GOLDEN°GLOBE°RACE

McIntyre Golden Globe Race 2030 - 2031

PRE- NOTICE OF RACE

December 20th 2025.

Patron: Sir Robin Knox-Johnston CBE RD

The 2026 GGR course is shown for historic purposes.

The 2030 McIntyre Golden Globe Race course will be announced no later than Sept 2028.

The Organiser reserves the right to amend this Notice of Race 2030-27. The text in English language is to be taken as definitive in the event of any jurisdiction or dispute of whatever nature. Managed by Ocean Frontiers Pty Ltd. © 2014-2031.

All rights reserved.

INDEX

The 2026 GGR course is shown for historic purposes. 1
SECTION 1 4
Definitions & Explanations 4
A. DEFINITIONS 4
A.1. McIntyre Golden Globe Race 4
A.2. Entry 5
B. PHILOSOPHY 6
B.1. Single Handed 6
B.2. Non-Stop 6
B.3. Unassisted 7
B.4. Navigation 8
B.5. Outside Communication 9
B.6. Retro Yachts and Equipment 9
B.7. Exceptional Circumstances 9
C. RACE 10
C.1. Race Course 10
C.2. Race Classes 11
C.3. Rankings and Awards 12
C.4. Race Communications 13
C.5. GGR SITraN Challenge 13
C.6. Force Majeure 13
D. RULES 14
D.1. Preamble 14
D.2. Questions & Clarifications 14
D.3. Green Card 14
D.4. Disqualification and Removal 15
D.5. Sailing Rules 15
D.6. Right to Forbid Monetary Gambling 16
E. ENTRANT RESPONSIBILITIES 17
E.1. Media 17
E.2. Attendances Prior to the Start 18
E.3. Attendances After the Finish 18
E.4. Race Communication 19
E.5. Entrant Sponsorship 20
F. PENALTIES: Note ZERO Tolerance policy... 21
F.1. Fines 21
F.2. Time Penalties 21
F.3. Course Penalties 21
F.4. Sponsor Branding Penalties 21
F.5. GGR Logo Penalties 21
F.6. Non-Attendance 21
F.7. Safety Inspection Compliance: NOTE - zero tolerance 22
F.8. Race Communication Penalties 22
F.9. Engine and Fuel 22

F.10. Emergency Water 22
F.11. Media 22
F.12. Payment 23
G. INTELLECTUAL PROPERTY, COPYRIGHTS AND TRADEMARKS 23
G.1. Intellectual Property 23
G.2. Image Rights 24
G.3. Competitor Copyright 24
G.4. Use of GGR Logo 25
H. RISKS 25
H.1. Insurance 25
H.2. Risks 26
H.3. Monitoring 27
SECTION 2 27
CONFORMANCE 27
I. ENTRY REQUIREMENTS - NOTE: "GGR online Platform" all information must then be logged through that platform including submission of entry application Data. It opens when an entrant has fully paid their entry fee. 27
I.1. Skipper 27
I.2. Registration 28
I.3. Safety Inspection 30
I.4. Signage & Branding 30
J. BOAT REQUIREMENTS 32
J.1. Design 32
J.2. Refit & Surveys 32
J.3. Visibility 33
J.4. Structural Features 33
K. EQUIPMENT REQUIREMENTS 34
K.1. Fixed Equipment 34
K.2. Portable Equipment 37
K.3. Personal Equipment 40
ANNEX 42
ANNEX 1: Registration Packs 42
ANNEX 2: Program 43
ANNEX 3: Contact Details 43
ANNEX 4: National Prescriptions 43
ANNEX 5: Compulsory Entrant Media 44
ANNEX 6: Summary of Penalties and Fines 44
ANNEX 7: Dates and Deadlines 46

SECTION 1

Definitions & Explanations

A. DEFINITIONS

A.1. McIntyre Golden Globe Race

A.1.1. Golden Globe Race
The Golden Globe Race 2030 is a single-handed, non-stop, round the world yacht race without assistance. The Golden Globe Race 2030 may also be named the ***McIntyre Golden Globe***, the ***Golden Globe*** , the ***Race*** or the ***McIntyre GGR*** or the ***GGR*** in the various documents. Entries open Jan. 5th 2026.

A.1.2. Organiser
The GGR Organiser is Ocean Frontiers Pty Ltd. PO BOX 547, Kingston, Tasmania, Australia 7051, represented by its managing Director Mr. Don McIntyre and referred to as ***The Organiser***.

A.1.3. GGR Office
The *GGR Office* is the GGR Headquarters and will be the workspace of the Organiser, Managers and the GGR Director as well as various stakeholders appointed by the Organiser for the professional operation of the Golden Globe Race. It may be located in Les Sables d'Olonne, France.

A.1.4. Language
The official language of the GGR is English.

A.1.5. Host Ports
The official 2030 GGR start and finish host port will be announced no later than Sept. 2028. The ***Prologue Host Port*** or ***Prologue Marina*** hosting the SITraN Challenge to the ***GGR Host Port*** is TBA.

A.1.6. Gates
The *Gates* are the inshore marks and crossing lines along the route of the GGR and may be referred to as *Photo Gates, Race Gates, Inshore Marks or Film Drop Points.*

A.1.7. Website of the GGR
The URL of the GGR website is http://www.goldengloberace.com.

A.1.8. Patron and Host
The Patron of the GGR is Sir Robin Knox-Johnston CBE RD.

A.1.9. (Pre-) Notice of Race
The Pre-NOTICE of Race for the GGR 2030 was issued in Dec. 2025 and may be referred to as ***NOR.*** It may be supplemented by amendments at any time. All registered Entrants and waitlisted Entrants may be notified of those amendments without obligation.

A.1.10. Boat
A ***boat*** for the Race will be a 32-36 ft. mono-hull yacht of a design and build "approved" by the GGR Organiser, as explained in Section 2. Other boats 'May" be considered.

A.1.11. Associated Vessels

An associated vessel is a vessel at sea that follows and/or is in contact with a GGR boat and entrant by arrangement of the entrant or his/her team or associated person. Special rules apply to the communication and interaction with an associated vessel.

A.1.12. GGR Director and GGR Chairman

The ***GGR Director*** and / or the ***GGR Chairman*** is the entity responsible for the implementation of the program of the Race according to directives from the organising authority and in compliance with nautical regulations.

A.1.13. 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.

A.1.14. Timetables

Times published will be in *local time* for all texts up to the day and time of first departure and after the arrival of each entrant at the GGR Marina. GMT hours will be used in the Sailing Instructions.

A.1.15. Official Sponsors of the Golden Globe

Official Sponsors of the GGR will be present on the official branding for the event may be referred to as ***GGR Sponsors***.

A.1.16. Medical Service of the GGR

The Medical Services provider of the GGR may be MSOS.org who may also be the provider of the GGR First Aid Kit and the 24/7 GGR Telemedicine Service. The provider may be referred to as ***GGR Medical Provider***. The service will be provided without obligation. An entrant may contact TMAS and RCC Centres at any time. The cost of this service is to the entrant.

A.1.17. Official Notice Board

The official notice board will be posted at the GGR Headquarters from 1 month before the start of the race. A second Notice Board will be established in a Whatsapp group.

A.1.18. Umpiring

The umpiring of the Race if requested by the Race Director will be provided by a team of three people making the Jury. This jury will not include the Chairman or Race Director and may be confidential..

A.1.19. Technical Abbreviations

ISAF / WS:	International Sailing Federation/World Sailing
TMAS:	Telemedical Maritime Assistance Service
COLREGS:	Convention on the International Regulations for Preventing Collisions at Sea, 1972
IMO:	International Maritime Organisation

A.2. Entry

A Race Entry may comprise the following entities:

A.2.1. Entrant

The terms ***entrant*** and ***skipper*** may be used synonymous. Entry into the GGR is attached to the applicant from the beginning and is open from January 5th 2026.

A.2.2. Boat

Entry into the GGR is attached to the ***boat*** as of 12 months before the start of the race.

A.2.3. Reserve Skipper

From 12 months before the start of the race, a reserve skipper may be listed with the entry and a full application form submitted for that Person. A fee of 2500 EUR 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 all requirements for skippers up to that time and only if that replacement skipper is listed at least eight weeks before replacement. No change of skipper is allowed once a Green Card has been issued for the boat.

A.2.4. Entrant Sponsors

All financial, logistical and/or technical partners.

A.2.5. Team Manager

He/she will be:

- mandatory and shall be "approved " by the organiser,
- named in the registration pack,
- the point of contact for the Organiser for all topics related to the organisation of the race, ashore, before, during and after the event as well as the GGR Director for all nautical and sporting aspects.

A.2.6. 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.

A.2.7. Audio-Visual Referral Agent

This mandatory position may be represented by Team Manager and will be:

- The person in charge of the participant's audio-visual content,
- the point of contact for the Executive Production Team,
- responsible for all images sent by the Skipper to the Production Team before the start, at film drop opportunities during the event, and at the conclusion in LSO.

