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# GLOBE 40

LA GRANDE ROUTE

2025 / 2026  
2<sup>ND</sup> EDITION

[www.globe40.com](http://www.globe40.com)

# NOTICE OF RACE

1<sup>st</sup> July 2024 edition



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## ORGANISING AUTHORITY (OA)

The 2<sup>nd</sup> edition of the GLOBE40 is organised from august / september 2025 to April 2026 by the SIRIUS EVENTS company, an establishment affiliated to the French Sailing Federation (FFVOILE).

The Pre-Notice of Race published on May 2, 2023 set the general framework of the event; its provisions are included in this Notice of Race.

*The notation '[DP]' in a rule of the NOR means the penalty for an infringement of this rule may, at the Jury's discretion, be less than a disqualification.*

## PREAMBLE

### Prevention of violence and incivility

The FFV VOILE recalls that sporting events are above all a space for exchange and sharing open and accessible to all. As such, competitors and companions are asked to behave in all circumstances, on land and on the water, in a courteous and respectful manner, regardless of the origin, gender or sexual orientation of others participants.

## 1 / RULES

The race will be governed by:

- 1.1 The regulations as outlined in the Racing Rules of Sailing (RRS) in use.
- 1.2 The regulations of the French Sailing Federation (Fédération Française de Voile)
- 1.3 The prescriptions of the FFVoile translated for foreign competitors in the appendix.
- 1.4 WORLD SAILING's Offshore Special Regulations (OSR), category 1 monohulls.
- 1.5 The CLASS40's Class Rules.

Appendix 2 sets out the list of on-board and replacement sails and their conditions of use.

- 1.6 The following RRS are modified:

- The RRS part 2: RRS Part 2 applies, for each leg, up to 30 miles after the start line and again 30 miles before the finish line for each part of the course covered in daylight hours. These rules will be replaced by part B (Steering and Sailing) of the International Regulations for the Prevention of Collisions at Sea (IRPCAS) for the sections of the course covered in darkness and for the rest of the course.
- RRS 41 (Outside help) and 45 (Hauling out, making fast, anchoring): modified by NOR 16
- RRS 47.1 (Limitations on equipment and crew): modified as follows: "boats may take spare equipment on board during the race with the written permission of Race Management and in accordance with the Class Rules".
- RRS 51 (Movable ballast): Delete the first 2 sentences and replace with: "All stacking of movable equipment for the purpose of changing trim or stability is permitted within the following limits: inside the boat, with the exception of batteries, all other heavy equipment which could damage the boat or cause injury must be solidly and permanently attached, except when these are moved. Food, water and fuel jerry cans, safety equipment (except life rafts and/or equipment sealed in place), hardware and spares can be stowed in boxes and stacked provided that these boxes are firmly attached to the boat. Sails can be freely stacked. Sail bags must not be watertight".
- RRS 52 (Manual power): modified as follows: boats are allowed to use an energy source other than manual force for the operation of an automatic pilot and to manoeuvre the ballast system.
- RRS 55 (Trash disposal): Add a second sentence: "However throwing in the water small amounts of what is generally accepted as biodegradable material or other food waste is allowed."
- The following RRS will be modified in the Sailing Instructions:  
RRS 44.1 (Make a penalty), RRS 61 (Protest requirements), RRS 62 (Redress), RRS 63 (Hearings), RRS 64 (Decisions) and RRS 66 (Reopening a hearing).

- 1.7 Registration in the Globe 40 implies full and unreserved acceptance of all the measures set out in this Notice of Race. The OA reserves the right to amend this Notice of Race if specifications or modifications prove necessary for the safety and/or sportsmanship of the race.
- 1.8 In the event of conflict between the rules or in the event of uncertainty about the prevalence or the rules that apply, the Jury will decide which rule applies.
- 1.9 Legal time: the times will be expressed:
- In the legal time of the relevant country for everything in any texts regarding times on shore and start time. The legal time will be specified in the SI
  - In UTC time for everything in any texts regarding the times at sea after the start
- 1.10 Where this Notice of Race is translated, the French text will take precedence. For OSR and RRS, the English text will take precedence.

