



# GLOBE40

LA GRANDE ROUTE

JUNE 2022 / MARCH 2023

1<sup>ST</sup> EDITION

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

## NOTICE OF RACE GLOBE40

2<sup>nd</sup> december 2021 edition



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## ORGANISING AUTHORITY (OA)

The GLOBE40 is organised from June 2022 to March 2023 by the SIRIUS EVENEMENTS company, an establishment affiliated to the French Sailing Federation (FFVOILE).

Originally planned in 2021 / 2022 the GLOBE40 has been delayed for one year due to the worldwide sanitary crisis.

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.

### 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 entered in the race shall receive on its arrival two race flags, which shall be displayed in its 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 its arrival, which it 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 it has crossed the finish line.



### 3 / ELIGIBILITY AND REGISTRATION

#### 3.1 Eligibility

3.1.1 The event is open to monohulls in order with the Class 40 measurement and rules (2022 and 2023 subscription and measurement certificate).

3.1.2 The number of boats participating in the event is limited to 25.  
However the OA reserves the right:

- to invite additional boats to participate in the event
- to refuse registration according to the terms of RRS 76.

Beyond 25 entries, a waiting list is established.

#### 3.2 Registration

3.2.1 Registration: registration is to be taken through until the date that registration closes, which is set for 1 March 2022.

The registration pack must be requested from the OA.

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



### 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) must 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 must provide the following documents:

- proof of membership for a National Authority that is a member of WORLD SAILING
- valid third-party liability insurance for a minimum cover of 3-million Euros

Non-French skippers shall also provide:

- 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 or 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 or 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 or her main tasks will be to evaluate the medical file, possibly including the results of additional examinations requested by his or 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 3.3.3 / 3.3.4 / 3.3.5/ shall be passed on to the OA by the time registration closes on 1 March 2022 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 replacements have sailed a previous leg or have received authorisation from Race Direction, which will base its decision on the offshore racing experience of the replacement 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 March 2022 at the latest.

A list of replacements 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 replacements 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 March 2022.

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 March 2022 may be permitted. The request for the change must 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

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

## 4 / FEES

4.1 **Registration fees:** The standard registration fees to be paid total 15,000 euros ex. VAT (€18,000 inclusive of all taxes) to be paid :

- €5000 ex.VAT on 1<sup>st</sup> July 2021
- €5000 ex.VAT on 31 December 2021
- €5000 ex.VAT on 1<sup>st</sup> March 2022

Entry fees already paid by teams registered will be deducted from the global entry fees.

For projects registered after 1<sup>st</sup> July 2021 without prior pre-registration and through until 31 December 2021, the registration fees are subject to a 20% increase and amount to 18,000 euros ex. VAT (€21,600 inclusive of all taxes); 50% to be paid upon registration and 30% on 31 December 2021 and the balance on 1<sup>st</sup> March 2022.

For projects registered from 1 January 2022 and through until 1 March 2022 the registration fees are subject to a 30% increase and amount to 19,500 euros ex. VAT (€23,400 inclusive of all taxes); to be paid in its entirety upon registration.



#### 4.2 Withdrawals:

In the event of a crew's withdrawal before 31 December 2021, 75% of the registration fees collected will be reimbursed.

In the event of a crew's withdrawal between 1<sup>st</sup> January 2022 and 1<sup>st</sup> March 2022, 50% of the registration fees collected will be reimbursed.

No reimbursement can be made in the event of a crew's withdrawal once registration closes, a date set at 1 March 2022.

#### 4.3 In the event that the race does not start (number of entries lower than 15 on 31 December 2021), 90% 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 March 2022.

## 10/ COURSE

**10.1 Distance:** around 30,000 miles

**10.2 Atlantic prologue :** departure on 2022 Saturday June 11 from Lorient  
**Mediterranean prologue :** departure on 2022 Saturday June 11 from Marseille

**Start:** Tangier (Morocco)

**Finish:** Lorient (France)

**10.3 Stopovers:**

SAO VINCENTE (Cape Verde Islands)

PORT LOUIS (Mauritius)

AUCKLAND (New Zealand)

PAPEETE (French Polynesia)

USHUAIA (Argentina)

RECIFE (Brazil)

SAINT - GEORGES (Grenada)





### 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.

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

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.

### 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.

## 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 must 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 must 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 its engine to enter and/or leave a port or anchorage agreed with Race Management, over an agreed distance, provided that he/she can prove that the tow or use of the engine has not helped them 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 must confirm to Race Management that he/she is back racing again and certify that he/she has adhered to the requirements of this article.