B. PHILOSOPHY

The purpose of the Golden Globe Race 2030 is to create a unique retro, non-stop, solo, round the world event, in the spirit 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.

The race is organised, conducted and umpired based on the following principles that are further defined in the remainder of this document:

B.1. Single Handed

It is understood and agreed 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 with any other person aboard his/her boat from the time of the race start until crossing the finish line.

B.2. Non-Stop

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

A skipper will not be allowed to enter any port. They shall not 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 at a mooring buoy 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.

If for any reason whatsoever, an entrant makes an unapproved stopover in a port, the entrant will be placed in the Chichester Class at the sole discretion of the GGR Director and/or GGR Chairman after all facts have been considered.

B.3. Unassisted

B.3.1. Physical or Material 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 that requires 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 other person, via Radio or by voice, if alongside. However, any repairs will have to be carried out entirely by the skipper.

If for any reason whatsoever, an entrant receives material assistance of any kind, the entrant will be placed in the Chichester Class at the sole discretion of the GGR Director and/or GGR Chairman after all facts have been considered.

B.3.2. Medical or Paramedical Assistance

The direct intervention of a doctor onboard is forbidden. Long-distance medical advice by Satellite Phone, Radio or otherwise is permitted. Long distance 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 shall first inform the GGR Medical Service Doctor **TBA** every time he/she requires medical advice, if possible, or should consult with the relevant TMAS provider and then notify the GGR Medical Service Doctor as soon as practical after the event of the problem, diagnosis and outcome.

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 person 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.

B.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 fundamentals 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 Race.
- Where a skipper requires assistance, or if a boat is in danger, the GGR Director or Chairman 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. The Entrant is not obligated to act on the advice other than under International Conventions.

B.3.4. Weather

Receiving any personalised weather assistance or any weather advice or opinions, especially from Windy, Predict Wind and similar sources, is strictly forbidden. The following are the only authorised sources of meteorological information during the GGR:

- World Meteorological Organisation (WMO) High Seas Text
- HF Radio Weather-Fax Forecasts
- National Weather Forecasts (delivered as text and read to the entrant)
- Entrants are allowed to freely discuss weather and courses between themselves or with any non-associated vessel and mariner at sea who may provide information from any freely available public source.

Dangerous Situations The GGR Director or the Chairman 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 or Chairman, including the satellite tracking service or any other means of information deemed reliable. In this case, he will give important information to the skipper(s) (without obligation) so they may avoid the more dangerous areas, or advise them of the safest conditions. It is then up to the skipper to act on this advice or not.

B.3.5. Routing

Routing means any personalised and private 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.

Routing is strictly forbidden for the entire race once the entrant leaves the dock heading to the start of the race.

B.3.6. Position Information

An entrant may receive his/her position from any unassociated vessel at the sea. On such occasions, the position reported, the date and time, the name of the vessel and call sign shall be recorded in the entrant's communications log. This information shall be provided to the Organisers at the end of the voyage for scrutiny.

An entrant may call the GGR office at any time to request their position to ensure safe navigation and/or if in danger.

B.4. Navigation

As a *Retro Race* with limited technology, the use of GPS to determine the position or for routing is strictly forbidden. The following methods of position determination are approved by the GGR Office:

- Celestial Navigation;
- Receiving Position from an unassociated vessel at sea.

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 shall be maintained. Both these documents shall 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 documentary evidence that only approved methods of navigation were used.

Failure to meet these requirements may result in disqualification from the event.

B.5. Outside Communication

A list of all contacts the skipper communicated with, including name, date, time, method of contact and nature of discussion, including with shore crew, any other person (except other entrants) or vessels during the voyage shall be noted. 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.

A skipper may only contact the GGR Office by Satellite Phone or YB3 texting during the race and may not use these devices to contact any other party, other than to seek immediate life saving assistance and in conjunction with notification to and from the Organiser.

At the request of the GGR Director and/or the GGR Office, an entrant shall provide any information regarding navigation, route and route choice, used weather information, voyage incidents or any other voyage-related issues.

B.6. Retro Yachts and Equipment

As a Retro Event, generally speaking, only equipment that was available to Sir Robin Knox-Johnston in 1968 is to be used. We follow the spirit that "if it was not on Suhaili, then you cannot use it." All equipment on board Suhaili is described in RKJ's book "A world of my own". Some items that are considered safety gear are exempt and are listed under Conformance. Below, you will find an overview of typical equipment that is not allowed and typical equipment that is allowed. If in doubt about any piece of equipment being approved or banned, the entrant should always seek immediate clarification from the GGR Office.

Typically Not Allowed:

- GPS, radar, AIS with interface and/or GPS read-out, NAVTEX, chart plotters, electronic charts, electronic wind instruments, electronic log, electronic watches/clocks, electronic autopilots, electric propulsion engines, satellite equipment of any kind (except for equipment stated in this document), digital binoculars, pocket scientific calculators, water-maker; 240v inverters, spinnaker socks, code 0 furlers.
- Any mobile devices, including iPhones, iPods, Kindles, CD players or any other computer based devices, GPS read-out equipped video cameras or electronic digital cameras;
- Any high-tech materials (including carbon fibre, Spectra, Kevlar, Vectron), rod rigging, low friction rings.

Typically Allowed:

- AIS transponder (without access to GPS), Radio HF weather fax, digital cameras and drones (without access to GPS on application only), typewriter, basic automobile cassette player, battery drills, 12-18v tools, analog headsets, LED lights, refrigeration;
- Rope clutch/jamber, self-tailing winches, headsail furling, reefing systems, stainless steel rigging (including Dyform), staylocks, boombrakes.

B.7. Exceptional Circumstances

In exceptional circumstances, and in situations that could affect the skipper's safety, the GGR Director or an approved person may provide specific guidelines to which the entrant 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 document or other applicable rules. In that case, the directives will be submitted to the GGR Office in a detailed report.

C. RACE

C.1. Race Course

C.1.1. Start Date and Time

The official start date may be Sunday, September 8th, 2030. and the last start date will be September 15th, 2030 at 1600 local time. This will be confirmed at least 12 months before the start.

C.1.2. Re-Start

An entrant may **re-start** the GGR at any time until 7 days (168 hrs) after the start of the race with prior authorisation of the GGR Race Director and as long as he/she directly returns to the GGR marina without any stops. The entrant may receive outside assistance until the re-start. The official race time will not be reset.

In case of any major amendments to the configuration of the boat after returning to the GGR host port, for example installing a new mast after dismasting, the entrant has to renew the Green Card, including an additional safety and conformance check, and obtain a surveyor's report on the new state of the boat before restarting the race.

C.1.3. Waypoints

The Race Course is around the world east about. The start of the GGR will be in the general area offshore of the start host port. Once crossing the start line entrants will need to pass each of the way points below.

- An inshore Canary Island mark left to port or starboard;
- Island of Trindade left to port;
- Waypoints **45S-40E ,45S-65E, 45S-90E, 45S -110E** left to starboard.
- Cape Leeuwin left to port;
- An inshore Hobart Gate crossing line;
- **50S - 168E** left to Starboard;
- Waypoints **49S -150W, 49S-130W, 49S-110W** left to starboard;
- 50 degrees South latitude and 90 degrees West longitude left to port;
- Cape Horn left to port;
- Across the Atlantic from South to North;
- Across the finish line.

C.1.4. Course Amendments

Amendments to the race course in regards to safety measures, i.e. to avoid drifting ice or increase a minimum distance from the coast of a specific country, may be considered any time before and during the race and will be communicated to all entrants. These amendments may be updated based on studies carried out for weather or ice conditions or consultation with Rescue Coordination Centres.

C.1.5. Hobart Gate

The Hobart Gate is mandatory. The following rules apply:

- The entrant shall sail into Storm Bay, Hobart, Tasmania passing through the *Hobart Gate* and drop all sails, 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 crossing line to continue to Cape Horn until 90 minutes have passed.
- The entrant is then free to exit the gate at any time.
- The entrant may be met by the GGR official boat and Race Organiser and media.
- The entrant can pass over any film, photos and/or open letters.

- The entrant must NOT touch the hull underwater while in Tasmanian coastal waters.
- The entrant's non-stop and unsupported status remains intact.

C.1.6. In-Shore Rounding Marks and Crossing Lines

In-shore rounding marks or crossing lines in Lanzarote, are mandatory. The following rules apply:

- The entrant shall approach the inshore rounding marks or crossing lines with at least one reef in the mainsail.
- After rounding the mark or crossing the line, the entrant shall;
  - Drop or furl all headsails and spinnakers;
  - Proceed under reduced sail on any desired course;
  - Entrants may set sails again after 20 minutes and resume racing.

C.2. Race Classes

C.2.1. Suhaili Class

All entrants start out in the Suhaili class and remain in this class unless a violation, as described below, occurs.

