SAILING INSTRUCTIONS
VENDEE GLOBE 2016/2017

INCLUDING AMENDMENT 1 Published on October 12th 2016
INCLUDING AMENDMENT 2 Published on October 21st 2016
INCLUDING AMENDMENT 3 Published on November 1st 2016

START
SUNDAY 6th NOVEMBER 2016

<table>
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<tr>
<th>SI modified by amendment #1</th>
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1 RULES
Racing will be governed by:

1.1 a) the rules set out in the Racing Rules of Sailing (RRS) 2013-2016, during the whole race
b) The FFVoile prescriptions (translated into English in Appendix 5 of the Notice of Race “National Prescriptions”),
c) Part B of the COLREGS according to the provisions set out in NOR 3.4.5
d) The Offshore Special Regulations (OSR) Category 0 in force in 2016 and as amended in accordance with the provisions of the Notice of Race and the exemptions voted by the Executive Bureau of the FFVoile on 25th February and 10th March 2016, set out in Appendix 8 of the Notice of Race,
e) The Equipment Rules of Sailing (ERS) where they do not conflict with the IMOCA Class Rules,
f) IMOCA Class Rules currently in force,
g) Appendix W Waypoints, attached in Appendix 9 of the Notice of Race.

1.2 Official time: all times in these Sailing Instructions and the noticeboards will be:
- Ashore, for the start and finish operations, in local time, in other words :
  - UT + 2 up to and including 29th October and from 25th March 2017
  - UT + 1 from 30th October 2016 until 25th March 2017
- At sea, for operations other than those set out above, in UT.

1.3 Entering a boat in the race implies giving up any means of redress other than those provided for under the RRS, with regard to the application or the interpretation of the texts of the documents referred to above and to the settlement of disputes arising therefrom (cf. RRS 3, Acceptance of the Rules).

1.4 In the event of these Sailing Instructions being translated into another language, the French text shall prevail.

2 NOTICE TO COMPETITORS – OFFICIAL NOTICEBOARD – RACE HQ

2.1 Notices to Competitors will be displayed on the Official Information Noticeboard at Race HQ, Ecole des pêches, route de la Cabaude, 85100, Les Sables d’Olonne and put online on the Official Electronic Noticeboard accessed at the following address : http://www.vendeeglobe.org/fr/espace-skippers/tableau-officiel.

2.2 The offices of the Race Organisation, Race Management, Umpires/Race Officials will be located at Race HQ - Ecole des pêches, route de la Cabaude, 85100 les Sables d’Olonne.

2.3 Race HQ in Les Sables d’Olonne :
Race HQ in Les Sables will be open from 14th October 2016 until 7th November 2016, then from around 20th January 2017 until the last competitor has returned.
Race Management can be contacted by telephone: +33 1 57 40 50 08 October” and at the following address: dc@vendeeglobe.fr
2.4. **Race HQ in Paris:**
The offices of the Race Organisation, Race Management and of the Press will be set up in Race HQ, Mail Branly – Quai Branly – 75008 Paris. Race HQ Paris will be open from 7th November 2016 until around 20th January 2017.

3 **AMENDMENTS TO SAILING INSTRUCTIONS**

3.1 Amendments to the sailing instructions will be displayed on the official noticeboard no later than 19h00 the day before the start and displayed online on the official electronic noticeboard at the following address: [http://www.vendeeglobe.org/fr/espace-skippers/tableau-officiel](http://www.vendeeglobe.org/fr/espace-skippers/tableau-officiel)

3.2 Their availability posting will be notified by a text message from Race Management to competitors and to team managers.

4 **PROGRAMME**

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friday 14th October 2016</td>
<td>12H00</td>
<td>Deadline by which Competitors and must be in Les Sables d’Olonne.</td>
</tr>
<tr>
<td>Friday 14th October 2016</td>
<td>15H00</td>
<td>Logistics Briefing session for Team Managers</td>
</tr>
<tr>
<td>Saturday 15th October 2016</td>
<td>10H00</td>
<td>Opening Ceremony of the Race Village</td>
</tr>
<tr>
<td>Sunday 16th October 2016</td>
<td>10h00</td>
<td>Welcome Briefing session</td>
</tr>
<tr>
<td>Monday 17th October to Friday 21st October 2016</td>
<td>1st session of boat safety inspections</td>
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<tr>
<td>Friday 21st October 2016</td>
<td>17h-19h</td>
<td>2-hour availability slot</td>
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<tr>
<td>Monday 31st October 2016</td>
<td>10H00</td>
<td>Briefing session by Jury, Race Committee, Measurement Briefing session for ice situation update</td>
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<tr>
<td>Monday 31st October to Wednesday 2nd November 2016</td>
<td>2nd session of boat safety inspections</td>
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<tr>
<td>Wednesday 2nd November 2016</td>
<td>12h00-14h00</td>
<td>Competitors’ lunch in the company of the CEO of the SAEM Vendée - Espace B2B - VONDOM Bar</td>
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<tr>
<td>Saturday 5th November 2016</td>
<td>10H00</td>
<td>Weather and Start Briefing Sessions</td>
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<tr>
<td>Sunday 6th November 2016</td>
<td>13H02</td>
<td>Start of the VENDEE GLOBE 2016</td>
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Briefing sessions are reserved for competitors and team managers. The venue will be displayed on the official noticeboard.

5 **COURSE**
The course is an east-about circumnavigation, starting by sailing southbound down the Atlantic Ocean
- Start (SI 7)
- Leaving the Cape of Good Hope to port,
- Leaving Cape Leeuwin to port,
- Leaving Cape Horn to port
- Leaving the Antarctic continent to starboard.
- Sailing northbound up the Atlantic Ocean.
- Finish (SI 9)

Complying with the exclusion zones set out in appendix 3.
6 **EXCLUSION ZONES**

A boat that is racing must neither enter nor sail in the exclusion zones set out below.

