higher education institutions from around the world around a common goal: **to design more efficient and environmentally friendly maritime transport**.

The HydroContest was suspended due to the global Covid-19 pandemic.

HYDROCONTEST *BY ENSM*

Marseille, April 28–30, 2026

Marseille Nautical Stadium – Florence Arthaud, 6 promenade Georges Pompidou , 13008 Marseille

For its first edition, HydroContest by ENSM will highlight three key sectors in the evolution of maritime transport towards a decarbonized future.

- HYDROCONTEST *DESIGN :* The design and conception of eco-friendly vessels of the future, subject to the present regulations

- HYDROCONTEST *RETROFIT CHALLENGE* : The study of an operational transport vessel to improve its energy efficiency, subject to separate regulations.

- HYDROCONTEST *TECH DAYS :* The presentation of technological innovations under development to reduce the environmental impact of ships.

- HYDROCONTEST *SET COURSE FOR MARITIME PATHWAYS :* The presentation of maritime professions and training programs, with networking opportunities.:

Already committed to more eco-responsible maritime transport, **ENSM** integrates into its curricula several modules such as training on the energy transition, ship life cycle, and environmental protection in operations related to oil tankers and chemical or liquefied gas carriers. Its programs take into account the necessary transformations required to achieve the goal of reducing GHG emissions.

Through its Foundation, ENSM has set itself the ambition of bringing together maritime transport stakeholders by organizing a challenge to showcase solutions that promote the sector's energy transition.

THE AMBITIONS OF HYDROCONTEST *BY ENSM*

By taking on the organization of HydroContest by ENSM, the association reaffirms its commitment to:

- **Accelerating the development of more sustainable maritime transport.**
- **Bringing together students from around the world.**
- **Working with them to reflect on improvements in maritime transport practices.**

- **Showcasing to the public, industry, and opinion leaders the ongoing research worldwide on possible solutions, such as:**
  - Wind-assisted ship propulsion.
  - Hull designs and propulsion systems with lower environmental impact.
  - Minimizing energy consumption.
  - The use of alternative, less impactful fuels.
  - Etc...

- Fostering exchanges between higher education students, industry representatives, opinion leaders, and the general public during HydroContest by ENSM, in order to accelerate the implementation of technological solutions and new practices.

HYDROCONTEST *DESIGN* 2026

Students will be invited to:

- Model the challenges of maritime transport in order to design solutions that achieve greater energy efficiency.

- Design and then build, within their university, scale-model ships—true miniaturizations of maritime transport vessels—and learn to operate them. This will be done in accordance with a precise set of specifications designed to foster the emergence of innovative technical solutions for better environmental performance, as well as an eco-design charter.

- Come to Marseille to take part in the competitions where they will pilot their prototypes.

- Exchange and share their experiences, achievements, and knowledge gained in preparing for the Contest with other participants, maritime transport professionals, and the public.

- Commit to developing more eco-responsible maritime transport.

Article 1 : THE ORGANIZER

The **HYDROCONTEST BY ENSM 2026** event is organized by the association named **"HYDROCONTEST BY ENSM"**, supported by **ENSM** and the magazine **Jeune Marine.**
10 Quai Frissard, 76600 Le Havre
https://www.hydrocontest.fr

Article 2 : CONTACTS > hydrocontest@supmaritime.fr

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Communication & Events
Marie GATTO

Race Director
Denis HOREAU

Technical Committee:
- François Arnaud d'Avitaya
- Olivier Daniel
- Denis Horeau

Article 3 : DEFINITIONS

The terms used in these Regulations shall be understood as follows:

"HydroContest by ENSM 2026" or "HC 2026" or "HC" or "HC DESIGN 2026": HydroContest by ENSM, 2026 edition.

"The Organizer": The Association **HYDRO**CONTEST *BY ENSM*.

"Energy Efficiency": the transportation of goods according to their mass, size, and volume, using the least possible amount of energy within a given time frame.