C.2.2. Chichester Class

The Chichester Class is inspired by Francis Chichester, the first and fastest person to sail single-handed around the world by the clipper route in 1966–67 with only one stop. The demands of the GGR are significant, and it is understood that it might be appropriate or necessary for an entrant to stop at a port to receive assistance, and yet still want to continue on with the race and the support of the GGR office. Establishing this class allows the entrant to do so.

Placing an entrant in this class may also be the result of breaking critical rules. If not described otherwise in this document, the following violations cause a Suhaili Class entrant to be automatically placed in the Chichester Class by the GGR Director or GGR Chairman after consideration of all factors:

- If for any reason whatsoever, an entrant receives material assistance of any kind or makes an unapproved stopover in a port.
- If for any reason whatsoever, the seal of the GPS box and/or the Emergency GPS Plotter is broken.

A Chichester Class entrant arriving at the Hobart Gate after 1200hrs local time on January 31, 2031 will be disqualified from the event.

A real-time ranking for entrants in the Chichester Class will be established for the event once the first entrant is placed in this class. 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 GGR Tracking page.

C.2.3. GGR Ambassador

A GGR Entrant who has moved to Chichester Class and makes a second stop, or an Entrant is disqualified from the GGR by the organiser or voluntarily removes themselves from the GGR rankings after the start, out of any rankings, or trophies within the GGR, but is able to continue their voyage *in a timely safe manner* , at the sole discretion of the Organiser and without obligation, "may" be allowed to continue sailing as part of the event and GGR fleet, remaining on the GGR Tracker, posting daily Tweets, joining the soundcloud weekly calls and reported on the usual GGR media updates. This entrant becomes a GGR **Ambassador** is free to use sat comms, GPS, receive free weather reports but should make every effort to keep up with the fleet. An Ambassador can be removed from the GGR event at any time by the organiser without explanation.

C.2.4. GGR Voyagers

A Suhaili entrant arriving at the Hobart Gate after 1200hrs local time on January 31, 2031 automatically becomes a GGR Voyager and may not continue towards Cape Horn earlier than 1000hrs local time on 1st December 2031.

The following applies to a GGR Voyagers;

- 24hr Race control safety coverage is not provided;
- The GGR Crisis management team is not operational;
- The 24hr Telemedicine team will not be operational and the entrant shall use TMAS for emergency coverage support/advice;
- GGR Voyagers shall continue their voyage as an independent mariner at sea, accepting full responsibility for their own actions;
- A form of acceptance shall be signed agreeing with these terms and releasing GGR from any responsibility and liability;
- All GGR EPIRB registrations shall be cancelled and returned to the sailors control and own safety management for the voyage back to the GGR Host Port;
- YB3i tracking may be continued on the GGR tracking page and YB3 units 'opened' for unlimited use;
- All communication restrictions will be removed;
- Satellite Phones and other communication devices are free to use;
- All banned equipment under this Notice of Race will be free to use, including GPS, weather routing, electronic charts and autopilots;
- No regular scheduled media coverage of the entrant at sea will be planned by GGR, but random updates may be posted.

C.3. Rankings and Awards

C.3.1. 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 GGR Tracking page.

C.3.2. First Place Prize Money

5.000 GBP may be awarded by BOATSHED to the fastest entrant based on adjusted time after any time penalties have been taken into account and all post-race inspections have been conducted successfully,

C.3.3. Golden Globe 2030 Awards

- The *Golden Globe Perpetual Trophy* will be awarded to the first sailor crossing the finish line;
- First, second and third place entrants will be presented a *Golden Globe Trophy* based on adjusted time after any time penalties have been taken into account and all post-race inspections have been conducted successfully;
- The first non-sponsored entrant crossing the finish line will be presented with the *GGR Corinthian Trophy*;
- The first female entrant crossing the finish line will be presented with the *Kay Cottee First Lady Perpetual Trophy* (in recognition of Kay Cottee, the first woman to sail solo nonstop around the world in 1988);
- The *McIntyre Adventure Spirit of the GGR Trophy* will be presented to the most deserving entrant who also has Super 8 film clip or film photo of the GGR;
- The *GGR Moitessier Communicator Perpetual Trophy* will be awarded to the entrant with the most beautiful 150 word report and albatross sketch and expressed themselves well during the GGR;

- All entrants finishing the GGR using Film Cameras will receive one of 50 original Suhaili Frame bolts donated by Sir Robin Knox-Johnston;
- All entrants who finish the GGR and submit a 150 words report about their GGR experience with a hand drawn sketch of an Albatross before the prize-giving will receive one of 60 hull plate pieces of Bernard Moitessier's *Joshua* donated by the Musée Maritime de La Rochelle;
- Bulkhead Plates and a Golden Globe will be Presented to all Starters of the Golden Globe.

C.4. Race Communications

C.4.1. Official Communications

The GGR office will be responsible for publishing the official GGR Race Communications that may include the following items:

- Up to 4 text messages per entrant;
- One daily tracker LIVE update;
- One daily written race report;
- One weekly satellite phone Safety Call recording per entrant;
- One Leg, 30-Minute Live Q&A with Fan Questions;
- Live interviews at the Film Gates;
- Edited onboard footage between Start, Gates and Finish;
- Unscheduled incident interviews and reports;
- Official documentary after the finish of the race.
- Leg film summary clips.

C.4.2. YB Tracking

The Golden Globe may use www.YBTracking.com as the official supplier of tracking and texting services for the duration of the event with customised GGR versions of the YB3 Professional unit. These units will have the GPS screen and Bluetooth functions disabled for the race, so that entrants cannot determine their positions, or modify the email sending address that messages are transmitted to.

C.5. GGR SITraN Challenge

A mandatory GGR SITraN Challenge may take place within the month before the start of the race. While the "SITraN Challenge" is a low-pressure event and can be sailed solo or double-handed, it is very important for the GGR organisation to confirm communication systems. An entrant who does not cross the start line within six hours of the start may receive a time penalty of up to 48hrs, applied to the GGR Race, or a fine of up to 3.000 EUR, or both. An entrant not starting will still be required to complete a 250 mile non-stop voyage to test all communication devices before being issued a GREEN CARD.

C.6. Force Majeure

The Organisers of the GGR cannot be held responsible if the non-performance or delay in the performance of any of their obligations, such as described herein is the result of a case of Force Majeure, within the meaning of the definition Force Majeure. Expressly, are considered as cases of Force Majeure or Fortuitous event, in addition to those usually retained by the jurisprudence of the courts and without this list being restrictive:

- Total strikes internal or external to the company or any other labour disputes;
- Epidemics and pandemics;
- Blocking of the means of transport or supply for any reason whatsoever;
- Natural disasters (gel, earthquake, fire, storm, flood, water etc damage);
- Nuclear disaster;
- Terrorist attacks, riots or wars;

- Government or legal restriction;
- Interruption or dysfunction of National or International communication channels;
- Interruption or Malfunction of electric or telecommunications networksAny other case unpredictable and beyond the reasonable control of the Organiser preventing normal execution of the GGR event;
- GGR noting the event shall immediately inform the Entrants of its inability to perform its delivery of the event and justify it with them;
- The suspension of all GGR obligations may in no case be a cause of liability for non-performance of the obligation in question, nor induce payment of damages or penalties;
- By entering the GGR, entrants agree to this and will never contest it.

D. RULES

D.1. Preamble

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

At the request of the GGR Chairman, 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 (time or financial or both) up to and including disqualification from the Race.

D.2. Questions & Clarifications

Questions and requests for clarifications can be submitted to the GGR Office at any time before and during the race, following these general guidelines:

D.2.1. Before the Race

- Questions shall be directed to the GGR Director and may be forwarded to the GGR Office, the Organiser or any other person authorised to provide an official response.
- Questions should be made in written English and sent via e-mail to the GGR Director or Chairman.
- Answers may be published.
- Nautical and COLREG questions may be displayed with their respective answers on the Official Notice Board under the topic “Questions & Answers” and may also be on the GGR website.

D.2.2. During the Race

- The GGR has no traditional Yacht Racing Rules and has no protests or protest procedures. It is an *Adventure in the Spirit of the Original 1968 Golden Globe*. By accepting the invitation to enter the race, the entrant agrees to these simple provisions.
- If an entrant requests any kind of clarification or review of any rule or penalty during the race, it will be considered by the GGR Office in the Spirit of the GGR.
- Clarification requests should be in writing or by recorded satellite phone call, in English and will be accepted from Entrants.
- A 150 EUR fee is required for each Official Clarification and review. A formal response will be given to all Official Clarifications and made public. The Jury decision is final.

D.3. Green Card

Any breach of the rules mentioned in this section will result in disqualification from the event.

D.3.1. Conformance Check

The GGR Race Office will conduct the safety inspection and review of conformance for each skipper between 14 to 7 days before the start of the race. Each of the following items must be ***fully completed*** to obtain a Green Card:

- Pre-Safety Inspection and Safety Inspection;
- Full compliance with GGR Conformance Section;
- Successful submission and official acceptance of Pre- and Final Registration Packs;
- Full payment of entry, registration, communication and sponsor fees as well as any fines;
- Confirmation of Satellite Phone account creation and payment;
- Exit Stamp.