## 2 / ADVERTISING [DP]

- 2.1 In accordance with WORLD SAILING Regulation 20 (Advertising Code), as modified by the FFVoile's (French Sailing Federation) advertising regulation, boats will be required to display the advertising chosen and provided by the OA.
- 2.2 Competitors are required to display the branding supplied by the OA:
- 2.2.1 Race logo: all boats entered shall sport the race logo on their mainsail within a circle whose diameter is 1.50 metres. The centre of this circle shall be positioned at one third mast height above the deck. It is the skipper's responsibility to put in place the branding and ensure it is correctly adhered until the end of the race.
- 2.2.2 Race flags: each boat entering the race shall receive on her arrival two race flags which shall be displayed in her rigging on each side of the boat when dockside during the stopovers and at sea during the start and finish phases (30 miles out from the stopover port).
- 2.2.3 Dodgers: any boat participating in the race will receive two dodgers on her arrival which she shall display dockside at the stopovers and at sea during the start phases (30 miles out from the stopover port).
- 2.2.4 Forestay flags: any boat registered for the race will receive flags which shall be displayed on the boat's forestay dockside at the stopovers and at sea once she has crossed the finish line.



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## 3/ ELIGIBILITY AND REGISTRATION

### 3.1 Eligibility

- 3.1.1 The event is open to Monohulls in good standing with the Class 40 measurement and rules (2025 and 2026 subscription and measurement certificate).

### 3.2. Registration

- 3.2.1 Within the framework of pre-registration, the AO undertakes to promote the pre-registered projects, to accompany them in the preparation of their project and to send all the preparation documents.

The amount of the pre-registration is fixed at 1000 € ex.VAT.

The pre-registration file should be requested from the AO.

The amount of the pre-registration is deducted from the final deposit of the registration fees.

In case of non-participation, 50% of the pre-registration fee will be refunded

- 3.2.2 Registration: registration is to be taken through until the date that registration closes, which is set for 1<sup>st</sup> May 2025.

The registration pack must be requested from the OA.

The payment dates for the registration fees are outlined in article 4.



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### 3.3. Crew

- 3.3.1 The race is to be sailed double-handed. Any boat must have the same two people aboard all the time, subject to RRS 1.1 and 41.
- 3.3.2 The event is open to any person aged at least 18 years of age the day the first leg starts.
- 3.3.3 French competitors (each member of the crew) shall have an FFVoile licence:
- their valid FFVoile Club 'competition' licence attesting to the earlier presentation of a valid medical certificate with no contraindications to the practice of competitive sailing
  - or their valid FFVoile Club 'member' or 'practice' licence accompanied by a valid medical certificate with no contraindications to the practice of competitive sailing, dating less than one year,
  - Authorisation for the boat to display advertising, if necessary,
  - a valid WORLD SAILING training certificate (Sea Survival course and PS Mer (Offshore First Aid training) carried out at an approved WORLD SAILING centre.
- 3.3.4 Overseas competitors (each member of the crew) who do not hold an FFVoile (French Sailing Federation) licence shall provide the following documents:
- A proof of membership for a National Authority that is a member of WORLD SAILING
  - A valid third-party liability insurance for a minimum cover of 3 million Euros
- Non-French skippers shall also provide:
- a survival training certificate as required by RSO 6.01. This training must be "WORLD SAILING Approved".
  - an STCW 95 A-V1/4-2 certificate (competence in medical care), or equivalent, as required by RSO 6.05.2.
  - Either valid WORLD SAILING certificates (Sea Survival course and PS Mer (Offshore First Aid training) carried out in an approved WORLD SAILING centre,
  - Or sea survival certificates and First Aid certificates as required in OSR articles 6.01 and 6.05.2. This training shall be "WORLD SAILING Approved".
- 3.3.5 Medical documents relating to the crew members: each crew member is responsible for:
- ensuring that his/her medical and physical condition is compatible with the constraints of the race,
  - being honest with the medical consultant about any pathology of which he or she is aware that may affect his/ her safety or that of a third party during the event.
- Each participating crew member shall provide:
- the medical form supplied by the OA, completed, dated, stamped and signed by his/ her doctor endorsing the requested information, and also dated and signed by the competitor
  - the results of a cardiogram
  - the results of an exercise tolerance test dating less than 4 years
- A medical 'consultant' for the competition will be designated by the OA (and subject to medical confidentiality). His/ her main tasks will be to evaluate the medical file, possibly including the results of additional examinations requested by his/herself or by the attending physician, and to assess the racer's ability to take part in the competition.
- All these medical documents shall be sent to the medical consultant by post or in a sealed envelope to retain confidentiality for his/her benefit.
- Where the requested information is lacking or insufficient the competitor's participation will not be validated from a medical viewpoint.
- 3.3.6 All the documents mentioned in NOR 3.3.3 / 3.3.4 / 3.3.5/ shall be passed on to the OA by the time registration closes on 1st May 2025 at the latest.

