



Photo ©Jean-Marie Liot

GLOBE 40

LA GRANDE ROUTE

2025 / 2026
2ND EDITION

www.globe40.com

NOTICE OF RACE

1st July 2025 edition



Photo ©Jean-Marie Liot

TABLE OF CONTENTS

1. RULE	PAGE 3
2. ADVERTISING	PAGE 4
3. ELIGIBILITY AND REGISTRATION	PAGE 5
4. REGISTRATION FEES	PAGE 8
5. QUALIFICATION	PAGE 9
6. PROGRAMME	PAGE 9
7. BOAT INSPECTIONS	PAGE 9
8. MANDATORY SAFETY EQUIPMENT	PAGE 9
9. SAILING INSTRUCTIONS	PAGE 9
10. COURSE	PAGE 9
11. RANKINGS	PAGE 10
12. OBLIGATION OF PRESENCE FOR THE BOATS	PAGE 10
13. OBLIGATION OF PRESENCE FOR THE CREW	PAGE 10
14. TRACKING	PAGE 10
15. PENALTY SYTEM	PAGE 10
16. OUTSIDE HELP	PAGE 11
17. TECHNICAL SUPPORT - LOGISTICAL SUPPORT	PAGE 11
18. TIME LIMIT	PAGE 11
19. PRIZES	PAGE 11
20. RESPONSIBILITIES OF THE ORGANISER AND COMPETITORS	PAGE 12
21. USE OF RIGHTS	PAGE 13
22. CONTACT	PAGE 13
APPENDIX 1 : PROGRAMME AND COURSE	PAGE 14
APPENDIX 2 : SAILS	PAGE 15
APPENDIX 3 : LIST OF ADDITIONAL SAFETY EQUIPMENT	PAGE 16
APPENDIX 4 : RANKINGS	PAGE 18
APPENDIX 5 : PROLOGUE ELIGIBILITY	PAGE 19

ORGANISING AUTHORITY (OA)

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

The Pre-Notice of Race published on 2nd May 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 a breach of this rule may, at the discretion of the Jury, be less than disqualification.

PREAMBLE

Prevention of violence and incivility

FFVoile reminds all concerned that sporting events are above all an opportunity for exchange and sharing, open and accessible to all. As such, competitors and support persons are requested to behave politely and respectfully at all times, be it on land or at sea, regardless of the origin, gender or sexual orientation of others.

1 / RULES

The race will be governed by:

FFVoile reminds all concerned that sporting events are above all an opportunity for exchange and sharing, open and accessible to all.

As such, competitors and support persons are requested to behave politely and respectfully at all times, be it on land or at sea, regardless of the origin, gender or sexual orientation of others

- 1.1 The regulations of the French Sailing Federation (FFVoile).
- 1.2 The prescriptions of FFVoile translated for foreign competitors.
- 1.3 WORLD SAILING's Offshore Special Regulations (OSR), category 1 monohulls.
- 1.4 The CLASS40 Class Rules.
- 1.5 The following RRS are changed:
 - 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 both these sections of the course covered in daylight hours. It is replaced by part B (Steering and Sailing) of the International Regulations for the Prevention of Collisions at Sea (IRPCAS) for these 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): changed by NOR 16
 - RRS 48.1 (Limitations on equipment and crew): changed as follows: «boats may take on board replacement equipment during the race provided they have the written consent of Race Direction, and doing so complies with Class Rules».
 - RRS 51 (Movable ballast): remove the first 2 sentences and replace with: «Any moving of weight (stacking) for the purpose of changing trim or stability is permitted within the following limits: inside the boat, with the exception of the batteries, all other heavy items which could damage the boat or cause injury to the crew must be permanently securely fixed in place, except when moved. Food, water jerrycans, safety equipment (except liferafts and/or equipment sealed in position), fittings and spare parts can be stowed in boxes and moved if these boxes are securely attached to the boat. The sails can be moved freely. Sail bags must not be able to hold water».
 - RRS 52 (Manual power) changed as follows: Boats may use a power source other than manual to operate the autopilot and to operate the ballast system
 - RRS 47 (Trash disposal): Add: «However, small quantities of biodegradable material and food may be disposed of in the water».
 - The following RRS are changed in the SI: RRS 44.1 (Taking a penalty); RRS 60 (Protests); RRS 61 (Redress); RRS 63 (Conduct of hearings); RRS 63.5 (Decisions) and RRS 63.7 (Reopening a hearing).