“Ships & Prototypes”: Vessels built by students for their participation in HYDROCONTEST BY ENSM.

“Team”: A group made up of students and representatives of their higher education institution, participating in HYDROCONTEST BY ENSM.

“Official Notice Board”: The index page of the website https://www.hydrocontest.fr where official texts and regulations will be posted until the end of the event.
Later, the official notice board will also be displayed on the HYDROCONTEST BY ENSM site in Marseille, where official texts and regulations, race schedules, vessel running orders, amendments, etc. will be posted.

“Briefings”: Information meetings in Marseille between the Organizer and the representatives of the teams. Attendance by each team at these briefings will be mandatory.

“Regulations”: All texts issued by the Organizer defining the obligations of the teams participating in HYDROCONTEST BY ENSM.

“Loading”: The boarding of a 100-kilogram mass in the vessel to take part in the “heavy load” races.

“Ballast”: The boarding of a 40-kilogram mass in the vessel to take part in the “light load,” “agility & piloting,” and “endurance” races.

“Measurement (Jauge)”: All the components making up the vessel, several of which may be subject to inspection by the Technical Committee.

“Propulsion System”: The conversion of electrical energy into mechanical energy.

“Propulsion”: The conversion of mechanical energy into thrust.

“Secondary Propulsion”: Non-mechanical propulsion.

Article 4 : PARTICIPANTS

HYDROCONTEST *DESIGN* It is an international competition open to all universities, engineering schools, student associations, or groups of higher education institutions.

Each participation takes the form of a **team** representing its institution.

The number of teams participating in HC is limited to **8**.

Article 5 : TEAM

It is composed of a minimum of four people:

- Three students enrolled in a higher education institution on the first day of the HC.
- An academic advisor who legally and administratively represents the school, university, student association, or consortium of institutions. They will be present in Marseille with the team during the HC.

The different roles within each team

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

Article 6 : TEAM REGISTRATION

- Official launch: September 15, 2025
- **Student registrations: from September 15 to December 15***

Final presentation and competitions in Marseille: April 28 to 30, 2026

* The sooner teams submit their complete and signed documents, the more time they will have to work on their project... and therefore the greater their chances of success!

Registration for HC is free of charge. It will take place according to the following schedule:

2025

- **From September (for new teams only):**
  Contact between the Organizer and the teams, and sending of a registration form.
- **Upon receipt of the registration form signed by the institution's management:**
  The Organizer will send the teams that have registered the **HC DESIGN 2026 Regulations** and the **Eco-Design Charter for Vessels**.
- **December 15 >> Deadline for receipt of registration forms by the Organizer.**

2026

- **March 25 >> Submission by each team to the Organizer of:**
  - A 2-minute video showing the vessel being remotely operated from shore, functioning in the water with forward and reverse motion, and performing course changes.
  - The technical description of the vessel, including all measurement elements (architectural choices, propulsion system, electronics, etc.).
  - Issuance by the Organizer of additional regulatory instructions.

Article 7 : REGISTRATION FORM

It shall include, at a minimum:

- A presentation of the legal entity that will register the team for the HC;
- A presentation of the team, including the team manager, the communications officer, the logistics officer, and the academic advisor;
- Confirmation that the vessel eco-design charter has been duly acknowledged and checked
- A presentation of the team's partners;
- A certificate of civil liability insurance covering the team's participation in a national school event (or an international one for foreign teams).
- A commitment from the institution to cover all transportation costs for the team and the vessel, for both the outbound journey to Marseille and the return trip to their home country.
- A commitment from the institution to cover all customs duties and related costs for the export and import of the vessel to Marseille and from Marseille back to their home country.
- A declaration from the team confirming that it holds all intellectual property rights related to its participation.
- A photo of the team.

By registering, each Team agrees to comply with the regulations of **HYDRO**CONTEST ***DESIGN*** and the decisions of the Organizer.