6.1 A boat that is racing must neither enter nor sail in the exclusion zones of Finisterre, Cape Roca (Lisbon), Cape Saint Vincent, from the east Canary Islands and west of Mauritania, the coordinates of which are set out in appendix 3. (This changes NOR 2.5).

6.2 The Antarctic Exclusion Zone (AEZ) set out in appendix 3. A boat entering the AEZ may correct her breach to this SI by leaving the EAZ at her entry point, as soon as reasonably possible. If she fails to do it, a boat, the race committee or the jury may protest her. A boat that is racing shall not enter the AEZ. A boat that does enter the AEZ shall correct her breach by the following method. The point at which she entered the AEZ shall become an extra waypoint in the AEZ for that boat which she shall leave to starboard as soon as reasonably possible.

6.3 Before the start or during the race, Race Management may determine other zones for safety of the boats, depending on the identification of any safety risks (piracy, for example).

7 **THE START**

7.1 **Start procedure**

The race will be started by using the following signals:

<table>
<thead>
<tr>
<th>Signal</th>
<th>Visual and sound signal</th>
<th>Minutes before start</th>
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<tbody>
<tr>
<td>Warning signal</td>
<td>Vendée Globe flag, 1 sound signal</td>
<td>8</td>
</tr>
<tr>
<td>Preparatory signal</td>
<td>P flag, 1 sound signal</td>
<td>4</td>
</tr>
<tr>
<td>One-minute signal</td>
<td>P flag removed, 1 long sound signal</td>
<td>1</td>
</tr>
<tr>
<td>Start</td>
<td>Vendée Globe flag removed, 1 sound signal</td>
<td>0</td>
</tr>
</tbody>
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7.2 **Starting line**

The starting line will be between the staff displaying an orange flag on the Race Committee boat marking the starboard end of the line and the course side of an orange can buoy bearing the Vendée Globe logos marking the port end of the line.

The Committee Boat will be moored at around the following point 46°25,441’N - 001°47,103’W

7.3 **Start declaration** (Appendix 1)

Competitors must fill in, sign and then hand in their Start Declaration form to the Race Committee at Race HQ no later than by 10h00 on Saturday 5th November 2016 at the Start Briefing session.

7.4 **Leaving the harbour**

The boats will leave the harbour on Sunday 6th November from 8h30 onwards.

Each competitor has sole responsibility for making his way to the starting area using his own means (towing, escort).

The order in which the boats leave the harbour will be determined by Race Management.

7.5 **Starting area**
The starting area will be defined by a prefectural order. It will provide for 2 controlled areas in which only the presence of competitors and approved boats will be authorised:
- An area for parade and access to the starting area.
- The starting area.
The areas concerned by the order are described in Appendix 4.

7.6 Crewed parade
After having left the harbour, each competitor shall make his way to the parade area, crewed. He must set his sails to parade in the parade area. He must then go to the starting area to disembark his crew as soon as possible and start the race.

7.7 Individual recall
- Boats that are OCS will be informed as soon as possible by VHF on channel P4, and/or by a Race Committee boat. (This changes RRS 29.1).
- A boat that is OCS and that does not return to start the race will receive a 5-hour penalty without any hearing.
This penalty will be taken in accordance with the provisions set out in the SI 11.2.3. It must be taken before arriving at a latitude of 38°43’N. (This changes RRS 28.1 and 63.1).

7.8 Late start
7.8.1 A competitor who has not crossed the starting line 60 minutes after the starting signal shall be considered as not having started the race. Once he has obtained the consent of Race Management, he may cross the starting line at the time indicated to him by the Race Committee. No boat will be able to start the race after 13h00 on 16th November 2016. During this time, he must:
- Either remain in the harbour in Les Sables d’Olonne,
- Or return to Les Sables d’Olonne,
- Or remain in a waiting area off Les Sables d’Olonne.
7.8.2 Course of a boat having started late
- The starting line will be marked by the Nouch Sud buoy (46°28,55 N; 001°47,41 W) and a geographical point south of the Nouch Sud buoy whose coordinates are 46°28, 25 N and 001°47,31W.
- Competitors must sail across this line from east to west, then sail the course as set out in SI 5.1.

8 CHANGE OF COURSE

8.1 If an important climatic event occurs during the race, or if a piece of information having an impact on competitor safety is given by a competitor, a vessel, an aircraft, radar, satellites or any other source, the positions of certain points of the ice area may be changed during the race.

8.2 Competitors will be notified of any change to the course by the Race Committee which will send, via Race Management, a written message to each boat’s Inmarsat C and e-mail address. This message may be backed up by verbal instructions issued by telephone. (This changes RRS 33 and Race Signals).

8.3 DEFINITION ANTARCTIC EXCLUSION ZONE (AEZ)
The Antarctic Exclusion Zone is a polygon represented by straight-line loxodromic segments linking virtual points. This zone represents an obstruction. **A racing boat must not enter into this zone.**

Reasons why a change in the position of one or several virtual points comprising the exclusion zone are at the organiser’s discretion.
- The organiser undertakes to change the position of the AEZ as soon as possible.
- The organiser may change the coordinates of a virtual point of the AEZ as and when one or more of the following conditions is satisfied:
  1. Before the first boat reaches a longitude 30 degrees west of the longitude of the point concerned
  2. And/or before the first boat reaches a latitude 15 degrees north of the latitude of the point concerned.

There will be no change southwards of the point between 46°00.00’S / 105°00.00’E-120°00.00’E (Points 22, 23, 24 and 25 – Australian Barrier).

