



3RD EDITION 2028-2029
TECHNICAL AND LOGISTICAL BUDGETARY FRAMEWORK
V1 to 01/09/2026

*This document is intended to guide skippers in **the construction of their GLOBE40 budget**; budgets can **vary significantly depending on the situation** : age and condition of the boat and its equipment, experience and availability of the skippers, quality of preparation, race management, sea events.*

*The following budgets are therefore built as **basic budgets**, i.e. excluding skipper and preparer fees, excluding training, excluding communication.*

*In the preamble, 4 **global budget scenarios** are presented according to the project typologies.*

In recent months, we have seen a consolidation of the second-hand Class40 market with significant declines in all types of scows and sharps.

We are convinced that for a pro or semi-pro team already with a Class40, participating in the GLOBE40 represents a budget close to or equivalent to a full season in Europe with 3 to 4 events and a large transatlantic race such as RDR or TCO.

The document was developed with the help of François Angoulvant, from the company FORTY CONCEPT.

*The document incorporates feedback **from** the first two editions of the GLOBE40, for which François Angoulvant was responsible for technical assistance.*

Any technical questions can be asked at the following addresses: contact@sirius-events.com and contact@fcs40.com

	BUDGET 1	BUDGET 2	BUDGET 3	BUDGET 4
GLOBAL BUDGET SCENARIOS	<i>Pro team already with a Class40 scow 700 K€ purchase value</i>	<i>Pro Team Buying a Class40 scow 400 K€ Resale after the event</i>	<i>Amateur team Purchase of Clas40 sharp 250 K€ Resale after the event</i>	<i>Amateur team Owner Class40 sharp value 250 K€ No damping No resale</i>
1. THE BOAT				
<i>Amortization</i>	<i>150 000</i>	<i>120 000</i>	<i>100000</i>	<i>0</i>
<i>Insurance</i>	<i>25000</i>	<i>25000</i>	<i>25000</i>	<i>25000</i>
<i>Reinforced CAT 1</i>	<i>25000</i>	<i>25000</i>	<i>25000</i>	<i>25000</i>
S/ Total Boat	200000	170000	150000	50000
2.REGISTRATION FEES	25000	25000	25000	25000
3. TECHNICAL PREPARATION				
<i>Technical preparation</i>	<i>50000</i>	<i>50000</i>	<i>40000</i>	<i>40000</i>
<i>New sails</i>	<i>70000</i>	<i>70000</i>	<i>70000</i>	<i>70000</i>
s / total preparation	120000	120000	110000	110000
4. TECHNICAL COSTS OF RACING				
<i>Technical costs</i>	<i>60000</i>	<i>50000</i>	<i>25000</i>	<i>25000</i>
<i>Sails</i>	<i>20000</i>	<i>20000</i>	<i>15000</i>	<i>15000</i>
S/ Total Racing Costs	80000	80000	40000	40000
5.GENERAL LOGISTICS				
<i>Food at sea</i>	<i>12000</i>	<i>12000</i>	<i>12000</i>	<i>12000</i>
<i>Food at shore</i>	<i>9000</i>	<i>9000</i>	<i>9000</i>	<i>9000</i>
<i>Accommodation</i>	<i>16000</i>	<i>16000</i>	<i>16000</i>	<i>16000</i>
<i>Sea communications</i>	<i>10000</i>	<i>10000</i>	<i>10000</i>	<i>10000</i>
<i>Flight tickets</i>	<i>10000</i>	<i>10000</i>	<i>10000</i>	<i>10000</i>
S/Total Logistics	57000	57000	57000	57000
GRAND TOTAL	482 000	452 000	382 000	282 000

DETAILS OF BUDGET ITEMS

All budgets in € - Excl. tax

1. The boat	Amount	Notes
New or recent second-hand purchase average age 1/ 2 years	600 / 900 K€	Depending on architects, construction sites, equipment; average resale value after the race: estimate 60 to 70% purchase price with 1 to 2 years of age
Used purchase: 2 sources of information		Class40 website; https://www.class40.com/fr/annonces/crit2-1-page-1.html Owen Clarke Design website: https://www.owenclarkedesign.com/Class_40_and_Open_40_Yachts_for_sale Post-race resale value: estimated 60-70% purchase price
Level 1	300 / 450K€	Class40 type scow all models, average age 3 to 7 years - from no. 158 in 2019
Level 2	140/ 180 K€	Class40 classic "sharps" - 7 to 15 years old: Mach 40.1/2/3, Akilaria RC2/RC3, Pogo S2/ S3, average n° 120 / 157
Level 3	< 130 K€	Classic Class40 « sharps » if good opportunity; in principle n° < 100; a major upgrade probably necessary
Rental	100 / 150 K€	Price to be modulated according to seniority, level of electronic equipment, set of sails and duration of the contract; pay attention to questions of deductible / deposit / insurance
Round the world damage insurance	25 / 30 K€	Damage insurance with total loss – variable deductible depending on the insurer with dismantling covered or not - geographical limits to be checked – only civil liability insurance is mandatory; ask us contacts brokers
Category 1 Supplements (OSR) – See Notice of Race 2028 / 2029 - Appendix 3	25 / 30 K€	Installation of 2 additional watertight bulkheads compared to category 1 + watertight companionway door Additional safety equipment: 2 life rafts, 2 emergency beacons, Liberty Kite rescue sail. The Notice of Race 2028/2029 published on 1 September 2026 sets out in its appendix 3 the list of additional equipment (see on the www.globe40.com website)

