

GOLDEN°GLOBE°RACE

Golden Globe Race 2018-19

NOTICE OF RACE FEBRUARY 1st, 2018



Summary AMENDMENTS to 1st FEB. 2018

The Organiser reserves the right to amend this Notice of Race 2018-19. The text in English language is to be taken as definitive in the event of any jurisdiction or dispute of whatever nature. Managed by Golden Globe Race Ltd. © 2014-2022. All rights reserved.

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1 DEFINITIONS

1.1 Golden Globe

The Golden Globe 2018-is a single handed non-stop round the world race without assistance.

The Golden Globe 2018-19 may also be named the “ Golden Globe ” and/or “the Race” or “GGR” in the various documents.

1.2 Organiser

The GGR Organiser will be: Golden Globe Race Ltd. Nomuka IKI. Ha'Apai Group, Kingdom of Tonga. PO Box 3542, Nuku'Alofa, TongaTapu, Kingdom of Tonga. Represented by it's managing Director Mr Don McIntyre.

1.3 Website of the GGR

The GGR website will be: <http://www.goldengloberace.com>

1.4 Host

The Royal Nomuka Yacht Club in the Kingdom of Tonga is the Host Yacht Club, which is sponsored by McIntyre Adventure Ltd. PO Box 3452, Nuku'Alofa, TongaTapu, Kingdom of Tonga

1.5 Notice of Race

This Notice of Race for the GGR 2018-19 was issued on October 1st, 2017. It may be supplemented by amendments at any time. All Entrants and Wait List Entrants registered with the Organiser will be notified of those amendments without obligation.

1.6 Boat

A boat for the record attempt will be a 32-36ft mono-hull yacht of a design and build “approved” by the GGR Organiser. Entry into the GGR is attached to the Boat after June 14, 2017 so it may not be changed after that date without submitting a new entry application and application fee of AU\$14,000. No boat can be changed after January 31st, 2018 unless making a new entry application, including the late entry fee.

1.7 GGR Director

The GGR Director will be the entity responsible for the implementation of the program of the 2018 Golden Globe according to directives from the organizing authority, and in compliance with French nautical regulations.

1.8 Timetables

Times published will be in local time in Falmouth England and Les Sables d'Olonne in all texts up to the day and time of first departure and after the arrival of each entrant into Les Sables d'Olonne. GMT hours in the Sailing Instructions.

1.9 Official Sponsors of the Golden Globe

Official Sponsors of the GGR will be present on the official branding for the event.

1.10 Participant

A Participant will comprise several entities:

1.10.1 A skipper

Entry into the GGR is attached to the applicant from the beginning and the boat from June 14, 2017.

1.10.2 A Reserve skipper

From June 14, 2017 a reserve skipper may be listed with the entry and a full application form submitted for that Person. A fee of AU\$3000 is required to list a reserve skipper. If under exceptional circumstances the skipper needs to be substituted for the reserve, this will be considered on its merits subject to the reserve already having complied with the requirements of all skippers up to that time. No change of skipper is allowed once a Green Card is issued for the boat.

1.10.3 Sponsors

All financial, logistical and/or technical partners.

1.10.4 Team Manager

He/she will be mandatory.

He/she will be named in the registration pack.

He/she will be the point of contact for:

The Organiser for all topics related to the organisation of the race ashore, before, during and after the Event.

The GGR Director, for all nautical and sporting aspects.

1.10.5 Shore crew

Anyone acting ashore for the skipper and his/her boat, before and after the event. The shore crew will be represented by the team manager.

1.10.6 Audio-visual referral agent

Mandatory

Person in charge of the participant's audio-visual content. He/she will be the point of contact for the Executive Production Team. As such, he/she will be responsible for all the images sent by the Skipper to the Production Team before the start at film drop opportunities during the event and at the conclusion in Les Sables.

1.11 GGR Headquarters

The GGR HEADQUARTERS will be the workspace of The Organiser, the Managers and the GGR Director and various stakeholders appointed by The Organiser for the professional operation of the Golden Globe Race. It will be located in Les Sables d'Olonne France.

1.12 Executive Producer

The Executive Producer will be the audio-visual producer named by The Organiser for the management of the audio-visual communication for the GGR.

1.13 Questions asked by a Skipper or a Team Manager

Questions must be directed to the GGR Director, and will be forwarded to the GGR committee, the referees, The Organiser or any other person authorized to provide an official response. Questions should be made in writing, in English, and sent via e-mail to the GGR Director. See contact details in Appendix 3. The answers will be published in English. Nautical and Col Reg. questions will be displayed with their respective answers on the Official Notice board, under the topic "Questions & Answers" and on the GGR web site.

1.14 Routing

Routing means any personalized indication, especially prepared or tailored for one or a group of entrants, information coming from the outside, allowing the understanding of different weather scenarios and choice of route or routes to follow or avoid.

1.15 Medical service of the GGR

The Medical Services provider of the GGR will comprise of the GGR Official Doctors linking with TMAS and RCC centres in a crisis.

1.16 Skipper

The skipper will be a sailor participating in the GGR.

1.17 Official Notice Board

The official notice board will come in two different forms.

- Online on the official GGR website.
- From June 11th, 2018 in Les Sables d'Olonne on the board where printed information will be posted.

In the event of a conflict between the two Notice boards, the Online Notice Board on the official web site will prevail.

1.18 Contributors

The managers for the GGR will be:

- | | |
|--------------------------|------------------------|
| • GGR Chairman | Don McIntyre |
| • GGR Director | TBA |
| • GGR Assistant Director | David Pryce |
| • GGR Safety Director | Shane Freeman |
| • GGR Manager | Celine Trommenschlager |
| • GGR Media Manager | Barry Pickthall |
| • GGR Events Manager | TBA |
| • GGR Digital Director | Nick Jaffe |

Contact details are available in Appendix 3.

- Executive Production. TBA
- GGR Medical Doctors MSOS.ORG.UK
- Umpiring. The umpiring of the Record will be provided by a team of qualified people TBA making the Jury.

1.19 Abbreviations

Abbreviations used in this notice of race and the documents will be:

- ISAF: International Sailing Federation/World Sailing
COLREGS: The International Regulations for preventing collisions at sea. 1972
GGR: Golden Globe Race
IMO: International Maritime Organization

2 THE RACE

2.1 Registration

Registration to the GGR is by invitation and will take place in three stages:

- An application for an invitation to enter the GGR may then be granted a PROVISIONAL ENTRY.
- A Pre-Registration pack completed becomes an. PRE-REGISTERED ENTRY
- A Registration pack completed, becomes an. OFFICIAL ENTRANT.

The Pre-Registration pack and Registration pack will have to be completed and emailed to the GGR Director. In addition, some originals of these forms will have to be sent by post to The Organiser.

2.2 Dates

14th June 2017

All existing provisional entrants must nominate their GGR boat and show ownership or control, or be moved to the Wait List and the next available person on the Wait List with a boat will be offered an entry. If no Wait Listed person owns a boat, the first on the list is given four weeks to secure a boat and so on. **Any new entrants after June 14th, 2017 will be given three months to secure a boat after their entry is accepted.**

31st January 2018

The Pre-Registration pack must be fully completed.

Sailing experience requirements completed by all entrants, or they will be moved to the Wait List and next available person on Wait List with sailing qualifications and a Pre-Registration pack ready to submit will be offered an entry.

All those on the Wait list must now submit their Pre-Registration Pack for consideration. Anyone not doing so may forfeit their AU\$14,000 entry fee and be removed from the event. Any Pre-Registration pack submitted after this date and any new application for an invitation to compete after this date may be required to pay a AU\$7,000 late entry fee supplement at the discretion of the Organiser.

30th March 2018

The Registration pack must be completed no later than the 30th March 2018. Each pack must be complete and include all the requested information. Any entrant unable to complete the registration pack on time will be fined AU\$5,000 for each week it is delayed, for a maximum of two weeks, OR at the discretion of the GGR

Director, be moved to the Wait List, OR be removed from the event forfeiting entry fee and any Wait Listed person with a completed Registration Pack will be offered an entry.

14th APRIL 2018

Any waitlisted person who is still registered with a registration pack completed, that is NOT offered an entry will receive a full AU\$14,000 refund.

2.3 Number of participants and GGR Number

The number of entries is restricted to 25. With a further five "Special Invitations" Total 30 Participants.

If the organiser believes on the 14th April 2018 that an existing Qualified Official Entrant may not eventually make the start line, an extra Wait Listed entrant may be accepted increasing the total number of Entrants. After receipt of his/her pre-registration pack filled out, each provisional entry will receive a pre-registration number from The Organiser. This pre-registration number is the entrants RACE NUMBER. The pre-registration and registration processes are described in Appendix 1. Only the first 25 skippers to have complied with all the procedures and Registration rules will normally be allowed to take part in the GGR.

A Wait Listed entrant who has built a Suhaili Replica specifically for the GGR and who is not offered an entry, may be considered for Special Inclusion even though all 30 official places are filled.

The GGR Organiser retains the right to issue up to five Special Invitations to sail in the GGR at any time up until the 14th May 2018. When the entry list is full, a Wait List of up to 15 possible entrants will be established to stand by. If a provisional Entrant or any Participant withdraws, is moved by the GGR Director to the Wait List, or is removed from the Golden Globe by the GGR Director, then the next person qualified on the Wait List is offered that entry. Each person on that Wait List must own or control their boat by 1st October 2017 to remain on the Wait List.

2.4 GGR Entry Fee

The Non-refundable GGR Entry Fee will be: AU\$14,000. Paid in two parts. AU\$3,000 when applying for an entry. The balance of AU\$11,000 within 12 months of entry, or by 14th June 2017 whichever is earlier. The payment of entry fees must be made by bank transfer or cheque (made payable to Ocean Frontiers Pty Ltd or Golden Globe Race Ltd.). It is the responsibility of each participant to ask for the bank details and ensure correct payment is received on time.

Only if a GGR event sponsor provides the requested prize money budget, EURO\$7,000 will be paid to any GGR entrant crossing the finish line in Les Sables before 1500hrs on the 22nd April 2019. The Organiser will notify all entrants of this opportunity as soon as possible and no later than 14th June 2017. If the sponsor prize money budget is NOT available, there will be no EURO\$7,000 finishing payment. This finishing fee, if available will be paid on 24th April 2019.

2.5 GGR Route

2.5.1 The Record setting course is around the world east about.

The start of the GGR will be in the general area of the **Les Sables d'Olonne harbour**. The entrants will sail down the Atlantic from North to South.

Leaving:

- An inshore Canary Island mark (TBA) to starboard
- Cape of Good Hope to port
- **44 degrees South latitude to starboard**
- Cape Leuwin to port
- to a 'Gate'(TBA) in Storm Bay Tasmania
- Snares Islands to Starboard.
- Bounty Islands to Starboard.
- Waypoint 46 degrees South Latitude and 174 degrees' west longitude to starboard.
- 46 degrees' south latitude to starboard until east of 115 degrees' west longitude.
- **50 degrees' south latitude and 90 degrees west longitude to port.**
- Cape Horn to port
- An Inshore Falkland Island mark (tba) to starboard

Sail up the Atlantic from South to North. Then to the Finish line outside the harbour of **Les Sables d'Olonne**.

2.5.2 Course Penalties

Any Entrants, involved with any collision with any vessel at any time after the earliest start time in **les Sables**, regardless of who caused that collision, will each be fined EURO\$500 (paid to Sea Shepherd International) and must continue sailing. Entrants are responsible for making their own repairs and no time recourse will be considered. Sailing on the wrong side of a mark of the course will incur a three-day time penalty unless the mark is rounded again. For each hour the boat is south of a declared southern latitude boundary, a two-hour time penalty will be applied. An entrant missing the Hobart Gate is disqualified from the Race.

