



# LALOU ROUCAYROL AT THE CONQUEST OF THE ROUTE DU RHUM- DESTINATION GUADELOUPE



TEAM ARKEMA  
LALOU MULTI







TEAM ARKEMA  
LALOU MULTI

HH

# LALOU ROUCAYROL, A SINGLE-MINDED PIONEERING SKIPPER

Nationality: French

Age: 54 (born in Nantes on 9 July 1964)

Lives in Saint-Vivien-de-Médoc (France),

Married

2018

1st in Grand Prix Valdys  
1st in Grand Prix Guyader  
2nd in Grand Prix Ecole Navale  
2nd in the Drheam Cup

2017

1st in Transat Jacques Vabre  
3rd in Record SNSM  
3rd in Armen Race  
2nd in Grand Prix Guyader

2016

2nd in The Transat Bakerly  
1st in Drheam cup  
1st in Transat Québec - Saint-Malo  
1st in Trophée Prince de Bretagne Sud Goëlo

2015

3rd in Transat Jacques Vabre  
2nd in Grand Prix des Canaries

2014

2nd in Route du Rhum - Destination Guadeloupe (Multi50)

2013

ABD Transat Jacques Vabre  
1st in Route des Princes

2010

2nd in Route du Rhum  
4th in Trophée de Fécamp

2009

3rd in Transat Jacques Vabre  
4th in Vendée Saint-Petersburg  
2nd record SNSM

2008

1st record SNSM  
3rd in Trophée Jean Stalaven Côtes d'Armor

2007

4th in Transat Jacques Vabre

2006

Record holder for distance covered with crew:  
597.6 miles in 24hrs on Médiatis Aquitaine

Lalou Roucayrol lives his projects with boundless passion, total commitment, and a fierce desire to innovate in order to make the most of his “machine”. If the Multi50 Arkema skipper is indeed taking on the Route du Rhum-Destination Guadeloupe race for the fourth time, it's to win it!

Lalou grew up in the Médoc region where he discovered sailing, guided by his father, an officer in the merchant navy. The call of the open sea had the better of him, and, as a 21 years old, he took part in his first Atlantic solo crossing, the Mini Transat 1985, which he completed in an honorable 8th place.

Over and above his leaning for adventure and challenge, he has nothing but admiration for multihulls. From the amazing ‘proa’ multihull of his early days in 1990, to the latest Multi50 model, Arkema, not to mention the 60 ft Orma Banque Populaire, Lalou Roucayrol has ventured off the beaten track to bring an extra dimension to his projects: innovation.

Skilled at sailing through storms with strength and doggedness, the skipper from Aquitaine has had a few setbacks and disappointments, but has always bounced back. In particular, the winner of the Route des Princes in 2013, the Québec/Saint-Malo race in 2016, and the Transat Jacques Vabre in 2017, he also boasts three podium places in the Route du Rhum in three participations, and is now looking forward to winning the 2018 edition of this legendary race.

A daring and resolute experienced sailor, Lalou Roucayrol has spent his life sailing the oceans on ever more competitive boats in a quest for ever more exciting challenges. With a passion for innovation and development, the Arkema skipper is a true forerunner in the world of ocean racing. A trait he has demonstrated brilliantly with the launch of the construction of a Mini 6.50 teeming with novel features, built from a recyclable material jointly with his partner, the specialty chemicals manufacturer Arkema. On board this prototype, Quentin Vlamynck, his pupil and disciple, took part in the Mini Transat 2017. At the beginning of 2018, young skipper Raphaël Lutard took over the helm of the Mini 6.50.





## A PARTICULAR AFFINITY WITH THE ROUTE DU RHUM

As he moves closer to his fourth participation in the Route du Rhum - Destination Guadeloupe, the skipper of the Multi50 Arkema retraces his history with a race that is so special in his eyes.

Lalou Roucayrol:

*"The Route du Rhum is a race I have aspired to be part of ever since I took up ocean racing as a job. The victory of Mike Birch in 1978 on his small yellow trimaran inspired me. In 1994, I had a boat but no budget. So I couldn't set off. In 1998, I broke my leg and, again, missed the race.*

*It's only in 2002 finally that I took part in the Route du Rhum for the first time, an event that made a lasting impression on me. There was a superb fleet of Orma multihulls with 18 boats on departure, but only 3 on arrival due to the appalling weather conditions. The race was highly intense, a tough adventure with deeply committed people. I still have fascinating memories of the sea then. I crossed the finish line in Guadeloupe in 3rd place with a badly damaged boat. And I was the only one not to have had a stopover.*

