

Globe 40 Leg#4 Sydney-Valparaiso

Analysis of the finish

Definition of the finish line

The coordinates of the finish line are listed in SI 7 of the Leg #4 Sailing Instructions.

These coordinates are entered in the YB system and by the competitors in their Adrena navigation software.

IC 7 PARCOURS

Globe 40 Etape #4 – approx 6180 NM				
1	Zone de départ près de Point Piper			
2	Lady Bay port channel mark	A laisser à tribord	33°49.998 S	151°16.622 E
3a	Ligne d'arrivée – Caleta Membrillo	A laisser à tribord	33°01.312 S	071°37.930 W
3b	Ligne d'arrivée –WPT Valparaiso	A laisser à babord	33°01.312 S	071°37.454 W

At the finish, there was doubt about who had really crossed the line first. Below is firstly the analysis of the YB operator, and the report on the Adrena tracks prepared by our race director.

Analysis of the YB operator

Crossing the finish line

Belgium Ocean Racing - Curium <i>Finish</i> : 23/01/2026 00:05:21 UTC	2 - Crédit Mutuel <i>Finish</i> : 23/01/2026 00:06:20 UTC <i>Écart au premier</i> : 59s
--	--

Technical explanation of how it works

Hello All,

For a jury decision, here are the purely mathematical elements:

Definition of the finish line:

- *East end* = 33°01.312'S (-33.02187) / 071°37.930'W (-71.63217)
- *West end* = 33°01.312'S (-33.02187) / 071°37.454'W (-71.62423)

Positions 23/01/2026 at 00:05:00 UTC :

- BELGIUM = **33°01.308'S (-33.02180)** / 071°37.476'W (-71.62460) / 202°

- CREDIT MUTUEL = 33°01.296'S (-33.02160) / 071°37.488'W (-71.62480) / 219°

Positions 23/01/2026 at 00:06:00 UTC :

- BELGIUM = 33°01.320'S (-33.02200) / 071°37.488'W (-71.62480) / 219°
- CREDIT MUTUEL = 33°01.308'S (-33.02180) / 071°37.494'W (-71.62490) / 202°

(No, there is no copy-paste error in either the headings, or the longitudes. Some of the values really are identical).

If we take the boats to be the position of their tracker :

The latitude of the finish line is 33°01.312'S (-33.02187).

On 23/01/2026 at 00:06:00 UTC :

- The latitude of BELGIUM was 33°01.320'S (-33.02200), so south of the line.
- The latitude of CREDIT MUTUEL was 33°01.308'S (-33.02180), so north of the line.

So at the same instant (00:06:00 UTC, YB reports being accurate to the second), the first had crossed the line, the second not yet (their longitudes were well within the limits for there to be no discussion in terms of crossing the line itself).

If we consider the length of the boat, the course and the position of the tracker on the boat (at the stern) :

NB : the accuracy of the YB trackers is 0.00001°. A difference of 0.00001 degrees of latitude represents 1.1 metres, so 3.65 feet of margin of error

On 23/01/2026 at 00:06:00 UTC :

- The stern of BELGIUM was 0.0078 miles, which is 14,44 m, or 47,45 feet south of the line. So the whole boat was south of the line.
- The stern of CREDIT MUTUEL was 0.0042 miles north of the line, so 7,77 m, or 25.5 feet north of the line. The vertical projection of the boat given its heading of 202° measuring 37 feet, its bow was south of the line, even doubling the margin of error.

