



SAILING INSTRUCTIONS

Published 1st July 2025

The notation [NP] (No Protest) denotes a rule in the Sailing Instructions (SI) that shall not be grounds for protest by a boat. This changes RRS 60.1.

The notation [DP] (Discretionary penalty) in a rule in the SI means that the penalty for a breach of the rule may, at the Jury's discretion, be less than disqualification.

Geographical coordinates: the coordinates of the points given are based on the WGS 84 geodesic system and their positions are not grounds for redress (this changes RRS 61).

Preamble

Sporting events are above all a space of exchange and sharing accessible to all. As such, competitors and support persons are asked to behave in all circumstances, on land and on water, in a courteous and respectful manner regardless of the origin, gender or sexual orientation of the other participants. or support person. A competitor or support person who does not respect these principles may be penalised according to RRS 2 or 69.

1. RULES

The regatta will be governed by:

- 1.1 The rules as defined in the *Racing Rules of Sailing* (RRS)
- 1.2 Regulations of the French Sailing Federation
- 1.3 The FFVoile national prescriptions translated for foreign competitors
- 1.4 WORLD SAILING'S Offshore Special Regulations, category 1 monohulls
- 1.5 The CLASS40 Class Rules
- 1.6 The following RRS are changed:

- RRS Part 2: Part 2 of the RRS applies up to 30 miles after the start line and 30 miles before the finish line of each leg for both these parts of the course covered in daylight hours. It is replaced by Part B (steering and sailing) of the International Regulations for Preventing Collisions at Sea (IRPCAS) for these parts of the course covered at night and for the rest of the course.

- RRS 41 (Outside help) and RRS 45 (Hauling out, making fast, anchoring): changed in 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:

All times given in these SI, in any amendments and on the official noticeboard are

- Ashore, specified in the «Leg# Special Sailing Instructions» (Leg#SSI) in the local time of the relevant country
- At sea, from the start to the finish, in UTC

- 1.10 In case of translation of these Sailing Instructions, the French text shall prevail

- 1.11 Appendix Waypoints, defined in Appendix 4 of the SI

2 RACE OFFICE

- 2.1 The location of the offices of the Event's General Organisation, Race Direction, the Race Committee, the Technical Committee, the International Jury and the press office will be specified in the "Leg#SSI"

- 2.3 The official noticeboard is online only at:

<https://www.globe40.com/en/skippers-area/>



- 2.4 Mobile phone contacts for competitors and safety:

Race Direction emergency phone number: will be provided separately

2nd safety phone number: Miranda Merron: +44 7714 300440

3rd safety phone number: Pierre Hays: +33 6 98 31 48 78

Competitors that wish to send a confidential email to Race Direction, the Race Committee, the Technical Committee and/or the Jury shall send it to race@sirius-events.com

3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Changes before the start.

Changes to the SI will be published on the official noticeboard at 0800 at the latest on the day of the start.

- 3.2.1 If an important event (climatic or other) were to occur during the race or if a piece of information having an impact on competitor safety were to be given by a competitor, a vessel, an aircraft, radars, satellites or any other source, the course may be changed during the race.

- 3.2.2 Race Direction will signal a change of course to all boats by email, and repeated, if possible, by text message and/or oral instructions. The message will describe the new course with marks added or removed.

The course to be sailed will be from the mark, waypoint or line where the course has been changed. This changes RRS 33.

- 3.2.3 Competitors shall confirm receipt of this information. It is the competitors' responsibility to check for any possible change of course.

4. SIGNALS MADE ASHORE

There will be no signals made ashore. This changes « Race Signals ».

Boats will be notified via the official noticeboard defined in SI 2.3.

5. SCHEDULE (NP)

- 5.1 The schedule will be specified in the Leg#SSI

6. CLASS FLAG

The class flag will be specified in the Leg#SSI

7. THE COURSE

- 7.1 The course is an eastabout circumnavigation described in the NOR.
- 7.2 For each leg, the course will be specified in the Leg#SSI.
- 7.3 The Race Committee will display a D flag if the course includes an offset mark. When a green flag is displayed, the mark is to be rounded to starboard. If no flag is displayed, the mark is to be rounded to port (this changes Race Signals).
- 7.4 Official ranking at a mark/ gate
The Race Committee may shorten the race under RRS 32.1, ranking boats according to the latest YB data at any time.
Boats will be informed of the Race Committee's decision as soon as possible via Race Direction. Any incident which occurs after the last official timing which could give rise to a protest will not be taken into consideration, and no boat will be penalised, other than for an act relating to a fundamental rule or RRS 69.