### 3.4. Change of crew

3.4.1 A change of one of the two members of the crew is permitted at each stopover. Both members will be allowed to be changed over at a stopover provided that their substitutes have sailed a previous leg or have received authorisation from Race Direction, which will base its decision on the offshore racing experience of the substitution crew.

3.4.2. The list of crew members for all the legs with all the documents required for registration shall be provided by the time registration closes on 1<sup>st</sup> May 2025 at the latest.

A list of substitutes who may possibly be called upon to replace a member of the crew in a leg other than the first start leg may also be provided to the OA. In order to be validated, any substitute shall provide all the documents mentioned in this Notice of Race according to the same terms as the crew members entitled to race prior to 1<sup>st</sup> May 2025 .

However, for a reason duly noted by the OA (issue with health, a professional or family issue making it impossible to participate), a change of crew with one member not declared before 1<sup>st</sup> March 2022 may be permitted. The request for the change shall be made to the OA, 1 month before the start of the leg in which the crew member shall participate at the latest, except in special circumstances duly noted. The terms for eligibility and qualification are identical to those set out in this Notice of Race.

3.4.3 A crew member may only participate in a leg of the race within the context of a single crew.

However, for special reasons duly noted by the OA and following approval by the jury, a replacement crew member who has been part of another crew may be permitted to embark.

### 3.5. Insurance

A third- party insurance certificate for the boat shall be provided once registration closes.



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## 4 / FEES

### 4.1 Registration fees: The total registration fee to be paid is:

- 20.000 euros ex.VAT for any registration before 31.12.2023
- 22.000 euros ex.VAT (10% increase) for any registration between 01.01.2024 and 30.06.2024
- 23.000 euros ex.VAT (15% increase) for any registration between 01.07.2024 and 31.12.2024
- 24.000 ex.VAT (20% increase) for all entries between 01.01.2025 and the closing date for entries on 01.05.2025.

### 4.2 Payment schedule: The registration fees are to be paid in equal parts according to the dates of registration at each of the deadlines described in 4.1.

Example for a registration taken before 31.12.2023: 25% by 31.12.2023, 25% by 30.06.2024, 25% by 31.12.2024 and 25% by 01.05.2025.

### 4.3 Withdrawals:

In the event of a crew's withdrawals before the 30.06.2023, 75% of the registration's fees will be reimbursed. In the event of a crew's withdrawals between the 01.07.2024 and the 31.12.2024, 50% of the registration's fees will be reimbursed.

In the event of a crew's withdrawals between the 01.01.2025 and the 01.05.2025, 25% of the registration's fees will be reimbursed.

No reimbursement can be made in the event of a crew's withdrawal once registration closes, a date set at 1 May 2025.