Time penalties allocated to an Entrant will be served in a Penalty Box (TBA in the sailing instructions) On crossing north of **45 degrees** North latitude, the Entrant suffering a time penalty must then return south of that latitude (Penalty time starts) and not cross North of it again (within 40 miles of the crossing longitude), until the time penalty has been served. The entrant may then make for the finish line.

Amendments to the Race course regarding safety measures to avoid drifting ice and/or a minimum distance of the course from the coast of some countries in the southern hemisphere will be published no later than the 30th May 2018. These amendments may be updated based on studies carried out for weather or ice conditions or consultation with Rescue Coordination Centres.

2.6 Start date

The official start date will be Sunday July 1st, 2018 at 1330 hrs and the last start date will be July 7th, 2018 at 1330 hrs

2.7 Time limit

Time limit: there is no time limit for the Race.

3 THE RULES

3.1 The principles of the Golden Globe

The principles of the Golden Globe will be:

To create a unique retro non-stop solo round the world event, in the image of the original Sunday Times Golden Globe that draws sailors back to the golden age of 'One sailor, one boat facing the great oceans of the world'. To give sailors of all ages the opportunity to sail solo around the world safely, in a fleet of similar and affordable yachts in the spirit of Suhaili.

3.1.1 Single-handed

It should be understood that the skipper commits, by taking part in the GGR, to sail single-handedly and face all events occurring during the Golden Globe alone. In addition, he/she cannot embark any other person aboard his/her boat between the the time of the chosen start time and the finish line.

3.1.2 Non-stop

It is understood and agreed that the course does not stop and does not allow any stopovers. Any immobilization of the boat or disembarkation of the skipper will be limited as described in relation to the Chichester section.

3.1.3 Without assistance

It is understood and agreed that in no circumstances can the skipper receive any assistance or external help, either requested or otherwise, including: Personalized weather assistance.

3.1.3.1 Routing is forbidden

Personalized meteorological or geographical assistance, also named "Routing". Routing is forbidden.

A signed statement by which each Skipper commits to this rule, both in a personal capacity and on behalf of his/her sponsors and his/her shore crew, will be required before the start. A statement confirming their compliance to this rule during the GGR will also have to be signed after the finish by each skipper.

Authorized sources of meteorological information allowed during the GGR and their reception process are defined as those that are freely available to the public from any source. Entrants are allowed to freely discuss weather and courses between themselves or with other "Non-associated" mariners at sea.

3.1.3.2 Assistance or outside assistance

During the GGR, a skipper cannot have any physical and/or material contact with any other person nor with any other vessel or aircraft. He/she cannot be provided with any supplies in any way. In case of damage requiring repairs so that a boat can finish the voyage, or any other “appropriate” reason, a skipper may receive advice from his/her shore crew, or any person via Radio only or by voice if alongside. But the repairs will have to be carried out entirely by the skipper.

3.1.4 Telephone contact

A skipper may only contact the GGR Control by GGR sat. telephone or YB3 Texting during the voyage and may NOT use these to contact any other party **except in an emergency and then organiser must be notified as soon as possible if you do**. No other phone may be on board an entered yacht once a GREEN CARD is issued without the written permission of the organiser.

3.1.5 Docking conditions

A skipper will not be allowed to enter any port to dock or moor at a quay or come alongside another vessel, or go ashore above the limit of the highest level of high tide. A skipper can moor or anchor by his/her own means but without any outside assistance to carry out repairs vital to his/her safety or that of his/her boat and/or which would enable him/her to finish the GGR.

A skipper wanting to dock or come alongside a boat, go ashore, receive outside assistance or be supplied with goods after starting can only do so inside the port area of Les Sables d’Olonne and after receiving prior authorization from the GGR Director and or the Chairman. **The Entrant will only be allowed to re-start the GGR at any time before 13.30hrs on July 7th, 2018 when the Race window closes.**

In case of any amendment to the configuration of the boat (new mast put in place after dismasting or other significant event) following the intervention and/or repairs made in the harbour of Les Sables d’Olonne after having completed the mandatory safety check and being issued a Green Card, a surveyor’s report and certificate taking into account the new state of the boat will be required for consideration by the GGR Committee before the skipper can restart.

3.1.6 Medical or paramedical assistance

The direct intervention of a doctor onboard is forbidden. Long-distance medical advice by Sat-phone, Radio or otherwise is permitted.

Authorized medical advice means any remote intervention by a doctor to aid a competitor in administering the necessary treatment following an accident onboard or the aggravation of an existing condition.

The skipper must FIRST inform the GGR Medical Service Doctor every time he/she requires medical advice if possible or should consult with the relevant TMAS provider and Notify the GGR Doctor as soon as practical after the event of the problem, diagnosis and outcome.

3.1.7 Breaking the seal on the Safety Pack

If for any reason whatsoever, the seal of the GPS Safety Pac is broken, then after consideration of all the facts and at the sole discretion of the GGR Director, the entrant will be automatically placed in the Chichester one-stop class and will not be eligible for any official Golden Globe trophies, finishing fee, Golden Globe completion plaques or Official Ranking in the Golden Globe Race list, but can remain in the event, but being moved to the 'Chichester Class and joining it's rankings. They will receive a 'Chichester' finishing plaque, provided they finish no later than 1500 hrs on 22nd April 2019.

3.1.8 Stopovers or assistance

If for any reason whatsoever, an entrant receives materiel assistance of any kind or makes an unapproved stopover in a port, then after consideration of all the facts and at the sole discretion of the GGR Director the entrant will be automatically placed in the Chichester one-stop class and will not be eligible for any official Golden Globe trophies, Finishing fee, Golden Globe completion plaques or Official Ranking in the Golden Globe Race, but can remain in the event, but being moved to the 'Chichester Class and joining it's rankings. They will receive a 'Chichester' finishing plaque, provided they finish no later than 1500 hrs on 22nd April 2019.

3.1.9 Banned equipment

3.1.9.1 Retro

As a RETRO event, generally speaking only equipment that was available to Robin Knox Johnston on Suhaili is to be used. If it was not on Suhaili then you cannot use it. Some items are considered safety gear and are exempt and are listed in this Notice of Race. All equipment on board Suhaili is described in RKJ's book "A world of my own". The following are typical things NOT allowed. GPS, radar, AIS, chart plotters and electronic charts, electronic wind instruments, electric autopilots, electronic log, mobile phone, iPhone, iPod, Kindle or any computer based device,

CD players, electronic watches/clocks, video cameras and electronic digital cameras, satellite equipment of any kind, digital binoculars, pocket scientific calculators, electronic clocks or watches, water-maker, carbon fibre, Spectra, Kevlar, Vectron, any high-tech materials etc, Rod rigging. If in doubt about any piece of equipment being approved or banned, the entrant should seek immediate clarification from The Organiser.

See Appendix 5 for details on purchasing 35mm Film and Super 8 Film stock.

3.1.9.2 Green Card

At the successful conclusion of the safety equipment and boat inspections prior to the start of the Race in Les Sables, the entrant will be issued a GREEN CARD. Once this has been issued, the boat is under the banned equipment rule which means no banned equipment (other than digital cameras until the race start day), or any person with banned equipment in their possession is allowed on the boat without the written permission of the GGR Director. Any breach of this rule will mean disqualification from the event.

At any time after the boat is issued a GREEN CARD up until 24 hours after the boat crosses the finish line, the GGR Director or any person with his delegated authority, can ask the vessel to stop to be boarded and that person may board the boat without notice and carry out any inspection or electronic surveillance of the boat and the skipper without objection or hindrance from the skipper. Any Entrant not immediately complying with this request and not assisting as directed will be disqualified from the event.

3.1.10 Allowed items

Items currently approved and not mentioned elsewhere in this document, that were not on Suhaili include, Led lights, Non electronic refrigeration, rope clutch/jamber, self-tailing winches, headsail furling, SS wire including Dyform, Staylocks, Boombrakes, typewriter, Basic automobile cassette player, Battery drill, Analog headsets.

3.1.11 Engine

Propeller shafts are not sealed. The propulsion engine can be run in gear to give motion at any time in the record attempt without penalty, except within 30 miles of the start line and 250 miles of the finish line.

3.1.12 Disqualification

Failure to comply with any one of these rules, will lead to the skipper having to abandon the his record attempt, unless the incident meets the exceptions as described below. If an infringement is established after a decision of the Jury, the applicable penalty will be disqualification.

3.2 Exceptions to the application of these rules

Exceptions to the application of these rules will be:

3.2.1 Preamble

Any exception to the application of these rules will be authorized and approved, in writing, by the GGR Director. It will only be granted if it allows a boat to stay in the event. Their application will be checked by the GGR Director, using all means and at its discretion.

At the request of the GGR Director or following the claim of another entrant or the organiser, the implementation of these exceptions may be subject to review by the jury and may incur a penalty up to and including disqualification from the record attempt.

Personalized meteorological or geographical support in dangerous situation.

The GGR Director can inform a skipper or a group of skippers of a weather situation, or the presence of drifting ice, or any other phenomenon considered dangerous by the GGR Director, including the satellite tracking service or any other means of information deemed reliable. In this case, he will give all the necessary information to the skipper(s) so they can avoid the more dangerous areas, or advise them of the safest conditions.

Where a skipper requires assistance, or if a boat is in danger, the GGR Director can ask a skipper or a group of skippers to divert from their route to meet with the endangered skipper or vessel as quickly as possible.

3.2.2 Extreme urgency

In case of extreme emergencies, at the request of the medical service doctor of the GGR and in accordance with the GGR direction, drugs may be given to a sick skipper by another skipper during an exclusive medical stop. The list of these medications will have to be approved by the medical service Doctor of the GGR in advance. This procedure will be submitted in a detailed report to the jury who will decide whether an inquiry is required.

3.3 Rescue and assistance at sea

Rescue and assistance at sea are governed by the international rules in force, particularly the conventions to safeguard human life at sea (1960 and 1974) and the Hamburg Convention on maritime search and rescue (1979). The international treaties mentioned above, reiterated by the fundamental of the “law of the sea” make it compulsory for every boat or entrant to provide help to a person or any boat in danger. Faced with the situation, the skipper will immediately after redirecting his/her route as a reaction to such a situation, provide the GGR Director with all the details of the situation so the jury can establish the facts and render a decision on any time allowance for the Record.

3.4 Sailing Rules

The following rules will apply:

3.4.1 Applicable documents

- a) All Boating regulations enforced by the government of UK and France.
- b) The Golden Globe 2018-19 sailing instructions and amendments thereto.
- c) All sections of the International COLREGS...
- d) IMO rules for the prevention of pollution at sea.
- e) GGR Special equipment rules.
- g) The Golden Globe 2018-19 Notice of Race, its appendices and any future amendments.

3.4.2 Reference Documents

The notices regarding the operational organization of the GGR, safety, boat inspections, attendance of the skippers and team managers at GGR briefings, media interviews and various events before and after the GGR will be issued and signed by the GGR Director. These will be the only reference documents for the competitors to refer to.

The conditions for the exit of the Marina in Les Sables d’Olonne on the first available start opportunity on July 1st, 2018 will be specified in an amendment to the GGR Sailing Instructions. Entrants will motor under own power to the start area and take own start times and give those times to the GGR Director on the first schedules satellite phone check in..

3.4.3 Unless explicitly stated elsewhere:

- In the event of conflict between the rules.
- In the event of uncertainty on the prevalence or on the rules that apply in a particular instance.

The jury will decide on the applicable rule.

Titles in the Notice of Race and the sailing instructions are not part of the rules.