8.4 Each competitor shall acknowledge the receipt of each change by sending an e-mail to Race Management.

9 **THE FINISH**

9.1 **Finishing line**
The finishing line will be a straight line true bearing of 348°, and
- Marked to north by the Nouch Sud buoy at 46°28.5 5 N; 001°47.41 W.
- Marked to south by the point whose coordinates are 46°28, 25 N and 001°47,31W.
The Committee Boat will be moored at the southern end of the line.
In the event of the Committee Boat being absent, the competitor must pass north of the most southerly point of the finishing line. In this case, the reporting will be done from Fort Saint Nicolas ashore.

9.2 **ETA Announcement**
48 hours, 24 hours, 12 hours, 6 hours and 2 hours before his ETA, each competitor shall send his ETA to Race Management.
1 hour, then ½ hour before his ETA, each competitor shall inform the Race Committee by VHF channel 72 or by telephone.

9.3 **Finishing at night or in poor visibility**
At night-time, or in poor visibility, each competitor shall illuminate his sail number with a spotlight as he crosses the finishing line.

9.4 **Finish form**
As soon as the boat has finished and no later than 6 hours after the boat has arrived in the harbour of Les Sables d'Olonne, (a time-limit which will be increased to 12 hours in the event of a boat having finished between 17h00 and 06h00 official French time) each competitor must hand his finish form, filled in and signed, to Race Management.

10 **RETIRING**

10.1 Any intention to retire from the race shall be the subject of an official declaration made in writing and signed by the competitor or his team manager. Retiring shall only become official once Race Management has received this document. The retirement shall then be declared final.
10.2 Any competitor who activates his Sarsat-Cospas beacon must deactivate it as soon as the situation no longer requires a distress signal to be sent out. Any competitor who fails to comply with this procedure will be the subject of a report to the Jury for a hearing under RRS 69.

10.3 A competitor who has retired must send all 4 CLS beacons (3 MAR YI and 1 MAR VR) at his own expense to the following address as soon as possible:
CLS – ARGOS, 8-10 rue Hermès, Parc Technologique du Cana
31526 – RAMONVILLE ST AGNE – France

11 PENALTY SYSTEM AND REDRESS

11.1 Penalty at the time of the incident
11.1.1 With regard to RRS 44.1, a breach of Part B of Section II of the COLREGS, in an incident between competitors, shall be considered as a breach of Part 2 of the RRS. (This changes RRS 44.1).
11.1.2 Penalty turns: after having taken a penalty in accordance with RRS 44.2, the boat shall notify Race Management within the time limit for protests. (See SI 12.3).
11.1.3 Any boat which fails to take the penalty in accordance with RRS 44.2 but that immediately recognises having breached the rules when the Jury contacts him for a hearing, may be penalised at the Jury’s discretion.
11.1.4 A boat who realizes that she causes injury or serious damage or that she obtains a significant advantage in the race as a result of his breach may ask the committee for a time penalty instead of having to retire from the race. (This changes RRS 44.1(b)). This request must be made as soon as possible before the time limit for protests set out in SI 12.3 has expired.

11.2 Penalty or redress decided by the Committee following a hearing
11.2.1 For the breach of a rules of sportsmanship sporting rule after a hearing, unless there are exceptional circumstances, the penalty shall be a time penalty, unless the boat is disqualified, the penalty shall be a discretionary time penalty unless the rule broken specifies another penalty. When the boats are racing, unless there are exceptional circumstances, the penalty shall be taken in accordance with SI 11.2.2 below.

The discretionary penalties will be decided by the jury in accordance with the “Vendee Globe 2016 discretionary penalties guideline”
11.2.2 Taking a time penalty
As soon as possible after having made its decision, the Jury will notify the competitor concerned of the penalty via Race Management. Race Management will then inform the competitor of an area or of a time limit within which the penalty is to be taken. When preparing to take the penalty, the competitor shall contact Race Management who will then time the penalty from a segment it will have notified to the competitor. Once the penalty has been taken, if it has been taken and timed by the race committee, the competitor must go back across the segment before continuing the race.

11.2.3 A decision of redress granted by the Jury after a hearing, unless there are exceptional circumstances, will be a time penalty.

11.2.4 Penalties for breaches set out in SI 12.2.2, including those for damaged seals, will be at the discretion of the Jury.

11.2.5 Broken seal noted by the measurer:
In the event that a measurer should note, during an inspection, or if a boat racing states that a seal has been damaged or broken, via the race committee, the Jury may ask if the competitor wishes to accept a standard penalty without a hearing. This changes RRS 63.1.

If the competitor refuses this standard penalty, he will be called to a hearing.

11.2.6 Jury’s power of discretion
(a) For minor breaches, the Jury may reduce the penalty or award no penalty at all.
(b) For serious, repeated or deliberate breaches, the Jury may increase the penalty or disqualify the competitor.

11.3 Penalties awarded by the Organising Authority
For the breach of a rule unrelated to sportsmanship non sporting rule, the penalties will take the form of fines to be paid to the organising authority to be deducted from any prize-money the safety deposit (NOR 2.4). Such penalties will be awarded by the organising authority.

12 PROTESTS, REQUEST FOR REDRESS AND FOR REOPENING
Preamble: For incidents occurring at sea, Part 5 of the RRS shall be changed as follows. For protests made ashore, the procedures regarding a hearing provided for under RRS 61.1 (first sentence), 61.2, 61.3 and 63 shall apply.
12.1 Informing the protestee:
12.1.1 A boat that is racing and that has the intention of protesting shall inform the other boat at the first reasonable opportunity by VHF on the race channel by phone or by e-mail. No red flag is necessary. (This changes RRS 61.1(a)). The protestor shall notify the Jury at the same time via Race Management.
12.1.2 Notices of Protest from the Race Committee and the Jury will be displayed on the official noticeboard and sent to all competitors to inform them in accordance with RRS 61.1(b).
They will be sent by VHF on the race channel or by e-mail. (This changes RRS 61.1(b)).
12.1.3 A boat ashore that intends to make a protest against another boat in the race shall inform the boat in accordance with SI 12.1.1 above.
12.1.4 A boat that requests redress shall make this request to the Jury, via Race management, in accordance with SI 12.1.1 above.