### 4.4 Cancellation: In the event that the race does not start for any reasons other than force majeure, 80% of the registration fees collected will be reimbursed.



## 5 / QUALIFICATION

Participation in the GLOBE40 requires proven experience in Class40 offshore sailing and competition.

A qualification validated by the OA is compulsory in order to be definitively registered.

Upon registration, each member of the crew shall fill out a detailed form regarding his/ her nautical experience.

The OA undertakes to provide each crew member with an assessment of his/ her qualification within a maximum of one month of their registration.

Qualification courses in the form of free navigation or participation in races within the Class40 circuit may be requested by the OA under the control of Race Management.

## 6 / PROGRAMME

The race programme is presented in appendix 1.

## 7 / CLASS MEASUREMENT

Class measurement and safety equipment inspections shall be carried out at the start of the race and at the start and finish of each leg.

Seals will be put in place, a list of them being published in the Sailing Instructions.

## 8 / COMPULSORY SAFETY EQUIPMENT

The appendix 3 sets out the list of additional compulsory safety equipment in relation to the list of monohull RSO Category 1 rules and those Class rules applicable to the RSO Category 1.

## 9 / SAILING INSTRUCTIONS (SI)

The SI will be presented to registered competitors once registration closes on 1<sup>st</sup> May 2025.

## 10 / COURSE

10.1 Distance: around 30,000 miles

10.2 Prologue: the Class40s and competitors must be present in Lorient on Monday August 25, 2025; the departure will take place on Sunday August 31, 2025 from Lorient (France)

Grand Départ: Cadiz - Spain

Arrival: Lorient - France

10.3 Stopovers: see appendix 1

LEG 1: CADIZ - MINDELO / CAPE VERDE

LEG 2: MINDELO - REUNION / PORT DES GALETS - LE PORT

LEG 3: THE REUNION - SYDNEY

LEG 4: SYDNEY - VALPARAISO

LEG 5: VALPARAISO - RECIFE

LEG 6: RECIFE - LORIENT

The arrival of competitors at Lorient is scheduled for the weekend of april 18/19, 2026; the final evening is scheduled for Saturday April 25 and the end of the event on Sunday April 26, 2026.

## 11 / RANKINGS

In appendix 4 is the classification plan by point.

## 12 / OBLIGATIONS OF PRESENCE FOR THE BOATS [DP]

The obligations of presence for the boats at the start / finish venue and at the stopovers will be specified in the Sailing Instructions.

At the stopovers the boats must receive an authorization from the OA to leave the port location planned.

Except in the case of an accident and the mid-term review, the boats cannot land at the stages without authorization from the OA.

## 13 / OBLIGATIONS OF PRESENCE FOR THE CREW [DP]

At least one crew member must be present for the duration of the stopovers.

The obligations of presence for the crew members at the official times at the start / finish venue and at the stopovers will be specified in the Sailing Instructions.

The presence of the two crew members at the official prize giving is imperative.

## 14 / POSITIONING

Each boat will be equipped with one or several positioning beacons supplied by the OA and for which a deposit will be requested.

## 15 / PENALTY SYSTEM

15.1 In the event of a breach of the rules other than those in part 2 and RRS 28 and 31, a time penalty may be awarded, following a hearing, leading to possible disqualification.

15.2 An international jury will be put in place whose decision is final



Photo ©Martin Gunter

## 16 / OUTSIDE HELP

**16.1 Routing:** Routing is prohibited in line with RRS 41 (Outside help) and the Class Rules.

A sworn statement will be signed by the members of the crew at the start of each leg.

**16.2** Boats shall complete the whole race independently and must not deliberately sail in convoy or seek to obtain accompaniment in any way whatsoever. During the race, boats may have no physical contact with other vessels or aircraft. Boats may not be re-supplied in any way whatsoever.