*I took part in my second Route du Rhum in 2010. On board an old Multi50, I knew I had no chance of winning, but the ocean decided otherwise. Many participants had no choice but to abandon the race, and this left me leading the fleet. Lionel Lemonchois, on a fast new boat, eventually overtook me, and I finished in 2nd place, against all hope.*

*The Route du Rhum 2014, the first on the Multi50 Arkema, is probably one of my finest races. After the boat capsized in the Transat Jacques Vabre 2013, the boat went back into the water rather late. And yet, once at sea, I felt in tune with the machine and the ocean, I had a fine Route du Rhum and finished in 2nd place. This is a milestone in the project with Arkema as it's after this Route du Rhum that we decided to extend our collaboration."*





**ARKEMA**  
INNOVATIVE CHEMISTRY

9

# 11TH ROUTE DU RHUM- DESTINATION GUADELOUPE: 40 YEARS OF A LEGENDARY RACE

Organized every four years since 1978, the Route du Rhum has throughout the years become the “queen” of solo transatlantic races. This 11th edition will get underway on Sunday 4 November, in Saint-Malo (France), with the finish line in Pointe-à-Pitre, Guadeloupe, after a 3,542 mile (6,560 km) course. The competition promises to be intense and exciting in the Multi50 class. Lalou Roucayrol will have his work cut out to get the better of his tough opponents...

## Saint-Malo/Pointe-à-Pitre: no time to waste!

The first hurdle of the Route du Rhum-Destination Guadeloupe is sailing through and out of the Channel: powerful currents and heavy maritime traffic require utmost care and caution, especially in November when conditions can be tough in the area, with strong winds and a hostile and unforgiving sea. *“The first three or four days of the race are always very stressful because you also have to sail across the Bay of Biscay before hoping to encounter fairly settled trade winds. Once in the trade winds, conditions become more pleasant and that’s when a speed race actually starts in downwind conditions. You need to handle the course right, get your time right to launch gybes and get the boat to perform at its best, while keeping an eye on squalls. Fatigue begins to take its toll, but you have to keep on giving your all to keep up your speed.”*

The race ends with a tour around Guadeloupe, just as stressful and full of pitfalls like fishing traps (plenty of them in the area) and erratic winds because of high peaks in Basse-Terre. *“We’re so determined in the Multi50 class that we will reach Pointe-à-Pitre totally exhausted. The Route du Rhum race is a veritable sprint. To win, you have to give it your all, 100%, all of the time!”* cautions Lalou.







# MULTI 50, UNBOUND EXCITEMENT

## Multi50, unbound excitement

The Multi50 boats are, as the name implies, spectacular 50 ft (15.24 meter) long multihulls, which are technical, often uncomfortable but at the same time high performance and designed for ocean racing. Dynamic, attractive, resolutely modern, the Multi50 class is undergoing major changes. 2016 marked a milestone when revised specifications allowed foils to be fitted. Which attracted highly professional teams, while encouraging financial accessibility, therefore allowing SMEs as well as large companies to take part in the finest ocean races, including the Route du Rhum-Destination Guadeloupe. *“More and more people are showing interest in the Multi50 class, including many skippers”*, confirms Lalou Roucayrol. *“In the Route du Rhum 2018, there’re two new boats. This fleet, which is already very interesting, is poised to expand further in years to come.”* In particular, a new Multi50 bearing the Arkema colors will be launched in 2020. Now perched on their foils, the Multi50 boats send speedometers into a spin. In the Transat Jacques Vabre 2017, the leading boats recorded impressive average speeds (18 knots for Arkema) without reporting any major breakage. Promising indeed for the Route du Rhum-Destination Guadeloupe 2018! *“In terms of sporting commitment and race format, it’s the ideal race for our boats”*, explains Lalou Roucayrol. *“It’s going to be a spectacular and fast event, we’re looking to complete the race in 8 to 10 days.”*

## A first-class homogeneous Multi50 fleet

For this 2018 edition of the Route du Rhum-Destination Guadeloupe, 123 solo sailors are expected to take part, split into six classes. The event promises to be exciting in the Multi50 class, with six competitors. On Arkema, Lalou Roucayrol will in particular face the dreaded FenêtréA – Mix Buffet skippered by Erwan Le Roux, the event’s title holder who is keen to take revenge after finishing 2nd in the Transat Jacques Vabre 2017. Lalou will also have to keep a close eye on the two new generation Multi50’s skippered by Thibault Vauchel-Camus (Solidaire en Peloton-Arsep) and Thierry Bouchard (Ciela Village). The other boats in the race are Réauté Chocolat (Armel Tripon) and French Tech Rennes Saint-Malo (Gilles Lamiré). *“With this competitive fleet, we can look forward to a great race and a topmost battle. It’s going to be a serious competition, I expect it will be a fierce battle”*, announces Lalou.