- 1.7** Entering the Globe40 implies full and unreserved acceptance of all provisions in the Notice of Race. The OA reserves the right to amend the Notice of Race in the interests of the safety and/or sportsmanship of the race.
- 1.8** In the event of a conflict between rules, or in the event of uncertainty as to the prevalence of a rule or which rules apply, the Jury shall decide which rule applies.
- 1.9** Official time: times are as follows:
- Ashore and for the start, all texts in the official time of the relevant country, specified in the SI
 - At sea after the start, all texts in UTC.
- 1.10** In case of translation of this Notice of Race, the French text shall prevail. For the OSR and RRS, the English text shall prevail.

2 / ADVERTISING [DP]

- 2.1** As per WORLD SAILING Regulation 20 (Advertising Code), as modified by the FFVoile's 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 display 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 the shrouds on each side of the boat when dockside during the stopovers and at sea during the start and finish phases (30 miles out from leg ports).
- 2.2.3** Dodgers: each 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 leg ports).
- 2.2.4** Forestay flags: each boat registered for the race will receive flags which shall be displayed along the boat's forestay dockside at the stopovers and at sea once she has crossed the finish line.



Photo ©Jean-Marie Liot

3/ ELIGIBILITY AND REGISTRATION

3.1 Eligibility

- 3.1.1 The event is open to monohulls which comply with the Class 40 Class Rules (2025 and 2026 membership and measurement certificate).

3.2. Registration

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

The pre-registration fee is 1000 € ex-VAT.

The pre-registration pack should be requested from the OA.

The pre-registration sum is deducted from the final instalment of the registration fees.

In the case of non- participation 50% of the registration fees will be refunded.

- 3.2.2 Registration: registrations are taken from the publication of this NOR through until the date that registration closes, which is set for 1st May 2025

The registration pack must be requested from the OA.

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



Photo ©Jean-Marie Liot

3.3. Crew

3.3.1 The race is sailed double-handed. Each boat shall have the same two people aboard for the duration of a leg, except as provided for by 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 provide:

- 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 applicable,
- a valid WORLD SAILING training certificate (Offshore Personal 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 licence shall provide the following:

- Proof of membership of a National Authority that is a member of WORLD SAILING,
- Valid third-party liability insurance for a minimum cover of 3 million Euros.

Overseas skippers shall hold:

- an Offshore Personal Survival course certificate as required by OSR 6.01.
This training must be « WORLD SAILING Approved».
- an STCW 95 A-V1/4-2 certificate (proficiency in medical care), or equivalent, as required by OSR 6.05.2.

3.3.5 Medical documents relating to 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 race doctor 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 crew member shall provide:

- the medical form supplied by the OA, completed, dated, stamped and signed by his/ her own 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 race doctor for the competition will be appointed by the OA (and be bound by medical confidentiality). His/ her main tasks will be to evaluate the medical file, possibly including the results of additional examinations requested by him/herself or by the competitor's own doctor, and to assess the competitor's ability to take part in the competition.

All these medical documents shall be sent to the race doctor by e-mail or in a sealed envelope to preserve confidentiality to the race doctor's address.

Missing or insufficient information will revoke the competitor's participation on medical grounds.

3.3.6 All the documents mentioned in NOR 3.3.3 / 3.3.4 / 3.3.5/ shall be submitted 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 crew members is permitted for each leg. Both crew members will be allowed to be changed for a leg 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 substitute 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 1st May 2025 at the latest.

A list of substitutes who may possibly be called upon to replace a crew member in a leg other than the first 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 1st 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 for a crew member not declared before 1st May 2025 may be permitted. The request for the change shall be made to the OA 1 month at the latest before the start of the leg in which the crew member will participate, except in duly noted exceptional circumstances. 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 exceptional reasons duly noted by the OA and following approval by the Jury, a substitute 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 by close of registration on the 1st May 2025 at the latest.



Photo ©Jean-Marie Liot



4 / REGISTRATION FEES

4.1 Registration fees: The total registration fee to be paid are:

- 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 euros ex-VAT (20% increase) for any registration between 01.01.2025 and the close of registration 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 withdrawal before 30.06.2024, 75% of the registration fees will be reimbursed.

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

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

No reimbursement can be made in the event of a crew's withdrawal once registration closes on the 1st May 2025.

4.4 Cancellation: In the event that the race is cancelled for any reason 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 sailing 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 on the Class40 circuit may be requested by the OA under the control of Race Direction.

6 / PROGRAMME

The race programme is set out in Appendix 1.

7 / BOAT INSPECTIONS

Class Rules compliance 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 / MANDATORY SAFETY EQUIPMENT

Appendix 3 sets out the list of additional mandatory safety equipment in relation to the list of monohull OSR Category 1 rules and those Class Rules applicable to OSR Category 1.

9 / SAILING INSTRUCTIONS (SI)

The SI will be sent to registered competitors once registration closes on 1st May 2025.