**16.3** During the race, a boat may stop or anchor and receive assistance solely under the following conditions:

- The skipper shall request Race Management for permission to make a stop
- Following Race Management's consent about the location of the stop, the repairs to be undertaken and equipment to be changed if applicable, the boat may be towed or use her engine to enter and/or leave a port or anchorage agreed with Race Management, over an agreed distance, provided that she can prove that the tow or use of the engine has not helped her progress towards the finish line.
- Only once the boat is under tow or under auxiliary power may other people come on board.
- Once the boat is at anchor or tied up to a buoy or alongside a moored vessel or the dock in the port or shelter agreed by Race Management, repairs can be undertaken and the boat may be resupplied and spare equipment embarked as agreed with Race Management. The crew may disembark.
- Once the boat has been repaired and is ready to start racing again, the boat can be towed or leave under auxiliary power over a distance agreed beforehand with Race Management, provided that the skipper can prove that the tow or use of the engine has not helped the boat's general progress towards the finish line. Once the boat starts racing again, solely the skipper shall confirm to Race Management that he/she is back racing again and certify that he/she has adhered to the requirements of this article.

## 17 / TECHNICAL SUPPORT - LOGISTICAL SUPPORT

**17.1** The OA sets up a technical assistance team whose services are included in the registration fees. The list of skills available and the modes of operation within the framework of this technical assistance are specified in a note given to competitors.

External services not covered by the technical assistance team and the supply of spare materials will be the responsibility of the competitors.

**17.2** As part of its preparation of the stopovers, the OA will draw up the list of technical skills available per stage and the contacts of local suppliers.

**17.3** The OA will propose and negotiate as far as possible for each stopover air transport, accommodation and catering offers.

## 18/ TIME LIMIT

A time limit will be put in place in order to rank competitors per leg and this will be specified in the Sailing Instructions.

## 19/ PRIZES

Prizes will be awarded to each participant with special Trophies organised.

## 20 / RESPONSIBILITIES OF THE ORGANISER AND COMPETITORS

- 20.1** Skippers participate in the event at their own risk and fully accept that choosing to do so is their own responsibility. **It is the sole responsibility of each skipper to decide whether or not to take the start of the event or continue with it, as regards his/her competence, the equipment at their disposal, the wind strength, the weather forecasts, etc.** Any information that any member of the OA is in a position to provide before or during the event, for example a gale warning, will constitute one detail among others upon which the skipper may base his/her decision without the OA being accountable.
- 20.2** The responsibility of the OA and its partners is limited to ensuring the smooth running of the event; any further responsibility that the OA may agree to would have to be contractual and explicit. Furthermore, any checks the Race Committee undertakes, shall have the sole aim of ensuring that the current race rules and documents have been adhered to.
- 20.3** The monitoring, and in particular telephone monitoring, as well as fleet tracking that the OA might provide, should be considered by skippers as optional and uncertain, and under no circumstances as an extra safety measure which may be relied upon. Any request made to a member of the OA would not make the OA accountable unless the latter has expressly agreed to this request, either directly or through one of its official spokesmen/women. This particularly applies to various requests for help and even assistance at sea.
- 20.4** Skippers will be held personally responsible for any material or physical damage to themselves, their boat, other boats, or any third party or the property of a third party. Skippers shall be accountable to the OA for taking out all the necessary insurance to cover civil liabilities and damages incurred for the race. The absence of third-party liability in no way makes the OA or its partners accountable.
- 20.5 Reminder of the RRS 1.1:** all boats are compelled to offer all possible assistance to any other boat or person in danger, should they be in a position to do so, in accordance with rule 1.1 of the RRS and the international measures in force. In this case and after changing course, the skipper shall immediately supply Race Management with all the details required to ensure there is the possibility of the International Jury later awarding the time back for changing course.



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### 21/ USE OF RIGHTS - AUDIOVISUAL APPENDIX

The owner or user of the boat and any possible sponsor, by the sole fact of their participation, agree that the OA can use, for promotional purposes or other, any text, photo or video footage relating to their participation in the event to be published or broadcast via the press, television or internet (non-exhaustive list).

