



## GLOBAL OCEAN CHALLENGE

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The Global Ocean Challenge (GOC) is a brand new event conceived and organized as part of a series of offshore sailing events under the Global Ocean Sailing Ventures (GOSV) umbrella.

### GLOBAL OCEAN SAILING VENTURES

Global Ocean Sailing Ventures is a new initiative launched by veteran offshore sailors Josh Hall and Brian Hancock, both lifelong sailors, each having impressive sailing, communications and business credentials. GOSV is based in the Channel Islands and operated out of France and the United States.

### CO-FOUNDERS

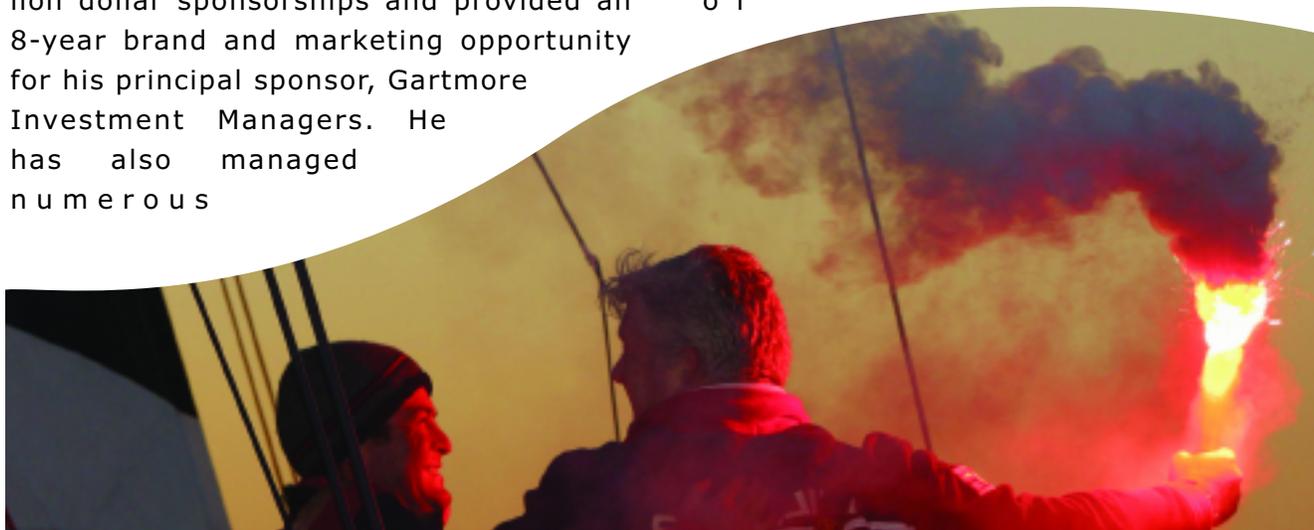
Josh Hall has completed three solo circumnavigations including the grueling Vendée Globe. He has secured multi-million dollar sponsorships and provided an 8-year brand and marketing opportunity for his principal sponsor, Gartmore Investment Managers. He has also managed numerous

campaigns for other top level sailors in Europe and around the world.

Brian Hancock has sailed over 250,000 nautical miles including competing in three Whitbread-round-the-world races. He has done communications for the EDS Atlantic Challenge, the 5-Oceans (formerly Around Alone) as well as the Oryx Quest 2005. He has written six books including a highly successful narrative about his own sailing and travel adventures.

### COMPETITOR DRIVEN EVENTS

With professional sailing finally entered the mainstream as a dynamic, media driven international sport, Global Ocean Sailing Ventures intend to capitalize on this momentum by creating and managing a series of



new offshore sailing events beginning with the Global Ocean Challenge. These events will be competitor driven. As race organizers we recognize the simple fact that without boats and dedicated sailors there can be no events. Global Ocean Sailing Ventures will work with prospective competitors on all levels to help them compete in our races.