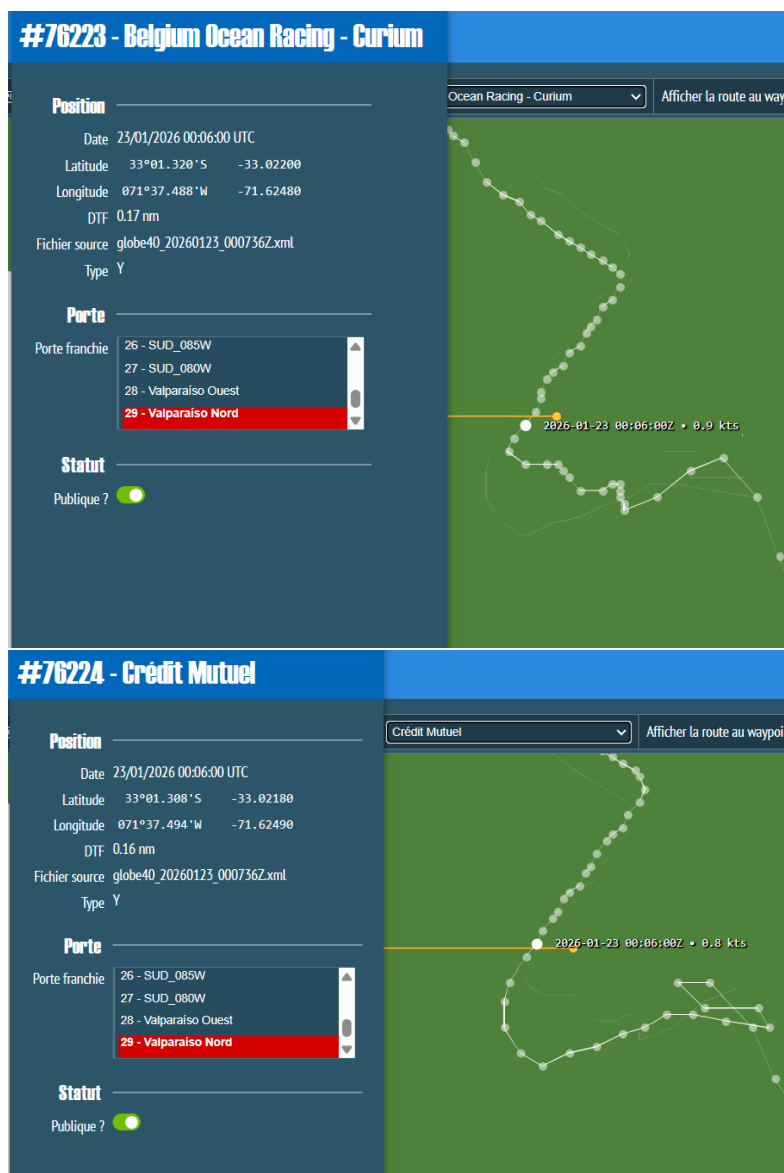
The bow of both boats being south of the line, we cannot say. So taking the position a minute earlier :

On 23/01/2026 at 00:05:00 UTC :

- BELGIUM's tracker was 0.0042 miles, which is 7,78 m, or 25.5 feet north of the line. The vertical projection of the boat given its heading of 202° measuring 37 feet, its bow was south of the line, even doubling the margin of error.
- CREDIT MUTUEL's tracker was 0.01621 miles north of the line, which is 30.02 m, or 98.49 feet north of the line. So the entire boat was north of the line.

If one takes the boat to be just the tracker, or if we take the bow and stern, with the margin of error of the trackers, in both cases, we can consider that mathematically BELGIUM crossed the line first.

However, there remains a degree of uncertainty : While YB coordinates are expressed as 5 numbers after the comma, in 99.95% of cases, the fifth number is a zero. In only 0.05% of cases the fifth decimal is a number other than zero. It is reasonable to think that the accuracy of YB trackers can only be 0.0001° , which is a margin of error of 36.5 pieds, almost the length of a Class40. In this case, the distinction bow/stern is no longer valid.



Adrena track checks undertaken by the race director in the presence of the skippers

For each boat, the time displayed on the computer was checked and corrected using GPS time.