MULTI50

FRA 9

ARKEMA

ARKEMA

ARKEMA

Bostik  
smarts adhesives

ARKEMA  
INNOVATIVE CHEMISTRY

9

Bostik  
smarts adhesives

ARKEMA



# AN ULTRA-COMPETITIVE AND EVER EVOLVING TRIMARAN

Since its victorious Transat Jacques Vabre race at the end of 2017, the Multi50 Arkema, already a high performance boat, has seen further fine-tuning and innovations.

Built at the heart of the Médoc region in 2012, the Multi50 Arkema is the very representation of the commitment of Lalou Roucayrol and his partner in organizing their projects. Designed to win the Route du Rhum, as its skipper points out, this trimaran with a radical design has been developed from innovations by the Arkema Group. Sturdy, stylish and extremely competitive, this boat is evolving constantly. *“Our belief is to always explore new avenues, and so we’re constantly making improvements to the boat”*, states Lalou. In the run-up to the Transat Jacques Vabre 2017, the Multi50 Arkema was fitted with foils, instead of the traditional keels. These highly fashionable and formidably effective appendages have delivered a significantly better performance. Since then, other innovations have been tried, tested and approved.

## New sails with optimized profiles

*“Sails are the engine of our boat”*, as the Multi50 Arkema skipper likes to recall, the boat being fitted with new sails with optimized profiles when it sets off from Saint-Malo. Developed with sailmakers Incidence Sails, made from 3DI, the sails are strong, reliable, lightweight and high performance. *“With this new set of sails as well as a slightly different adjustment to the mast, we have increased our speed in light and medium winds, while still not losing in a breeze. Now the boat goes fast in all conditions, there’s no weak point!”* explains Quentin Vlamynck, boat captain of the Multi50.

## A new generation automatic pilot

A new automatic pilot has been developed jointly with the company Mad Intec. *“If you have a dependable and efficient pilot, it’s a real advantage to sail more confidently and perform well as a solo skipper. You can, for example, leave the helm more often to take a break or make adjustments to the boat”*, explains Lalou. *“We have a ‘smart’ pilot, capable of defining the navigation phases in which you find yourself and so react appropriately. With more refined data, the new pilot responds more quickly. Movements are more fluid, closer to those that Lalou can execute when he’s steering”*, explains Quentin Vlamynck.







# AN ULTRA-COMPETITIVE AND EVER EVOLVING TRIMARAN

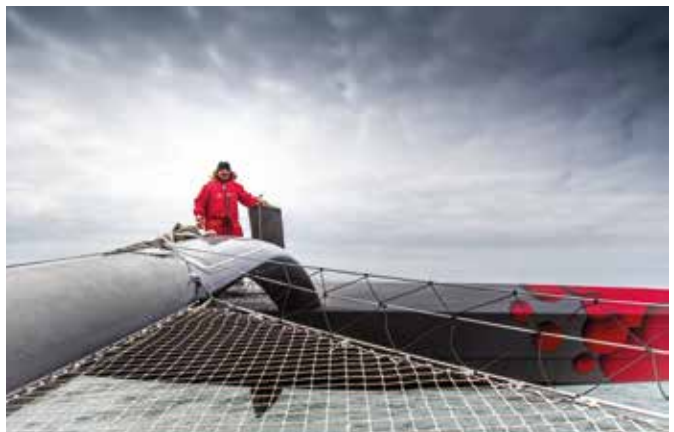
## Energy optimization to carry less diesel on board

Another novel feature: the installation of solar panels and a wind turbine to provide the energy needed, as well as a new system to charge the lithium batteries more quickly. Lalou Roucayrol: *“It makes sense as the weight of the solar panels is largely offset by the fact that you carry less diesel on board. Promoting renewable energies is a legitimate aspiration of the Multi50 class. We believe it’s important to keep the momentum. Our objective eventually is clearly to completely do without fossil energies on board.”*

## “The devil is in the detail”

Other, more inconspicuous but very important, modifications have been made since the Transat Jacques Vabre race. *“The boat was performing well already. The general principle therefore has been not to carry out a revolution but rather evolutions which, one after the other, can yield many benefits. We wanted a simpler boat where maneuvers would be quicker and more slick”,* explains Quentin Vlamynck. As Lalou Roucayrol says, *“the devil is in the detail”*.