2. Registration fees	Amount	Notes
Registration fees	25.000 €	Before 31.12.2026
	27.500 €	Between 01.01.2027 and 30.06.2027
	28.750 €	Between 01.07.2027 and 31.12.2027
	30.000 €	Between 01.01.2028 and 01.05.2028

3. Technical preparation	Amount	Notes <i>Catalogue of services possible depending on the condition of the boats</i>
		<i>For a complete technical preparation, a cost of €50,000 to €100,000 is to be considered depending on the project. The quality of the technical preparation beforehand obviously reduces costs during the race.</i>
<i>Operations to consider</i>		
<i>Hull preparation</i>	20.000 €	<i>Services: hull preparation, complete antifouling, reinforcements, reliability, optimization of ergonomics</i>
<i>Keel check</i>	1500 / 2000 €	<i>Squeezing – Rigging – Handling</i>
<i>Longitudinal and lateral standing rigging</i>	12000 €	<i>Complete replacement of standing rigging: included lateral in Rod and longitudinal in textile, excluding installation</i>
<i>Running Rigging</i>	12.000 €	<i>Complete change of the current rigging: to be modulated according to the level of manpower required for all the seamanship, finishing and installation</i>
<i>Engine</i>	2000 €	<i>Engine and peripheral overhaul</i>
<i>Energy</i>	€15,000 to €20,000	<i>Batteries + solar panels + hydro generators (cf TEEM)</i>
<i>Other operations</i>		<i>Mast control – rudder control and disassembly – electrical circuit control – hardware control</i>
<i>The sails</i>		<i>It is recommended to set sail with a set of new sails - see Appendix 2 of the Notice of Race</i>
<i>Average cost of sails</i>		
<i>Mainsail</i>	€15,000 to €20,000	
<i>Solent / Day 1</i>	9.000 to 14.000 €	
<i>Staysail / D2</i>	€6,000 to €9,000	
<i>Day 3</i>	Approximately 2.000 €	
<i>Tourmentine</i>	1.500 €	
<i>Code 0</i>	€8,000 to €10,000	
<i>Gennaker</i>	8.000 to 13.000 €	
<i>Head spinnaker</i>	€7,000 to €9,000	
<i>Spi capelage</i>	€5,000 to €7,000	
		<i>A complete set of Class40 sails is in the range of €60,000 to €85,000 approximately; see Appendix 2 Race Reviews</i>
<i>CAT 1 specific safety equipment</i>	Estimate 7 to 10.000 €	<i>See list in Appendix 3 of the Notice of Race (2nd Plastimo life raft – 2nd EPIRB beacon, etc.)</i>
<i>Mapping</i>		<i>Quote to request from Maxsea and Adrena suppliers</i>
<i>Sea outfits</i>	3000 to 5000 €	<i>For the 2 skippers</i>

4. Technical costs during the race	Amount	Notes
<i>Technical assistance – see previous chapter</i>		
	<i>Average provision of €50,000 to €80,000</i>	<i>Technical costs: These are to be related to the quality of the technical preparation (see chapter 3) even if they obviously depend on the weather and sporting circumstances of each stage.</i>
<i>Repair – replacement of sails</i>	<i>€10,000 to €20,000</i>	<i>Total amount to be adjusted according to the condition of the sails at the start and their use during the legs</i>
<i>Technical provision for 5 stages + prologue</i>		
<i>Rigging</i>	<i>€5,000 to €7,000</i>	<i>Frame + current; visual inspection at each stage – dismasting recommended halfway through the race</i>
<i>Electronics</i>	<i>Variable according to incidents</i>	<i>Air traffic control (2 to 3000 € replacement cost per unit), pilot control, displays</i>
<i>Hardware</i>	<i>5000 €</i>	<i>General maintenance at every stage</i>
<i>Hull</i>	<i>3 to 4000 €</i>	<i>In-water refit at each stage; control of the appendages at least halfway through and at the stages according to sea events</i>
<i>Saffils</i>	<i>8000 € to 10.000 €</i>	<i>It is recommended to provide a spare rudder and a set of rudder bearings</i>
<i>Miscellaneous technique</i>	<i>5000 €</i>	<i>Consumables – fuel – various technical costs</i>