**16.4** A technical stopover in a port or anchorage with assistance may not be less than 24 hours.



## 17/ TECHNICAL SUPPORT - LOGISTICAL SUPPORT

17.1 The OA is putting in place technical support for the race.

The latter will notably comprise:

- The supply of a detailed step-by-step guide listing all the technical skills available per leg with the relevant contacts (structure - rig - sails - electronics - motorisation - lifting equipment - technical area).
- The implementation of pooled transport via container and with uniform packaging (wooden box) of the teams' equipment
- The transport of equipment for common use (cradle)
- The presence in the organisation of technical staff to support the competitors

The OA is soliciting insurance companies to put in place a pooled approach for the event.

The services described are included in the registration fees, with the exception of the pooled transport via container of the crews' equipment and the supply of packaging support for which a contribution will be requested.

17.2 For each leg, the OA will negotiate and propose arrangements for air transport, accommodation and catering.

## 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 or 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 or 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. Further more, 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 must 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.

## 21/ USE OF RIGHTS

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).

## 22 CONTACT

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Email: [contact@sirius-events.com](mailto:contact@sirius-events.com)  
Website: [www.globe40.com](http://www.globe40.com)  
Facebook page: [GLOBE 40](#)



## APPENDIX 1: PROGRAMME AND COURSE

(For time and distance according to Great Circle study)

| Leg  | Theoretical distance over the ground (Miles) | Actual distance covered over ground (Miles) | Course marks   | Average SOG 1 <sup>st</sup> boat (Knots) | Average duration 1 <sup>st</sup> boat (Days) | Duration of stopover 1 <sup>st</sup> boat (Days) | Dates   |
|--|--|---|--|--|--|--|---|
| Atlantic Prologue : Lorient - Tangier        | 966  |   |  |  |  |  | Start Saturday 11 June 2022   |
| Mediterranean Prologue : Marseille - Tangier | 722  |   |  |  |  |  | Start Saturday 11 June 2022   |
| Set up to TANGIER                            |  |   |  |  |  |  | Friday 17 June 2022   |
| 1. TANGIER - SAO VICENTE                     | 1722   | 1894  | Madeira on port - Tenerife on starboard  | 10,1                                     | 8  | 12   | Start Sunday 26 June 2022<br>Finish of 1 <sup>st</sup> boat on 05/07                      |
| 2. SAO VICENTE - MAURITIUS                   | 6210   | 7725  |  | 10                                       | 32   | 24   | Start Sao Vicente on 17 /07<br>Finish of 1 <sup>st</sup> boat on 18/08                    |
| 3. MAURITIUS - AUCKLAND                      | 6245   | 6923  | Rodrigues Island on starboard - Cap Leeuwin on port<br>Eclipse Island  | 11,6                                     | 25   | 21   | Start on 11/09<br>Finish of 1 <sup>st</sup> boat on 06/10                                 |
| 4. AUCKLAND - PAPEETE                        | 2300   | 2710  | Maupiti Island on starboard - Bora Bora island on starboard - Raiatea island on port - Huahine island on starboard - Moorea island on port | 9,3                                      | 12   | 18   | Start on 27/10<br>Finish of 1 <sup>st</sup> boat on 08/11                                 |
| 5. PAPEETE - USHAÏA                          | 4588   | 5062  | Chile Gate 43° S / 097° W Cape Horn on port - Nueva Island (Chile) on port   | 10,9                                     | 19   | 21   | Start on 26/11<br>Finish of 1 <sup>st</sup> boat on 15/12                                 |
| 6. USHUAIA - RECIFE                          | 3289   | 3595  |  | 9,7                                      | 15   | 16   | Start on 05/01<br>Finish of 1 <sup>st</sup> boat on 21/01                                 |
| 7. RECIFE- GRENADA                           | 2067   | 2150  |  | 10,8                                     | 8  | 12   | Start on 06/02<br>Finish of 1 <sup>st</sup> boat on 14/02                                 |
| 8. GRENADA - LORIENT                         | 3303   | 3366  | St Vincent Island on starboard - Island of Faial (Azores) on starboard - Island of Sao Jorge on port - Island of Terceira on starboard     | 11,1                                     | 15   |  | Start on 26/02<br>Finish of 1 <sup>st</sup> boat on 13/03<br>Finish of last boat on 20/03 |
| Presence Finish venue - Prize giving         |  |   |  |  |  |  | From 13 to 20 march 2023  |
|  | 29724  | 33725                                       |  | 10,50                                    | 135  | 124*   |   |

\* Excluding departure and arrival

## APPENDIX 2: SAILS

### 2.1 On-board sails:

- The maximum 8 sails provided by the 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 70% at low reef.
- A compulsory spinnaker under seal usable after agreement of the race direction and resulting in a penalty.
- An optional small heavy weather jib (J3) of a maximum surface area of 22 m<sup>2</sup>; made from any material.
- An optional storm trysail complying with OSR 4.26, even if its luff can be reduced by more than 70% at low reef.