“Comfort” on board has also been optimized. The retractable protective hood has been extended to afford even more protection to the skipper against the wind, the sea and the cold. This gives you a little respite and allows you to conserve some of your physical resources.





MULTI  
FRAS

ARKEMA

ARKEMA

ARKEMA

Bostik

ARKEMA  
INNOVATIVE CHEMISTRY

9

ARKEMA

Bostik



## ARKEMA AND TEAM LALOU MULTI: PRODUCTIVE ALCHEMY



Take the Mini 6.50, or the Multi50 which undergoes constant evolutions: international group Arkema and Team Lalou Multi constantly innovate in ocean racing, where they have given new energy since they first joined forces in 2013.

Composite materials, adhesives, new energies: the innovations developed by the specialty chemicals manufacturer in these areas have been made available to the Aquitaine skipper, ever keen to test them in his projects. And these exchanges between an innovative group and a daring skipper have inspired both formidable research and development projects and mighty “racing machines” designed for ocean racing.

The concrete realization of the innovation know-how of Arkema’s teams, the Multi50 Arkema trimaran, already a high performance boat, continues to evolve. Working closely with Lalou Roucaïrol and his team, Arkema regularly brings in new technologies to be fitted on board.

**ARKEMA**  
INNOVATIVE CHEMISTRY







# THE MINI 6.50 ARKEMA 3, A “LABORATORY” SKIPPED BY RAPHAËL LUTARD

## Mini 6.50 Arkema 3, the story of a small boat teeming with big innovations.

The construction of this revolutionary Mini 6.50 prototype, from a recyclable material, was made possible thanks to this special relationship between the Lalou Multi team and its partner Arkema, both sharing the same values of transmission, innovation and performance. People often say that the Mini class is a laboratory for ocean racing, whereby technologies are developed that are subsequently applied on a larger scale.

The Mini 6.50 Arkema 3 prototype is more than ever in line with this approach, with its revolutionary rigging, its tilting foils and its rounded stem. Like the Multi50 Arkema, this boat is in constant evolution, with Arkema's products being tested in real-life conditions.

## Raphaël Lutard at the helm

In 2017, Quentin Vlamynck completed the Mini Transat La Boulangère on board the Mini 6.50 Arkema 3. After becoming boat captain of the Multi50 in early 2018, Quentin handed over the helm to Raphaël Lutard, previously the preparer of this innovative boat. Originally from the Bassin d'Arcachon area (France), Raphaël took up a formidable challenge when he discovered solo ocean racing. Just 20 years old, he already has solid experience in Laser and in Open 5.70, as well as excellent knowledge of the Mini, which he watched being built, before assisting Quentin Vlamynck in particular when he was preparing for the Mini Transat. Raphaël knew he could count on Quentin to familiarize himself with the boat as a solo skipper. In 2019, he will take part in the Mini Transat. The great adventure of the Mini 6.50 bearing the Arkema colors is far from over!







## ARKEMA 4: A NEW MULTI50 FOR 2020

The exclusive partner of the skipper and boat owner Lalou Roucayrol, the Arkema Group has decided to build a new Multi50, to be ready for launch in 2020, with its eyes on the Route du Rhum 2022.

With transmission of knowledge and innovation always in mind, Arkema has committed itself for another four years on the Multi50 and Mini 6.50 circuits. Building on what has been achieved so far, the Group has decided to strengthen its partnership with Team Lalou Multi and to build together a new generation 50 ft trimaran. Objective: to incorporate and test, under real and extreme conditions, the innovative materials and solutions developed from the Company's research and development, and so be all set for the Route du Rhum 2022.

Thierry Le Hénaff, Arkema Chairman and CEO: *"Over and above the sporting achievements, it's a brilliant technological showcase that makes our materials and the Group's skills shine through on the world's oceans. It's in this spirit that we decided to build a new trimaran."*

Lalou Roucayrol: *"Since the start of our collaboration in 2013, the Arkema Group has been won over by the various facets of this project. Renewing this partnership involves the construction of a new 50 ft trimaran, Arkema 4, in which our shared values once again take on their true meaning. As a benchmark, we have our existing boat, which is already a very sound boat, but together, by pooling our skills, we want to push ahead even further on some features of its performance."*

 [laloumulti.com](http://laloumulti.com)

 @LalouMulti

 @TeamArkema

## PRESS CONTACT

Marie-Astrid Parendeau

Tel. : +33(0)6 24 53 52 41

[marieastrid.parendeau@gmail.com](mailto:marieastrid.parendeau@gmail.com)