The Organizer reserves the right to refuse a team's registration if its application is deemed incomplete.

Article 8 : RIGHTS OF THE ORGANIZER

The Organizer reserves the right to:

- Amend these regulations up until the awards ceremony.

- Postpone the HC, cancel it, or modify the scheduled dates as described in the calendar in the event of exceptional weather conditions, heavy rain and/or strong winds, extreme heat, and/or in any other situation endangering the safety of participants and/or the public, and/or if the number of registered teams is insufficient or if the necessary funding is not secured.

- Postpone an element of the HC if weather conditions pose a danger to the teams and/or their vessels and/or the public.

- Refuse the participation of a team if it does not meet all the conditions of these regulations.

- Decide on the start of the races, their postponement, or their cancellation.

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 discrepancies 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 vessels with the lowest possible environmental impact, the Organizer will provide them with an **"Eco-Design Charter."**
This guide will allow students to deepen their understanding of the environmental challenges linked to the construction of their vessel. It will include tools for analyzing both the impact of this construction and the life cycle of their vessel.

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.

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 cable 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 mm²	12,9	6,4	4,3	3,2	2,6	2,1	1,8	1,6	1,4	1,3
1 mm²	17,1	8,6	5,7	4,3	3,4	2,9	2,4	2,1	1,9	1,7
1,5 mm²	25,7	12,9	8,6	6,4	5,1	4,3	3,7	3,2	2,9	2,6
2,5 mm²	42,9	21,4	14,3	10,7	8,6	7,1	6,1	5,4	4,8	4,3
4 mm²	68,6	34,3	22,9	17,1	13,7	11,4	9,8	8,6	7,6	6,9
6 mm²	102,9	51,4	34,3	25,7	20,6	17,1	14,7	12,9	11,4	10,3
10 mm²	171,4	85,7	57,1	42,9	34,3	28,6	24,5	21,4	19,0	17,1
16 mm²	274,3	137,1	91,4	68,6	54,9	45,7	39,2	34,3	30,5	27,4
25 mm²	428,6	214,3	142,9	107,1	85,7	71,4	61,2	53,6	47,6	42,9
35 mm²	600,0	300,0	200,0	150,0	120,0	100,0	85,7	75,0	66,7	60,0
50 mm²	857,1	428,6	285,7	214,3	171,4	142,9	122,4	107,1	95,2	85,7

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 cable 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 mm²	308,6	154,3	102,9	77,1	61,7	51,4	44,1	38,6	34,3	30,9
1 mm²	411	206	137	103	82	69	59	51	46	41
1,5 mm²	617,1	308,6	205,7	154,3	123,4	102,9	88,2	77,1	68,6	61,7
2,5 mm²	1029	514	343	257	205,7	171	146,9	128,6	114,3	102,9
4 mm²	1646	823	549	411	329	274	235	205,7	182,9	164,6
6 mm²	2469	1234	823	617	494	411	353	308,6	274	246,9
10 mm²	4114	2057	1371	1029	823	686	588	514	457	411
16 mm²	6583	3291	2194	1646	1317	1097	940	823	731	658
25 mm²	10286	5143	3429	2571	2057	1714	1469	1286	1143	1029
35 mm²	14400	7200	4800	3600	2880	2400	2057	1800	1600	1440
50 mm²	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 Ampères
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 Télécommande

The remote-control system will be common to all teams and must be purchased from Airbot. **Appendix 2**

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.