D.3.2. Banned Equipment Rule

Once issued, the boat is under the banned equipment rule which means that:

- 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.

D.3.3. Inspection Demand

At any time after a Green Card has been issued up until 24 hours after the boat has crossed the finish line, the GGR Director or any person with his/her delegated authority can ask the vessel to stop and to be boarded without notice to carry out any inspection or electronic surveillance of the boat and the skipper without objection or hindrance from the skipper.

D.4. Disqualification and Removal

The Organiser reserves the right to remove or disqualify an entrant at any time for whatever reason, especially if concerned about the suitability of skipper and/or boat to sail or continue sailing in the GGR or if an entrant **or TEAM** brings the GGR into disrepute. A partial refund of the entry fee (not including the sponsor supplement fee) may be considered in exceptional circumstances at the sole discretion of the organiser. No reason for the cancellation of the entry may 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.

Failure to comply with the rules set out in this document may lead to the skipper having to abandon the race. If an infringement is established after a decision of the GGR Office, the applicable penalty may be disqualification.

D.5. Sailing Rules

The GGR may amend this Notice of Race, Sailing Rules and Sailing Instructions at any time, even after the start, and it is the entrant's responsibility to apply those amended rules.

D.5.1. Applicable documents

- All Boating Regulations as Enforced by the Government of the Respective GGR Host Port and Prologue Host Port
- The GGR Sailing Instructions and Amendments
- All sections of the International COLREGS
- IMO Rules for the Prevention of Pollution at Sea
- GGR Conformance Rules
- The GGR Notice of Race, its Appendices and Amendments.
- Frequently Asked Questions

Reference Documents

The notices regarding the operational organisation of the GGR, safety and 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 or Chairman. These

will be the only reference documents for the competitors to refer to. The conditions for the exit of the GGR Marina on the first available start opportunity on the start day of the race will be specified in the GGR Sailing Instructions. Entrants will motor under their own power from the start marina.

Unless explicitly stated elsewhere:
Titles in this document and the sailing instructions are not part of the rules. The GGR Office will decide on the applicable rule, in the event

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

D.6. 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

D.7. This GGR Code of Conduct outlines expected standards of behaviour by all Participants in the McIntyre Golden Globe Race (GGR). All Participants take part in the event on the condition that they agree to abide by this GGR Code of Conduct.

A breach of this Code of Conduct by any Participant may lead to disciplinary action, including immediate disqualification and removal from the GGR. Any disciplinary action taken by any national legal system, or World Sailing will be fully supported by the ORGANISERS of the GGR.

DEFINITIONS OF PARTICIPANTS:
All Participants must comply with this GGR Code of Conduct.

Participants include but are not limited to:
• YACHT owners;
• Crew of any competing Yacht;
• Any Support Crew either on land or on the water;
• Full-time, part-time, volunteer and professional staff managers and crew of the entry;

This Code of Conduct applies to all Participants while:
• Attending any GGR event, including practice, training and Registration prior to the commencement of the GGR, and all post event activities; and while onboard any GGR yacht.
• At all times, whether sailing or otherwise and whether at the venue of the event, stop over ports, or otherwise including but not limited to any social gatherings of Participants such as entrant parties, prizegiving or other event related activities.

STANDARDS OF BEHAVIOR
The GGR members and participants are responsible for promoting a safe, respectful, inclusive and flexible event environment by:
• Treating all competitors and their guests and staff assisting in the running of any GGR event with dignity, courtesy and respect;
• Respecting cultural, ethnic, religious, gender and sexual orientation differences;
• Behaving in a professional, fair and courteous manner at all times;
• Promptly reporting any breaches of this Code of Conduct, whether it is against you or another person, to the Owner/Skipper of a competing yacht or any Race Officer or Club Official or any other Owner/Skipper or participant;
• Maintaining confidentiality when complaints are made and/or under investigation; and

• Abiding by all applicable laws and regulations of the GGR or host country.

UNACCEPTABLE BEHAVIOURS:
An GGR member entrant or participant must not:
• Abuse or threaten to abuse (verbally, physically or in writing) another person;
• Physically or sexually assault another person;
• Discriminate against or treat someone less favourably because of their race, sex, age, sexual orientation, disability or other personal characteristics;
• Intimidate, threaten or harass another person;
• Sexually harass another person with unwanted, unwelcome or uninvited behaviour;
• Bully, isolate or humiliate another person;
• Victimize, unjustly treat or threaten someone because they have raised a complaint or are a witness in an investigation; or
• Behave improperly or unethically.

ENTRANT PARTICIPANT ACKNOWLEDGMENT - BY ENTERING AND BEING ASSOCIATED WITH THE GGR IN ANY CAPACITY I AGREE TO THE FOLLOWING -
That the GGR organisers have the right to fully investigate my activities and actions associated with the GGR at any time and by any means and I agree to fully participate in any investigation.
I have read and understood this Code of Conduct and agree, to abide by it at all times WHILE ASSOCIATED WITH THE GGR and understand that I must MAINTAIN MY GOOD STANDING IN THE GGR OR MAY BE REMOVED FROM IT .

No reason for the removal of the entry may 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 nor seek any compensation.

Failure to comply with the rules set out in this document may lead to the skipper AND ENTRY having to abandon the race. If an infringement is established after a decision of the GGR ORGANISERS, the applicable penalty may be - sanctioned by media blackout - fines - time penalty or disqualification or any combination. .

E. ENTRANT RESPONSIBILITIES

E.1. Media

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 the Annex and at all other times leading up to the start when given an Official Request for specific material for the website or social media updates. Photos and profile shots shall be of a high quality or will be rejected. Videos must be shot with due consideration of audio, lighting and camera shake.

The skipper will also be required to carry the filming equipment chosen and provided by the Organiser to capture experiences on board during the race. An entrant shall agree to fit and use any onboard camera/sound equipment provided by the Organiser. Failure to comply may incur a time penalty or fine.

E.2. Attendances Prior to the Start

Preparations for the GGR are time consuming and, depending on an entrant's situation, can require multiple years. The final weeks prior to the start consist of numerous obligations related to family, friends, life arrangements, race conformance and other preparations for the race. It is the responsibility of the Entrant to arrive at the Prologue and GGR Host Port on time and sufficiently organised such that participating in the Race Village Events is possible. If an entrant cannot meet the following obligations, there must be prior communication to the Race Office for a written exception or accommodation. The Green Card status may be impacted by not meeting these obligations.

E.2.1. Prologue Host Port

Entrants and boats shall arrive at the Prologue Host Port at least 7 days TBA before the start of the GGR SITraN Challenge. Boats shall be berthed in the Prologue Marina as per directive from the GGR Office. If berth fees are charged by the host port, those fees are the responsibility of the entrant.

E.2.2. GGR Host Port

Entrants, Team Managers and boats shall arrive at the GGR Host Port 2 days before the opening of any GGR Village or after finishing the GGR SITraN Challenge, whichever is earlier. Boats shall be berthed in the GGR Port as per directive from the GGR Office.

E.2.3. Obligations

The presence of the entrant, team manager and / or boat is mandatory for following events:

- All GGR Entrant Conferences (entrant only) (**Inc. personally NOV 2029**) All GGR Press Conferences (entrant only)
- All GGR Safety, Race and Media Briefings at Prologue Port and GGR Host Port (entrant and team manager)
- All Media Appointments scheduled by the GGR Office (entrant only)
- The GGR SITraN Challenge (entrant and boat)
- The GGR Village (entrant, manager and boat)
- Penalty for 10 minutes late Euro 500. 30 min. is Non attendance, Euro 2500.

E.2.4. Safety

It will be the responsibility of the skipper and team manager to ensure the safety of the boat and anyone boarding the vessel whilst in the Prologue Marina and GGR Marina.

E.2.5. Temporary Absence

Written approval is required from the GGR Director for an entrant's boat to leave the Prologue Marina or GGR Marina during the mandatory berthing times at the Prologue and GGR Marina.

E.2.6. Haul-Out

- Written approval is required from the GGR Marina manager for any pre-authorized, temporary haul-outs that are necessary for the technical preparation of the boat, or as required by the Organiser BUT SHOULD NOT BE SCHEDULED CLOSER THAN 15 DAYS BEFORE THE START.
- Application of anti-fouling paint will not be permitted AFTER the prologue assembly.
- TBT antifouling paints are banned and may be tested for compliance before the start and after the finish . Applicable penalty is disqualification.
- Silicon based antifouling is approved

E.3. Attendances After the Finish

Entrants have the following obligations after crossing the finish line in the Host Port.

- The first entrant to cross the finish line:

- Shall be available to the GGR Office during the first five days of arrival for any media appointments and events;
- If Viable, Shall remain at the GGR Marina until one week after the third entrant crosses the finish line;
- Shall be present from 24hrs before and until 2 hours after the arrival of the second entrant to cross the finish line.