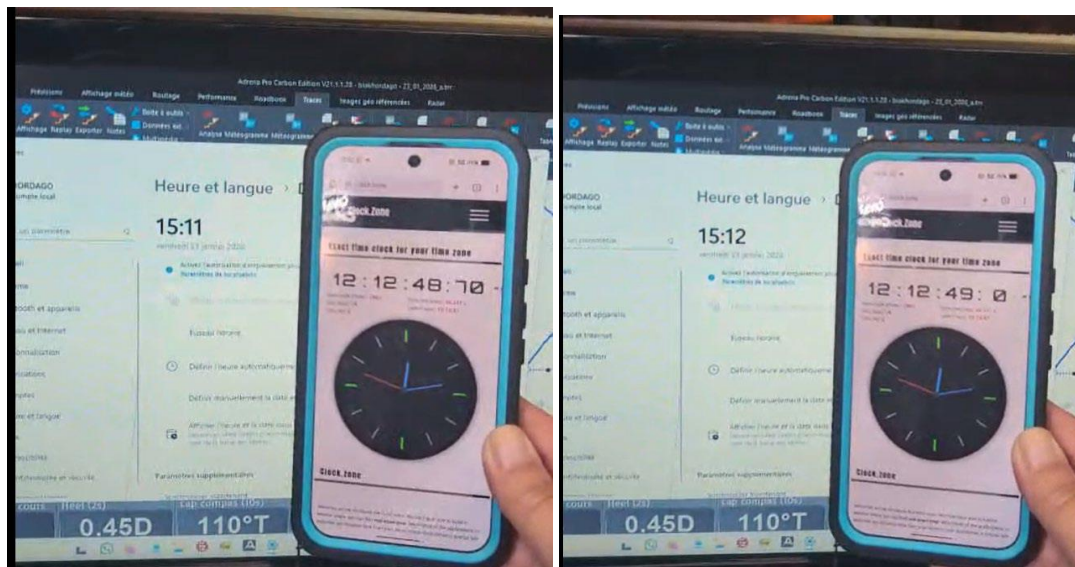
Crédit Mutuel

GLOBE40 LEG #4 FINISH VALPARAISO

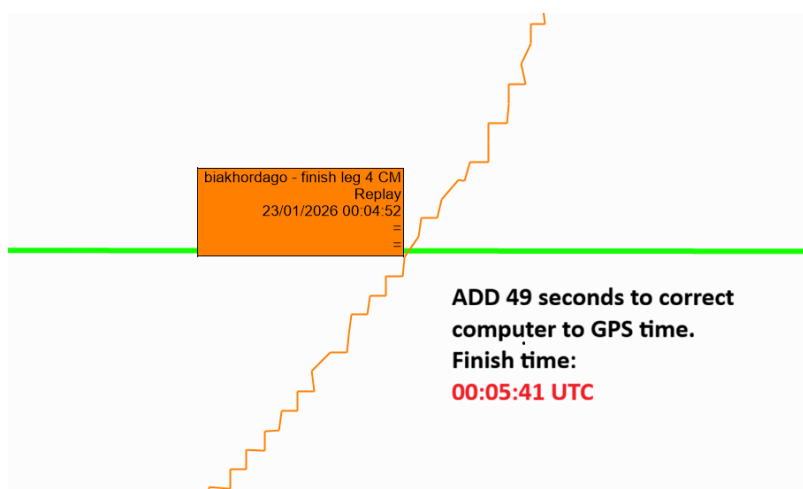
Class40 #202 Crédit Mutuel – ADRENA TRACK

Time checked with VHF radio GPS to ensure phone time correct.

RESULT: to correct boat computer to GPS time, **add 49 seconds.**



CREDIT MUTUEL ADRENA TRACK



Finish time 00 :05 :41 UTC

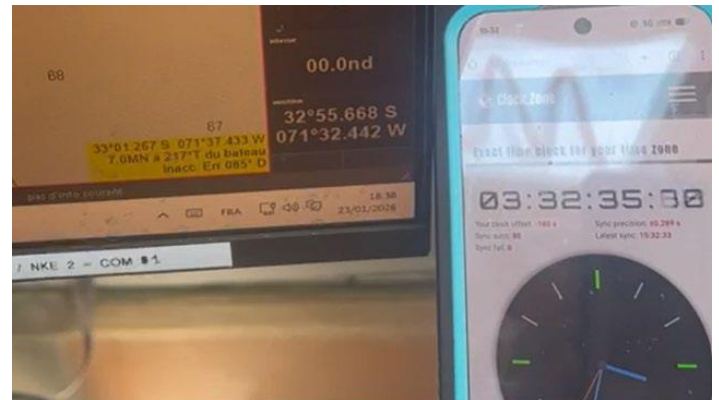
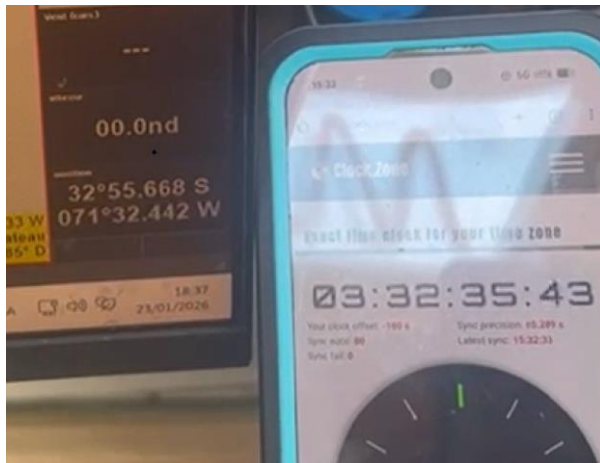
Belgium Ocean Racing - Curium