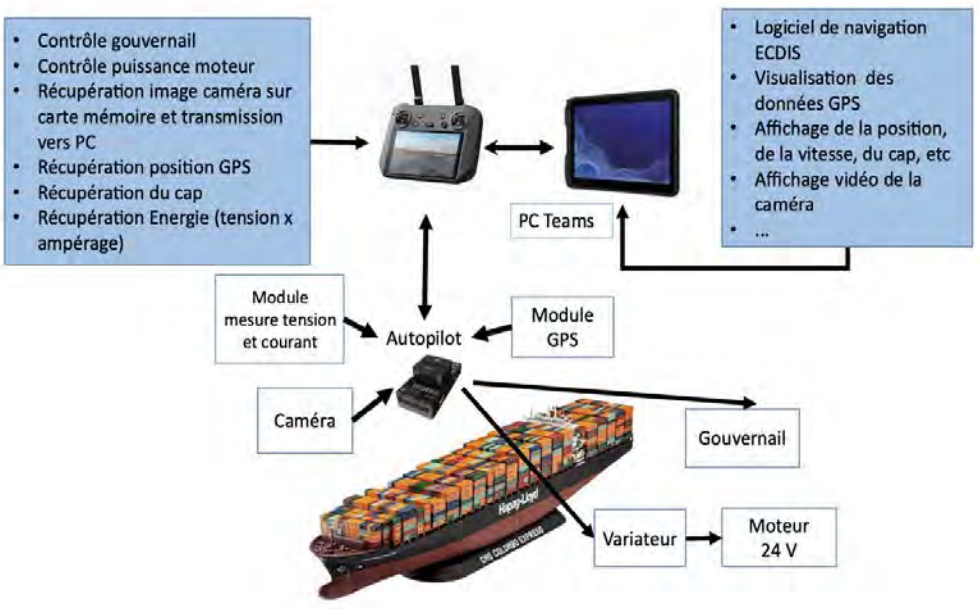
All teams will use the same remote-control system, which must be purchased from Airbot.
Appendix 2

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:

  o Receive course and power information from the remote control and redirect it to the rudder and engine power regulation servos.
  o 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.
  o 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 (Imax < 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:
  - o Double contact (NO/NC).
  - o NO (Normally Open) = drive logic on/off.
  - o 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.

	Bidon plastique 10L • Matière : plastique • Dimensions : 19 x 18.5 x 34 cm • Masse bidon vide : 350 g • Type : Bidons empilables avec bouchons

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

March 25, 2026 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 weight: 100 kg loading.
- o Light weight: 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 weight: 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 weight: 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 OF HC IN MARSEILLE

HYDROCONTEST *BY ENSM 2026*

SCHEDULE **HYDRO**CONTEST *BY ENSM* ***APRIL 2026***

	Monday	Tuesday	Wednesday	Thursday		Friday	Saturday
	Apr - 27	Apr - 28	Apr - 29	Apr - 30		May - 1st	May - 2nd
		Day dedicated to welcoming, trials, and races of the HydroContest Design teams FERME AU PUBLIC	Day dedicated to schools Promotional giant crew HydroContest Design races Public welcome	Day dedicated to students HydroContest Design races – HydroContest Retrofit Challenge Round tables Public welcome			
7H	Morning dedicated to setup + Arrival of teams à Marseille + PROTOTYPES TRAINING	BREAKFAST + installation adjustment + JEUNA MARINE CONFERENCES	BREAKFAST + installation	BREAKFAST + installation		Day dedicated to dismantling + departure of teams	Day dedicated to dismantling + departure of teams
8H							
9H							
10H							
11H			Lightweight races	Endurance Races	PITCHS RETROFIT CHALLENGE		
12H							
13H		MEAL STADIUM	MEAL STADIUM	MEAL STADIUM			
14H		Agility races + JEUNE MARINE CONFERENCES	Heavyweight Races	ROUND TABLES PROTOTYPES EXHIBITION	PITCHS RETROFIT CHALLENGE		
15H							
16H							
17H			PITCHS TEAMS HC DESIGN				
18H							
19H				AWARD CEREMONY			
20H		LAUNCH PARTY	MEAL	CLOSING PARTY			
21H							
22H							

Program provided for information purposes only, subject to change depending on the number of teams.

NAUTICAL STADIUM
ENSM
DIFFERENTS PLACES

Article 16 : ORGANIZER ASSISTANCE TO THE TEAMS

16.1 Accommodation and Catering

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

<u>This should in no way be considered an obstacle to your participation.</u>

Solutions will be proposed and may be discussed.