8. MARKS

The start marks, offset marks and finish marks are described in the Leg#SSI.

9. PROHIBITED AREAS

Boats shall not sail in the prohibited areas as set out in official nautical documents, Traffic Separation Schemes (TSS), protected areas for swimming and around dive boats, as well as all areas forbidden to navigation as specified in the Leg#SSI.

It is the skippers' responsibility to familiarise themselves with the areas that are prohibited or regulated.

Prohibited areas are considered as obstacles. RRS [Definitions Obstacles (c)]

10. THE START

10.1 Declarations (DP)

The list of sails embarked must be sent to the Technical Committee no later than 48 hours before each start.

All boats shall deliver to the Race Office no later than 1800 the day before each start:

- Their emergency contact form available at the Race Office
- The non-routing declaration (Appendix 1)

- 10.2 The starting area will be described in the Leg#SSI

- 10.3 The starting line will be described in the Leg#SSI

- 10.4 The race will be started using RRS 26 with the warning signal 10 minutes before the starting signal.

10.5 Starting penalties

10.5.1 The World Sailing DR21-01 ALTERNATIVE STARTING PENALTY will apply:

Under DR21-01, the definition *Start* is changed as follows:

Start: A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either:

- (a) at or after her starting signal, or
- (b) during the last minute before her starting signal.

10.5.2 When a boat starts in accordance with item (b) of the definition *Start*, she shall not return to the pre-start side of the line to comply with item (a) of the definition *Start*, and the penalty shall be a 1 hour time penalty without a hearing according to the provisions set out in SI 14.5 (this changes RRS A4, A5 and A11).

10.5.3 The Race Committee will broadcast the names or sail numbers of boats in breach of 10.5.2 as soon as possible after the starting signal on VHF 72. Failure to broadcast or receive VHF communication shall not be grounds for redress. This changes RRS 61.1(a)).

10.5.4 A boat that has not crossed the starting line more than 60 minutes after her starting signal will become a late starter as per SI 10.6.

10.6. Late starters:

a) a boat that is unable to start within the time specified in SI 10.5.4 may be given permission to start by the Race Committee and Race Direction at least two hours after and a maximum of 48 hours after the starting signal of the race.

b) The new starting line is described in the Leg#SSI (this changes RRS 28.1).

c) The boat shall sail the course described in the course appendix.

d) A late starter that has not started within the time specified in SI 10.6.(a) will be scored DNS without a hearing (this changes RRS A5.1 and A5.2).

e) For all boats, the race time will be calculated from the starting signal of the race.

11. THE FINISH

11.1 The finishing line will be a virtual line, calculated via YB, and if possible materialised between a mast displaying a blue flag on the committee boat at the starboard end of the line and the course side of a finish mark at the port end of the line.

The geographical coordinates of the finishing line will be specified in the Leg#SSI

11.2 If the Race Committee is not on station when a boat finishes, she shall notify the Race Committee of her finishing time and the names of boats finishing immediately ahead and behind as soon as reasonably possible.

11.3 If possible, at night or in case of poor visibility, the committee boat and finish mark will display a strobe light.

11.6 Time limit

Boats that fail to finish the course by the starting signal of the following leg will be scored DNF (this changes RRS 35, A4 and A5).

12 SAFETY-COMMUNICATIONS

12.1 The race channel will be specified in the Leg#SSI

12.2 Satellite telephone (DP/NP)

12.2.1 For safety reasons, boats shall have their satellite phone switched on with an audible ringtone and their VHF on listening watch on VHF16 for the entire duration of the race.

12.2.2 Media calls will take place as specified in the Leg#SSI

12.3 Tracker beacons (DP/NP)

Boats shall give access to their permanently installed tracker beacon specified in Appendix 3. The OA will supply a spare tracker to each boat.