- The second entrant to cross the finish line:
  - Shall remain at the GGR Marina until one week after the third entrant crosses the finish line;
  - Shall be present from 24hrs before and until 2 hours after the arrival of the third entrant to cross the finish line.
- Each entrant who crosses the finish line shall remain at the GGR Marina for one week and a maximum three weeks free berthing is provided. The presence will be placed under the responsibility of the team manager.
- Each entrant shall remain available for media activities for the benefit of the Organiser for a total of 2 days during the 6 months after crossing the finish line. Any travel costs in relation to these media activities will be paid upon receipt of expense records.
- The participation of each skipper to the *Golden Globe Farewell Celebrations* and *Final Prize-Giving Celebrations and event DE-BRIEF* will be mandatory. Failure to appear forfeits any trophies and plates.
- The participation of each skipper in debriefings about the Event, accidents or incidents related to safety during the Golden Globe and a later survey of the same will be mandatory.

E.4. Race Communication

Entrants are required to make the following mandatory communication to the GGR Office as part of regular safety communication checks to ensure an appropriate and timely response to crisis situations. All communications may be recorded for safety and media purposes.

E.4.1. Text Messaging

Entrants shall send:

- A daily text message (max. 140 Characters) to the GGR Office using the Satellite Phone;
- A weekly text message via their primary, handheld YB3 Pro unit.
- A monthly pre-set message via their primary, handheld YB3 Pro unit.

E.4.2. Weekly HF Buddy Call

A mandatory weekly *HF Buddy Call* shall be conducted by each entrant according to the schedule as per GGR Sailing Instructions. An additional voluntary weekly or daily *HF Buddy Call* may be conducted by entrants when at sea.

E.4.3. Weekly Safety Call

Entrants shall call the GGR Office **once every two weeks** by satellite phone according to the schedule as per GGR Sailing Instructions. Each entrant is responsible to make their weekly Safety Call within 15 minutes before or after the designated date and time, or as requested via text from GGR Control. The Safety Call may be made public by the GGR Office.

E.4.4. Monthly Position Reports

Entrants are required to make a mandatory position report using the GGR Code (as per GGR Sailing Instructions) to the GGR Office by using HF Radio or any other means (except YB3 or Satellite Phone text message) at least once every **30 days**. If the YB3 tracking system fails, a report shall be sent every seven days.

E.4.5. Voluntary Safety Report

Entrants may call the GGR Office by satellite phone at any time during local office hours at the GGR Host Port to make a confidential "Voluntary Safety Report". No information from this safety report will normally be passed on to any other person, unless considered appropriate or important by the GGR Committee.

E.4.6. Emergency Report

Entrants may make an emergency report to the Emergency Phone numbers at any time. Distress messages should be sent to MRCC first.

E.4.7. Media Satellite Calls

The GGR Office may schedule a weekly media call between an entrant and a media outlet accredited by the GGR. Each entrant may be notified two weeks prior to each mandatory media call. The media outlet will receive the entrant's satellite phone number prior to the call and will be responsible for making the call and covering any associated costs. The entrant shall be available by satellite phone 15 minutes prior to the media call appointment.

E.4.8. Secure Communications

The Entrant agrees and acknowledges that any and all of their HF SSB radio transmissions are expressly and strictly confidential to the entrant and that any related traffic transmitted or forwarded to any radio station , entrant managers, family, friends, other entrants and GGR, or discussed on air to any party, including the operator of the station transferring the information, at any maritime or shore based station, must not to be disclosed by any station to any third party, media organisation, or to social media by that station or operator and as such, the entrant expressly authorises the GGR Organisers and Race Director to legally act on behalf of the entrant to ensure and police the confidentiality of all radio communications the entrant transmits to any and every party during the GGR..

E 4.9 Sponsored entrants may organise once a week their own exclusive 20 minute direct media call to accredited media of their choice that will be coordinated by GGR in the same way as E.4.6 . Once every six weeks a sponsored entrant may make a 12 minute conference call to an audience at a corporate convention, or sponsor function, again coordinated by GGR.

E 4.10 Each entrant must create a connection to a Class and school from their local area to be registered with the GGR school program (TBA) The entrant should visit that Class before the start of the GGR and will be allowed to make Maximum 20 minute call to that class/school four times during the course of the GGR.

E.5. Entrant Sponsorship

Sponsorship is allowed (determined once an entrant promotes a sponsor in anyway) and may assist and support an entry in any way, under the following conditions:

- A one-off sponsor supplement fee shall be paid before, or on the day that major sponsors are publicly associated with the entrant or the entrant's boat; **The sponsor fee is related to the year it is fully paid. 2026 - Euro 13,000, 2027 - Euro 14,000 , 2028 Euro - 15,000 , 2029 Euro 16,000, 2030 Euro 17,000.**
- One sponsor supplement fee covers an unlimited number of sponsors;
- Waitlisted entrants do not pay this supplement until they are offered an official entry and the fee will be based on the day they secured and announced their sponsor.;
- For multiple minor sponsors, fees can be paid in four equal "time/money" instalments with the final payment no later than 4 months before the start of the race;
- For ethical and public health reasons, the publicity of certain products or services (tobacco, tobacco products, Alcohol, firearms, medicine, etc.) is forbidden;
- The branding on yachts shall comply with the national laws of the Prologue Port, GGR Host Port, and Skipper.

- Sponsorship is defined as receiving goods, services or cash from an individual or entity in return for service, reward or exposure by the entrant or the ginning entity in any way at any time in any medium. It is NOT sponsorship if an entity gives money, services or goods to an entrant, but NEVER mentions that support in any media at any time either directly, indirectly or through a third party.

F. PENALTIES: Note ZERO Tolerance policy...

F.1. Fines

- Fines are required for the safe and efficient management of the GGR.
- All fines include tax for Australian entrants.
- There is no reason for any sensible entrant ever to be fined and there will be no tolerance on the application of all fines and penalties, as deemed appropriate in the NOR. BE WARNED
- Once a boat enters the GGR Marina / Race village prior to the start, any and all fines issued thereafter "MAY" include an "Appropriate" time penalty at the sole discretion of the GGR Office.
- This is to ensure that well funded sponsored entries respect all rules and penalties.
- Penalties not mentioned elsewhere will include but not be limited to the following.

F.2. Time Penalties

Time penalties allocated to an Entrant shall be served in a Penalty Box. After crossing north of 20 degrees North latitude, the Entrant suffering a time penalty shall 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.

F.3. Course Penalties

- Any entrants involved with any collision with any vessel at any time after the start will each be fined 750 EUR (paid to SNSM), regardless of who caused that collision, and shall continue sailing.
- An entrant sailing on the wrong side of a mark or waypoint may be penalised with a fine or time penalty or moved to Chichester Class unless the mark is rounded again.
- Not complying with the minimum time under reduced sail at a gate or re-crossing the Hobart Gate before 90 minutes have passed may incur up to a three-day time penalty.
- An entrant missing a Gate will be disqualified from the Race.

F.4. Sponsor Branding Penalties

- As of two months before the start of the race, no branding may be applied to any entrant's yacht **unless the design is approved by GGR.** *If applying logos and sponsors earlier, entrants are advised to seek early approval, to save any issue with non compliance and having to remove markings.*
- Failure to respond within 24hrs to the second directive to rectify, or if a breach has occurred, a 2.500 EUR penalty will be applied for every non-adherence to the sponsor branding requirements for every 24hrs.
- 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 Fee, will be fined a Euro 10,000 Sponsor surcharge penalty plus the required Sponsor Supplement Fee,, or be withdrawn from the event.

F.5. GGR Logo Penalties

A 1.500 EUR penalty will be applied for every non-adherence to the GGR clauses concerning Intellectual Property, Copyrights and Trademarks.

F.6. Non-Attendance

Presence in the Prologue Port and GGR Host Port, including all official receptions and briefings as directed by the GGR Office, is mandatory.

Non-attendance at the beginning of any mandatory event or briefing may incur a **1500 EUR** penalty. An entrant (and/or manager) will be declared 'Absent' after 30 minutes and may be fined 1.500 EUR for non-attendance

F.7. Safety Inspection Compliance: NOTE - zero tolerance

A 1.000 EUR penalty will be applied each time an entrant does not comply with the rules of the safety equipment inspection having previously passed the PRE-Safety Inspection and Self Safety Inspection. This will be applied to an entrant failing more than **two defects** in their first and each subsequent safety inspection.

F.8. Race Communication Penalties

F.8.1. Unauthorised Satellite Phone Call

After all facts have been considered and at the discretion of the GGR Race Office, penalties for an unauthorised Satellite Phone call may include a 24hr time penalty for first offence with no material assistance proven and 72hrs for subsequent penalties and relegation to Chichester Class where material assistance is proven.