An audiovisual appendix will be published by the closing date for entries on 1 May 2025 and will set out all the audiovisual obligations of the event.

### 22/ CONTACT

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Tel: +33 (0)1 47 04 61 14  
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Facebook page: [GLOBE 40](#)



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### APPENDIX 1: PROGRAMME AND COURSE

(prévisionnal dates on 01.07.2024)

LEG	COURSE	COEFFICIENT	AVERAGE DISTANCE MILLES	AVERAGE DURATION 1 <sup>ST</sup> IN DAYS	ESTIMATED DATES
PROLOGUE GREAT START	Lorient Cadix - Spain	0,5	900	4 days	Start 31 <sup>th</sup> august 2025 Arrival 4 <sup>th</sup> september
LEG 1 ATLANTIC	Cadix Mindelo - Cap-Vert	1	1540	7 days	Start sunday 14 <sup>th</sup> september Arrival 20 <sup>th</sup> september
LEG 2 INDIAN OCEAN	Mindelo La Réunion	3	7050	31 days	Start 2 <sup>th</sup> october Arrival 1 <sup>st</sup> november 2025
LEG 3 PACIFIC	La Réunion Sydney - Australie	2	5120	25 days	Start 21 <sup>th</sup> november Arrival 15 <sup>th</sup> december
LEG 4 SOUTH AMERICA	Sydney Valparaiso - Chile	3	6390	31 days	Start 1 <sup>st</sup> january 2026 Arrival 31 <sup>th</sup> january
LEG 5 ATLANTIC	Valparaiso Recife - Brazil	2	4860	26 days	Start 18 <sup>th</sup> february Arrival 15 <sup>th</sup> march
LEG 6 ARRIVAL	Recife Lorient	2	4290	20 days	Start 29 <sup>th</sup> march Arrival 17 <sup>th</sup> april Lorient 18 <sup>th</sup> / 26 <sup>th</sup> End event 26 <sup>th</sup> april
		13,5	30148	144	



## APPENDIX 2: SAILS

The following rules apply for the management of the sails for the event:

### 2.1. On-board sails:

- The maximum 8 sails provided by Class 103.1 rule including the following compulsory sails:  
1 Mainsail, 1 Solent, 1 heavy weather jib, 1 storm jib and 1 storm trysail if the Mainsail does not have its luff reduced by more than 50% at low reef.

In addition to these 8 sails, it must be on board:

- small heavy weather jib of a maximum surface of 22 m<sup>2</sup>; the material of this jib is at your discretion.
- A spinnaker under compulsory seal usable after agreement of the race direction and resulting in a penalty.

An optional trysail complying with RSO 4.26 may be on board, even if the mainsail guide can be reduced by 70% at the lower reef.

### 2.2. Spare sails:

In the event of loss, total destruction or a badly degraded state of the mainsail which could threaten the safety of the boat in the following leg, and after decision by the jury, a new mainsail may be taken on board subject to a penalty.

In all cases, the authorization to change a mainsail must be given by the OA before the installation of the new mainsail.

The list of sails on board must be declared no later than 24 hours before the start of each leg.

Boarding a sail not declared at the start will result in a penalty.

The different penalties will be fixed in the Sailing Race Instructions.

## APPENDIX 3: LIST OF ADDITIONAL SECURITY EQUIPMENT

(In addition to the RSO category 1 monohull rules and class rules - for all equipment with an expiry date, this must be 05/25 at the latest )