Each crew shall provide a deposit cheque for 800 Euros made out to SIRIUS EVENEMENTS. This cheque will not be cashed, and will be given back upon return of the beacon to the Race Office in Lorient after finishing, or as soon as possible after retiring, in which case the skipper is required to send the beacon back at his/her own expense, to the following address:

YB Tracking Ltd. - Unit 8, Fulcrum 2,
Whiteley, Fareham-PO15 7FN - United Kingdom

12.4 AIS (DP)

Boats shall have their AIS on (transmission and reception) from 0800 on the day of the start until they are moored in the finish port.

12.5 Retirement (DP/NP)

12.5.1 A boat retiring from the race shall do its best to inform Race Direction as soon as possible and then confirm in writing.

12.5.2 Any competitor who activates his/her Cospas-Sarsat beacon shall switch it off once the boat and crew are safe and sound.

12.6 Each competitor shall at all times wear a personal flotation device and clip on to a jackstay when they leave the cockpit. (NP)

13 OUTSIDE HELP / NON-ROUTING (DP)

Competitors may only gather the following weather data:

- Satellite images.
- Meteorological charts of observed and forecast data.
- Grib files.

Access to digital or graphic information is authorised only if:

- It is accessible to all competitors, with or without payment, and there exists no exclusive arrangement between a data supplier and a competitor or a group of competitors.
- The information is "raw", that is to say, as published by the weather organisations, and not modified, prepared or interpreted for a competitor or a group of competitors.

Access to this digital or graphic information is allowed only if it is provided, directly or indirectly, by an official weather organisation: Météo France, Met Office, ECMWF, NOAA, NCEP, Wetterwelt.de, Météo Consult. However, the data may be reformatted to facilitate or accelerate access, so long as this reformatting does not modify the weather information contained therein. At the request of Race Direction, each competitor shall be able to provide the access details and any software required for the visualisation and use of the data. Race Direction reserves the right to prohibit a competitor's access to data which in its judgement would contravene the letter or the spirit of the rules of the race.

14 PENALTY SYSTEM AND REDRESS

14.1 Penalty at the time of the incident

14.1.1 For RRS 44.1, a breach of Part B of section II of the IRPCAS in an incident between boats shall be considered as a breach of Part 2 of the RRS (this changes RRS 44).

14.1.2 RRS 44.1 is changed so that a Two-Turn penalty is replaced by a One-Turn penalty. After having taken a penalty according to RRS 44.2, the boat shall notify Race Direction within the protest time limit (see SI 15.3).

14.1.3 A boat that causes injury or serious damage or that obtains a significant advantage in the race as a result of her breach may ask the Jury for a time penalty instead of having to retire from the race. (This changes RRS 44.1(b)). The request must be made as soon as possible before the protest time limit specified in SI 15.3.

14.2 Penalty or redress decided by the Jury after a hearing

14.2.1 The penalty for breaking a rule shall be a discretionary time penalty, unless the boat is disqualified and unless financial penalties apply. When the boats are racing, unless there are exceptional circumstances, the penalty shall be taken in accordance with SI 14.5 below. Discretionary penalties will be decided upon by the Jury in accordance with the « Globe40 Penalties Guide » (SI Appendix 7).