F.8.2. Unauthorised Position Information

Receiving the Latitude and/or Longitude coordinates of any GGR entrants (via any method of communication) derived from the GGR Live Tracker or from any AIS Live Tracking website will incur a 48hrs time penalty for the first offence and disqualification for the second offence.

F.8.3. Mandatory Race Communication

- Weekly Safety Call: Failure to make the weekly Safety Call on the designated day/time means that the entrant shall wait to make the call until after the last scheduled Safety Call on that day. A 100 EUR fine may incur for each missed call.
- A 50 EUR fine may incur for each missed daily message.
- A 50 EUR fine may incur for each message sent within 6 hours of the previous message.
- A 100 EUR fine may incur for each missed weekly YB message.
- A 100 EUR fine may incur for each missed monthly GGR Code position report.

F.9. Engine and Fuel

The engine shall not be used for propulsion to a distance of 30 nautical miles from the start as defined in the sailing instruction as well as within a distance of 250 miles from the finish line.

Fuel tanks are fully topped-up before the start of the race. At the end of the GGR, tanks are topped up again, noting litres consumed by the GGR Director or an authorised person. For every litre consumed over **40** litres, a two hour time penalty will be added to the total elapsed time to calculate the official finish time of the entrant.

Fuel containers are not allowed. Propeller shafts are not sealed. *Lost fuel into the bilge is the same as using fuel!*

F.10. Emergency Water

An entrant shall finish the Race with the security sealed 8 ltrs emergency water and the Grab bag sealed water intact or face a 24hr time penalty for each broken seal. If the security seal on the Survivor 06 manual desalinator is broken the entrant will be given a 72 hour time penalty.

F.11. Media

Non-compliance for the supply of compulsory media (see Annex) may incur a 500 EUR fine for each week of delay.

F.12. Payment

All fines shall be paid within 30 days of receiving the invoice and before being issued with Official GGR Branding and the Green Card. Non-compliance during the race may result in the removal of the entrant from the official race tracking website until all fines have been paid.

All fines shall be fully paid before any prizes or trophies are presented at the conclusion of the Golden Globe.

G. INTELLECTUAL PROPERTY, COPYRIGHTS AND TRADEMARKS

G.1. Intellectual Property

G.1.1. Event Name

The official name and the only one authorised is: "GOLDEN GLOBE RACE" ®. The event name: GOLDEN GLOBE RACE ® and GGR logo or logos as defined are the unique property of DON McINTYRE and are registered TRADEMARKS in the EU and abroad in his own name.

G.1.2. Intellectual Property

The intellectual property and official event name are registered as a semi-figurative mark "GOLDEN GLOBE RACE" and "GGR" ®. This semi-figurative logo shall not be modified, neither the colours, nor the graphics, and the words "GOLDEN GLOBE RACE" and "GGR" shall not be exchanged or inter-disposed by other words. In the same way, the semi-figurative logos shall not be shortened to less than 3 words or letters 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 » and "GGR" ® 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.

G.1.3. 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 "GGR" ® 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 the original 2015 and this (Pre-)Notice of Race, the www.GoldenGlobeRace.com website and the 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 document. Utilising 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.

G.1.4. Long-term Future

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

G.2. Image Rights

Under the provision of these GGR rules regarding the organisation and the promotion of the Golden Globe 2030-27, 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 the Prologue Host Port, the GGR Host Port, 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.

A select group of GGR. Entrants may be invited to carry STARLINK MINI SYSTEMS onboard and be asked to work with a personal film director during the GGR. Those entrants who volunteer must agree not to use the Starlink system to breach any rules in this NOR or face disqualification.

G.3. Competitor Copyright

Copyright of all media associated with the 2030 Golden Globe Race created by an entrant before and during the Golden Globe, remains vested with the entrant, but the entrant agrees to licence 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 materiel 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 its 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 part 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.

Provision for an entrant to fit and use digital cameras, video cameras and drones is on an application only basis, as described in this document. All digital vision is held by GGR until 4 weeks after the official final Prize giving. At each film drop a video news release of selected digital vision approx 3-4 minutes will be used by GGR and released back to the entrant. Another "grab" of up to 10 minutes will also be selected for use and also released back to the entrant.

G.4. Use of GGR Logo

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

G.4.1. 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".

G.4.2. GGR Logo and Trademark

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

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

G.4.3. 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 ***Specifically ONLY the style and colours defined.***

G.4.4. Sale of Golden Globe Branded Products

If the Organiser signs an agreement with a branding company, this company will be the sole entity holding a user and selling licence of the Golden Globe brand. It will be the only company allowed to sell products showing the Golden Globe logo.

G.4.5. Communication by The Organiser relating to Entrants

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.

H. RISKS

H.1. Insurance

H.1.1. Organiser's Insurance

The Organiser may subscribe to and have in place an insurance policy covering public liability in accordance with the Government code of the GGR Host Port and Prologue Host Port applicable at the time.

H.1.2. Participant's Insurance

Each participant shall provide the following:

- A public liability policy for his/her participation in the event and for the boat, to a minimum value of 3 Million EUR or the equivalent value in USD or GBP.
- An insurance certificate, issued by a solvent body of unquestionable reputation (submitted as part of the registration pack).
- If the entrant cannot secure this insurance by submission of the Final Registration Pack, the Organisers may delegate this task to an insurance broker to secure and if available the entrant shall buy that policy on that day, or forfeit their entry.

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.

H.2. Risks

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 are NOT obligated to provide any event services whatsoever, other than a start and finish line for the time trial which are self timed and he/she does not rely on any aspect of the advice, opinions or rules of the Golden Globe before or during their circumnavigation time trial event in making the decision to attempt this Race.

H.2.1. 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' Time trial event, described in this document, 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.

H.2.2. Personal Responsibility

By entering the Golden Globe and time trial 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 immediately.

H.2.3. Solo Sailing

By entering the Golden Globe time trial 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 2030 Golden Globe.

H.2.4. 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 and by entering the event the entrant agrees to do this.

H.2.5. Proper Court

Any question 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.

H.2.6. 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 Host Ports and their country of ships registration at all times.

H.3. Monitoring

The monitoring, in particular via radio and/or phone (Inmarsat or Iridium) or satellite tracking, which may be undertaken by the event Organiser, shall be considered by the skippers as optional and random and cannot be relied on as an added safety tool.

SECTION 2

CONFORMANCE

I. ENTRY REQUIREMENTS - NOTE: "*GGR online Platform*" all information must then be logged through that platform including submission of entry application Data. It opens when an entrant has fully paid their entry fee.

I.1. Skipper

I.1.1. Age

- A skipper shall be aged 18 or older by two months before the start;
- An entrant who is under 21 years of age at the finish of the GGR will receive a full refund of the entry fee (not including sponsor fee) after successfully crossing the finish line.

I.1.2. Passport and Visa

- A passport valid until at least 16 months after the start;
- An Australian ETA Visa valid until at least 6 months after the start.

I.1.3. Sailing Experience

- Ocean miles, either solo or crewed:
  - Min. 4.000 nm before applying for invitation to enter;
  - Min 8.000 nm when submitting the Pre-Registration Pack;
- Additional min. 2.000 nm solo when submitting the Registration-Pack;
- Additional min. 4.000 nm solo, non-stop journey in the entered GGR yacht within 18 months of the start. The course shall be to one single waypoint rounding at least 2000 miles from the start position, or a Transatlantic voyage with two waypoints creating a 4000 mile crossing and be approved by GGR before departure, with an operational tracking device, using wind vane only. Celestial logs of at least eight full observations including meridian passage and AM/PM sights of this journey shall be submitted to GGR with the Registration Pack. GPS may be used. The Voyage must take place with the yacht substantially in GGR configuration.
- An entrant who has previously completed a GGR qualifier need only complete a new 2000nm Qualifying voyage to 1 waypoint rounding, 1000 miles from the start point within 12 months of the start..
- All summary logs of all required miles shall provide voyage details, vessel types, crew and position information as well as weather conditions and shall be signed as true and correct by a sailing official from a recognized sailing authority, at a recognized yacht club or an GGR agreed independent person and at least one other person not related by birth to the entrant.

I.1.4. Licences and Certificates

- National Boat Operator Licence (if applicable);
- Short and Long Range Radio Operators Licence;
- Radio Station Licence, incl. call sign;
- EPIRB and PLB Registration Certificates;

- Boat Registration Papers (French entrants do not need any FFV Licences).
- STCW Certificates (or equivalent):
  - STCW 95 A-VI/4-2 (Proficiency in Medical Care) certificate or equivalent ISAF/world sailing course, and
  - STCW 95 or ISAF/WS approved Survival course;
  - Courses shall be completed between 15 to 2 months before the start of the Race, except for existing certificates that are valid until at least September 2031;
  - In addition to this, the Organiser will deliver a two-day mandatory Safety and Rescue briefing during the month before the start. Non-attendance may result in disqualification.