### A STEPPING STONE FOR CAMPAIGNS

The global short-handed events that dominate this arena, of which there are two established and one new, (the 5-Oceans and Vendée Globe being the established events and the Barcelona World Race being the new event) are largely inaccessible to most sailors because of the intense level of competition and size of budget necessary to field a competitive entry. In the past sailors have been able to enter these events as their first major offshore race, but that's no longer possible. With this reality in mind Global Ocean Sailing Ventures plan to provide a series of stepping stone events that will allow sailors to gain experience and exposure for their campaigns. The process of securing sponsorship, molding programs to gain maximum return for the sponsor, gaining the experience necessary to compete at the highest level and developing the technical sides of a sailing campaign is a multi year commitment. The Global Ocean Challenge will allow competitors to gradually ramp up their efforts at a pace that suits their sponsors while at the same time garnering the experience necessary to take their sailing ambitions to the next level.

### SPONSORSHIP

All professional sport relies on sponsorship and we intend to make the Global Ocean Challenge as sponsor friendly as possible. The start and finish and each

stopover port will offer a unique opportunity for sponsors to promote and showcase their products. The precise details will be worked out once the number of entries and the kinds of sponsors have been determined. The Global Ocean Challenge will provide a nine-month international platform for marketing and branding as well as ample opportunities for business-to-business and corporate entertainment. Race organizers will do everything possible to ensure that the all sponsors and suppliers, both of the event and of our competitors, are treated with utmost respect and collectively strive to gain as much return on investment as possible. The only restriction on sponsorship is that no cigarette companies will be allowed. Boats sponsored by alcohol companies may need to adopt a more child-friendly name for the education program. This should be discussed with race organizers before signing any sponsorship contract.



## THE GOC IN DETAIL

The Global Ocean Challenge is a new event based on an old concept; the idea that most shorthanded sailors want to compete in an around-the-world race that is held in stages where competitors and family can regroup in an interesting, exotic country before tackling the next

leg. By including stopovers, the race is spread over a nine-month period and allows the event sponsor and competitor sponsors to gain maximum exposure for their investment. It also creates a unique family atmosphere that was once the hallmark of shorthanded global ocean racing.

## RACE DIVISIONS

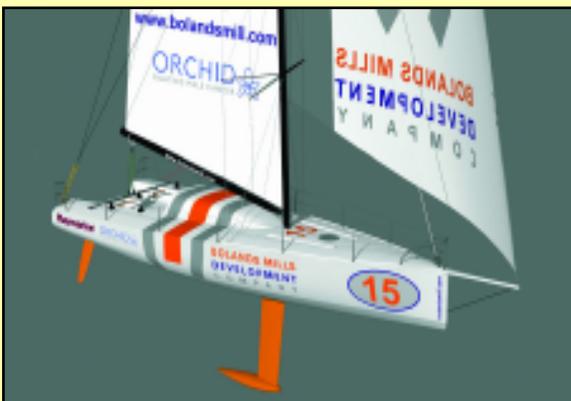
The Global Ocean Challenge will be run under the auspices of FICO and will open to 40 and 50 foot yachts that meet all Category 0 requirements. All divisions will be open to both single-handed entries and double-handed teams. The exact grouping of boats will be decided once the precise number of entries has been determined. We reasonably expect around 30 boats to compete in the inaugural GOC.



**Open 40** – Existing Open 40s created under IMOCA



**GOC 50** – A new 50-foot design created exclusively for the Global Ocean Challenge.



**Class 40** – New class of 40-foot yachts designed under the Class 40 box rule.



**Open 50** - Existing Open 50s created under IMOCA

## TEAMS

The double-handed divisions are open to teams of up to four people. Crewmembers can be changed at the end of each leg of the course providing that the combination on board for each leg have met the qualifying sail requirements.



## THE GOSV EDUCATION INITIATIVE

In a unique partnership with Scholastic, the world's leading supplier of education material, the GOSV Education Initiative deliver a rich and varied education curriculum to school children around the world. This program still needs funding, but once in place Scholastic estimate that they can reach as many as 40 million school children in the United States alone. The intent is to grow the education program to include as many countries as we have competitors working both with Scholastic and local education bodies.

## THE COURSE

The Global Ocean Challenge will start from Lisbon, Portugal in September 2007. The first leg will be to Cape Town, South Africa, then to New Zealand (precise port still to be determined) followed by a stop in Ilhabela, Brazil before heading to Charleston, SC on the east coast of the United States. The final leg takes the fleet back to Portugal.