- 14.2.2** Jury's discretionary power:
 (a) For minor breaches, the Jury may reduce the penalty to no penalty at all.
 (b) For serious, deliberate or repeated breaches, the Jury may increase the penalty, including up to disqualification
- 14.2.3** A decision of redress granted by the Jury after a hearing will be a time bonus, unless there are exceptional circumstances.
- 14.3** For the breach of a rule other than a competition rule, penalties will be financial, to be paid to the Organising Authority. Such penalties will be awarded by the Organising Authority. After an initial financial penalty, the Jury pay protest a further breach in accordance with SI 14.2.1.
- 14.4** **Accidentally broken seal**
 When the Technical Committee decides, following an inspection, or from a report from the boat's crew, that a seal been damaged or broken accidentally, the Jury, through the Technical Committee, may propose a standard penalty without a hearing in accordance with RRS 60.5(b)(3)).
 For a broken engine seal, the penalty will be specified in the Leg#SSI
 For another broken seal, the penalty will be specified in the Leg#SSI
 If a competitor does not accept the standard penalty, the Jury will open a hearing for the protest lodged by the Technical Committee.
- 14.5** **Taking a penalty when racing**
 The Jury, via Race Direction, shall inform a boat of any penalty as soon as reasonably possible. Race Direction will inform the boat of the zone or a time limit within which the penalty is to be taken.
 Before taking her penalty, the boat shall contact Race Direction who will agree a proposed waypoint and start timing the penalty. RD will designate a 5 nm long segment perpendicular to the course, centred on the waypoint.
 Once the penalty is complete, and confirmed by the Race Committee, the boat shall recross the segment before continuing racing.
- 15** **PROTESTS, REQUESTS FOR REDRESS AND REOPENING OF HEARINGS**
Preamble: For incidents occurring at sea, part 5 of the RRS shall be changed as follows. For protests made ashore, the procedures for a hearing provided for under RRS 60.2(b), 60.3 and 63 shall apply.
- 15.1** **Informing the protestee**
- 15.1.1** A boat that is racing and that intends to make a protest shall inform the other boat at the first reasonable opportunity by VHF on the race channel or by email. No red flag is necessary (this changes RRS 60.2(a)(1)). The protestor shall notify the Jury at the same time via Race Direction.
- 15.1.2** Notices of protests from the Race Committee, the Technical Committee and the Jury will be displayed on the official noticeboard and sent to all boats to inform them in accordance with RRS 60.2(d).
 Notification will be via VHF on the race channel or by email (this changes RRS60.2(d)).
- 15.1.3** A boat ashore that intends to make a protest against another boat that is still racing, must inform the other boat in accordance with 15.1.1 above.
- 15.1.4** A boat that requests redress must submit its request to the Jury via Race Direction in accordance with the procedure set out in 15.1.1 above.
- 15.2** **Content of a protest**
- 15.2.1** An intention to protest, announced by VHF at the time of the incident, shall be confirmed in writing (email) as soon as is reasonably possible.

15.3 Time limits

15.3.1 For protesting

The time limit to lodge a protest for a boat racing, for the Race Committee, the Technical Committee or the Jury, is eighteen hours after having learnt about the incident concerned by the protest.

No protest from a boat will be accepted beyond three hours after her finish.

15.3.2 For requesting redress

The time limit for requesting redress for a boat racing, for the Race Committee, for the Technical Committee or for the Jury is eighteen hours after having learnt about the incident concerned by the request. The same time limit applies to a request for redress relating to a decision from the Jury, from the time that the decision is received. When competitors are ashore, the time limit will be two hours after the Jury's decision has been posted on the official noticeboard. (This changes RRS 61.2).

15.3.3 For requesting the reopening of a hearing

For protests and requests for redress judged at sea in the parties' absence, a request for a reopening shall be made within the eighteen hours after the decision has been communicated to the parties (This changes RRS 63.7).

For protests and requests for redress judged ashore in the presence of parties, a request for a reopening shall be made within the two hours after the decision has been communicated to the parties. (This changes RRS 63.7).

15.3.4 The Jury may extend the time limit if it considers that it has good reason to do so.

15.4 Hearings and decisions

15.4.1 A hearing may begin as soon as the Jury has been informed of the protest, which may be made by any appropriate means of communication taking the circumstances into account (This changes RRS 63.1).

15.4.2 The obligation to have communication equipment on board in working order, such as a satellite telephone and a VHF, automatically implies the ability to be present at the hearing. (This changes RRS 63.1).

15.4.3 The information communicated during the protest, such as descriptions of the incident, questions and answers, witness statements, etc., communicated by telephone, VHF, email, Inmarsat message or by any other means, shall be considered as forming the hearing. (This changes RRS 63.4).

15.4.4 In accordance with the preamble of SI 15, the procedure provided for in SI 15.4 shall apply only with regard to protests or requests for redress when competitors are racing.

However, depending on the circumstances, the Jury may decide to apply this same procedure when one of the parties is still at sea or when the number of judges does not comply with RRS Appendix N1.

15.4.5 The Jury's decision will be displayed on the official noticeboard and communicated by email to the parties and to all competitors as soon as reasonably possible after the hearing has ended.

15.4.6 The Jury's decisions are final in accordance with RRS 70.3(a).

16. SCORING

16.1 Boats will be ranked according to the provisions in NOR Appendix 4

16.2 Intermediate rankings and positions during the race

Intermediate rankings will be scheduled as specified in the Leg#SSI and published on the website.