GLOBE40 LEG #4 FINISH VALPARAISO

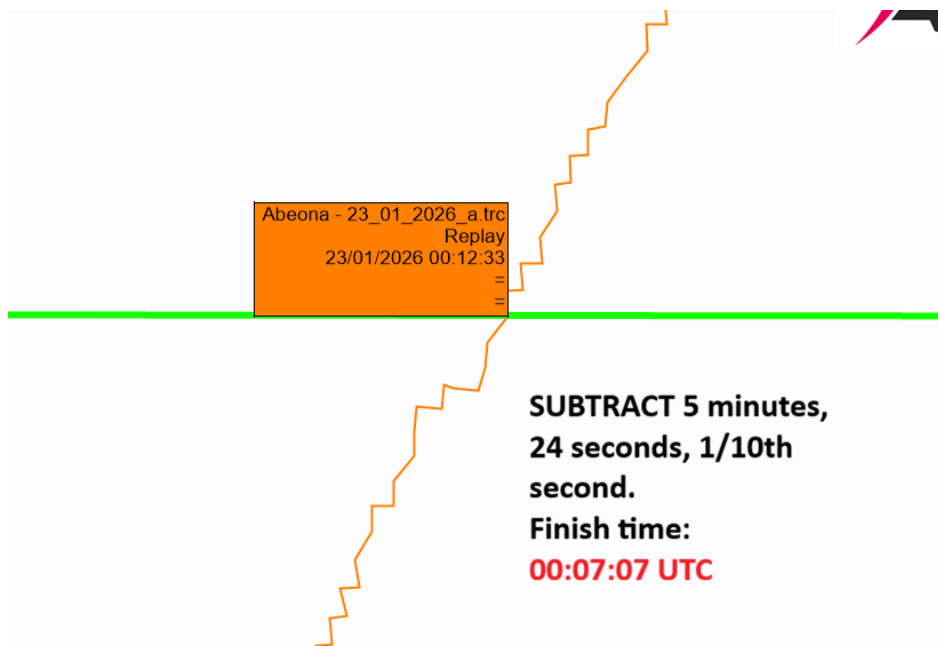
Class40 #187 Belgium Ocean Racing – ADRENA TRACK

Time checked with VHF radio GPS to ensure phone time correct.

RESULT: to correct boat computer to GPS time, **subtract 5 minutes, 24 seconds, 1/10th second**



BELGIUM OCEAN RACING – CURIUM ADRENA TRACK



Finish time 00 :07 :07 UTC

Summary of the data

YB	1- Belgium Ocean Racing - Curium Finish: 23/01/2026 00:05:21 UTC	2 - Crédit Mutuel Finish: 23/01/2026 00:06:20 UTC Time gap to the first : 59s
Adrena	1 - Crédit Mutuel Finish: 23/01/2026 00:05:41 UTC	2- Belgium Ocean Racing - Curium Finish: 23/01/2026 00:07:07 UTC Time gap to the first : 1min 26s

Neither system makes it possible to clearly identify a winner.

Decision of the Race Committee

Having been unable to ascertain the results with certainty using the available tools, the boats Belgium Ocean Racing – Curium and Crédit Mutuel are tied on Leg #4, and RRS A7 applies.

In Pleurtuit

23/01/2026 at 22h58 UTC

Chairman of the Race Committee

Yvon Poutriquet

Original Signé