10 / COURSE

10.1 Distance: approximately 30.000 miles

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

Grand Départ: Cadiz - Spain

Finish: Lorient - France

10.3 Legs: see details in Appendix 1

LEG 1: CADIZ - MINDELO / CAP-VERDE

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

LEG 3: REUNION - SYDNEY

LEG 4: SYDNEY - VALPARAISO

LEG 5: VALPARAISO - RECIFE

LEG 6: RECIFE - LORIENT

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

11 / RANKINGS

The rules governing ranking are outlined in Appendix 4.

12 / OBLIGATIONS OF PRESENCE FOR THE BOATS [DP]

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

At the stopovers, boats must be given authorisation by the OA to leave their allocated berth.

Except in the case of an accident and for the mid-course review, boats cannot be hauled out at stopovers 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 crew members at official events at the start / finish venues and at the stopovers will be specified in the Sailing Instructions.

The presence of the two crew members at the official prize-giving ceremonies is mandatory.

14 / TRACKING

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

15 / PENALTY SYSTEM

- 15.1 A breach of the rules other than those in Part 2 and RRS 28 and 31 may, after a hearing, incur a time penalty up to disqualification.
- 15.2 An International Jury will be appointed and its decisions shall be final.



Photo ©Martin Gunter

16 / OUTSIDE HELP

16.1 Routing: Routing is prohibited as per 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 make a pitstop or anchor and receive assistance solely under the following conditions:

- The skipper shall request permission from Race Direction
- Following Race Direction's consent about the location of the pitstop, 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 Direction, 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 Direction, 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 Direction, 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 Direction 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 will appoint a technical assistance team whose services are included in the registration fees. The list of skills available and the mode of operation within the framework of this technical assistance are specified in a note provided to competitors.

External services not covered by the technical assistance team and the supply of spare parts 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 services available per stopover and the contact details 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 required 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 Direction with all the details required to ensure there is the possibility of the International Jury later awarding the time back for changing course.



Photo ©Jean-Marie Liot

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 1st May 2025 and will set out all the audiovisual obligations of the event.

22/ CONTACT

SIRIUS EVENEMENTS
5 rue de l'Amiral Hamelin
75116 PARIS
Tel: +33 (0)1 47 04 61 14
Email: contact@sirius-events.com
Website: www.globe40.com
Facebook page: [GLOBE 40](#)



Photo ©Jean-Marie Liot

APPENDIX 1: PROGRAMME AND COURSE

LEG	COURSE	COEFFICIENT	AVERAGE DISTANCE IN MILES	AVERAGE DURATION FOR THE 1 ST IN DAYS	ESTIMATED DATES
PROLOGUE GRAND DÉPART	Lorient Cadix - Spain	0,5	900	4 days	Start 31 st August 2025 Finish Thursday 4 th September
LEG 1 ATLANTIC	Cadix Mindelo - Cap-Vert	1	1540	7 days	Start sunday 14 th september Finish 20 th september
LEG 2 INDIAN OCEAN	Mindelo Réunion	3	7050	31 days	Start 2 nd October 2025 Finish 1 st November 2025
LEG 3 PACIFIC	Réunion Sydney - Australia	2	5120	25 days	Start 22 nd November 2025 Finish 15 th December 2025
LEG 4 SOUTH AMERICA	Sydney Valparaiso - Chile	3	6390	31 days	Start 1 st january 2026 Finish 31 th january 2026
LEG 5 ATLANTIC	Valparaiso Recife - Brazil	2	4860	26 days	Start 18 th february 2026 Finish 15 th march 2026
LEG 6 ARRIVAL	Recife Lorient	2	4290	20 days	Start 29 th March 2026 Finish 17 th April 2026 Lorient 18/ 26 avril présence Lorient end of event 26 th April 2026
		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 luff of the mainsail cannot be reduced by more than 70% when fully reefed.

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

- a heavy weather jib (J3) of a maximum surface area of 22 m²; the material of this jib is at your discretion.
- a spinnaker or gennaker, sealed, usable after agreement from Race Direction and resulting in a penalty.

2.2. Spare sails:

A maximum of 12 sails can be used during the event. Any additional sail above this limit will result in a penalty. The mainsail cannot be replaced during the event.

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 inspection by the Technical Committee, a new mainsail may be embarked and will incur a penalty.

In all cases, the authorisation 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.

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

The different penalties will be specified in the Sailing Instructions.