I.1.5. Medical Prerequisites

- GGR Medical/dental examination conducted between four to two months before the start, including a full stress test.
- Complete medical records.

I.1.6. Environment

- 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 materials such as fruit peelings and strands of wool from a sail, are allowed."
- Single-use plastic bags and disposable plastic water bottles are strictly banned.
- A Waste Management Plan, stating the estimated amount of plastic, glass and tin waste (in KG) produced during the voyage and the storage plan shall be submitted with the Registration Pack.
- A copy of.. " *Field Guide to Whales, Dolphins and Porpoises by Mark Carwardine"* shall be onboard and Skippers are asked to fill out the GGR Observation report sheet on each occasion there is a sighting.

I.2. Registration

I.2.1. Application

- The Application Form for an *"invitation to compete"* in the GGR shall be fully completed and submitted to the GGR anytime after applications are open. The form may be requested via email from the GGR office.
- A successful application will be confirmed by email and the applicant status will be updated to *Provisional Entrant*.
- 25 entries are available. Four "Special Invitations" may be offered. Maximum fleet size 29 entrants.

I.2.2. Entry Fee

- Entry Fees are offered on a sliding scale on date received. *Early entries receive discounts.* Fees paid over three instalments, but all fees Due, 12 months before the start. **Joining between…….**.
  - **5/1/26 - 8/9/26** …Euro 5,000 Dep.- 12 months 6,000 - 12 months 6,000 … **Total 17,000.**
  - **9/9/26 - 8/9/27**… Euro 6,000 Dep. - 12 months 6,500 - 12 months 6,000… **Total 18,500**.
  - **9/9/27 - 8/9/28**…Euro 6,000 Dep. - 12 months 7,000 - on 8/9/29 6,000 …**Total 20,000**
  - **9/9/28 - 8/9/29**…Euro 8,000 Dep. Final Balance on 8/9/29… Euro 14,000 …**Total 22,000**
  - **9/9/29 - less than 12 months before start** - full payment is required **Total 24,000.**
  - When submitting the "Application for an Invitation to Compete", the application will not be considered or processed until full payment of DEPOSIT has been received. The fee will be refunded only if the application is rejected.
  - is earlier.
- The Entry Fee and sponsor fee is absolutely non-refundable for any reason whatsoever, as soon as an applicant is invited to join the GGR.
- An entrant who is under 21 years of age when crossing the start line of the GGR will receive a 75% refund of the entry fee (not including sponsor fee) after passing Cape of Good Hope..

I.2.3. Waitlist

- A waitlist of max. 10 people will be opened as soon as 20 applicants have received an invitation to enter.
- A waitlisted person shall comply with all requirements, including the full Registration Process, to be considered as a waitlisted entrant. Failing to do so will result in forfeiture of the entry fee.
- Any waitlisted person who conformed with all final Registration requirements but is not offered an entry within three months of the start date will receive a full entry fee refund.
- If the organiser believes that an existing Qualified Official Entrant may not eventually make the start line, an extra waitlisted entrant may be accepted increasing the total number of Entrants.
- A waitlisted 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 if all 30 official places are filled.

I.2.4. Boat Assignment

- A *Provisional Entrant* shall nominate its GGR boat no later than 12 months before the start of the race or will be moved to the head of the waitlist.
- As soon as seven entries have declared and proved ownership of the same boat design, no further entry may declare the same boat design for their entry or he/she will be moved to the head of the waitlist. Twelve months before the start of the race if entries are available this one design restriction will be lifted.
- A *Provisional Entrant* who has declared a boat and wishes to use a different boat after the Pre-Registration pack shall submit a new Pre-Registration and Final Registration Pack along with a Resubmission fee of 3500 Euro..

I.2.5. Pre-Registration Pack

- Completed and submitted **VIA the GGR ONLINE PLATFORM** to the GGR no later than 5 months before the start of the race.
- Pending required sailing experience shall be proven, or the applicant will be moved to the back of the waitlist.
- **NOTE:** Any Pre-Registration pack submitted after the deadline may be required to pay a 4.500 EUR late entry fee supplement at the discretion of the Organiser.
- A 300 EUR processing fee shall be submitted with the Pre-Registration Pack. An incomplete incorrect submission will be rejected and the processing fee forfeited. A new processing fee will be required for each subsequent resubmission period..
- After the Pre-Registration Pack has been accepted and approved by GGR, the *Provisional Entrant* will be updated as *Pre-Registered Entrant*.

I.2.6. Final Registration Pack

- Completed and submitted **VIA THE GGR ONLINE PLATFORM** to the GGR no later than 2 months before the start of the race.
- **NOTE:** Any entrant unable to complete the Registration Pack on time will be fined 3.500 EUR for each week it is delayed, for a maximum of two weeks, OR, at the discretion of the GGR Director, be moved to the Waitlist, OR be removed from the event forfeiting entry fee.
- A 300 EUR processing fee shall be submitted with the Registration Pack. An incomplete submission will be returned, and the processing fee forfeited. A new processing fee will be required for each subsequent resubmission.
- After the Registration Pack has been accepted and approved by GGR, the *Pre-Registered Entrant* will be updated as *Official Entrant.*

I.3. Safety Inspection

I.3.1. Pre-Safety Inspection

- An entrant may request an example of a Pre-Safety Inspection Form 6 months prior to the start of the race from the GGR Office.

- This Pre-Safety Inspection Form shall be completed and signed by a GGR "approved" yachting expert or inspector.
- The form shall be submitted with the Final Registration Pack.
- A maximum of five defects will be allowed. All MUST be rectified before the actual GGR safety inspection.
- An Entrant & Manager- "Self check safety inspection" must be completed 10 days before the start and a declaration signed by both confirming all is correct. The official GGR safety inspection will only take place after that is completed.

I.3.2. Safety Inspection

- Safety Inspections will be conducted at the GGR Marina over three days (dates will be advised with the GGR Race Village Schedule) by one or more Safety Inspectors appointed by the GGR Director.
- The presence of the skipper and manager will be mandatory during these inspections.
- The skipper will be the direct contact for the Safety Inspectors.
- It will be for him/her to show the Safety Inspectors that he/she knows *the exact storage location* and *the handling and operation of each piece of equipment*.

I.4. Signage & Branding

From 2 months before the start of the race until one month after the arrival of the boat in the host port, all other signage not associated with the GGR shall be removed. It is the entrant's responsibility to install them in accordance with the procedures given, maintain their good condition and ensure appropriate display, up until one month after the arrival of the boat in the host port.

I.4.1. Race Number

- A Race Number is non-transferable but may be reserved once a Pre-Registered Entrant has paid the full entry fee.
- Hull Race Number shall be either black or white (contrasting to hull colour), 7.5cm wide and 45cm high, inside a 60cm outside diameter (black or white) with a 6cm thick circle, amidships on both sides of the hull.
- Sail Race Number shall be in a contrasting colour, 60cm high, on both sides and at the top of the mainsail and storm jib.
- Forward hatch: White or contrasting colour, 6cm wide and 40cm high.

I.4.2. Golden Globe Branding and Flags

- Flags and Banners
  - To be carried in the Prologue and GGR Marina, within 30 miles of Start/Finish Line and within 30 miles of all Gates;
  - GGR Pennant of the Globe Yacht Club on the backstay;
  - Reg. Ensign on a flagstaff at the transom or from the mizzen mast head;
  - GGR Flag A & B, each 1.5m x 1m, one on each cap shroud;
  - A 1.65m x 0.55m cockpit banner attached to the lifelines with shock cord only, on port and starboard and printed on both sides (may be loose footed to allow for winch handle swing but shall be securely fastened by *shock cord* and in clear view);
  - A line of 6 flags on the forestay, each flag of the following dimensions: 1.5m x 1m (Flags and Flag order TBA);
  - Entrant's National Flag, 40 cm high, permanently fixed on both sides of mainsail, 75cm from the clew and 40cm up from the foot;
  - 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.

- GGR Branding
  - Official GGR sponsor logo, approx. **1.85 x 1.3m,** on both sides of the mainsail, between the second and third reef (a distance of 0.5m from each side of the logo shall remain neutral and not carry any other branding);
  - A Logo of the GGR on the hull, port and starboard, within 25% of the LOA from the bow. No other design work or signage is to appear in this area. (Final position and size TBA) NOTE; The forward 25% of the hull MUST BE MIRROR FINISH HIGH GLOSS and smooth (No hull planking effect) to allow secure application of the vinyl stickers.
  - Event logo on main boom end, port and starboard (35cm from end to remain clear for logo).
  - Both sides of a working headsail GGR sponsor logo 1.3m x .4m , 80cm above the foot and 80cm from the leach.

- Hull and Sail Colour
  - Any colour allowed, but only one overall colour on each item;
  - Spinnakers and Code Zero may be any colour with any sponsor signage;
  - Vinyl wrapping on the hull or structure is banned.