### 2.2. Spare sails:

3 sails for the entire duration of the event may be changed without penalty at the stages with the exception of the mainsail.

In the event of total loss or destruction of the mainsail noted by the jury, a new mainsail may be taken on board subject to a penalty.

The list of sails on board must be declared 24 hours before the start of each leg.

The different penalties will be fixed in the Sailing Instructions.

## APPENDIX 3: LIST OF ADDITIONAL SECURITY EQUIPMENT

(In addition to the RSO category 1 monohull rules and class rules)  
 The expiry and next servicing date for any item is 03/2023 at the earliest.

| N° OF OSR RULE             | EQUIPMENT  |
|----------------------------|--|
| RSO 3.13                   | The boats must comply with OSR 3.13 below:<br>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.<br>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.<br>3.13.2: At least two watertight transverse main bulkheads in addition to any bulkheads positioned within the forward and aft 15% of LH.<br>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.   |
| Ref 3.28.3 b) et 3.28.4 c) | 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.<br>Boats with a mean of propulsion powered by a battery bank shall have to provide   |
| Ref 3.29.02                | A marine VHF DSC radio covering all international and US marine channels and meeting ITU class D.  |
| Ref 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.  |
| Ref 3.29.09                | A YellowBrick tracker YB3i or a YB3 tracker permanently powered.   |
| Ref 3.29.11                | A radar fitted as per CR Class40 2.3.  |
| Ref 4.02.1                 | A 4 m2 (43 ft2) 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.   |
| Ref 4.07                   | A high-intensity heavy duty searchlight powered by the boat's batteries, instantly available for use on deck and in the cockpit.   |
| Ref 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.   |
| Ref Ref 4.20.1             | - 2 liferafts so that in the event of any one liferaft being lost or damaged, sufficient aggregate capacity remains for all crew members.<br>- 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 >24h (Pack 1).<br>If the liferaft is <24h (pack 2), an additional grab bag shall include:<br>- 3 red hand flares,<br>- 2 Solas survival blankets,<br>- 1.5l of water/pers (=6l),<br>- 500g of high-energy food/pers (=2kg),<br>- 1 flash light,<br>- 1 first-aid kit including:<br>- 30g Betadine (disinfectant),<br>- 2x50 g of total sunscreen,<br>- 1 pair of scissors,<br>- 12 antiseptic dressings of different sizes,<br>- 2 compression bandage (small size),<br>- 1 compression bandage (large size),<br>- 1 rubber tourniquet.<br>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.<br>In case of a 6-peoples liferaft, the supplement will be required for 4 people only.<br>A second liferaft stored inside the boat complying with norm 9650-1 Group A Offshore, light armament <24h. It shall pass through all the bulkheads, including the escape hatches located at the transom. |



## APPENDIX 3: LIST OF ADDITIONAL SECURITY EQUIPMENT

(In addition to the RSO category 1 monohull rules and class rules)  
 The expiry and next servicing date for any item is 03/2023 at the earliest.

| N° OF OSR RULE           | EQUIPMENT   |
|--------------------------|---|
| Ref 4.22                 | A PLB (Personal Locator Beacon) equipped with 406Mhz and 121.5Mhz for each crew member.   |
| Ref 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.  |
| Ref 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 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> |

## APPENDIX 4: RANKINGS

Classification in points according to Appendix A of the RCV

All races count towards the general classification.

The classifications of the stages are assigned the following coefficients.

| LEG                     | COEFFICIENT |
|-------------------------|-------------|
| TANGIER - SAO VICENTE   | 1           |
| SAO-VICENTE - MAURITIUS | 3           |
| MAURITIUS - AUCKLAND    | 3           |
| AUCKLAND - PAPEETE      | 2           |
| PAPEETE - USHUAIA       | 3           |
| USHUAIA - RECIFE        | 2           |
| RECIFE - GRENADA        | 1           |
| GRENADA - LORIENT       | 2           |

## APPENDIX 5: PROLOGUE ELIGIBILITY

### 1. Crew members

- 2 crew members as a minimum, 6 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