3.4.4 Language

The official language of the GGR is English

3.4.5 Sailing Rules

For the GGR part B (steering and sailing rules) of the International Regulations for Avoiding Collisions at Sea (COLREGS) will apply.

3.4.6 Hobart Gate

All boats must sail into Storm Bay, Hobart, Tasmania, passing through a 'gate' (position to be advised) and drop all sail on the boat if safe to do so. The entrant may moor or anchor or motor or drift during this time, but may not re-cross the gate to continue to Cape Horn until "at least" 90 minutes has elapsed. The entrant is then free to cross the gate at any time. The entrant will be met by the GGR official boat and Race Organiser and media. The Entrant can pass over any film/photos/letters. The entrants Non-Stop Unsupported status remains intact.

The Safety Pack must be displayed for seal inspection whilst "inside" the gate. If the seal is broken, penalties apply. **Subject to Aust. Border Force approval (TBA)** a new Safety Pack may be exchanged for the next stage of the Golden Globe Race if the seal appears broken.

3.4.7 Chichester Class - Safety Pack

A participant who breaks the seal on their Safety Pack holding the portable GPS chart plotter, will not be eligible for any official Golden Globe trophies, Finishing fee, GGR completion plaques or Official Ranking in the GGR, but can remain in the event, but being moved to the 'Chichester Class' and join it's rankings. They will receive a 'Chichester' finishing plaque, provided they finish no later than 1500 hrs on 22nd April 2019.

3.4.8 Chichester Class - Disqualified

A participant in the "Chichester" class forced to make another stopover, or break the seal on their Safety Pack again, will be disqualified from the event.

3.4.9 Pollution

IMO rules for the prevention of pollution at sea will apply. The following applies for the GGR "However, throwing in the water small amounts of what is generally accepted as biodegradable material such as fruit peelings and strands of wool from a sail, are allowed."

3.4.10 In-shore rounding marks

In-shore rounding marks Canary and Falkland Islands are mandatory. **Skippers must approach the inshore rounding marks with one reef in the mainsail.** Once close abeam of the inshore rounding marks, skippers must drop/furl all headsails and spinnakers for 30 minutes **if safe to do so, proceeding under reefed mainsail only,** regardless of any official boat being in attendance. Any skipper failing to do so will be penalized **and that penalty shall be** a subject to circumstances a **minimum 24 hours and a maximum of three days.**

3.5 Navigation

Navigation Logs

All celestial notes, observations and calculations for the entire voyage are to be clearly recorded in separate documents. A communications log recording the date time and method used to forward each weekly position report to the Organiser must be maintained. Both these documents must be handed to the GGR Director at the conclusion of the voyage and within 24 hours of crossing the finish line. It is the responsibility of the entrant to secure these documents and to ensure they remain legible and documentary evidence of compliance with not using a GPS. Failure to do so may result in disqualification from the event.

Free Positions

A Participant is free to ask any mariner at sea their current position to assist the Entrant determine their own position at any time and to ask for the entrant's position to be reported to the GGR Organiser. **A 24hr GGR Hotline number will be provided to Entrants for this purpose.** On such occasions, the position reported, the date and time, name of the vessel and call sign must also be recorded in the entrant's communications log. This information must be provided to the Organisers at the end of the voyage for scrutiny.

3.6 Exceptional circumstances

In exceptional circumstances, and in situations that could affect the skipper's safety, the GGR Director may provide specific guidelines to which they must conform.

These new directives will be issued to meet the exceptional circumstances and will be dealt with in the most effective way. The directives could amend one or more of the articles included in this Notice of Race or other applicable rules mentioned above. In that case, the directives will be submitted to the jury in a detailed report.

3.7 Commitment of the participants

In entering the GGR, the participants undertake to:

- Conform to all rules and directives of the GGR Director.
- At the request of the GGR Director and/or the GGR Committee or the Jury, provide any information on: The navigation of the skipper, his/her route and route choice, used weather information, Voyage incidents or any other voyage-related issues. A list of all contacts the skipper communicated with, including identity, date, time method of contact and nature of discussion, including with shore crew or any other person (except other Entrants) or vessel during the voyage. The summary content of these communications. Whether such information and/or communications have been given or established in the form of HF or VHF radio exchanges, telephone calls, or any other form of communication between the skipper and one or several correspondents ashore or at sea. Failure to accurately provide this information may result in disqualification.

3.8 Media

The entrant acknowledges that the GGR will attract a substantial following from individuals all around the world who wish to follow the participants before, during and after the GGR. The Organisers have a responsibility to those people, the event sponsors and the individual entrant to generate media. By entering the GGR the entrant agrees to assist and provide the media stated in Appendix 6 and at all other times leading up to the start when given an Official Request for specific material for the web site or social media updates.

The skipper will also be required to carry the media chosen and provided by the Organiser and displayed in a manner directed by the GGR Director. The Skipper will be required to provide detail of experiences on board during the race when

requested by the Executive Producer or GGR media manager. An entrant must agree to fit and use any on board camera/sound equipment provided by the Executive Producer.

3.9 Right to forbid monetary gambling

The Golden Globe Race is a high-risk human adventure-sporting event with a public following. As such, The Organiser reserves the right to forbid any form of monetary gambling or betting in direct or indirect connection with the Golden Globe. If required, The Organiser will be vigilant in monitoring the adherence of this and will take immediate legal action against any person/persons who are in violation of this rule regardless of geographical location.

4 SKIPPER

All the rules set out below will apply to the skipper.

4.1 Age of the participant

The GGR is open to any person aged 18 or over on the 14th June 2018.

4.2 Passport

Each skipper must hold a passport that will be valid until at least November 2019.

4.3 Nationality of the participant

The nationality of the participant will be made public by the event Organiser.

4.4 License

Each Entrant must hold all licences and registration certificates required by their national authority (**Shown on the yachts registration papers**) including but not limited to, Boat operators licence, Radio operator's license for all types equipment fitted, Radio station License, EPIRB and PLB reg. certificates and Boat registration papers.

4.5 Qualification to Enter

Each skipper must provide in his/her Pre-registration package, documentary proof of at least 8000 nautical miles prior ocean sailing experience, detailing the voyages undertaken, vessels sailed, crew positions held, routes sailed, and average weather encountered. This log of experience must be signed as true and correct by a sailing official from a recognized sailing authority, at a recognized yacht club and at least

two other people not related by birth to the entrant. Contact details of the signees must be supplied. A further 2000 miles documented solo ocean sailing experience must also be proven, duly endorsed in the same way and supplied in the registration pack.

If at any time before or during the GGR The Organisers for whatever reason considers the entered Skipper unsuitable to sail, or to continue sailing, the entry may be cancelled and removed from the GGR. A full or partial refund of entry fee is the only consideration given in such a situation. No reason for the cancellation of the entry will be given by The Organisers or the GGR Director. Their decision will be final and by entering the Golden Globe the entrant agrees with this rule and agrees to never dispute it.

4.6 Training courses and certificates

Each skipper must have participated in the following mandatory courses:

On Application and only with prior approval, an Advanced Marine First Aid Course delivered by a Certified Training Organisation, covering at least the following subjects.

- Injections and how to give them
- Radio medical protocols
- CPR in the marine environment
- Hypothermia treatment
- How to stabilise an injured crewman
- Burns and how to treat them
- How to suture wounds
- Patient evacuation by helicopter and marine
- Head injuries and concussion
- Treating falls from aloft
- Focus on common marine injuries
- An STCW 95 A-VI/4-2 (Proficiency in Medical Care) certificate or equivalent ISAF/world sailing course.
- An STCW 95 or ISAF approved Survival course.
- These courses must be completed between March 2017 and April 2018. The respective course certificates will be added to the Registration pack.
- In addition to this, the Organiser will deliver a two-day mandatory **Safety and Rescue briefing on 12th June in Falmouth and on the 19th June in Les Sables d'Olonne**. Failure to attend these mandatory Safety and Rescue briefings

covering safety related issues for your voyage may lead to disqualification from the event.

4.7 Medical Pre-requisite

Before the start of the GGR

Each skipper must undergo a comprehensive GGR approved (TBA) medical examination between 1st February and 30th April 2018 and must provide their complete medical records in his/her registration package. If the Organisers deem the entrant to be unfit to sail on medical grounds, the entry fee will be refunded.

During the voyage

The Organiser shall appoint MSOS.ORG.UK Official Medical Services Doctor or Doctors. Each skipper will be able to consult with this doctor before and during the Voyage by sat phone. This doctor will review and hold all entrant medical records securely and privately for future reference and for liaising with the international TMAS providers if required.

4.8 Mandatory attendance

Mandatory attendance will be:

The mandatory attendances specified below apply to:

- Each skipper.
- Team manager.
- Boat.

It is stated below who each obligation relates to

4.8.1 Before the start

Each skipper and his team manager must be present at press conferences, public relations and hospitality events and GGR Director briefings including but not limited to those on the following dates.

- December 6/7/8 2017 Les Sables Entrant Conference and Paris media presentations.
- From 11th to 14 June 2018 Falmouth GGR office open for Entrant Registration (Skipper and Team Manager) and
- From arrival in Les Sables d'Olonne GGR marina/village until final departure before 7th July at all functions TBA and posted on the Official GRR Notice board.

In addition to the above-mentioned obligations, The Organisers may arrange one or more press conference(s). It will be up to each participant to ensure that:

The skipper and manager will be present in Falmouth and Les Sables from 11th June through to 6th July 2018 or until the entrant starts the Race and be available for those Press Conferences or Photo calls.

4.8.2 After the finish

- The first entrant arriving back in Les Sables must be available to The Organisers during the first five days of crossing the finish line for media commitments. The first yacht must remain in Les Sables d'Olonne until one week after the third record attempt boat arrives.
- The presence of the first yacht and skipper of the GGR will be mandatory in les Sables at least 24hrs before the arrival of the 2nd entrant. The Second Yacht must remain in Les Sables until one week after the third-place boat arrives. The presence of the first and second record holders of the Golden Globe are required in Les Sables d'Olonne for the arrival of the third record holder which is mandatory.
- The presence of each boat moored at the Golden Globe pontoon will be available for 7 days after crossing the finish line. This presence will be placed under the responsibility of the team manager.
- Participation will be mandatory for all skippers in the overall ranking of the Golden Globe in a number of PR activities for the benefit of The Organiser for 2 days during the 6 months following the end of the event. Any travel costs incurred, and subsistence will be paid by the event sponsor to attend these events, upon receipt of expense records.
- The participation of each skipper to the Golden Globe Farewell celebrations and final prize-giving celebrations will be Mandatory.
- The participation of each skipper in debriefings about the Event, accidents or incidents related to safety during the Golden Globe voyage and a later survey of the same will be mandatory.

4.9 Position reporting

Entrants are required to make a mandatory position report to GGR Control using HF radio, or any other means, (except the Race sat. TEXT or phone) at least once every seven days. Failing to do so and then missing more than one consecutive report will incur a EURO \$200 penalty including tax on each missed report thereafter.

Entrants must check in with GGR Control by satellite phone on their designated day, at least once every week, within 30 minutes of a designated time, or as requested via text, from Race Control. Part of these phone calls may be converted to a sound file for inclusion on the Golden Globe website. Failure to make the designated satellite phone call on the designated day/Time may incur a EURO \$150 penalty including tax on each occasion.

Entrants are free to call GGR headquarters with the satellite phone at any time, to make a confidential 'Voluntary SAFETY REPORT'. No information from this SAFETY REPORT will be passed on to any other person unless considered appropriate by the GGR Committee.