12.2 Content of a protest
12.2.1 An intention to make a protest, announced by VHF at the time of the incident, shall be confirmed in writing (e-mail) as soon as reasonably possible.
12.2.2 Breaches of the Rules set out below may not be the subject of a protest by a boat. This changes RRS 60.1(a):
- Use of the Vendée Globe mark (NOR 5.4 and appendix 7 of the NOR)
- Programme (SI 4)
- Safety Rules (SI 15)
- Seals and Measurement and Equipment Inspections (SI 17)
- Advertising (NOR and SI 18)
- Competitor Assistance RIBs (SI 19.3.1)
- Competitors’ Obligation (NOR 4.10)
- Evacuation of waste (SI 20 and RRS 55)
- Communications (SI 21)

12.3 Time limits
12.3.1 for making a protest
The time limit to protest for a boat racing, the race committee or the jury for making a protest against a boat in the race is eighteen hours after having learnt about the incident concerned by the protest.
No protest of a competitor will be accepted any later than eighteen hours after his having finished the race.
12.3.2 For requesting redress
The time limit for a request for redress for a boat racing, the race committee or the jury that is racing will be eighteen hours after having learnt of the incident giving rise to the request concerned by the protest. The same time limit shall apply to a request for redress concerning a decision of the Jury, from the time when the decision was received. When the competitors are ashore, the time limit will be two hours after the display of the Jury’s decision on the official noticeboard. (This changes RRS 62.2).
12.3.3 For requesting a re-opening
For protests and requests for redress decided at sea in the absence of the parties, a request for a re-opening shall be made within the eighteen hours following the communication to the parties of the decision. (This changes RRS 66).
For protests and requests for redress decided ashore in the presence of the parties, a request for a re-opening shall be made within the two hours following the communication to the parties of the decision. (This changes RRS 66).

12.3.4 The Jury shall extend the time limit if it has good reason to do so.

12.4 Hearing and decision
12.4.1 A hearing may begin as soon as the Jury has been informed of the protest and can be conducted by any appropriate means of communication taking the circumstances into account. This changes RRS 63.2.

12.4.2 The obligation to have communication instruments on board that are in working order such as a satellite telephone and the Inmarsat C automatically implies the ability to be present at the hearing. This changes RRS 63.3.

12.4.3 The information communicated during the protest, such as descriptions of the incident, questions and answers, witness statements, etc., communicated by telephone, VHF, e-mail, Inmarsat message or Inmarsat or by any other radio means shall be considered as forming the hearing. This changes RRS 63.6.

12.4.4 In accordance with the preamble of SI 12, the procedure provided for in instruction 12.1 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 physically present does not comply with RRS N1.

12.4.5 The Jury’s decision will be displayed on the official noticeboard and communicated by e-mail to the parties and all of the competitors as soon as reasonably possible after the hearing has ended.

12.4.6 The Jury’s decisions are final, in accordance with RRS 70.5.

13 TIME LIMIT
There is no time limit. The finishing line will remain open until the arrival of the last competitor of the race.

14 RANKINGS
Real time rankings will be drawn up for the race after application of any decisions of the Jury.

15 SAFETY RULES

15.1 Exception to the principle of non-assistance
Individualised information may be sent to one or several competitors within the framework of search and rescue operations launched by Race Management or by rescue authorities (CROSS, MRCC).
This information will be sent either by Standard-C, satellite telephone or via e-mail to the boat(s) concerned.
Special information from Race Management or from Great Circle may be sent to all competitors in order to contribute to competitor safety.
This information is sent to the boats’ Standard-C.
Each competitor shall acknowledge receipt of the message by sending an e-mail to Race Management. (This changes RRS 41).

15.2 **Safety messages**

*If race management deems necessary and expressly request it a boat Each competitor shall send it a message to Race Management* once every 24 hours by e-mail (or telephone if the other means of communication are not working) giving his position in latitude and longitude and a brief description of his state of health and of the state of the boat.

If he is unable to do so, the message may be sent via another competitor or via the team manager.

Messages are to be sent to the following address: [dc@vendeeglobe.fr](mailto:dc@vendeeglobe.fr)

16 **SUBSTITUTION**

In the event of force majeure, a competitor or his sponsor may appoint a substitute competitor.

A request must be made to Race Management in writing. The organiser will then call a meeting of a commission comprised of a representative of the organiser, the race manager, the chairman of the Race Committee and the chairman of the Jury.

If the commission replies in the affirmative, the competitor may be replaced by a substitute competitor, who must satisfy all requirements set out in the Notice of Race.

No substitution will be possible after the start.

17 **MEASUREMENT AND EQUIPMENT INSPECTIONS**

17.1 A boat and/or its equipment may be inspected at any time before the start in order to check compliance with the rules. Before the start or at the finish, a Measurer or an Offshore Racing Equipment Inspector may request a boat to make its way immediately to a particular area for inspection.

A *non-compliant* boat *that fails to comply with requirement* will not be able to start the race.

17.2 The propeller shafts shall be sealed during the race.

Each competitor may:
- Ask the race measurer for his propeller shaft seal the day before the start, or
- Seal the propeller shaft himself at sea *before 12h30 local time* on the day of the start in accordance with the provisions of Appendix 2 “Seals”.