APPENDIX 3: LIST OF ADDITIONAL SAFETY EQUIPMENT

(In addition to OSR category 1 monohull and Class Rules)

For all equipment with an expiry date, this shall be 05/2025 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 b)	<p>Boats with a means 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 means of propulsion powered by a battery bank shall have to prove that they comply with OSR 3.28.4 b)</p>
3.29.6 c)	A marine VHF DSC radio covering all international and US marine channels and meeting ITU class D.
3.29.9	At least two satellite telephones, one of which is handheld watertight or with waterproof cover and internal batteries, stored in the emergency container and the other one installed at the chart table. This primary telephone cannot be Starlink.
3.29.12	A YB3i or YB3 tracker permanently powered
3.29.14	A radar fitted as per CR Class40 2.3
4.02.1	A 4 m ² (43 ft ²) 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 code shall be communicated to the Organising Authority no later than 1 st May 2025
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> <p>- a liferaft complying with the Class40 CR, which is a Class40 approved liferaft from the brand Plastimo, in a valise or in a container. The approved references are:</p> <ul style="list-style-type: none"> • Liferaft in valise - ref. 61594 • Liferaft in container - ref. 52162 • Any other Plastimo liferaft, more than or less than 24h.) <p>If the liferaft is < 24h (pack 2), an additional grab bag shall contain:</p> <p>3 red hand flares - 2 Solas survival blankets - 1, 5 l of water/person (=6 l) - 500 g of high energy food/ person (= 2 kg) - 1 torch - 1 first aid kit containing: 30 g Betadine (disinfectant), 2x50 g total sunscreen, 1 pair of scissors, 12 antiseptic dressings of different sizes, 2 self-adhesive compression bandages (small size), 1 self-adhesive compression bandage (large size), 1 rubber tourniquet.</p> <p>The complement to this liferaft shall be in a waterproof grab bag attached to the liferaft. It will be sealed in position and closed.</p> <p>If the liferaft is a 6 person liferaft, the complement required will be for 4 people.</p> <p>- A second liferaft complying with norm 9650-1 Group A Offshore < 24 h. It shall pass through all the bulkheads, including the escape hatch located at the transom. This second liferaft shall have a service certificate dated less than 6 months.</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. An AIS beacon for each crew member.
4.28	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 covering the entire body and including gloves, fins and a "Spare Air" type dive bottle or equivalent, of a minimum air volume of 80 litres, and integrated regulator.
	There must be on board one survival suit per person, meeting at least standard NF EN ISO 15027-1 and whose thermal insulation without thermal underwear must be at least 0.75 Clo immersed
	There must be on board equipment enabling a crew member to climb the mast, plus a safety helmet.
Content of the grab bag:	<ul style="list-style-type: none"> - 1 hand-held VHF, watertight or with waterproof cover (GMDSS recommended) with a long-life battery, with one spare battery - 1 hand-held GPS, watertight - 1 SART radar or AIS - 1 hand-held Iridium telephone, watertight or with waterproof cover, with one spare battery, both charged. - 1 strobe light - 1 watertight torch with spare batteries and bulbs (except LED) - 4 red hand flares and 2 orange smoke flares (SOLAS) - Several fluorescein sea-dye markers - Several cyalume-type light sticks - 1 sharp knife - 2 survival blankets - High-energy food of a total minimum value of 10000 kJ - First-aid kit as per FFVoile medical regulations
	The standard list of drugs in the onboard first aid kit compliant with OSR Category 1 can be found on the FFVoile website in Appendix 6 of the medical commission's regulations: https://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx6.pdf
Other equipment	A self-contained heating device
Other equipment	DSC capable VHF transceivers with a minimum rated output power of 25 W shall have an external speaker in the cockpit (OSR applicable from 01.01.2026)
Other equipment	Communication: a Whatsapp network access device

APPENDIX 4: RANKINGS

Scoring will be as per RRS Appendix A 5.3

All races count towards the overall results.

The leg rankings are assigned coefficients which will be decided before registration closes on the 1st May 2025.

A boat scored DNC or DNS on one leg or more will be ranked after the boats having completed all legs

To be ranked in the final overall results, a boat must, except in cases of force majeure, be ranked 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. Number of crew

- 2 crew minimum, 4 crew maximum
- At least 1 of the 2 skippers competing in Leg 1 of the Globe40 must be on board

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 applicable,
- Overseas competitors (each member of the crew) who do not hold an FFVoile (French Sailing Federation) licence shall provide the following documents:
 - Proof of membership of a National Authority that is a member of WORLD SAILING,
 - Valid third-party liability insurance for a minimum cover of 3 million Euros

3. Training

(OSR 6.01 and 6.05.2. Training shall be WORLD SAILING approved, OSR 6.05.2 and FFVoile Medical Regulations Appendix 3)

- WORLD SAILING Offshore Personal Survival course:
A minimum of 2 crew members of which the skipper shall hold a valid WORLD SAILING Offshore Personal Survival certificate from a WORLD SAILING approved centre.
- Medical training:
The skipper shall provide a First Aid certificate dated within five years



GLOBE 40

LA GRANDE ROUTE