The satellite phone will NOT be left ON 24 hours a day. Both the YB3i satellite tracking system and the YB3 satellite texting unit MUST BE LEFT POWERED ON 24 hours a day, so that GGR Control can monitor progress and make contact with the competitor when needed. Only Emergency and calls to GGR control can be made via the satellite phone. Additional satellite phones, texting or tracking units are NOT PERMITTED on board **unless written approval is given by the Organiser**. Any Iridium Sat calls detected by Iridium from the relative position of an entrant's boat on an alternate SIM at any time, may lead to disqualification. Any Inmarsat calls detected from the relative position of an entrant's boat, may lead to Disqualification.

4.10 Satellite tracking and two-way texting

The Golden Globe will use www.YBTracking.com as the official supplier of tracking and texting services for the duration of the event. Customized versions of the YB3 Professional unit will be supplied to each entrant.

These units will have the GPS screen and Bluetooth facility disabled for the voyage, so that entrants cannot determine their positions, or modify the email sending address that messages are transmitted to. All text messages will be sent simultaneously direct to one email or SMS address of the entrants choosing and the entrant's individual boat web page on the Golden Globe yacht tracker web site for all to see. **Entrant must NOT send any message within six hours of the previous message or face a penalty of Euro \$50. Up to 150-character messages are possible. At least one message per day MUST be sent from the pre-recorded file or a Euro \$50 penalty may apply.**

The Organiser will load 10 standard pre-recorded race messages into each unit. **Each entrant must provide the Race Organiser with at least 20 but maximum 90 of**

their own personal 100-150-character text messages, in English, and the email or SMS address for their messages with their Registration Pack. These personal messages will be loaded into their YB3 units before delivery in Falmouth. Only the Organisers will be able to send text messages to the YB3 units on board each vessel. The Entrant will have a separate address to send GGR control private messages at any time. Each entrant will receive three satellite tracking units to be installed/carried on board. Entrants can buy extra units from the organiser if required.

A) One hard mounted YB3i tracking system, with accessories, powered by the yacht's batteries and polling a position every two hours to the Golden Globe boat tracking website. This will show live rankings of the fleet and snail trails etc...this time/position polling rate can be changed at any time by the Organiser (via satellite from GGR control) up to positions every 5 minutes in an emergency, or when about to go around an inshore mark.

B) One Custom "Golden Globe YB3" tracking/messaging unit and soft case to mount below at the chart table, powered/recharged by a 12v cigarette lighter outlet. This unit polls a position every 12 hour to confirm the pager system is powered on. In the event that the hard mounted YB3i stops working, the Organiser can direct (via satellite from GGR control) that the polling times for this unit is upgraded to every two hours to take over that task. This unit has a Panic Button

C) One Custom "Grab Bag YB3" tracking/messaging unit and waterproof security pouch. This has the same 100 pre-recorded messages. This unit is stored in the panic bag and is specially pre-programmed to send an "Alert" signal to the Organiser as soon as it is turned on, not a Panic Button signal, but an "Alert", as it may mean the skipper is in trouble. This unit also has the traditional Panic Button.

At the end of the record attempt, all Golden Globe custom blocked features of the YB3 units will be unblocked by The Organisers, so that they become fully functioning YB3 professional units as described in the company's sales brochure.

5 BOATS

5.1 Boat

5.1.2 Approved Design

Each boat entered must be on the "Approved" list of suitable production boat designs.

- Only the design will be approved to compete. The structural integrity, build quality, or suitability of any boat to survive the GGR, will be the sole responsibility of the participant.

Design approvals are now closed. The Following are Approved.

Westsail 32 • Tradewind 35 • Saga 34 • Saltram 36 • Vancouver 32 & 34 • OE 32 • Eric (sister ship to Suhaili) • Aries 32 • Baba 35 • Biscay 36 • Bowman 36 • Cape Dory 36 • Nicholson 32 MKX-XI • Rustler 36, Endurance 35, Gaia 36, Hans Christian 33T, Tashiba 36, Cabo Rico 34, Hinckley Pilot 35, Lello 34, Gale Force 34.

5.1.2 Design requirements

General design requirements for consideration to enter the GGR include, but are not restricted to

- Fibre-reinforced plastic construction.
- Designed prior to 1988 and have a minimum series of 20 yachts built from one builder.
- Have a hull length of between 32ft and 36ft. (Bowsprits, windvanes and outboard rudders, boomkins, pushpits and pulpits are not measured.)
- Have full-length keels with rudders attached to the trailing edge.
- A minimum design displacement of approx. 6,200kg.

The Organiser can refuse any boat entry into the Golden Globe without giving any explanation.

5.1.3 Replicas

A William Atkins ERIC design yacht built in steel, fibreglass or wood, presented in a Southern Ocean seaworthy state and built as a Suhaili replica, may be considered for the Golden Globe on special application.

5.1.4 Conformance

Mast height, boom length, bowsprits must not exceed original design lengths set in 1988, nor be lighter than originally specified. Spinnaker poles must not exceed the

“J” measurement and there must be two non-telescopic poles. Ballast must be original design specifications. All underwater profiles to be as original specifications from the moulds. No modification of rudder or keel shapes or prop apertures etc allowed. Refit must stay true to the original design and structural components may not be lightened. Strengthening is allowed, together with extra standing rigging and deck gear. The design layout and interior fit-out must remain substantially the same as originally drawn, but minor interior modifications are allowed, and the table may be removed. Any propeller is allowed but must make original design speed.

Watertight Bulkheads are encouraged, and special dispensations may be given (toilets may be removed) in relation to their fitting within the production boat fitout on a case by case basis.

Sails must be Dacron, Polyester, Terylene or Nylon only with no high-tech weaves or versions of this base material (a small amount of high tech webbing and line may be allowed in sail construction on application). Only predominantly Horizontal mainsail battens are allowed, and Fat-Head mainsails are Not allowed. Total sails are restricted to a maximum of 11 sails for one mast, 13 sails for two masts. A twin-headsail permanently stitched together with single luff is counted as one sail. Only a reasonable amount of sail repair material may be carried, and any partially built sail will be counted as one sail. Headsail reefing systems must be permanently rigged. No spinnaker socks, furling spinnakers or furling code zero allowed. No rubber band spinnaker stops, only natural fibre wool is allowed. All sails are counted on each boat at the start and any sail missing at the end of race will incur a full one-day time penalty. No original equipment may be replaced with a lighter item. If so a four times weight penalty in the form of extra ballast secured in a specific spot on the yacht may be applied.

5.1.5 Special equipment regulations

A) All deck hatches shall be 100% watertight, strong and not open inwards. Any hatch forward of the mast must be able to be securely locked from above or below deck. Deck vents are optional and may be removed replaced or blocked out.

B) Each window or port greater than 1000sq. cm. must have storm boards able to be fitted.

C) All cockpit companionway closing arrangements must lock from above or below deck and in the inverted position. If the companionway opening is below the local sheer line it must be capable of being blocked off up to the local sheer line while still allowing access in and out.

D) Cockpits must be watertight. Cockpit lockers must be capable of being strongly

and rapidly secured. No cockpit locker can drain into the hull and must have an effective method of pumping out. Cockpit drains cross section, after allowing for screens if fitted, must be at least 4 x 20mm diameter or equivalent and freely drain out.

E) Sea cocks and valves must be permanently installed on all through hulls below the waterline and be fitted with a lanyard and soft wood bung for emergency closure. Skin fittings should be metal, and seacocks should not be older than 12 years.

F) A watertight collision Bulkhead must be fitted within 15% of the LOA from the bow and abaft the forward end of the LWL. Strongly built filled with foam or strong recycled airtight disposable water bottles. Further Watertight compartments or foam floatation are recommended but not compulsory. **Yachts with a full transverse watertight bulkhead enclosing the focse may remove all standard furniture in that compartment.**

G) Bilge pumps and strum boxes shall be readably accessible for maintenance and clearing debris. All handles shall either be permanently installed or secured by a lanyard at all times. There shall be two permanently installed manual bilge pumps of 1.5inch outlet diameter, one operable from below and the other from above deck with all the cockpit seats, hatches and companionways shut and shall have permanently installed discharge pipes that do not drain into the cockpit or cockpit drains.

H) All navigation lights shall be of an approved type, installed correctly and meet the requirements for international vessels less than 12mtrs in length and not be blanketed by sails. Spare bulbs must be carried if not LED and a completely independent set of emergency navigation light with spare bulbs and an independent power source must be on board.

I) An electronic echo sounder must be fitted (Plastic transducer accepted) and lead line and trailing distance measuring log with spare impellers must be on board.

J) Bolt cutters rated to the largest diameter wire must be on board.

K) If wheel steering is fitted; an effective emergency tiller is required. Supplies and equipment to affect an emergency rudder and steering must be on board. This emergency steering must have been previously installed and used by the skipper (with the main rudder locked) in the open sea on the entered boat for at least five hours and a full report on its operation and satisfactory performance, with photos, must be submitted with the Race Organiser no later than 30th March 2018. **A permanent Tiller may replace any standard wheel steering system.**

L) The name of the Boat is to be marked on all loose floating items, cabin sole, life buoys, life jackets and cockpit cushions etc.

M) Propulsion Engines and associated systems shall be installed in accordance with

their manufacturer's' guidelines and shall be of a minimum type, strength, capacity, and installation specified by the original boat builder. It must be provided with a permanently installed exhaust, coolant, and fuel supply systems with solid fuel tank and be securely covered; and have adequate protection from the effects of heavy weather. Each fuel tank provided with a shutoff valve. A flexible tank is not permitted as a fuel tank. A minimum amount of 20 UG gallons of fuel and a maximum of that which was specified by the original boat builder or 40 US gallons whichever is less. If Kerosene is used for cooking, lights or heating, a consumption plan detailing quantity carried must be submitted to the organiser for approval.

N) Solar panels totalling min 160 watt @ 15v must be permanently installed. Battery Systems shall only be AGM or Gel batteries with minimum of 300 Amp hour at 12v, for house battery, securely installed to face a roll over. When an electric starter is the only method for starting the engine, the yacht shall have a separate battery, the primary purpose of which is to start the engine. Wind and water generators are allowed. Yachts who fit a wind or water generating device are not required to permanently install, but must still carry the required solar panels for mobile secure installation.

O) Communications Equipment, shall include

- 01) A marine MF/HF radio transceiver of at least 125 watts transmitter power and frequency range from at least 1.6 to 29.9 MHz with permanently installed antenna and earth and an emergency antenna when the regular antenna depends upon the mast.
- 02) A marine VHF transceiver of 25W covering all international and US marine channels with a masthead antenna, and co-axial feeder cable with not more than 40% power loss. The following types and lengths of co-axial feeder cable will meet the requirements of the GGR, up to 15m (50ft) - type RG8X ("mini8"); 15-28m (50-90ft) - type RG8U;
- 03) Hand-held marine waterproof VHF transceiver with min 5w output power and spare battery.
- 04) Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins and international time signals.
- 05) A hand-held watertight transceiver operating on one or more aviation frequencies including 121.5MHz. When not in use to be stowed in a grab bag.
- 06) Marine RDF able to receive marine and aviation beacons for navigation purposes.
- 07) Personal AIS beacon (PAB)
- 08) A GGR Special Production AIS [unit from ciel-et-marine.com](http://ciel-et-marine.com)

P) The following shall be fitted or carried on board.

A First 406 GPS EPIRB and A second 406 GPS EPIRB.