OSR NO.	EQUIPMENT
3.13	<p>The boats must comply with OSR 3.13 below:</p> <p>3.13.1: Either a watertight “crash” bulkhead within 15% of LH from the bow and abaft the forward end of LWL, or permanently installed closed-cell foam buoyancy effectively filling the forward 30% LH of the hull.</p> <p>3.13.2: Any required watertight bulkhead to be strongly built to take a full head of water pressure without allowing any leakage into the adjacent compartment.</p> <p>3.13.2: At least two watertight transverse main bulkheads in addition to any bulkheads positioned within the forward and aft 15% of LH.</p> <p>3.13.3 Outside deck access for inspection and pumping shall be provided to every watertight compartment terminated by a hull section bulkhead, except that deck access to extreme end “crash” compartments is not required.</p>
3.28.3 b) and 3.28.4 c)	<p>Boats with a mean of propulsion powered by liquid fuel shall have on board a reserve of 10 litres of emergency fuel stored in a single container which will be sealed closed and in position.</p> <p>Boats with a mean of propulsion powered by a battery bank shall have to prove that they comply with OSR 3.24.4 c)</p>
3.29.02	A marine VHF DSC radio covering all international and US marine channels and meeting ITU class D.
3.29.03	At least two hand-held satellite telephones watertight or with waterproof covers and internal batteries, one stored in the emergency container and the other one installed at the chart table. The Iridium Go will not be accepted as a hand-held phone stowed in the grab bag.
3.29.09	A YellowBrick tracker YB3i or a YB3 tracker permanently powered.
3.29.11	A radar fitted as per CR Class40 2.3.
4.02.1	A 4 m <sup>2</sup> (43 ft <sup>2</sup> ) cover of highly-visible pink, orange or yellow colour with eyelets and ropes capable of being displayed on the coachroof and/or deck. When not in use, it shall be tied to the grab bag.
4.07	A high-intensity heavy duty searchlight powered by the boat’s batteries, instantly available for use on deck and in the cockpit.
4.19	There must be two EPIRB bi-frequency (406 MHz and 121,5 MHz) beacons with an internal GPS, with water and manual activation on board. These beacons, as well as the PLBs, must be officially registered with the “Globe 40” notation. Proof of this registration and the hexadecimal tag code shall be communicated to race management no later than June 1, 2022.
4.20.1	<p>2 liferafts so that in the event of any one liferaft being lost or damaged, sufficient aggregate capacity remains for all crew members.</p> <ul style="list-style-type: none"> <li>- 1 liferaft complying with the Class40 Class Rules (complying with SOLAS LSA code 1997 Chapter IV or later or with the ISO 9650-1 Group A Offshore full armament &gt;24h (Pack 1).</li> </ul> <p>If the liferaft is &lt;24h (pack 2), an additional grab bag shall include:</p> <ul style="list-style-type: none"> <li>- 3 red hand flares, - 2 Solas survival blankets, - 1.5l of water/pers (=6l), - 500g of high-energy food/pers (=2kg),</li> <li>- 1 flash light, - 1 first-aid kit including: - 30g Betadine (disinfectant), - 2x50 g of total sunscreen,</li> <li>- 1 pair of scissors, - 12 antiseptic dressings of different sizes, - 2 compression bandage (small size),</li> <li>- 1 compression bandage (large size), - 1 rubber tourniquet.</li> </ul> <p>This complement to the liferaft will be in a survival container or waterproof bag attached to the raft. It will be sealed closed and in position.</p> <p>In case of a 6-peoples liferaft, the supplement will be required for 4 people only.</p> <ul style="list-style-type: none"> <li>- A second liferaft stored inside the boat complying with norm 9650-1 Group A Offshore, light armament &lt;24h.</li> </ul> <p>It shall pass through all the bulkheads, including the escape hatches located at the transom.</p>



## APPENDIX 3: LIST OF ADDITIONAL SECURITY EQUIPMENT

(In addition to the RSO category 1 monohull rules and class rules - for all equipment with an expiry date, this must be 05/25 at the latest )