**Leg 1** – Lisbon to Cape Town – 6,500 nautical miles

**Leg 2** – Cape Town to New Zealand – 7,000 nautical miles

**Leg 3** – New Zealand to Ilhabela – 7,500 nautical miles

**Leg 4** – Ilhabela to Charleston – 5,000 nautical miles

**Leg 5** – Charleston to Lisbon – 3,500 nautical miles

## THE COURSE IN DETAIL

The first leg from Lisbon to Cape Town will be a tactically challenging trade wind run with a series of obstacles to make the racing interesting. From Lisbon the fleet will sail directly into the tradewinds skirting the Azores High. They boats will



Lisbon, Portugal

encounter the turbulent doldrum belt at around 12 degrees north. The doldrums and equator crossing will be marked by intense heat and difficult sailing conditions. Once into the Southern Hemisphere the yachts will head for the scoring gate at Fernando de Noronha and then dive south being careful to avoid the calms of the South Atlantic High pressure before arriving in Cape Town, South Africa.



Cape Town, South Africa



Ilhabela, Brazil

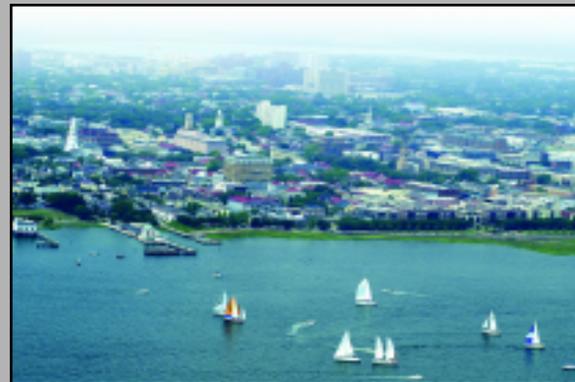
**Leg 2** is a challenging 7,500 miles sail across the bottom of the world. Soon after leaving Cape Town the boats will head south looking to be first into the Roaring Forties to pick up the strong westerly winds that will propell them under Australia. They will pass the scoring gate at Eclipse Island, dive south once again heading for Tasmania, and then transit the Tasman to New Zealand

American stopover is a tropical paradise perfect for battle-weary sailors to recover and ready for the rest of the race.

**Leg 4** is another tropical run up the coast of Brazil, past the scoring gate at Fernando de Noronha, across the equator and doldrums and into the trades that will propel the yachts up toward the Caribbean and finally into Charleston.



New Zealand



Charleston, USA

**Leg 3** takes the fleet around Cape Horn at the tip of South America. Once again it will be a sleighride across stormy seas with the yachts sailing in the Screaming Fifties. Cape Horn will be a major milestone, but the tricky sailing will not be over. The coast of South America is rife with storms and calms but beautiful Ilhabela, Brazil awaits. The South

**Leg 5** is a relatively short sprint across the North Atlantic back to Portugal. The fleet will have to skirt the Bermuda High and honour the scoring gate in the Azores Islands, but once clear of both obstacles it's a short hop to Portugal to finally tie the knot on a successful circumnavigation by sailing back into Lisbon harbor.

## DATES

The start dates for the 40-foot class and the 50-foot class will be staggered by a week. The 40's will set sail first with the 50's beginning the chase a week later. This will allow separate media events for each start and ensure that the larger boats do not overshadow the smaller boats in terms of press coverage. It will also make for a very exciting finish in each port as the two fleets converge.

Start dates are as follows. Please note that these dates are tentative.

## SCORING

The Global Ocean Challenge will be scored on points to allow competitors to recover from a breakage or disappointing leg. There will be scoring gates included on each leg. The gates are as follows:

### Lisbon

September 8, 2007 (40-foot)  
September 15, 2007 (50-foot)

### Cape Town

November 10, 2007 (40-foot class)  
November 17, 2007 (50-foot class)

### New Zealand

January 12, 2008 (40-foot class)  
January 19, 2008 (50-foot class)

### Ilhabela

March 22, 2008 (40-foot class)  
March 29, 2008 (50-foot class)

### Charleston

May 14, 2008 (40-foot class)  
May 18, 2008 (50-foot class)



- Leg 1 - Fernando de Noronha (Brazil)
- Leg 2 - Eclipse Island (Australia)
- Leg 3 - Cape Horn (South America)
- Leg 4 - Fernando de Noronha (Brazil)
- Leg 5 - Pico (Azores islands)

Competitors will earn maximum points for each leg and will also accumulate points based on their position in the fleet

at each gate. Elapsed time for the course will determine overall position in the event there is a tie in the number of points.