- P1) Echomax Active-XS RTE transponder /radar detector. (GGR entrants receive discount Echomax price)
- P2) Echomax EM230 or EM230BR Radar reflector fitted to mast.
- P3) Echomax EM230i inflatable radar reflector and Fog horn.
- P4) 2 x 2kg fire extinguishers and a fire blanket.
- P5) One high holding Anchor min 45lb, Or Fortress FX37 and 15mtr x 10mm SL chain and 60 metres x 14mm 3 strand nylon line. A second anchor is recommended.
- P6) A watertight high-intensity heavy duty hand lamp powered by the ship's batteries, available for use on deck and in the cockpit, with the hatches shut and with spare bulb if not LED. Alternate LED super bright long endurance rechargeable spotlight with spare battery may be considered on application.
- P7) A minimum four-person Life-raft complying with SOLAS LSA code 1997 Chapter IV or later version (or to ISAF Cat 0 requirement) packed no earlier than April 30th, 2018 and containing as a minimum a SOLAS A pack and a third 406 GPS EPIRB and a third waterproof fully charged VHF HH radio with GPS included; shall be packed together in a rigid container securely stowed on the working deck, in the cockpit, or in an open space. The Life-raft shall have the entrant's GGR Number visible on the canopy and canister.

The Organiser is aware that few 4-man SOLAS life rafts are available and many 6 man SOLAS Life rafts are quite heavy. Whilst the Organisers still strongly recommend a SOLAS compliant Life raft or appropriate ISAF Cat. 0 raft, "Other" Life rafts may be considered on application. To be considered, the following conditions in general should be met for the basic life raft.

- The manufacturer of the preferred life raft should also manufacture SOLAS life rafts.
- The Life raft must meet ISO 9650-1:2005, Part I, Type I, Group A requirements.
- Material and construction method of the two buoyancy tubes should be substantially similar to those used and approved in the companies Solas 6-man raft.
- The life raft must have an inflatable and or insulated floor equivalent to that company's Solas 6-man raft.
- The life raft must have a dual inner and outer canopy providing insulation

and the inner surface of the life raft canopy shall be of a colour that does not cause discomfort to the occupants as is used in the companies Solas 6-man raft.

- An automatic exterior light and inner canopy light are required.

All entrants should seek approval of the preferred Life Raft before purchasing it. Approvals will only be considered once all relevant information and documentation is provided by the entrant. The Life raft must be serviced within two months of the record attempt start regardless of manufacturers recommendations.

Approved rafts currently include.

RescYou™ Pro self-righting life raft. ISO 9650-1 certified, ISAF approved, and third party verified by Bureau Veritas and Det Norske Veritas.

<https://www.youtube.com/watch?v=ebYEDxgEEFA>

PLASTIMO Referring specifically to the ISO 9650 +24h and the ISO 9650 ISAF +24. life rafts ONLY! with pouch for SART.

Q) A grab bag with the following minimum standard.

A grab bag or bags interconnected with a line should have inherent flotation, at least 0.1 m² area of fluorescent orange colour on the outside, should be marked with the name of the yacht, and should have a lanyard and clip and include the following equipment:

- Q1) Sea sick tablets for seven days.
- Q2) One thermal protective aid.
- Q3) A second sea anchor for the life raft (not required if the life raft already has a spare sea anchor in its pack) (recommended standard ISO 17339) with 4 swivel and >30m line diameter >7.5 mm
- Q5) One safety tin opener.
- Q6) first-aid kit including 1 tube of sunscreen. All dressings should be capable of being effectively used in wet conditions. The first-aid kit should be clearly marked and re-sealable.
- Q7) Signalling mirror.
- Q8) High-energy food min 20 000kj and 20 rehydration electrolyte tablets.
- Q9) Nylon string, zip lock polythene bags.
- Q10) The Watertight hand-held aviation VHF transceiver.
- Q11) 3 x 1ltrs water in re-sealable containers and a survivor 06 hand-operated desalinators with lanyard and clip.
- Q12) The second hand-held satellite telephone with waterproof cover and internal batteries.

- Q13) Strobe light.
- Q14) Medical supplies for any pre-existing medical conditions.
- Q15) Spare unbreakable spectacles if needing them.
- Q16) Wet notebook with captive pencil.
- Q17) Powerful whistle (operated by mouth).
- Q18) Solas Flares, Digital or Pyrotechnic, In date for at least 12 months, 6 red hand flares, 2 white hand flares, 2 orange SOLAS compliant smoke flares, five cyalume-type light sticks.
- Q19) A watertight, high-powered LED torch (flashlight) and spare batteries.
- Q20) The GGR emergency GPS chart plotter Sat SMS Tracker.
- Q21) SART (Search and Rescue Transponder)
- Q22) A handheld GMDSS VHF radio with a long-life battery.
- Q23) The second 406 ERPIRB

R) The following shall be on board and fitted in the cockpit when “appropriate” within reach of the helmsman and ready for instant use as follows:

- R1) Lifebuoy of safety yellow or red, with whistle, a self-igniting light and a drogue and reflective tape.
- R2) “Life-sling” recovery system with reflective tape and light.
- R3) Suitable boarding arrangement allowing the skipper to climb back onto the boat in full wet weather gear while in a seaway.
- R4) 20 meter heaving line “throwing sock” type.
- R5) Cockpit Knife, strong, sharp, sheathed and securely restrained shall be provided readily accessible from the cockpit and another beside the life raft if the raft is forward.

S) High Visibility

- S1) Every storm jib and trysail shall be of highly-visible coloured material (e.g. day glow pink, orange or yellow) and every mainsail shall have at least 2sq. meters highly-visible coloured patch above the highest reef points.
- S2) Each boat shall have a minimum of 2 sq. meters High Vis colour on deck or cabin top.
- S3) ALL required High Visibility colour on yacht hulls MUST BE Dayglo type Pink, Orange or Yellow Ordinary Red, Pink, Orange or Yellow may not be approved.
- S4) A Dayglo type Pink, Orange or Yellow 10cm band, the same colour as applied on the Deck may be applied to both sides of the hull directly below the deck. IF applied, this band must be at least

20CM clear of the RACE NUMBER Circle and stop 25% of the LOA from the Bow.

T) Personal Equipment

- T1) A Solas approved non-inflating life jacket with light, whistle and reflective tape and safety line.
- T2) An ISAF/world sailing approved inflatable life jacket safety harness in current service, with knife, strobe, hood, crotch strap, safety line, and mini flare set. 2 spare Co2 bottles on board.
- T3) A standard ISAF/World sailing approved Safety Harness and line or a complete second inflatable harness combination.
- T4) A 406, GPS Personal Location beacon that can be attached securely to the Inflatable Life jacket harness in a dedicated mount.
- T5) An approved cold-water immersion survival suit that allows the wearer to have working mobility and clip on with a safety line and secure a PLB. Immersion Suit approval on application.
Approved immersion survival suits currently include.
GUY COTTEN All weather suit. Details at <http://bit.ly/1M9NNSY>

U) First Aid Kit

A Golden Globe first aid kit will be provided to each entrant on arrival in Falmouth. The contents of the GGR First Aid kit along with its size and weight will be advised no later than January 31st 2018. Any other medical supplies specific to the entrant will need to be supplied by the entrant. Medical services will be provided to the entrant before and during the event by the GGR Official Doctor and in emergencies the international TMAS providers. The entrant must pay The Organiser for the Golden Globe first aid kit and pre-race medical consultations with the GGR Official Doctor no later than 31st January 2018. Cost will be £1500 UK pounds.

V) Jury Rig.

All equipment and supplies needed to use the spinnaker poles as an effective Jury rig must be carried on board and any deck mounting plates for that jury rig must be permanently mounted or suitable alternatives approved. The skipper is required to set up this jury rig or an alternate, on the entered boat with the main mast and all standing rigging removed, then sail with this jury rig for a minimum of six hours on a triangular course in the open ocean. Each leg of the triangle should be approximately three nautical miles, with one leg of the triangle a beam reach. A full report including photos and video of fittings and overall structure and description of weather and of how the boat sailed must be supplied to the Organisers no later

than March 30th, 2018.

There will be NO OBLIGATION to use this Jury Rig system either in the test or during the event. The final Jury rig choice will be at the discretion of the Entrant, but a trailed system must be approved by the organiser to enter the GGR.

If special rigging of High-tech fibres is chosen to affect the jury rig, these are allowed and must be declared in the report. These lines will be sealed in a pouch during the safety inspection in Falmouth and are not to be used for any other purpose. Breaking the seal will be treated as making a stopover moving the entrant to the Chichester class.

W) SAFETY PLAN

A durable waterproof general arrangement plan of the Yacht to be attached close to the Chart table and clearly visible showing the location of all main safety items.

X) Single use disposable Plastic bags and disposable Plastic water bottles are banned on board.

Y) Emergency Cockpit Electric Autopilots may be carried on board an Entrants boat, only if all it's components are secured in an approved container and sealed in an approved manner, such that only by Breaking the security seal can the system be installed. An entrant must submit comprehensive details of the chosen container and method of security sealing it for approval to the organisers. If the seal is broken for any reason whatsoever the Entrant will be moved to the Chichester Class. Only the electrical wiring linking the pilot to the boat's batteries may be installed with one waterproof power plug on deck. No other installation wiring or components are allowed.

5.2 Survey certification

It is the sole responsibility of the entrant to decide that the boat chosen to compete in the Golden Globe is fit for purpose or not. The entrants are solely responsible for the seaworthiness of their entry and its fitness for the voyage. Each entrant must consider the structural integrity, stability of the boat and that they are competent to manage it before proceeding.

Stainless steel over time becomes brittle, so great attention to rudder and rudder shafts, chain plates and gudgeons and pintles etc will be needed during any refit.

Nothing here in these rules or inspections required, absolves the entrant from his/her ultimate responsibility to ensure his/her own safety by preparing the boat in the appropriate way.

Each entry must submit to the GGR Committee for comment, (preferably before refit work commences) a comprehensive REFIT PLAN, detailing the extent of the planned refit for the entered yacht. As a minimum, it must specifically cover details relating to the collision bulkhead, watertight cockpit lockers (if fitted), spars and rigging, chain plates, hatches and ports, companionway, rudder and steering, skin fittings and valves. Once that work is completed as described in the refit plan, the yacht must be inspected by a certified marine surveyor, (approved by the GGR Committee and at the entrant's expense) to confirm all work specified in the refit plan has been carried out in an appropriate manner and in the surveyor's opinion, the vessel is fit to sail across oceans. An original signed copy of this survey certificate must be included in the registration pack.

It is "strongly advised" that before any participant purchase any pre-owned boat, that an authorized rigger fully inspect the mast and spars to ensure that in their professional opinion, the fitted spars are able to be suitably "refitted" for serious ocean use, or a new spar should be considered before purchase. The entrant should also check that the mast and spars are of original length specifications as designed up till 1988. The GGR committee place particular importance on mast and rigging integrity and will stand by any authorized riggers recommendation.

No earlier than 1st April 2018 all spars and rigging must be inspected by a certified rigger approved by the GGR Committee and approved as 'appropriate and ready' for serious ocean sailing by that rigger. Checks must also be made to confirm dimensions are as original 1988 design dimensions. An original signed copy of this report must be included in the registration pack.

If at any time before, or during the Golden Globe, the Organisers for whatever reason considers the entered yacht unsuitable to sail, or to continue sailing, the entry may be cancelled and removed from the Golden Globe and a full or partial refund of entry fee is the only consideration given before the start. No reason for the cancellation of the entry will be given by the GGR Committee or the GGR Director. By entering the Golden Globe, the entrant agrees with this rule and will not dispute it.

5.3 Boat location in the port of Falmouth and Les Sables d'Olonne

All Boats entered will be based at the Falmouth and Les Sables d'Olonne Golden Globe marina.. The marina will open in Falmouth on June 11th from 0900hrs and close at 1600hrs. All entrants must arrive between these times or penalties will apply. In Les Sables d'Olonne the marina opens on June 16th and will close on July 6th at 1330 hrs.