5. General Logistics	Amount	Notes
<i>Sea food</i>	<i>12000 €</i>	<i>Average cost 40 € / day / skipper; for a maximum of 150 days at sea for 2 skippers</i>
<i>Ground power supply</i>	<i>9.000 €</i>	<i>Average cost 45 € / day / skipper; for 100 days on land for 2 skippers</i>
<i>Accommodation</i>	<i>16.000 €</i>	<i>On average 200 nights in a hotel – single room – or Airbnb – average 80 € / night – for 2 skippers</i>
<i>Sea communications</i>	<i>10.000 €</i>	<i>On the entire route following projects and volume of communications</i>
<i>Flight tickets</i>	<i>10.000 €</i>	<i>10 tickets at €1,000 - Depending on the number of crew changes</i>
<i>S/Total General Logistics</i>	<i>57.000 €</i>	

FEEDBACK FROM TECHNICAL ASSISTANCE ON THE FIRST TWO EDITIONS



*The technical assistance put in place for the second edition made it possible to accompany the crews throughout their course. There were no major technical accidents in this last edition, the most serious technical incidents having been the breakage of a piece of rigging for the n°189 causing a stage to be abandoned and the hull delaminated on the n°187. **All the competitors at the start were at the finish.***

Technical assistance included:

- **a technical manager** (François Angoulvant) with Strong expertise to analyse problems at sea and implement solutions.*
- **a service** at every stage of the **TEEM company** well known on all subjects electrical and marine electronics (radars, AIS, hydro generators, aircraft, pilots, solar panels..); A very solicited presence at every stage.*
- **The general organization team** to prepare for the stage on a technical level - identification and relations with local sites and suppliers and preparation special operations such as the landing of a boat.*
- a strong bond **with the management of** a race that allowed a problem to be detected at sea to transmit it without delay to **The technical team** to prepare the solution for next step and ensure, in conjunction with the team, the supply of equipment.*

***All of these services were included in the registration fees** and only parts, materials, consumables and specific work were invoiced by the service providers.*

*Sail **repairs** were carried out by the local sailmakers present on the various stages, making it possible to meet the needs of the crews throughout the course.*

***A general overhaul of the boats at mid-course** has been set up in Sydney (dismasting - rig overhaul - land for some boats): its contents have been left free to the boats, the organisation ensuring the identification of available yards in advance.*

***The experience gained** highlights the following points for the performance of technical assistance:*

- Importance **of the quality of the technical preparation upstream** : Account given the duration and requirements of a round the world race, everything that is not done in upstream will have to be done at some point during the process and this in an emergency and/or in degraded technical conditions: hence the fact of leaving with a rig new frame and current, a set of new sails, a complete technical overhaul.*
- **upstream knowledge of the technical environment of the boats** : upstream of the start the perfect knowledge by the organization of the whole of the equipment of the boats often win a lot of time in case of damage.*



- **Scouting done** upstream on the steps allow to be immediately operational vis-à-vis the shipyards and all suppliers; the organization will have identified in advance all the skills available on the site: it will also rely on on a **Local Project Manager** having all the necessary contacts.
- **the fluidity of the relationship** between skippers, race team, technical team, team of general organization makes it possible to deal with a problem as soon as it arises at sea.
- **Trust between skippers and organisation** : the skippers are wasting no time in Hide problems, the organization always respects the necessary confidentiality.

TECHNICAL ASSISTANCE ON THE 3RD EDITION 2028/2029

This assistance will be a continuation of the first two editions.

The skipper remains ultimately responsible for the technical choices and repairs on his support. The organisation provides the support described in the previous point, the skippers must remain **direct actors in their technical support** ; it is therefore a collaboration that is set up with the organisation in which everyone remains in their role.

From a financial point of view , the services of the organisation's technical teams (technical management, electronic service provider - electricity, general organisation) are included in the registration fees; only spare parts are invoiced by the service providers concerned. Special operations requiring an external service provider (sail repair, crane work, mid-term overhaul) are invoiced directly by the service providers.

In view of the increase in the level of the event on the 2nd edition, the technical preparer(s) seems to us:

- Essential for a pro or semi-pro team
- recommended for amateur teams unless both skippers have a strong technical experience and are aware that a large part of their rest time at the ports of call will have to be devoted to the refurbishment of their Class40.