16.2 Regulation

Remote technical assistance is available for any questions relating to the application of the Regulations, the design of the vessels, and the understanding of the eco-design charter.

16.3 Communication

Active communication of the event and the teams will be ensured through:

- HC website https ://www.hydrocontest.fr
- Social medias
  FACEBOOK >> Facebook
  INSTAGRAM >> @hydrocontestbyensm
  LINKEDIN >> (5) HYDROCONTEST BY ENSM : Présentation | LinkedIn
- Any other media.

Each team shall be responsible for providing the Organizer with videos, photos, press articles, and interviews as often as possible.

16.5 HC Event

The provision for each team of a tented stand/workshop equipped with a work table, electricity, lighting, and an internet access point.

- It will be possible to display communication markings for the team, the institution, or its partners on the walls of the stand.
- Only adhesive materials will be permitted, no nails, screws, or staples.

Article 17 : 17: OBLIGATIONS OF THE TEAMS

By participating in the HC, teams undertake, in particular, to:

17.1 Travel to and from Marseille

- Respect the dates of the registration process (Art. 6).
- Respect the dates of arrival in and departure from Marseille as specified in the calendar:
  - Arrival of the team at ENSM on **April 27, 2026**, between 08:00 and 16:00.
  - Departure of the team from ENSM on **May 2, 2026**, no later than 12:00 (unless otherwise approved by the Organizer).
- Take responsibility for:
  - Administrative, customs, and legal formalities according to the regulations of their own country and those of France.
  - Transport costs, both in France and abroad, including customs duties and any other costs related to the shipment of their vessel and all necessary equipment, from their country to Marseille, as well as for the return journey to their country at the end of the HC event.

17.2 Regulations

Read, understand, and comply with these Regulations and any amendments.

17.3 Accommodation and Catering

- Book catering for team members through the Organizer (Art. 16.1).
- Reserve accommodation for team members before the deadline set by the Organizer (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 After the HC event

- Return all equipment provided by the Organizer during the HC (workshop tent, batteries, accommodations, etc.).
- Leave all facilities used in their original condition, under penalty of being charged for any damage caused.
- Inform the Organizer, if applicable, of its decision to transfer ownership of its vessel to the Organizer at the end of the HC in order to avoid transporting it back to its home country.

17.6 Communication

- Publish on its website and communication media a standard presentation text of HYDROCONTEST *BY ENSM* provided by the Organizer.
- Send the Organizer all communication materials specified in these Regulations.
- Participate in the 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

Each team shall be responsible for taking out **Civil Liability Insurance** issued by a recognized body, covering all material or bodily damage that may be caused by the team.

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

Each team shall also be responsible for taking out **repatriation insurance** in the event of injury, illness, accident, or death of one or more of its members. The Organizer declines all liability in this regard.

Article 20 : RIGHTS, COMMUNICATION & 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 : COMPETITIONS SITE

The competitions will take place at the nautical stadium Florence Arthaud in Marseille.
The stadium waters are :

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

Stade Nautique Florence Arthaud

Article 22 : PRIZES

Awarded at the end of the HC, they will highlight the best team in each competition category.

22.1 Race Prizes

- HYDROCONTEST ***TRANSPORT*** **Grand Prize** – for the Mass Transport race.
- HYDROCONTEST ***ENERGY*** **Grand Prize** – for the Endurance race.
- HYDROCONTEST ***PILOTE*** **Grand Prize** – for the Agility & Piloting race.