Positions and rankings can be accessed via the dedicated FTP.

The site, login and password will be provided to competitors.

17. EQUIPMENT AND MEASUREMENT INSPECTIONS, SEALS (DP/NP)

- 17.1.1 Pre-start equipment and measurement inspections will take place before the start of each leg as per the schedule in the Leg#SSI.

A boat that does not comply with the rules governing the event will not be permitted to start the leg.

- 17.1.2 The 2 skippers shall be present during the inspection of their boat.

No boat shall leave her allocated berth without the written permission of the Organisation.

- 17.1.4 As per Class Rule 2.7.1, the maximum quantity of embarked drinking water and drinkable liquid in the fixed tanks of the boat and/or in containers of not more than 10 litres will be specified in the Leg#SSI.

In addition, a jerrycan containing 9 litres of emergency drinking water is mandatory. This quantity is not included in the total permitted above.

A jerrycan containing 10 litres of emergency diesel shall be on board. It will be sealed closed and in position.

17.2 Seals

The items listed in Class40 rules 2.2 shall be sealed. The seals shall not be removed or broken until after the boat is inspected after finishing. An equipment inspector will seal any unsealed item, will replace any existing seal at the competitor's request and will check that all seals are in place. It is the competitor's responsibility to verify that all seals are properly affixed and are in compliance with the event.

The grab bag will not be sealed.

17.3 Engine seals

- 17.3.1 The engine seal of the forward and reverse gear is mandatory and shall be fitted according to the procedure defined in Appendix 6 « Auto-sealing procedure ». The engine seal shall not be broken or removed without authorisation.

- 17.3.2 If a boat needs to use her engine for propulsion or when an engine seal is broken, the skipper shall first inform Race Direction, and then she shall:

a) Replace the seal as soon as it is safe to do so, using a seal provided by the Technical Committee.

b) Submit a report as soon as possible to the Race Committee, stating the time and position of the incident, and the time and position when the seal was replaced, and if possible, the time during which the engine was used for propulsion and the reason for doing so.

c) Send a photo of the seal before breaking it as soon as possible to Race Direction (in the case where the skipper decides to break the seal) and send a photo of the new seal in position. Both photos are to feature a piece of paper showing the code provided by Race Direction.

17.4 Pitstops

Pitstops during the race are authorised. The procedure is as follows:

- The skipper shall inform Race Direction (VHF, email, telephone).

- Race Direction will approve the pitstop location and define conditions for the use of the boat's engine.

- The boat may remove the engine seal and replace it after the pitstop. SI 17.3.2c shall apply.

17.5 Embarking and disembarking equipment

Equipment (including water, other drinks and diesel) shall not be embarked, disembarked (except fenders) or jettisoned from the time of leaving the dock until a boat's inspection after finishing without the permission of Race Direction.

- 17.6 A boat shall be fully compliant with all rules of the event at the time specified in the Leg#SSI until her inspection after finishing.

- 17.7 After finishing: boats may be inspected by the Technical Committee. Race Direction, and/or the Race Committee and/or the Jury may request an inspection.

After finishing, engine seals can only be removed by the Technical Committee, or by the crew with the authorisation of Race Direction and according to the procedure described in SI 17.3.2c: Race Direction will provide a code, and the crew shall take a photo of the unbroken seal with the code next to it.

17.8

SEALS	
Exterior liferaft	In position
Heavy anchoring equipment	In position
9l emergency drinking water	Closed and in position
40l fixed water tanks	In position
20l emergency diesel	Closed and in position
Additional diesel jerrycans	In position
Pack 1 complement grab bag for liferaft	Closed and in position
Engine	
Spare spinnaker	The 3 corners

18. EVENT ADVERTISING (DP/NP)

Boats shall display event advertising supplied by the OA, as per NOR 2.2

In addition to NOR 2.2, each boat shall display in her rigging the 2 race flags she will receive on arrival until 2 hours after the start, and again 2 hours before finishing, and throughout each stopover up until the prize-giving in Lorient.

19. OFFICIAL BOATS

Race Committee vessels and race steward boats will display the race flag.