17.3 In accordance with IMOCA Class Rule C.2.3.2, the quantity of back-up water is set at 2 x 9L containers.

17.4 *To comply with IMOCA Class rule C4.1 a, the fuel quantity present at the finish shall be 20 L.*
18 ADVERTISING

18.1 In Les Sables d’Olonne, the boats shall display the following advertising:

18.1.1 for boats with classic rigging:
   Two race flags, either one in each upper shroud, of the following dimensions: 2m x 1.5m.
   For boats with outriggers:
   One race flag of the following dimensions 2m x 1.5m in each of the upper shrouds during the image bank and in the harbour of Les Sables d’Olonne.
   One in each running backstay at all other times.

18.1.2 in the lifelines:
   One dodger (2.1m x 0.6m) on each side.

18.1.3 in the forestay:
   A line of 5 flags (2m x 2.5m).

18.1.4 Promotional sails
   Boats may also display promotional sails marked with the names and logos of their sponsors, as long as they are only set abaft the mast. Promotional headsails are not aloud.

18.1.5 Racing sails
   The racing sails may be set in the harbour of Les Sables d’Olonne to make adjustments, but they must not remain up a whole day for communication purposes.
   In such cases, the mainsail must have:
   The markings of the Organiser, 7m², located in the first lower third on either side of the mainsail and above the first reef.

18.2 When the boats are within 30 nautical miles from the start or the finish, or upon the request of Race Management, they shall display the following advertising

* Two race flags
* Two dodgers

18.2.1 on the mainsail:
   The markings of the Organiser, 7m², located in the first lower third on either side of the mainsail and above the first reef.

18.2.2 on the upper shrouds:
   Two race flags (2m x 1.5m) must be displayed in the starboard upper shroud and in the port upper shroud, or in the starboard and port running backstays for boats with outriggers, approximately 3 metres above the waterline. The luff of these flags must be taut.

18.2.3 on the lifelines:
   Two dodgers (2.1m x 0.6m).

18.3 When the boats are beyond 30 nautical miles from the start or the finish, they shall display the following advertising in the mainsail:
   The markings of the Organiser, 7m², located in the first lower third on either side of the mainsail and above the first reef.
19 IDENTIFICATION OF OFFICIAL BOATS

19.1 Race Officials’ boats
Race Committee boats will display FFVoile flags.
Jury boats will display a yellow flag bearing the letters of the word “JURY”.
Measurer and Offshore Racing Equipment Inspectors’ boats will display a Blue flag with the letters of the word “JAUGE”.

19.2 Organisation’s boats

19.3 Competitors’ RIBs
19.3.1 At the start of the race, each boat may be escorted by 2 RIBs that will be authorised to sail in the start area. They must display the pennants supplied by the organiser.
19.3.2 Note: in accordance with the law, assistance RIBs must provide assistance, if necessary, to any boat, be it a competitor, spectators, passengers, etc.
19.3.3 Captains of assistance RIBs will be invited to the Start Briefing session at 11h00 on Friday 4th November 2016.

20 EVACUATION OF WASTE
Respecting the environment is a fundamental value for the Vendée Globe. Competitors must not throw their waste overboard, except for that which is biodegradable. In accordance with the OSR, waste must be kept on board until competitors disembark.

21 COMMUNICATIONS

21.1 Radio VHF on 6th November
A double radio watch on VHF 16/channel P4 will be mandatory for all RIBs.
The signals leading up to the start, the countdown before the start and the starting signal will be announced by VHF radio on channel P4.
The Jury and the Race Measurer will also be able to be contacted on channel P4.
Each competitor must arrange with the organiser for his VHF(s) to be set to operate with channel P4.
21.2 Media telephone sessions during the race
Competitors must leave their iridium on standby round the clock throughout the duration of their race.
From Sunday 6th November 2016 and until the arrival of the last boat, a daily session will be organised at 11H30 UT. Competitors will be contacted by Race HQ according to an order established by the organisation communication service.

21.3 Inmarsat C
21.3.1 Inmarsat C watch
Throughout the duration of the race, for safety reasons, competitors must leave their Inmarsat C on standby round the clock and make sure that it is in working order.

21.3.2 Polling of rankings and positions during the race
Throughout the duration of the race, competitors must make sure that the Iridium beacons supplied by the organiser are in working order.
Six sets of rankings will be issued at the following times: 04H00 UT, 08H00 UT, 11H00 UT, 15H00 UT, 18H00 UT and 21H00 UT –
04:00UTC (pos of 03:30UTC), 08:00UTC (pos of 07:30UTC), 11:00UTC (pos of 10:30UTC), 14:00UTC (pos of 13:30UTC), 17:00UTC (pos of 16:30UTC) et 21:00UTC (pos of 20:30UTC) – This change NoR 6.1.
The rankings will be displayed on the race website and sent to the press. They will be sent to competitors at the organiser’s cost, in the format requested (XLS, POSREPORT,…)
In the event of the Iridium beacon being used ceasing to function, the competitor shall replace it according to instructions provided by Race Management.
In the event of all Iridium beacons ceasing to function, the positioning will be polled via the boat’s Inmarsat C.
Until 15h UT on 6th November, when passing the main capes on the course, then from within 200 miles of the finishing line, the positions and/or the distances to the finish of the boats approaching Les Sables d’Olonne may be communicated by Race Management every hour on the race website, to the press and to the public.