22.2 Non-Race Prizes

The Organizer reserves the right to award non-race prizes, depending on the number of participating teams, such as:

- HYDROCONTEST INNOVATION Prize
  Awarded to the team that has implemented:
  - The best technological improvements.
  - 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
  Awarded to the team whose vessel presents the most:
  - Original and coherent design.
    - In terms of aesthetics and ergonomics.
    - In terms of construction quality and finish.
- HYDROCONTEST ECO-DESIGN Prize
  Awarded to the team that has best integrated eco-design principles by prioritizing:
  - Efficient use of materials.
  - Implementation processes.
  - A scientific contribution.
- HYDROCONTEST EXCHANGE Prize
  Awarded to the team that has best shared its experience during the presentation conferences.

The non-race prizes will be awarded by:

- A jury composed of personalities from maritime transport and/or research in sustainable maritime transport.
- All participating teams.

Each team will be graded for each non-race prize. The final score awarded to a team will be the sum of the grades, weighted as follows:

- **50%** from the jury,
- **50%** from the teams.

Article 23: PERSONAL DATA

The personal data of participants collected by the Organizer in the registration form is mandatory and its processing is necessary for the proper operation of the competition.

By simply registering for the competition, participants authorize the Organizers to retain the personal data for the time required for the organization and conduct of the competition for which it was collected, and for a period of one year from the awards ceremony. The data may be used exclusively for the purposes of managing the competition.

The Organizers undertake to comply with all obligations set forth in Law No. 78-17 of January 6, 1978, on information technology, files, and civil liberties, as amended, as well as Regulation (EU) 2016/679 of April 27, 2016 (GDPR), and Law No. 2018-493 of June 20, 2018, relating to the protection of personal data.

Each participant has the right to access, rectify, limit processing, delete, and request portability of their data. These rights may be exercised by sending a written request to the HYDROCONTEST BY ENSM ASSOCIATION at the address of the organizing team: ENSM – 39 avenue de Corail – 13008 Marseille – France.

Participants who refuse the collection, recording, and use of their personal information strictly necessary for the purposes of the competition will be disqualified.

Article 24 : MODIFICATION OR CANCELLATION OF THE COMPETITION

The Organizers reserve the right to shorten, extend, postpone, modify, or cancel the present competition for any reason whatsoever. They undertake to inform the participants; however, they cannot be held liable for such decisions. In particular, no compensation may be claimed by participants in this regard.

Article 25 : ACCEPTANCE OF THE REGULATIONS

Participation in this competition implies full and unconditional acceptance of these Regulations. Failure to comply with these Regulations by any participant may result in the disqualification of their team and the inadmissibility of their project.