20 SUPPORT TEAM VESSELS (DP/NP)

20.1 The drivers of STV shall register at the race office to get their accreditation flag.

20.2 Accredited STV may enter the zone reserved for competitors defined in Leg#SSI until 15 minutes before the starting signal.

20.3 Lifejackets shall be worn by all crewmembers

The kill cord shall be attached to the driver at all times when the engine is running

STV shall comply with local rules, in particular speed limits

20.4 Dual watch on VHF 16/72 is mandatory for all STV

STV drivers shall comply with all instructions given by a Race Official or representative of the Organising Authority, including any request to provide search and rescue assistance.

20.5 It should be noted that in accordance with the law, support team vessels are required to provide assistance, if necessary, to any boat, competitor, spectator or passenger.

21. HAUL-OUT RESTRICTIONS (DP)

Boats shall not be hauled out during the regatta, except with and according to the terms of prior written permission of the Race Committee.

22. DIVING EQUIPMENT AND PLASTIC POOL (DP)

Their use will be submitted to local regulations (port regulations, etc).

23. COMMUNICATION (DP/NP)

23.1 Competitors are required to make regular contact with the Press Office by phone to provide content for the event.

Each night, competitors shall send a message providing information about their race to the following address: contact@sirius-event.com

23.2 An FTP will be available to crews to send their photos and videos.

The details will be specified in the Leg#SSI

24. CODE OF CONDUCT (DP/NP)

- 24.1 Competitors and support persons shall comply with any reasonable requests from the Race Officials.
- 24.2 Competitors and support persons shall display the advertising provided by the organising authority carefully and in a seamanlike manner, in accordance with the handling instructions and without interfering with its functioning.

25. DATA PROTECTION

- 25.1 **Right to image and appearance:** By participating in this competition, the competitor and his/her legal representatives authorise the OA, the FFVoile and their sponsors to use his/her image and name free of charge, to display at any time (during and after the competition) moving or static photos, films or television recordings, and other reproductions of himself/herself taken during the competition, and this on any medium and for any use related to the promotion of their activities.
- 25.2 **Use of participants' personal data:** By participating in this competition, the competitor and his/her legal representatives consent and authorise the FFVoile, its sponsors, as well as the organising authority to use and store their personal data free of charge. These data may be published by the FFVoile and its sponsors. The FFVoile in particular, but also its sponsors may use these data for software development or for marketing purposes. In accordance with the General Data Protection Regulations (GDPR), any competitor who has communicated personal data to the FFVoile can exercise his/her right of access to data concerning him/her, have them rectified and, depending on the situation, delete or limit them, and oppose it, by contacting the head office of the French Sailing Federation at dpo@ffvoile.fr or by post, specifying that the request relates to personal data.

26 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. The risk of material and / or bodily damage is therefore inherent in the sport of sailing

27. PRIZE-GIVING

If possible, a prize-giving will be held at each stopover, at a date and time specified in the Leg#SSI.

The crew of all boats that have finished shall attend prize-givings, unless permitted by the OA to be absent.

Race Officials

- | | |
|---------------------------------|----------------------|
| - Race Committee Chairman: | Yvon Poutriquet |
| - Technical Committee Chairman: | François Angoulvant |
| - Chairman of the Jury: | Georges Priol-IJ FRA |

Organising Committee

- | | |
|-------------|--------------------|
| - Director: | Manfred Ramspacher |
| - Deputy: | Robin Mauvais |

Race Direction

- | | |
|------------------|----------------|
| - Race Director: | Miranda Merron |
| - Deputy RD: | Pierre Hays |

ANNEXE 1. /APPENDIX 1.
Déclaration de non routage/ NON-ROUTING DECLARATION

NOM DU BATEAU (Name of the boat):.....N°.....