21.4 Messages and photos
21.4.1 Messages and photos sent by competitors.
Competitors are invited to send, when they can, an e-mail message to the press officer in order to provide information on their race with an indication of sailing conditions and any other information which may be useful for communication purposes.
Competitors shall also send photos required under appendix 6 (photographs) of the Notice of Race.
Messages and photos must be sent to the following address: dc@vendeeglobe.fr

21.4.2 Messages sent to competitors.
Each competitor shall authorise receipt of e-mails from:
- Race Management: dc@vendeeglobe.fr
- Positioning: posreport@geovoile.net et yann@geovoile.com
21.5 Positioning of Iridium MAR YI beacons
In Les Sables d’Olonne, boats will be provided with 3 MAR YI beacons that are electrically autonomous. Each beacon has an autonomy of 60 days. One beacon will be fitted on the pushpit. Race Management will decide when a beacon is to be changed. It will inform the competitor by e-mail or by telephone of the moment when another beacon should be set up. A 3rd beacon will be stowed in the boat as a back-up. These beacons are fitted with:
- An ALARM button to back up the request for assistance towards Race Management.
- Another push-button indicating presence on board, which means: “No other means of communication on board, presence on board”. Should the competitor need to use the “presence on board” function, he must reactivate the message at least once every 24 hours. Competitors must not in any way whatsoever prevent the beacons from working.

21.6 AIS
The AIS must operate (emission/reception) throughout the whole of the race. In addition, if the AIS is not functioning, the boat must immediately inform the Race Management. She must still maintain a watch.

22 ROUTING - ASSISTANCE

22.1 Weather – Routing
22.1.1 Access to weather data
Main principle: The Vendée Globe is a single-handed yacht race, without stopovers, and WITHOUT OUTSIDE ASSISTANCE.

22.1.2 Routing
Routing is prohibited under article 3.1 of the Notice of Race.

22.1.3 Competitors’ undertaking
Competitors will be asked to furnish a signed declaration undertaking that his family, as well as his shore team certify that this rule will be complied with. This declaration will be asked for before the start of the race (SI Appendix 1b) and after the competitor’s finish.

22.1.4 The only weather information authorised shall be:
22.1.4.1 “Safety” information issued daily for competitors by the company Great Circle.
1) A safety weather report including:
   - The general situation and its evolution.
   - 24-hour forecasts by zone (forecasts from D+12h to D+36h), according to a description of navigation zones provided to each competitor before the start.
   - The 24h and 48h trend (forecasts from D+36h to D+60h), incorporating, where necessary, dangerous phenomena in each zone (winds > 40 kts and waves > 6 metres).
2) An analysis of 6h and 18h UTC (sat image/front).
3) Charts in Preiso 24h/48h/72h format.
Times and availability:
Reports will be issued in French and in English. They will be sent by e-mail to competitors by Race Management and also deposited on an FTP account at 10h UTC. Both analyses will be published at 8h UTC and 20h UTC.
The Preiso charts will be deposited on an FTP account at 8h UTC.
In the event of a boat’s satellite telephone not working, (with the exception of the Iridium in the container), the weather report will be sent to the Standard-C if the competitor asks Race Management to do so.
In order to reduce the size of this file, the information will be adapted to the geographical situation of the competitor concerned, and only the report covering his geographical zone will be sent.

22.1.4.2 Complementary weather data

a) In addition to the weather information from Great Circle, competitors will be authorised to acquire weather data in the following conditions:
- If the information is accessible, free of charge or at a charge, to all competitors, with no exclusivity between a supplier and one competitor or group of competitors.
- If the content is “raw”, in other words, as published by the weather organisations and not modified, prepared or analysed for a competitor or a group of competitors.

b) Competitors may then acquire:
- Images from observation satellites.
- Observation and forecast maps.
- Digital data files.

Access to this digital or graphic information will only be allowed if it comes directly or indirectly from an official governmental weather organisation: Météo France, Met Office, ECMWF, NOAA, NCEP.

Nonetheless, this data may be compressed to accelerate access, but in such a way that compression does not change the weather information it contains.

Upon the request of Race Management, each competitor shall provide a list of the weather resources he will be using, including the access codes and the software enabling the information to be read and used. The competitor must also provide a full demonstration of the use of this data.

Race Management reserves the right to prohibit a competitor access to information it considers to be in contravention of the letter or the spirit of the race rules and of this article.

22.1.5 Unauthorised interventions from a source external to the boat

a) In no circumstances may a competitor have a data server at his disposal, or have access to a data server carrying weather or other strategic information, in any format whatsoever, and accessible by any means whatsoever, other than those authorised under 22.1.4 above.

b) In no circumstances may a competitor receive, obtain, whether voluntarily or involuntarily, from ashore, from an outside source, or from another vessel, the information described below.
c) The following are specifically prohibited:
Sending or making available results of a search carried out by a source outside the boat aiming to obtain a selective compilation of weather information the most adapted to his situation:
- A synthesis of data,
- Advice accompanied by weather information,
- A selection of pages put at his disposal on a website or an internet address,
- Coded files,
- Files whose resolution has been modified,
- Weather files having undergone human intervention after having been produced by the supplier organisation,
- Files, documents on weather or choices of course.

22.2 Outside assistance
22.2.1 Any intervention (remote control of the machine) on the computer(s) or on other equipment on the boat by an outside source is prohibited. Competitors’ attention is drawn to Amendment N° 3 of the NOR: it is forbidden, without authorisation from the Organiser, to receive or to access an analysis, an interpretation, processed information or data carried out outside the boat.

22.2.2 Returning to Les Sables d’Olonne
A competitor may only receive assistance in the harbour of Les Sables d’Olonne and with the Race Manager’s consent.
A competitor who wishes to return to Les Sables d’Olonne to receive assistance may be towed from a distance of 100 miles from the harbour or Les Sables d’Olonne and into Les Sables d’Olonne.
When being towed, the competitor shall remain alone on board and must receive no help. Once past north of a straight line from the east of Nouch Sud buoy (defining the southern limit of the port area of Les Sables d’Olonne as set out in the Notice of Race), individuals may board the boat and the competitor may receive assistance.
PRIZES

23.1 The prize-giving ceremony will take place in the month of May 2017 in Les Sables d'Olonne. All competitors must attend. Prizes will only be awarded to competitors present.