Berthing positions will be allocated on a first come first serve basis in Falmouth and in set berths in Les Sables d'Olonne.

It will be the responsibility of the skipper and the team manager of the boat to ensure the safety of their boat and all the people on it whilst in Falmouth **and Les Sables d'Olonne and to ensure the presence of his/her boat at the appointed docking place on the Les Sables d'Olonne Golden Globe marina no later than the start of scheduled safety inspections (or face a penalty) and then for the duration of the GGR activities.** Written approval is required from the GGR marina manager for any pre-authorized temporary removal necessary for the technical preparation of the boat, or as required by the Organiser.

5.4 Sponsorship and Golden Globe boat branding

5.4.1 Sponsorship

Sponsorship is allowed and may assist and support an entry in any way, provided a one-off sponsor supplement fee of AU\$11,000 is paid. This AU\$11,000 fee must be paid before or on the day that sponsors are publicly associated with the entrant or the entrant's boat. Wait List Entrants do not pay this supplement until they are offered an official entry.

NO sponsors logos, other than normal trade marks, are to be displayed anywhere on the yacht or sails other than on spinnakers, Code 0 or Mizzen staysails and on both sides of a mainsail panel no larger than 2 meters x 1 meter. Three entrants sponsor flags no larger than 1.5m x 1m may be flown on the forestay below The Organisers flags whilst alongside the Golden Globe marina. Sponsors names may be applied to the yacht hull, in consistent Arial type, black (or white) letters, max. 7.5 cm high, directly below the gunwale on each side of the boat. One Headsail can be hand signed by supporter's club members.

An entrant may place only his or her official web site, or sponsor website on the main boom and boom cover, centred, for half its length, (Ketch rigs 75% of length) in plain contrasting Arial letters, no larger than 15 cm high. The name of the yacht may reflect that of a sponsor, but the name may only be applied in letters no higher than 15 cm on each side, or on the transom only.

An entrant may have any sponsor signage on clothing or wet weather gear and inside the boat.

Only while alongside in the Falmouth and **Les Sables GGR Marina**, a Communication Mainsail with a max. five-meter luff and 1.5-meter foot may be hoisted only behind the mast.

Any entry seen to be supported by a sponsor or equipment supplier, in any capacity, and in any form of media, before or during the event, who has NOT previously paid the Sponsor Supplement, will be fined a 100% Sponsor surcharge penalty and the required Sponsor Supplement, total AU\$22,000, or be withdrawn from the event.

A communications lee cloth 1.5mtr x .5 mtr of entrant's sponsors may be fitted port and starboard to the lifelines only forward of the mast, only while alongside Falmouth and Les Sables Marina.

5.4.2 Golden Globe Branding

Each boat must carry the following branding.

From 1st May, 2018 branding of the Organiser is required in the port of Falmouth and **Les Sables d'Olonne** and whenever the boat is less than 30 miles from the official start line in each port, or the official film drop marks and 50 miles from the finish line of the Record attempt.

In these instances, the boats must wear the following branding:

- Burgee of the Royal Nomuka Yacht Club on the backstay.
- GGR Flag A & B, one on each cap shroud, of the following dimensions: 1.5m x 1m.
- Two Port and Starboard lifeline cockpit lee cloths of the following dimensions: 1.5m x 0.5m . Lee cloths may be loose footed to allow for winch handle swing but must be securely fastened.

At all other times while in Falmouth Harbour and in **Les Sables d'Olonne harbour** before and after the start...

- A line of 4 flags on the forestay, each flag of the following dimensions: 1.5m x 1m.

In the case of withdrawal from the event, or exclusion of a skipper, the boat will no longer be allowed to carry these flags unless written approval is given to do so.

5.4.3 Branding of The Organiser, at sea and in the port of Falmouth and Les Sables d'Olonne.

The following branding MUST be applied and visible on all Entered yachts wherever it is, no later than May 1st. At that time all other signage not associated with the GGR must be removed from the entered yacht.

Logo of the official sponsor of the Golden Globe, a 1.4m x .90m area on both sides of the mainsail between the second and third reef. A 0.5 m area on each side of the logo must remain neutral and not carry any other branding.

Logo of the Golden Globe to be applied on the hull port and starboard. An area 25% of the LOA from the bow of the boat aft must remain clear for this. No other design work or signage is to appear in this area. Final Position and size TBA.

Main Boom end, Port and Starboard, 30cm to remain clear for event Logo.

A Black or White contrasting ENTRANT NUMBER 7.5cm wide and 45cm High inside a 60cm outside diameter Black or White circle 6cm thick shall be on both sides of the hull amidships, and without a circle, in contrasting colour 60cm high on both sides of the mainsail at the top and on the storm jib. A White or contrasting colour ENTRANT NUMBER 6cm wide and 40cm high must be placed on the forward hatch.

5.4.4 Boat branding

The branding on yachts must comply with UK and French and the National advertising laws of the Entry. For ethical and public health reasons, the publicity of certain products or services (tobacco, tobacco products, Alcohol, firearms and medicine etc) is forbidden.

The Entrant is responsible for applying the ENTRANT number on sails and Hull. All other mandatory branding above will be supplied by the Organiser. It is the entrant's responsibility to install them in accordance with the procedures, maintain their good condition and ensuring appropriate display, up until one month after the arrival of the boat in the port of Les Sable d'Olonne at the end of the event.

Hull and working sails may be any colour, but only one overall colour on each item. Penalties apply for non-conformance of Golden Globe Branding.

5.5 Inspection of safety equipment of the boats

Safety Inspections will be conducted at the Golden Globe Marina in Les Sables d'Olonne over three days from 20-21-22 June 2018.

The presence of the skipper will be mandatory during these inspections. He/she will be the direct contact for the measurers. It will be for him/her to show the measurers that he/she knows:

- The exact storage location of each piece of equipment.
- The handling and operation of each piece of equipment.

5.6 Engine sealing

The engine will not be sealed, and motoring is allowed.

5.7 SAFETY Pack

SAFETY Pack equipment provided by The Organiser for the Safety and Tracking of the boats.

Each entrant will be supplied a standard SAFETY Pack by the Organisers. Cost TBA but approx. £3000 UK Pounds. The technology may change, but it will include, but not be limited to:

- YB3 Tracking equipment package, registration and fees.
- Two hand held weather-proof satellite phones registration and fees.
- A sealed box with Safety Pack equipment, including a portable GPS.

It will be each skipper's responsibility to add to his/her Registration pack a deposit cheque in the sum of TBA (but estimated to be around £3000 UK pounds) for the provision of this equipment that is then owned by the entrant. **An entrant may carry extra Iridium phones on application.**

It is the responsibility of the skipper to install all this SAFETY Pack equipment to fully functioning, on board the boat, as it will be used for the GGR, upon arrival in Falmouth **and have it fully operational no later than 1600hrs on 13th June 2018.** The YB3i will be available from the GGR office from 31st March 2018. The two YB3 units must be collected during skipper Registration at the GGR office in Falmouth on 11th June 2018.

6 RANKING AND PRIZE-MONEY

6.1 Rankings

A real-time ranking will be established for the event, after penalties and/or bonuses have been awarded by the GGR jury. Additional rankings including for the Chichester class can be established as per the terms in the sailing instructions. All rankings will be notified on the Official Notice board and the GGR web site.

6.2 Trophies and Prize-money of the Golden Globe 2018-19.

6.1.1 Golden Globe

- The Golden Globe Perpetual Trophy will be symbolically Awarded to the sailor **with the fastest time**.
- First, Second and Third yachts home will be Presented a Golden Globe trophy in order of their finishing.
- First Corinthian entry home will be Presented the RNYC GGR Corinthian trophy.
- The Blackmores First Lady trophy (In recognition of Kay Cottee first woman solo non-stop in 1988) will be Presented to the first female Entrant to complete their record attempt.
- The McIntyre Adventure SPIRIT of the GGR trophy will be Presented to the most deserving Entrant finishing before the Official Prize Giving.
- Finishing Plaques will be Presented to all finishers of the Golden Globe.
- Chichester Class entrants will receive Finishing Plaques recognising their participation in the Golden Globe.

Subject to sponsorship, prize money may be awarded in the GGR. To be advised. EURO \$75,000 may be awarded in the form of cash prizes according to the official ranking of the Golden Globe Race. times.

- **1st** **Euro \$40,000**
- **2nd** **Euro \$20,000**
- **3rd** **Euro \$10,000**
- **4th** **Euro \$ 5,000**

Where three skippers or less are ranked, the balance of the amount of the non-distributed prize-money shall be divided equally among all the ranked skippers.

6.1.2 Chichester Class

All entrants that have been moved to the Chichester class and who cross the finish line before 1300hrs on April 22nd 2019 will be awarded a Chichester Finishing Plaque.

7 COMMUNICATION

7.1.1 Image rights

Under the provision of these GGR rules regarding the organization and the promotion of the Golden Globe 2018-19, skippers of the Golden Globe are reminded that their entry into the event means their image and their name, the image of their boat, their sponsor and partners as well as their shore team and family members present in Falmouth and Les Sables d'Olonne, Hobart and all other event venues (public places, media centre, pontoons, boats at pontoons, passenger boats) can be used by The Organiser and the appointed suppliers for the event's communication to communicate and/or promote the Golden Globe on any territory, in any medium, with no limitation in time for their exploitation.

It is agreed that these images can be used in normal anticipated conditions and without malicious intent. By entering the Golden Globe the skipper without reservation agrees to this and will notify the affected parties within his/her team of their obligations in regard to this.

7.1.2 Competitor copyright.

Copyright of all media associated with the 2018 Golden Globe created by an entrant before and during the Golden Globe , remains vested with the entrant, but the entrant agrees to license all of it back to The Organisers and provide free access to it all, giving exclusive permission to The Organisers or its Executive Producer to use/share/distribute/alter it as part of a joint sharing arrangement, so that competitor material can be used by the Organiser to promote the Golden Globe in any media and produce the official documentary, TV Series, Online Updates etc and book. By entering the Golden Globe the skipper agrees to this without reservation.

Whilst the Entrant is free to produce their own Voyage documentary, substantially about their individual efforts and endeavours in the Golden Globe, the Entrant also agrees that the Organiser owns the exclusive copyright to the Golden Globe Race as an Event and Around the world solo yacht voyage, in it's entirety. Rights to the Official Documentary and International TV series have been assigned to the Executive Producer and the Entrant acknowledges that. The Entrant therefore

agrees not to become involved with any company, organisation or individual creating a television or online production based on, or perceived to be telling that whole comprehensive Race story, in parts or in full, with information, interviews, pictures and vision from a multiple of entrants more than **two**, without the express written permission of the event Organiser.

7.2 Use of GGR Logo

Communication by the participants using the Golden Globe official branding: participants trademark block of logos and/or logo.

Preamble

The trademark block of logos will combine all logos (To be advised) of the official sponsors of the GGR.

*The "Participant" trademark block of logos will also combine all logos of the official sponsors of the event, but will also include the word "**Entrant**".*

7.2.1 Use of the Logo and Golden Globe Race Participant trademark block of logos

The use of the Golden Globe Logo and Participant trademark block of logos will only be permitted to the two following categories of participants:

- Participants whose skipper, pre-registered, has received a pre-registration number.
- Participants whose skipper has finalized his/her registration.

7.2.2 Use of the Logo and Participant trademark block of logos

These participants will be allowed to use the logo and the "Participants" trademark block of logos for any internal or external communication operations as well as on their merchandise that is not being sold, only if they wholly respect the rules for the use of the Golden Globe official branding, described in Appendix 7.