## MEDIA DROP OFF POINTS

The scoring gates will also serve as a media drop-off point. Satellite communications equipment is expensive and



unwieldy especially for a 40-footer. Instead it is planned that each boat will be provided with the necessary camera equipment to document the voyage. The footage will be collected at each gate to allow for steady television coverage during the event.

#### QUALIFYING VOYAGE

Each competitor will be required to complete a qualifying voyage in the boat in which they plan to compete. This voyage must be no less than 2,000 nautical miles. The qualifying sail must be completed at least 30 days before the start of the race unless they receive written dispensation from race officials. Competitors will be required to notify race officials of their planned trip and furnish the waypoints they plan to use to make up the minimum distance. The qualifying voyage must be carried out in a variety of sailing conditions. Each boat will be tracked throughout its qualifying voyage and the race committee reserves the right to demand a change in waypoints during the voyage in order that a variety of weather conditions are met.

#### ENTRY FEE

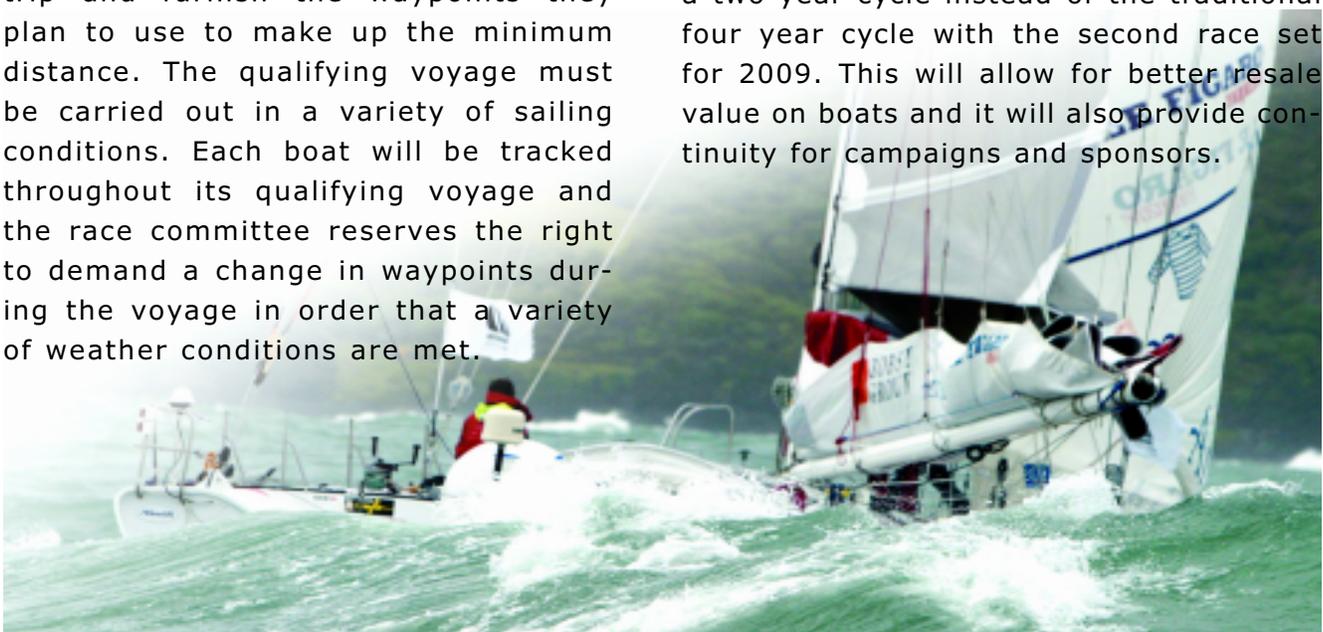
The entry fee will be €10,000. Providing that a certain level of sponsorship is secured by the race organizers (a predetermined number with competitors given access to company books), the entry fee will be returned on a performance basis. ie: €2,000 at the end of each leg.

#### PRIZE MONEY

There will be prize money for each division providing that a certain level of sponsorship for the race is achieved. Again, the amount of sponsorship will be predetermined with competitors given access to company books.

#### CONTINUITY

The Global Ocean Challenge will be run on a two year cycle instead of the traditional four year cycle with the second race set for 2009. This will allow for better resale value on boats and it will also provide continuity for campaigns and sponsors.



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