Nous, soussignés /We, the undersigned)

....., Skipper

.....,
Et/and Co-Skipper

du bateau ci-dessus désigné/of the above boat

**déclarons sur l'honneur que nous respecterons la règle de non-routage sur la GLOBE40 2025,
notamment AC 13 et IC 13**

***declare upon our honor that we, the skipper and crew, will abide by the non-routing rule on the
GLOBE40 2025, NOR 13 and SI 13***

Fait à, le2025
Location....., Date

Signature du Skipper
Skipper Signature

Signature du Co-Skipper
Co-Skipper Signature

APPENDIX 2: ENGINE AUTO-SEALING PROCEDURE

ENGINE AUTO-SEALING

The sealing of the boat's means of propulsion shall be done once the boat is outside the port using a self-sealing procedure:

- The shore crew and/or the skipper shall define with the Technical Committee the best place to affix the sealing system on his/ her boat (ease of access and check for robust, reliable sealing),
- The numbered seal and the instructions will be given to the person responsible for the safety inspection
- After having left the harbour, once the boat is at sea, the crew will affix the engine seal themselves
- The crew shall take a digital photo clearly showing the seal in position (the end of the seal inserted in the right direction), the number on it being legible.
- **This photo shall be sent by email or whatsapp to Race Direction by 1600** at the latest on the day of the start, **with the boat's name:**
 - to: miranda@merron.net Whatsapp: +44 7714 300440
- *RD will acknowledge receipt.*
- It is the skipper's responsibility to ensure that the photo has been received and that it is to the satisfaction of the Technical Committee.
- If the photo is not received within the allotted time, the Technical Committee will lodge a protest.
- An illegible or unidentified photo will be deemed to be invalid and count as a failure to submit a photo.

Instructions for engine sealing

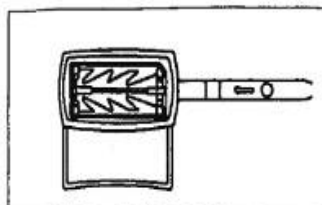


Diagram A

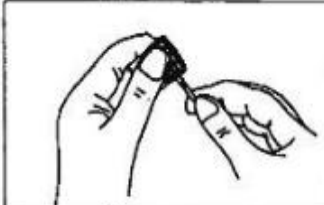


Diagram B

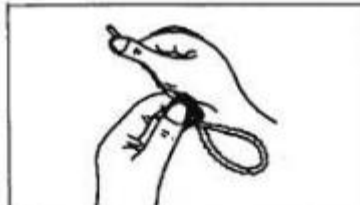


Diagram C

<p><u>Step 1</u> Ensure the seal flap is placed with the front side facing the user as shown in diagram A</p>	<p><u>Step 2</u> : hold the seal flap with one hand, and with the other, insert the cable in the hole (follow the arrow) as shown in diagram B</p>	<p><u>Step 3</u> : after inserting, pull it totally tight and ensure there is no gap left after sealing as shown in diagram C</p>
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Appendix 3 - GLOBE40 Penalty Guide

For breaches of the rules for which another penalty is provided for, the International Jury may award a penalty ranging from 0 to DSQ.

In deciding the penalty, the Jury will rely on this document.

Discretionary penalties are not simply a list of penalties. The penalties must be adjusted and justified in order to maintain homogeneity of decisions.

The general concept is to establish a basic penalty for each breach of the rules, then increase or reduce this according to the circumstances.

This system offers penalty bands for the most common breaches.

If the breach is not listed, the answers given to general questions will enable the jury to determine which band to use.

Penalties are split into 5 bands :

- Band 0: Financial penalty
- Band 1: from 0 to 6 hours
- Band 2: from 2 to 24 hours
- Band 3: from 24 hours to DSQ
- Band 4: DSQ

The average penalty must be taken into consideration, then determine by questions whether it is appropriate to increase or decrease the penalty in the same band or to adopt another band.

A positive answer to the questions below should lead to a reduction in the penalty time.

1. Was the breach accidental (or was it the result of exceptional circumstances)?
2. Was there a good reason or justification for the breach?
3. Was the breach reported by the skipper his/herself?
4. Did someone who is not part of the crew or support team contribute to the breach?

A positive answer to the questions below should lead to an increase in the penalty time.

1. Was the breach repeated?
2. Was the breach deliberate?
3. Was the breach due to negligence or a lack of attention?
4. Was(were) there any attempt(s) to avoid carrying out the breach?
5. Did anyone suffer as a result of the breach?
6. Was the breach advantageous to the boat?

The Jury may use other questions it deems relevant to determine whether the penalty should be increased or reduced.