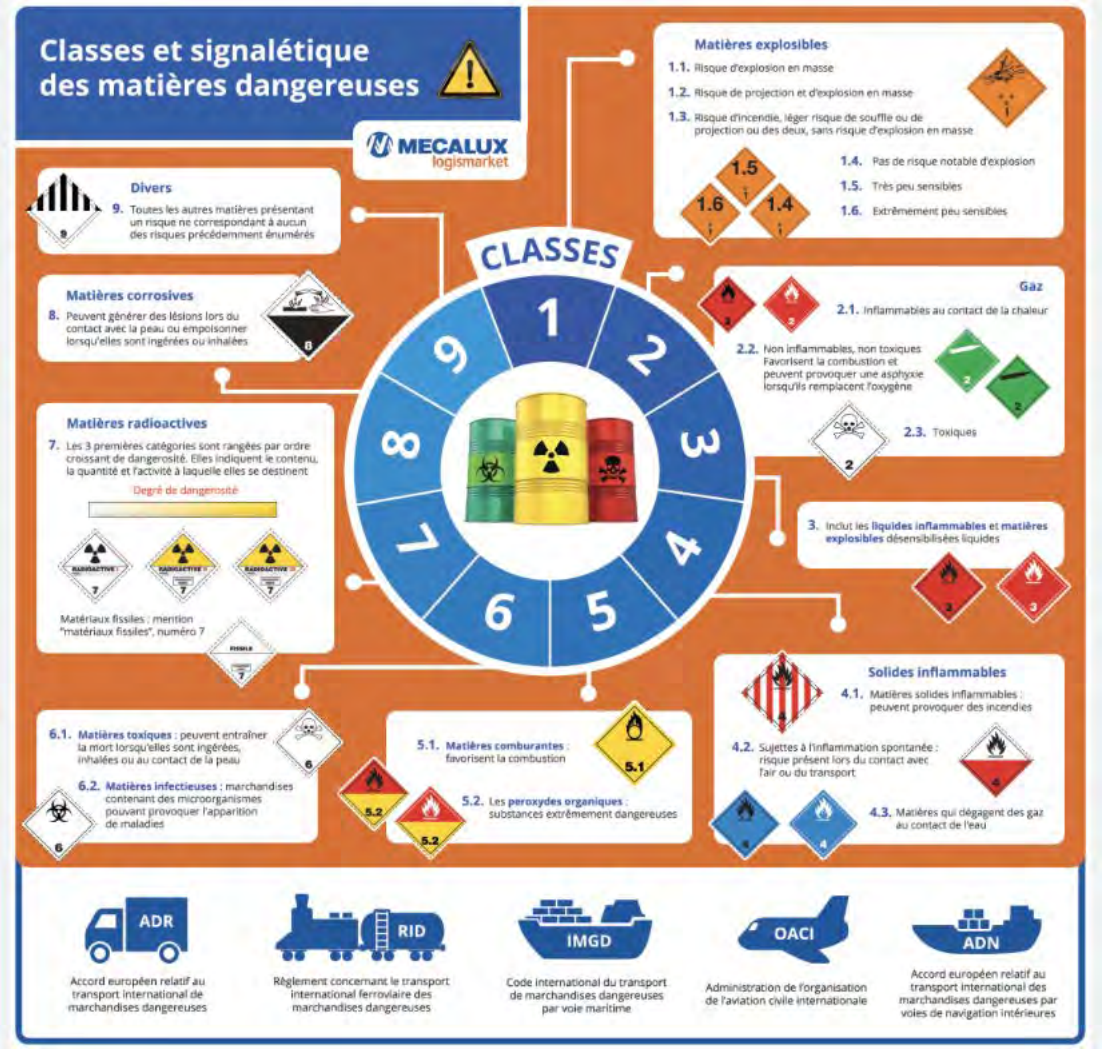
The interpretation of these Regulations falls solely within the competence of the Organizer. Any complaint concerning the interpretation or application of these Regulations must first be submitted to the Organizers by registered mail with acknowledgment of receipt, sent to the HYDROCONTEST BY ENSM ASSOCIATION at the address of the organizing team: ENSM – 39 avenue de Corail – 13008 Marseille – France.

These Regulations are governed by French law. Any disputes shall fall under the jurisdiction of the French courts.

ANNEXES

Appendix 1

Hazardous materials classified in UN categories 1 to 9.



Appendix 2

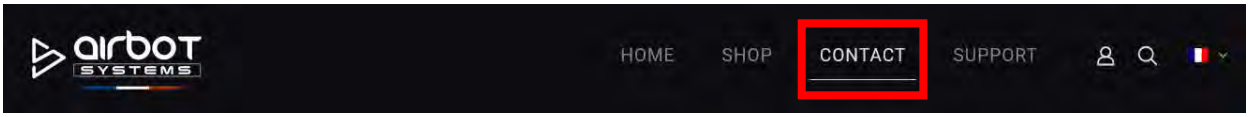
The kit is sold by Airbot System and includes:

Désignation	Prix (HT)	TVA, French VAT
Kit complet de Radio commande avec video HD HereLink V1.1 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 3

You can follow us on the following social media channels:

website	https://www.hydrocontest.fr	
LinkedIn	https://www.linkedin.com/company/challenge-hydrocontest-by-ensm/	
Facebook	https://www.facebook.com/profile.php?id=61565913214847&locale=fr_FR	
Instagram	https://www.instagram.com/hydrocontestbyensm/	

HYDROCONTEST
By ENSM

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