OSR NO.	EQUIPMENT
4.22	A PLB (Personal Locator Beacon) equipped with 406Mhz and 121.5Mhz for each crew member.
4.27	A drogue for deployment over the stern, or a sea anchor or parachute anchor for deployment at the bow, complete with all necessary gear.
5.02	A boat must have on board at least one spare harness and lanyard as required in 5.02.
5.08	The boat shall have at least one diving suit for each crewmember covering the entire body and including gloves, fins and portable air supplies with a minimum air volume of 80 litres.
	There must be on board a survival suit per person, at least standard NF EN ISO 15027-1 and whose thermal insulation without polar underwear must be at least 0.75 Clo immersed
	There must be on board an equipment enabling a crew member to climb the mast and a safety helmet.
Content of the grab bag:	<ul style="list-style-type: none"> <li>- 1 hand-held watertight VHF, GMDSS recommended (or with a waterproof cover) with one spare battery,</li> <li>- 1 hand-held watertight GPS (or with a waterproof cover) with spare batteries,</li> <li>- 1 SART radar or AIS,</li> <li>- 1 hand-held watertight Iridium telephone (or with a waterproof cover) with one spare battery.</li> <li>- 1 flash/strobe light,</li> <li>- 1 watertight torch with spare batteries and bulbs (except LED),</li> <li>- 4 red hand flares and 2 orange smoke hand flares (SOLAS),</li> <li>- Several fluorescent sea-dye markers, -</li> <li>- Several cyalume-type light sticks,</li> <li>- 1 sharp knife,</li> <li>- 2 survival blankets,</li> <li>- High-energy food of a total minimum value of 10,000 kj,</li> <li>- First-aid kit according to FFVoile medical regulations.</li> </ul>
Others materials	A self-contained heating device.
Others materials	Communication: a Whatsapp network access device.

## APPENDIX 4: RANKINGS

Classification in points according to Appendix A 5.3 of the RCV

All races count towards the general classification.

The stage rankings are assigned the coefficients below.

A boat classified DNC or DNS boat at one leg or more will be ranked after the boats having completed all legs.

To be classified in the final general ranking a boat must, except in cases of force majeure, be classified in the last leg.

A «sharp» boat ranking will be put in place. Any class40 whose width at 2m from the bow is less than or equal to 2.30m will be considered as "sharp".

LEG	COEFFICIENT
PROLOGUE GREAT START	0,5
LEG 1 ATLANTIC	1
LEG 2 INDIAN OCEAN	3
LEG 3 PACIFIC	2
LEG 4 SOUTH AMERICA	3
LEG 5 ATLANTIC	2
LEG 6 ARRIVAL	2

## APPENDIX 5 : PROLOGUE ELIGIBILITY

### 1. Crew members

- 2 crew members as a minimum, 4 as a maximum, providing that it does not exceed the 2 life rafts capacity.
- At least 1 of the 2 skippers registered to Leg 1 of the Globe 40 shall be onboard.

### 2. Eligibility

French competitors (each member of the crew) shall have an FFVoile licence:

- their valid FFVoile Club 'competition' licence attesting to the earlier presentation of a valid medical certificate with no contraindications to the practice of competitive sailing
- or their valid FFVoile Club 'member' or 'practice' licence accompanied by a valid medical certificate with no contraindications to the practice of competitive sailing, dating less than one year,
- The authorisation for the boat to display advertising, if necessary,
- Overseas competitors (each member of the crew) who do not hold an FFVoile (French Sailing Federation) licence shall provide the following documents:
  - A proof of membership for a National Authority that is a member of WORLD SAILING
  - A valid third-party liability insurance for a minimum cover of 3 million Euros

### 3. Training

(OSR 6.01 and 6.05.2. These trainings shall be « WORLD SAILING Approved.2, Medical Regulation of FFVoile Appendix 3)

- World Sailing Sea Survival course:  
A minimum of 2 crew members including the skipper shall provide a valid WOLRD SAILING Sea Survival course
- Medical course :  
The skipper shall provide a First Aid certificate



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# GLOBE 40

LA GRANDE ROUTE



SIRIUS  
EVENTS

Photo © Jean-Marie Liot

Melodie Schaffe  
Gary Jacques  
Mikael Ryking  
Jeronimo Santos  
Robert Pniilps