	BAND 0	BAND 1	BAND 2	BAND 3	BAND 4
	Financial	0h to 6H	2H to 24H	24H to DSQ	DSQ
Notice of Race					
NOR 2: Advertising	X				
NOR 12/13: Obligations of presence	X				
NOR 16: Routing				X	X
NOR 16/ SI13: Outside help		X	X		
NOR 20 : Responsibilities				X	
NOR Appendix 2 - Sails	Depending on the number of miles in the leg				
NOR Appendix 2 - Sails – Mainsail	Penalty of 30 minutes per 100 miles on the leg in question, and 15 minutes per 100 miles on the following legs				
Sailing Instructions					
SI 9: Prohibited areas			X	X	
SI 12: Telephone/ VHFwatch			X		
SI 12.4: AIS			X		
SI 13: Outside help		X	X		
SI 14.1: Penalty under RRS 44.1. b			X	X	X
SI 14.4: Broken seal other than engine		X			
SI 14.4: Broken engine seal			X		
SI 14.4: Engine seal accidentally broken		Leg#SSI			
SI 14.4: Other seal accidentally broken		Leg#SSI			
SI 17.5: Embarking and disembarking equipment		X			
SI 18: Event advertising		X			
SI 20: Support team vessels		X			
SI 21: Haul-out restrictions		X	X		
SI 22: Diving equipement		X			
SI 23: Communication		X			
SI 21 / Appendix 1 Non-routing declaration			X		

Class Rules					
Class Rules or OSR infringements		X	X	X	

If the penalty is not listed in table 1, or if several bands apply for the same breach, the line of questioning below will accompany the initial questioning

Could the breach compromise safety?	Band
No	1 or 2
Possibly but not certainly	2 or 3
Yes	4
Could the boat gain a competitive advantage?	
Absolutely not possible	1 or 2
Possible but unlikely to affect positions	2 or 3
Almost certainly would affect finishing position	4
Could the breach result in damage or injury?	
No	1 or 2
Possible but not certainly	2 or 3
Yes	4

APPENDIX WPT (WAYPOINT) – RULES FOR WAYPOINTS

May 2021 version

WP1 Modification to the Definitions:

WP1.1 The definition of *Mark* is changed to:

Mark: *An object or waypoint the Sailing Instructions require a boat to leave on a specified side, a Race Committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the mark.*

WP1.2 Add new definition of *Waypoint*:

Waypoint: *A geographical position on the surface of the water defined by its WGS84 latitude and longitude coordinates expressed in DDM (degrees decimal minutes).*

WP1.3 The definition of *Zone* is changed to:

Zone: *The area around a mark within a distance of three hull lengths of the boat nearest to it. The area of the zone at a mark that is a waypoint may be changed in the Notice of Race or Sailing Instructions. A boat is in the zone when any part of her hull is in the zone.*

ANNEXE 9. /APPENDIX 9.
Inspection de quille / Keel Inspection

NOM DU BATEAU (Name of the boat):N°

Nous, soussignés/*We, the undersigned*

SKIPPER :

CO SKIPPER :

du bateau ci-dessus désigné/*of the above boat*

« Le Skipper reconnaît avoir pris connaissance de la Prescription FFVoile (RSO - FFVoile n°3 Bis 2022/23) : RSO 3.02 : La décision de mener ou de faire mener une inspection telle que décrite dans l'annexe L des RSO relève de la seule et entière responsabilité du skipper.

RSO1.02.1 Selon la RCV 3, la décision d'un bateau de participer à une course ou de rester en course relève de sa seule responsabilité. La sécurité d'un bateau et de son équipage est la seule et inaliénable responsabilité de la Personne Responsable du bateau, qui doit faire son possible pour s'assurer que le bateau est gréé au mieux, parfaitement en état de naviguer, et mené par un équipage expérimenté ayant suivi un entraînement approprié et physiquement en forme pour faire face à du mauvais temps. La personne Responsable doit aussi nommer une personne pour prendre en charge cette responsabilité dans le cas où elle-même serait dans l'incapacité de le faire.

"The Skipper acknowledges having read the Prescription FFVoile (RSO - FFVoile n°3 Bis 2022/23): OSR 3.02: The decision to conduct or have conducted an inspection as described in the OSR Annex L is the sole responsibility of the skipper."

OSR 1.02.1 Under RRS 3 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his/her best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his/her incapacitation.

Fait à, le2025

Location....., Date