7.2.3 Communication by The Organiser relating to the participants of the event.

It is the pre-registered Entrants responsibility to provide all the necessary elements for the production of the event communication tools (Media guide, Official program, Website, GGR Book and Documentaries.) royalty free, and in the period requested by The Organiser.

7.3 Audio-visual and photo images required (Appendix 6)

7.3.1 The entrant must provide the following Media by the dates specified.

- 21st November 2016...5-minute HD video clip/highlights of campaign. 6 photos, 400-word update.
- 1st June 2017...10-minute professional Quality HD video clip/highlights of campaign. A second 6-minute interview clip answering set questions. 6 photos, 400-word update. (Late penalties apply)
- 21st November 2017...10-minute professionally filmed rough cut HD video clip/highlights of campaign. A second 6-minute interview clip answering set Questions. 6 photos, 400-word update. (Late penalties apply)
- Before 30th March 2018...5 minutes HD Video of sailing under Jury Rig and Emergency steering. 6 photos. (with Registration pack)
- 30th March 2018...approx. 30-minute, professionally filmed and sound recorded, broadcast quality rough cut HD video for file footage during the GGR. Shot list of subjects to be supplied by the Organisers. Details TBA. 20 photos, plus 400-word update. (Late penalties apply)

7.3.2 Film Drops

Entrants are encouraged to pass over films, if possible, at the following inshore rounding marks.

- Canary Islands film drop.
- Hobart gate film drop, media interview, photographs and video opportunity.
- Falkland Islands film drop.
- End of race film pick up.

8 INSURANCE

8.1 Organiser's insurance

The Organiser will subscribe to and have in place an insurance policy covering public liability in accordance with the UK and **French** Government code applicable at the time.

8.2 Participant's insurance

Each participant must subscribe to:

A public liability policy for his/her participation in the event and for the boat, to a minimum value of £5 million UK Pounds **or Euro \$5 Million**. A full comprehensive policy is recommended.

An insurance certificate, issued by a solvent body of unquestionable reputation, must be included in the registration pack. If the entrant cannot secure this insurance by 31st March 2018, the Organisers may delegate this task to an insurance broker to secure and if available the entrant must buy that policy on that day, or forfeit their entry.

Details of a process to assist entrants secure a full comprehensive marine policy for the GGR are available from The Organiser who accepts no responsibility. Early planning is strongly advised, before the GGR Yacht refit commences, as specifically approved surveyors may be required to ensure any future insurance policy offer.

9 RESPONSIBILITIES

9.1 Organiser's insurance

The Organisers public liability is stated in the provisions provided for by UK code of sport and **French govt. legislation. The insurance cover will cover nautical events at sea in compliance with the international conventions applicable in this case.**

Participant's insurance

Each entrant must provide copies of a £5 Million UK Pound **or Euro \$5 million** Liability insurance policy with an acceptable insurer with the Registration Pack.

9.2 Monitoring

The monitoring, in particular via radio and/or phone (Inmarsat or Iridium) or satellite tracking, which may be undertaken by the event Organiser, must be

considered by the skippers as optional and random and cannot be relied on as an added safety tool.

9.3 Risk

The skippers undertake this voyage at their own risk and peril and under their own responsibility. It is the responsibility of each skipper to judge, given his skills and qualifications, the equipment he/she requires, the weather forecasts, etc...whether to start the voyage in the first instance and whether to continue sailing. The skipper accepts that the equipment requirements to participate in the Golden Globe are minimal and by entering the event agrees that in their own opinion, this is sufficient for the safety and wellbeing of the entrant to complete a seamanlike circumnavigation. **The entrant also accepts and agrees that the organisers are non-expert in the running of such events and he/she does not rely on any aspect of the advice opinions or rules of the Golden Globe in making the decision to attempt this Race.**

Solo sailing

By entering the Golden Globe the entrant accepts and agrees with the fact that solo sailing of any kind, especially attempting to sail solo around the world, is dangerous with inherent risks that can and does cause serious injury and even death and that the obvious risk associated with this type of activity, **including NOT being able to maintain a 24 hour lookout**, is one of the very real attractions to enter and agrees that the entrant is a risk taker and that this is an important part of the reason the entrant will enter the 2018 Golden Globe.

9.3.1 Retro challenge

By entering the Golden Globe the entrant, having considered all the equipment conditions and restrictions on sailing gear to sail in this 'RETRO' event, described in this Notice of Race, agrees and accepts that even with these restrictions on equipment currently considered "normal sailing gear" that the Entrant can keep themselves and their boat safe during this event and therefore freely accept without conditions all those restrictions of equipment allowed on board during the Golden Globe .

9.3.2 Personal responsibility

By entering the Golden Globe the entrant accepts that at any time leading up to the start of the voyage, or at any time thereafter, including during the voyage, having gained new skills and sailing experience or insights into the challenge of the Golden Globe , that suggests in his/her own opinion, that to remain as an entrant in the

Golden Globe would be reckless or excessively dangerous to them or their boat, that it is then their sole responsibility and duty to withdraw from the record attempt immediately.

9.3.4 Indemnity

It is a requirement of the Golden Globe that all entrants sign an indemnity form removing the Organisers, sponsors, managers and any employees or volunteers involved with the GGR from any liability whatsoever, to them or their next of kin due to their participation in the GGR.

9.3.5 Proper court

Any question about or request for damages arising from an incident involving a boat entered in the GGR depends on the appropriate courts and will not be dealt by the GGR jury.

9.3.6 Boating legislation

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover, that his boat complies with the equipment and safety rules required by the laws, by-laws and regulations of the UK, France and their country of ships registration at all times.

10 PENALTIES

Penalties not mentioned elsewhere will include the following.

10.1 Race branding

A Euro \$1500 penalty, including tax, will be applied for every non-adherence to the clauses in article 5.

10.2 GGR logo

Use of the logo or the Participants trademark block of the GGR.

A Euro \$1500 penalty, including tax, will be applied for every non-adherence to the clauses in article 7.

10.3 Non attendance

Presence in Falmouth **and Les Sables d'Olonne**, at official receptions and briefings.

A Euro \$1500 penalty, including tax, will be applied each time a competitor does not attend a briefing or an official event or the boat is not on the Marina at the date

and time specified in the Notice of Race and its appendices.

Should the delay or the infraction exceed 24 hours, this penalty will be applied for each 24-hour delay.

A Euro \$1000 penalty, including tax, will be applied each time a competitor and/or his/her team manager does not attend an official briefing organized by the GGR Director.

10.4 Safety Compliance

A Euro \$1000 penalty, including tax, will be applied each time a competitor does not comply with the rules of the safety equipment inspection. This will be applied to an Entrant failing their first and each subsequent safety inspection.

10.5 Media

A Euro\$1500 penalty, including tax, will be applied each time a competitor and/or his/her team manager does not attend an official event, Falmouth 50 Suhaili sail past, SITraN Challenge Race, a media event, Official Media Photo shoot, hospitality event, the skippers' greeting event upon their arrival and/or the prize-giving. All such compulsory events will be notified on the GGR Notice Board.

Supply of compulsory media (Appendix 6) prior to the start.

Commencing 30th June 2017, A Euro \$500 UK pound penalty, including tax, on the day due for each week the Media requested is late, without due cause, on each occasion.

10.6 Payment

All fines must be paid **within 30 days of receiving the invoice** and before being issued with a RNYC sailing pennant at the final skippers briefing on the 29th June 2018. If a finishing fee is to be paid at the conclusion of the race, any other penalties incurred during the Golden Globe shall be taken from the participant's Euro \$7000 finishing fee. If a finishing fee is not to be paid, any later penalties must be fully paid before any prizes or trophies are presented at the conclusion of the Golden Globe.

11 INTELLECTUAL PROPERTY

11.1 Event name

The official name and the only one authorized is: "GOLDEN GLOBE RACE" ®. The event name: GOLDEN GLOBE RACE ® and logo or logos as defined are the unique property of DON McINTYRE, and are pending registration in France and abroad in his own name.

11.2 Intellectual property

The intellectual property and official event name are registered as a semi-figurative mark "GOLDEN GLOBE RACE" ®. This semi-figurative logo must not be modified, neither the colours, nor the graphics, and the words "GOLDEN GLOBE RACE" must not be exchanged or inter-disposed by other words. In the same way, the semi-figurative logo must not be shortened to less than 3 words or substituted by other words or graphics, without written authority. The event name, GOLDEN GLOBE RACE ®, registered trademark may not be added to, substituted or replaced, without written authority.

The intellectual property of « GOLDEN GLOBE RACE »® the concept, the charter, audio-visual rights, texts, images, photos, tabulations, provided in its documentation are protected par author rights, and associated rights, are the unique property of its author, DON McINTYRE.

In no circumstance, does the GGR documentation and its concept constitute a transfer of intellectual property rights, either moral or patrimonial, or of whatever nature, without written authority.

11.3 Long-term Future

This is assured by future events at least every 4 years celebrating the 1968 Golden Globe and it's entrants as the very first non-stop solo around the world record attempt.

11.4 Intellectual property rights.

It is incontestable that the Charter and the Voyage concept, and its original form, have been developed, since 2013, exclusively by DON McINTYRE, who is therefore rights holder and author with reference to the said concept. A number of trademarks are registered (or are pending registration), which have a declination of the nomination "GOLDEN GLOBE RACE" ® and thereby to preserve intellectual

property rights.

The Concept of the GOLDEN GLOBE RACE as a celebration of the original Golden Globe in 1968 and the winning yacht and captain is clear. It is described in this Notice of Race and the www.GoldenGlobeRace.com web site, and GGR Facebook page. The concept and detail of the Golden Globe Race as a non-stop solo Voyage around the world sailed with basic 1960's equipment of a "retro" nature without the use of modern navigational aids and satellites, or electronics, is also well described here in this Notice of Race. Utilizing basic pre 1988 full keeled production yachts, or replica yachts of previous Golden Globe entrants as the sailing yacht is also well documented. All this information combined is documented in and has been transmitted around the world with various Press Releases and Media Notifications first released on April 22nd,2015.

The GOLDEN GLOBE RACE will evolve into various future editions of a similar nature, with the unique principle of celebrating the achievements of the original Golden Globe entrants and their yachts. These ideas, themes and actions make up the principle elements, but not the only elements of the intellectual property for the GOLDEN GLOBE RACE owned exclusively by DON McINTYRE. The intellectual property rights contained herein are pending registration with the National Institute of Industrial Property (I.N.P.I.), France, as an original idea of DON McINTYRE.

12 APPENDIX

Appendix 1 Registration pack

Appendix 2 Program

Appendix 3 Contact details

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Appendix 5 Film Stock

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12.1 Appendix 1 Registration pack

Pre-registration and Registration packs.

Reminder of the content for the pre-registration and registration packs

Reminder of the content for the Pre-registration and Registration packs

PRE-REGISTRATION PACK

1. Skipper information form
2. Boat information form
3. Participant's nationality
4. Skipper's qualifications
5. Skipper's medical file
6. Pre-registration form
7. Deposit
8. Addresses

REGISTRATION PACK

Part 1: Skipper

Part 2: Boat

Part 3: Contact details

Part 4: Other documents

Part 5: Media materiel

12.1.1 Process for registration and registration by post

Some of the content will need to be provided by the skipper, signed, scanned and emailed to the GGR Director. In addition, some of the original documents will need to be provided, signed and sent by post to the GGR Director.