23.2 At the end of the VENDEE GLOBE 2016, 600 000 Euros including tax will be awarded in the form of cash prizes as set out below:

a) Overall rankings of the VENDEE GLOBE 2016:
- 1st: 160 000 Euros incl. tax
- 2nd: 100 000 Euros incl. tax
- 3rd: 75 000 Euros incl. tax
- 4th: 55 000 Euros incl. tax
- 5th: 40 000 Euros incl. tax
- 6th: 30 000 Euros incl. tax
- 7th: 25 000 Euros incl. tax
- 8th: 20 000 Euros incl. tax
- 9th: 15 000 Euros incl. tax
- 10th: 10 000 Euros incl. tax

Beyond the 10th place, competitors with a finishing position who are ranked, will be awarded an equal share of the remaining 70 000 euros incl. tax. Their share may not be greater than the prize received by the 10th competitor. Any remainder will then be awarded in equal shares between all ranked competitors.

b) The Palmes Sodebo
Sodebo, official sponsor of the Vendée Globe, wishes to reward the value of human and sporting aspects of the competitors’ adventure for the public at large. Sodebo will be offering two further prizes to those of the overall rankings.

The winners will be determined by web users (voting on the company’s website www.sodebo.fr) and Sodebo’s personnel (internal vote of all members of staff), these prizes will be awarded at the official prize-giving ceremony of the Vendée Globe.

The “Palme Sodebo de l’émotion”
This prize will award the competitor who, during the event, has shared his adventures through moments of pleasure and fun, demonstrated friendliness, simplicity and accessibility.
Gift: a cheque in the sum of 10 000 € from the company’s association Fondation d’Entreprise Sodebo will be given to a charity of the competitor’s choosing. Sodebo will also award a cheque in the sum of 10 000 € to the competitor concerned.

The “Palme Sodebo de la combativité”
This prize rewards the competitor who has shown the greatest commitment, spirit of adventure, daring, and ability to go beyond his limits throughout the event.
Gift: a cheque in the sum of 10 000 € from the company’s association Fondation d’Entreprise Sodebo will be given to a charity of the competitor’s choosing. Sodebo will also award a cheque in the sum of 10 000 € to the competitor concerned.

LIABILITY

The competitors’ liability are set out in the Notice of Race.

APPOINTED RACE OFFICIALS
Chairman of the Race Committee: Christophe Gaumont (IRO-FRA)
Race Measurer : Jean-Luc Gauthier (IM-FRA)
An International Jury has been formed and in accordance with RRS 70.5, there is no appeal against its decisions.
Composition
- Georges Priol (IJ-FRA) - Chairman
- Bernard Bonneau (IJ-FRA)
- Romain Gautier (IJ FRA)
- Trevor Lewis (IJ-GBR)
- Jack Lloyd (NJ-NZL)
- Ana Sanchez (IJ-ESP)
Nom du Bateau (Name of the boat) : N°

Je soussigné(e) I the undersigned, :

Chef de bord du bateau ci-dessus désigné, déclare sur l'honneur que je suis engagé(e) dans la course « Vendée Globe 2016 » de mon plein gré, en acceptant sans restriction ni réserve les règles régissant l'épreuve.

Skipper of the above boat, hereby certify that I have entered the “Vendée Globe 2016” race of my own free will and that I accept freely and without reserve to be bound by the rules of the event.

Je sais que la course à la voile peut être dangereuse.
I understand that yacht racing can be dangerous.

Je déclare savoir que la sécurité de mon bateau relève de ma seule et inaliénable responsabilité, que je fais le nécessaire pour que le bateau soit prêt à affronter le mauvais temps, que le bateau possède tout l'équipement de sécurité nécessaire et que je connais la manière de m’en servir.

I hereby certify that the safety of my boat is my sole and unalienable responsibility, that I have prepared the boat to meet adverse weather conditions, that all the necessary safety equipment is on board and that I know how to use it.

Je déclare enfin que je prendrai, avant le départ, connaissance des prévisions météorologiques et qu’il m’appartient de prendre ou non le départ de l'épreuve, ou de la continuer.

I hereby certify that prior to the start, I will be informed of the weather forecast and that it is the decision to start the race or not, or to continue racing, is my sole responsibility.

Je décharge de toute responsabilité les organisateurs, et toute autre personne physique ou morale participant à l'organisation de cette épreuve à quelque titre que ce soit.

I waive all responsibility from the organisers, and any other persons or companies participating in the organisation of this event, in any capacity whatsoever.

Fait à (in) : Les Sables d’Olonne, le (on) :......................... 2016 (date)

Signature du concurrent (Skipper’s signature) :
ANNEXE 1.b /APPENDIX 1.b.

DECLARATION DE NON-ROUTAGE - NON-ROUTING DECLARATION FORM

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

Je, soussigné/I, the undersigned …………………………………………………………. Skipper du bateau ci-dessus désigné, skipper of the above-mentioned boat

- déclare sur l’honneur que je respecterai la règle de non-routage sur le Vendée Globe 2016, notamment IC 22
  Je déclare sur l’honneur que j’ai informé ma famille, mon équipe technique et mes sponsors à propos des règles de non-routage dans l’avis de course 3.1 et l’instruction de course 22, et que nous respecterons ces règles.

- I hereby certify that I shall comply with the non-routing rule on the Vendée Globe 2016, in particular SI 22
  I hereby certify that I have informed my family, shore team and sponsors of the non-routing rules in NOR 3.1 and SI 22 and that we shall comply therewith.

Fait à (in) : Les Sables d’Olonne, le (on) :.............................. 2016 (date)

Signature du Concurrent
Skipper’s Signature
Nom du Bateau (Name of the Boat) :     N°
Je soussigné(e) I, the undersigned, :

Chef de bord du bateau ci-dessus désigné, déclare sur l’honneur :
Skipper of the above-mentioned boat, hereby certify :

- avoir respecté les règles régissant l’épreuve.
- having complied with the rules governing the event

Ou/Or

- Ne pas avoir pu respecter les règles régissant l’épreuve pour les raisons et les circonstances suivantes ;
- Not having been able to comply with the rules governing the event for the following reasons and on account of the following circumstances

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Fait à (in) : Les Sables d’Olonne, le (on) :.............................. 2017 (date)

Signature du concurrent (Skipper’s signature) :
IC 17.2 The propeller shafts must be sealed during the race.

Each competitor may:
- Ask the Race Measurer to affix the seal on his propeller shaft the day before the start or,
- Affix the seal himself at sea before 12h30 local time according to the instructions set out below:

The competitor shall affix the seal of the boat’s propeller shaft after having left the harbour.

- During safety equipment inspections, the shore crew and/or the competitor shall define with the Offshore Racing Equipment Inspector or the Race Measurer, the best place to affix the seal device on his boat.

- Three numbered seals and the instructions will be handed to the shore crew and/or competitor during the Start Briefing session at 10H on Saturday 5th November 2016.

- After having left the harbour, one the boat is at sea, on Sunday 6th November 2016, the shore crew member and/or the competitor will affix the seal on the propeller shaft himself, no later than 12h30 local time. It must remain accessible up until the preparatory signal in the event of an inspection by the Measurer.

- After the numbered seal has been affixed, the shore crew member and/or competitor will take one or several digital photos of the seal, clearly indicating the seal in position and with the number legible.

- Upon the request of Race Management, a seal in place may be broken and replaced at a later time. In such cases, the competitor will have to send digital photos of the seals before and after the change to both Race Management and the Race Measurer.

- The competitor or the shore crew member will send the photos by e-mail to the Race Measurer: jlgauthier72@gmail.com AND to Race Management at dc@vendeeglobe.fr before 23h00 on 6th November UTC.
A boat that is racing must neither enter into nor sail in the exclusion zones set out below

1 **Cape Finisterre Exclusion Zone**
This exclusion zone is a polygon defined by the points A, B, C, D, E, F whose coordinates are as follows:
- Cape Finisterre EZ A : 43°31,400N 010°05,150W
- Cape Finisterre EZ B : 43°21,000N 009°36,400W
- Cape Finisterre EZ C : 43°10,500N 009°44,000W
- Cape Finisterre EZ D : 42°52,900N 009°44,000W
- Cape Finisterre EZ E : 42°52,900N 010°13,700W
- Cape Finisterre EZ F : 43°18.800N 010°13.700W

2 **Cape de Roca (Lisbon) Exclusion Zone**
This exclusion zone is a polygon by the points A, B, C, D, E whose coordinates are as follows:
- Cape de Roca EZ A : 38°51,900 N 010°13,810 W
- Cape de Roca EZ B : 38°51,900 N 009°41,150 W
- Cape de Roca EZ C : 38°39,750 N 009°40,000 W
- Cape de Roca EZ D : 38°33,900 N 010°11,700 W
- Cape de Roca EZ E : 38°40,950 N 010°13,900 W

3 **Cape St Vincent Exclusion Zone**
This exclusion zone is a polygon by the points A, B, C, D, E, F, G whose coordinates are as follows:
- Cape St Vincent EZ A : 37°02,300 N 009°11,700 W
- Cape St Vincent EZ B : 36°56,800 N 009°09,900 W
- Cape St Vincent EZ C : 36°52,000 N 009°04,000 W
- Cape St Vincent EZ D : 36°49,950 N 008°57,150 W
- Cape St Vincent EZ E : 36°24,800 N 009°05,800 W
- Cape St Vincent EZ F : 36°28,350 N 009°21,550 W
- Cape St Vincent EZ G : 36°43,900 N 009°39,700 W
- Cape St Vincent EZ H : 36°56,600 N 009°43,200 W

4 **Mauritania Exclusion Zone**
This exclusion zone is a polygon defined by the points A, B, C, D whose coordinates are as follows:
- Mauritania EZ A : 21°31,400 N 017°34,800 W
- Mauritania EZ B : 21°31,400 N 016°50,200 W
- Mauritania EZ C : 15°45,500 N 016°31,800 W
- Mauritania EZ D : 15°45,500 N 017°27,600 W

5 **Canary Islands Exclusion Zones**
5.1 **East Canaries Exclusion Zone**
This exclusion zone is a polygon defined by the points A, B, C, D whose coordinates are as follows:
- East Canaries EZ A : 28°20,500 N 014°56,900 W
- East Canaries EZ B : 28°19,800 N 014°47,550 W
- East Canaries EZ C : 27°48,750 N 015°00,150 W
- East Canaries EZ D : 27°51,600 N 015°08,800 W
5.2 West Canaries Exclusion Zone
This exclusion zone is a polygon defined by the points A, B, C, D whose coordinates are as follows:
- West Canaries EZ A : 28°38.010 N  015°46.650 W
- West Canaries EZ B : 28°33.800 N  015°39.430 W
- West Canaries EZ C : 27°58.600 N  016°12.950 W
- West Canaries EZ D : 28°03.550 N  016°19.500 W

6 Antarctic Exclusion Zone
The Antarctic Exclusion Zone is a polygon defined by straight-line loxodromic segments linking virtual points.

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