PRE-REGISTRATION PACK

1. Skipper Information form: to be provided
2. Boat information form: to be provided
3. Participant's nationality: to be provided
4. Skipper's qualifications and qualifying sail completed: to be provided
5. Skipper's medical file: downloaded, completed, signed by the skipper and the skipper's doctor, emailed, then sent by post in an envelope marked: GGR Director – Golden Globe Race 2018 – Medical file - Confidential
6. Pre-registration form: downloaded, filled out, signed by the skipper, emailed to the GGR Director, then sent by post in an envelope marked: GGR Director – Golden Globe Race 2018
7. Deposit: confirmed for GGR first aid kit and satellite equipment by email, then sent either by post in an envelope marked: GGR Director – Golden Globe Race 2018 or by bank transfer using the Golden Globe bank details provided by The Organiser.
8. Addresses: to be provided

Once the Organiser receives all the pre-registration documents by email and post and after validation of these documents by the GGR committee and the medical service Doctor of the race, The Organiser will provide the competitor with a pre-registration number, which will be the ENTRANT NUMBER. The entrant will only then be announced as Pre-registered ENTRANT on the Golden Globe website.

REGISTRATION PACK

Part 1: Skipper: to be provided

Registration form: downloaded, filled out, signed by the skipper, and emailed to the GGR , then sent by post in an envelope marked: GGR Director – Golden Globe Race 2018

Part 2: Boat: to be provided

Part 3: Contact details: to be provided

Part 4: Other documents: Certified or notarised true copies to be provided

Part 5: Media Materiel: to be provided

The original documents of the copies provided in the registration pack shall be available to the GGR safety equipment inspectors in Les Sables d'Olonne and must be available to be checked during inspection of boats. Once all paperwork is complete and approved and any fines paid, the Pre-Registered Entrant will be announced as an **OFFICIAL ENTRANT**.

12.2 Appendix 2 Program

Preliminary Draft Program

FALMOUTH 50 Suhaili Parade of Sail. 2018

June 11

- Entrants Yachts arrive Falmouth City Marina from 0900hrs -1600hrs. Penalties for late arrival apply.

June 12- Compulsory GGR Safety Briefings.

- 0900-1230 hrs GGR Safety briefings.
- LUNCH 1230-1330 hrs
- 1330-1700 hrs GGR comms/ SITraN Challenge/ Parade of sail briefings

June 13th

- 1030 hrs Media Briefing and Presentation all entrants.
- 1930 SUHAILI farewell dinner Royal Cornwall Yacht Club.

June 14th 50th Anniversary of Suhaili Start.

- Late morning Parade of sail??? Program TBA
- 1430 hrs SITraN Challenge Race to Les Sables d'OlonneDraft Program Les Sables d'Olonne 2018 GGR Village.
- June 14- Start SITraN Challenge Race Falmouth-Les Sables.

SATURDAY June 16 – Race Village Opens- Yachts arriving Les Sables PM (weather dependant)

SUNDAY June 17- Slow Yachts arriving AM and SUHAILI historic fleet JOSHUA arriving PM

- Late PM - PUBLIC Presenting ALL SKIPPERS at Race Village and SITraN Challenge winner's trophies presented on stage.

June 18

- 1030hrs-1200hrs Press Call for ALL SKIPPERS
- 1830hrs Official Les Sables GGR Welcome Reception.

June 19

- ENTRANT Compulsory GGR Safety briefings 0830hrs-1730hrs.

June 20- 22

- SAFETY INSPECTIONS three days of Rostered Safety Inspections and Media Interviews.

SATURDAY June 23 - TBA

SUNDAY June 24 - TBA

June 25- Open Free for Entrants

June 26- Open Free for Entrants

June 27- Open Free for Entrants

June 28

- 1030hrs -1200hrs FINAL Press Call for ALL SKIPPERS.

June 29

- 0900hrs-1200hrs Final GGR sailing briefing.
- 1830hrs – GGR Sponsors/Entrants Farewell Reception or dinner?

SATURDAY June 30

- 1.30pm PUBLIC Skipper introduction and Farewell Public presentation?

SUNDAY July 1st

- 2018 Golden Globe Start line opens.

SATURDAY July 7th

2018 Golden Globe Start line closed.

Note: This program is for your information only: it is subject to possible future updates.

12.3 Appendix 3 Contact Details

Contact Details

GGR Office	hello@GoldenGlobeRace.com
GGR Chairman	don@GoldenGlobeRace.com
GGR Director	TBA
GGR Assistant Director	dave@GoldenGlobeRace.com
GGR Manager	celine@GoldenGlobeRace.com
GGR Safety Director	safe@GoldenGlobeRace.com
GGR Events Manager	TBA
GGR Finance and Admin	jane@GoldenGlobeRace.com
GGR Media Manager	barry@GoldenGlobeRace.com
GGR Digital Director	nick@GoldenGlobeRace.com
GGR Social media manager	TBA

12.4 Appendix 4 National Prescriptions

National Prescriptions. To Be Advised.

12.5 Appendix 5 Film Stock

Film Stock

The Organisers may enter into an agreement with a 35mm photographic Film and Super 8 movie film supplier for the BULK purchase of film to include, processing and digitizing of each roll included in one fixed price per roll. The entrant can order a roll of film through the Organiser at a price to be advised for delivery in Falmouth or Les Sables d'Olonne on a date to be advised. After exposure during the Voyage, if it is handed to The Organiser at one of the film drop off opportunities, The Organiser, without liability or obligation, may attempt to deliver the film to the processor for developing and digitizing. The organiser will make a copy and then immediately forward the film to the entrant's Audio-Visual Referral agent. The unit cost of this service will be advised on March 1st, 2018. Orders may be placed until 31st March 2018.

12.6 Appendix 6 Audiovisual Media production

12.6.1 Audio-visual Media Production.

Entrants will provide the following media materiel to be used by the Organiser in various media before and during the event. The mentioned materiel is to be provided no later than the dates specified, or if joining the Golden Globe after those dates as soon as practical once entry is accepted and on a date to be mutually agreed with the Organiser.

1. Nov. 21st 2017...10-minute professionally filmed rough cut HD video clip/highlights of campaign. A second 6-minute interview clip answering set Questions. 6 photos, 400-word update. (Late penalties apply)
2. Before 30th March 2018...5 minutes HD Video of sailing under Jury Rig and Emergency steering. 6 photos. (with Registration pack)
3. 30th March 2018...approx. 30-minute, professionally filmed and sound recorded, broadcast quality rough cut HD video for file footage during the GGR. Shot list provided by GGR organisers, of subjects to shoot, including boat to boat shots sailing, climbing the mast, on the bow, working in the cockpit, then shot on the boat the same, navigating, cooking, cockpit work, sail handling, radio work, sleeping, reading, writing log etc. to be used as file footage during the GGR. Details TBA. 20 photos, plus 400-word update. (Late penalties apply)
4. Once a week sat-phone call at set time to the Golden Globe co-ordinator for update and to record minimum five-minute interview for upload to Media.
5. Twice daily text short message direct to GGR entrant's individual race tracking web page.
6. Canary Islands film drop.
7. Hobart gate film drop, media interview, photographs and video opportunity.
8. Falkland Island film drop.
9. End of race film pick up.

12.6.2 Broadcast productions

The Executive Producer will attempt to develop for broadcast purposes to be distributed around the world various programs but not limited to...

- Cinematic International GGR Documentary
- 6-8 part International GGR TV series.
- 40 weekly 8-10 minute online summaries of the GGR.

12.6.3 Print media

- March 2018 GGR Official Poster released Designed by TBA.
- May 2018 GGR Official Program in partnership with international sailing Magazine TBA.
- June 14 2019 Official Golden Globe book released Authored by TBA.
- June 2019 Official B&W portrait large format book.

12.6.4 Type and schedule of standard Media.

During Falmouth and **Les Sables d'Olonne** pre-event activities, each entrant may be filmed/photographed/interviewed (by the three in-house GGR camera/video team and the Official GGR Executive Production Team alongside and sailing their boat, including Aerial shots, for future file footage, online and general media use and the official Documentary. Various online video productions may be regularly produced and issued during the lead up to and during the event, all hosted by the in-house GGR commentator/presenters.

During the event the following minimum online presence may be maintained:

1. GGR "LOG"

Twice-daily GGR written summary with photos. (Every 12 hours). Posted online.

2. GGR "Captain's LOG"

Daily satellite phone call audio files, minimum five minutes, uploaded to the web site every day from the three/four scheduled entrants for that day. Supported with standard vision header/background, standard video file, this will rotate the entire fleet once every week.

3. GGR "Special Update"

Any incident that day with any entrant is contacted by GGR Co-ordinator for "Special Update Interview" and live film recording of GGR commentator/presenter in GGR control office making the interview. Released as "produced film/video/audio/file footage" segment if a newsworthy incident. Or as a simple audio release interview if it is a general incident. Posted online and to media.

4. GGR Online Weekly Summary ..Executive Production

Weekly 8-10 minute GGR summary and upbeat dynamic video production with highlights, extra interviews with prominent entrants (extra sat phone call especially for this interview) audio and moving course graphic produced for web release, weather news and race analysis by GGR media commentator/presenter.

5. GGR "Media Update"

Regular comprehensive Media Update issued to International media including

“Week One update” video production, latest course graphic, relevant competitor file photos and direct quotes from entrants and comments from GGR Director, experiences sailor Commentators. All the news. Distributed to 2300 media outlets and relevant sections posted in online news.

6. GGR “Press Release”

Daily or as required, based on obvious newsworthy incidents, Press Releases are issued at any time 24 hours a day. Direct access available to any skippers by satellite phone 24 hours a day for live updates. Issued to 2300 international media outlets.

12.6.5 LIVE TRACKING

YB Tracking will be the official satellite tracking and short text messaging service provider.

The GGR will have all the usual features offered on its live tracking page. Followers can watch the entire fleet or call up individual boats, zoom in or out, check current rankings, view, average speed, course, check current weather overlays etc. The **up to four times a day** short text messages from each entrant may be uploaded to the individual entrant’s course page on the GGR web site and on the side of the main GGR tracking map.

The operation for users is very simple, intuitive and offers a comprehensive platform for remaining current with all aspects of the Golden Globe fleet.

12.7 Appendix 7 Rules for the use of the Golden Globe trademark

Use of the Golden Globe 2018 official branding by the Participants on merchandise (clothing, accessories)

12.7.1 Golden Globe Official branding that can be used by the participants

- 1/ The logo (on its own)
- 2/ The Participant trademark block of logos

12.7.2 Definition of the Sponsors of a Participant “Beneficiary” (Art 1 “Participant”)

- The title sponsors, when their name appears in the sailing name of the boat.
- Participant’s sponsors, up to three entities, when the sailing name of the boat is not a commercial brand and is identical to the name of the participant

These beneficiaries, as described in articles 7.2.1 and 7.2.2 are the only authorized

entities allowed to use the official branding of the event.

12.7.3 Sale of Golden Globe branded products (Branding #1)

X TBA is the sole company holding a user and selling license of the Golden Globe brand. X TBA is the only company allowed to sell products showing the Golden Globe logo.

12.7.4 Distribution of free products carrying the official branding of the Golden Globe:

Logo (Branding #1) and/or Participants trademark block of logos (Branding #2)

The “Beneficiaries” can use the official Golden Globe branding, the Golden Globe logo (Branding #1) and/or the Participants trademark block of logos (Branding #2) on products that will not be sold, and under the following conditions:

12.7.5 Products bought from X TBA

If the products have been bought from X TBA, they will only include the Golden Globe logo (Branding #1)

12.7.6 Products NOT bought from X TBA

In these instances:

- These products can include the participant’s trademark block of logos (Branding #2). No license fee will be charged by the X TBA.
- These products can include the Golden Globe logo (Branding #1). A contract for the use of the brand on merchandise that is not being sold will be negotiated between the beneficiary and the X TBA, and a license fee will be charged by the X TBA.

Any use of the Golden Globe trademark and/or its logo will be subject to a prior agreement from the Race Organiser.