- Entrant Sponsor Branding (two months prior the start, provided full payment of sponsor fee)
  - No sponsor logos, other than normal standard size trade marks, to be displayed anywhere on the yacht or sails, except: Spinnakers, Code 0, Mizzen staysails any size and/or both sides of a mainsail panel (max. 2.5 x 1.2m);
  - Entrant sponsor flags max. 1.5 x 1m may be flown on forestay below Organiser's flags whilst alongside Prologue and GGR Marina;
  - One set of sponsor names (no sales slogans or product names) may be applied to the port and starboard side of the hull (in Arial type font and black or white letters, max. 7.5 cm high, directly below the gunwale on each side of the boat, or a colour graphic of a sponsor logo max height 7.5cm);
  - One Headsail may be hand signed by supporter's club members;
  - **All artwork of a sponsor signage *shall be submitted to the GGR Office for approval before application;***
  - Official entrant or sponsor website may be applied on main boom and boom cover (not both, if a stacking boom cover) in a centred position and for half its length (Ketch rigs 75% of length) in plain contrasting Arial type font, max. 15 cm high;
  - Boat name may reflect that of a sponsor, if officially registered as such, may be applied on both sides, max. 40 cm high and 150 cm wide, as well as on the transom (or both sides of a canoe-stern), max. 20cm high;
  - Sponsor signage on any clothing, wet weather gear is unrestricted but must be in good taste;
  - Communication Mainsail with a max. 5 m luff and 2 m foot may be hoisted (only behind the mast) while alongside the Prologue and GGR Marina;
  - Communications lee cloth of 1.65 x 0.55 m may be fitted on port and starboard to the lifelines, but only forward of the mast and only while alongside the Prologue and GGR marina (a second set of same size and approved charity lee cloth may also be fitted forward of the mast at any time during the GGR).
  - Inside the boat Sponsor Branding is restricted to eight sponsor stickers Maximum size 15cm x 12cm and must be placed no closer than 60cm from another sponsor sticker.

J. BOAT REQUIREMENTS

J.1. Design

J.1.1. Design Requirements

- Fibre-reinforced plastic construction;
- Designed prior to 1988;
- Minimum series of 20 yachts built from one builder;
- Have a hull length of between 32ft and 36ft (Bowsprits, wind vanes, 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 may consider designs that do not meet all requirements upon application.

J.1.2. Approved Designs

- 2030 Design Approvals: Aries 32 – Baba 35 – Biscay 36 – Bowman 36 – Cape Dory 36 – Cape George 36 – Endurance 35 – Eric 32 – Gaia 36 – Gale Force 34 – Hinckley Pilot 35 – Lello 34 – Nicholson 32 MK X-XI – OE 32 – Rustler 36 – Saga 34 – Saltram Saga 36 – Tashiba 36 – Tradewind 35 – Vancouver 34 – Westsail 32 - Union 36 - Tayana 37 and similar - Elizabethan 35.
- Only the design will be approved to compete. The structural integrity, build quality or suitability of any boat will be the sole responsibility of the participant;
- A William Atkin ERIC 32 design 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;
- Up to six new designs may be approved. The Organiser can refuse any boat entry into the Golden Globe without giving any explanation. Pilot house, centreboard, shoal draft and centre cockpit boats may not be approved.

J.2. Refit & Surveys

J.2.1. Refit Requirements:

- *Before refit work commences*, a comprehensive Refit Plan detailing the extent of the planned refit and any modifications from original for the entered yacht shall be submitted to the GGR Office;
- As a minimum, it shall specifically cover details relating to: *collision bulkhead, watertight cockpit lockers (if fitted), spars and rigging, chain plates, hatches and ports, companionway, rudder and steering, skin fittings and valves*;
- 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 entrant is solely responsible for the seaworthiness of his/her entry boat and its fitness for the voyage. Each entrant shall consider the structural integrity, stability of the boat and that they are competent to manage it before proceeding (for example, stainless steel becomes brittle over time, so great attention to rudder and rudder shafts, chain plates, gudgeons and pintles (etc.) will be needed during any refit).
- None of the rules, conformance requirements or inspections stipulated in this document absolves the entrant from his/her ultimate responsibility to ensure his/her own safety by preparing the boat in the appropriate way.

J.2.2. Surveys

(To be approved by the GGR Office and submitted with the Registration Pack.)

- Hull and Deck Survey (GGR “Approved” Marine Surveyor) signed declaration.
- Rig Survey (GGR “Approved” Rigging Surveyor or Certified Rigger) signed declaration.
- MF/HF Radio Transceiver Installation and Performance Survey (Certified IMO Radio Inspector or GGR ‘Approved” Experienced Amateur Radio Operator)

- SPARE.

J.3. Visibility

J.3.1. High Visibility

- High-Visibility ('High-Vis') **defined as fluro high-vis on the label and approved by GGR Office Orange Yellow Pink Red…safety orange may not be accepted.**
- Sails: The storm jib (or smallest headsail) and trysail shall be fully High-Vis woven cloth, every mainsail shall have min. 2 sqm. (mizzen sails: 1sqm.) of High-Vis above the highest reefing point;
- Deck: min. 2 sqm. " Approved" High-Vis on deck or cabin top;
- Cockpit spray dodgers (fixed or(soft) shall be High-Vis woven cloth or "Approved" paint.
- A 10cm High-Vis band may be applied to both sides of the hull directly below the deck (if applied, this band shall be at least 20cm clear of the Race Number circle and stop 25% of the LOA from the bow).

J.3.2. Boat's Name

- The name of the boat is to be marked on all loose floating items
- Including: Cabin sole, life buoys, life jackets, cockpit cushions, etc

J.4. Structural Features

J.4.1. Emergency Exits

A mandatory escape hatch forward of the mast shall be able to be securely locked from above **and** below deck.

J.4.2. Companionway

- Cockpit companionway closing arrangements shall lock from above and below deck and in inverted position;
- If the companionway opening is below the local sheer line, it shall be capable of being blocked off up to the local sheer line while still allowing access in and out;
- Companionways may be redesigned. Hard dodgers are not allowed unless pre-2023.

J.4.3. Cockpit

- Cockpits shall be watertight;
- Cockpit locker lids shall be 100% waterproof and capable of being strongly and rapidly secured;
- Cockpit lockers shall not drain into the hull and shall have an effective method of pumping out;
- Cockpit drain cross section, after allowing for screens if fitted, shall be at least 4 x 20mm diameter or equivalent and freely drain out.

J.4.4. Mast and Rigging

- The following items shall be in accordance with original design specifications: Mast height, attachment points as well as boom and bowsprit lengths; (wire dia and section type is free)
- Additional spreader sections are allowed;
- Additional standing rigging, chainplates and deck gear is allowed;
- Min. 2 Spinnaker Poles (max. "J" measurement, telescopic poles are forbidden) must be carried;
- Headsail reefing systems shall be permanently rigged;
- Low-friction rings are forbidden.

J.4.5. Hull, Ballast, Rudder, Propeller, Tanks

- Shall be in accordance with original design specifications;
- Shape modifications or lightening of structural components are strictly forbidden;
- Strengthening is allowed;
- Any propeller is allowed but shall make original design speed;

- Bladder water tanks are forbidden;
- Vents may be removed; windows replaced for smaller, stem head fitting/anchor rollers remain.
- 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.

J.4.6. Watertight Bulkheads

- A watertight collision Bulkhead shall 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;
- A simple closing drain shall be incorporated to check for water ingress;
- Further watertight bulkheads or foam floatation are *encouraged*, special dispensations may be given in relation to their fitting within the production boat (on application);
- Boats with a full transverse watertight bulkhead enclosing the focsle may remove all standard furniture in that compartment, and remove toilet and toilet door.

J.4.7. Interior

- Interior fit-out shall remain substantially the same as originally designed;
- Minor interior modifications and additions are allowed, “on application” and the table may be removed;
- Headliners, locker doors, head doors shall remain.

J.4.8. High-Tech Material

- Approved materials for sails include: NYLON (for Gennakers) and Polyethylene Terephthalate (PET), Polyethylene Naphthalate (PEN) and all of the associated Trade Names including Dacron, Terylene, Teteron, Trevira, Diolene;
- Sails shall be manufactured from rolls of cloth stitched together;
- A small amount of high-tech webbing and line may be allowed in sail construction (on application);
- Predominantly Horizontal mainsail battens are allowed;
- Fat-Head mainsails are forbidden;
- Rubber band Spinnaker strops are forbidden. Natural fibre wool is allowed only.

K. EQUIPMENT REQUIREMENTS

K.1. Fixed Equipment

K.1.1. Hatches

- 100% watertight;
- Strongly build;
- Not opening inwards;
- Forward hatch shall be able to be opened from below and above the deck.

K.1.2. Windows / Ports

- Storm boards, able to be fitted, for each window or port greater than 1000 sq.cm.;
- Min. two windows each side of the cabin providing a combined total of no less than 1200 sq.cm. shall be fitted.

K.1.3. Navigation Lights

- LED Masthead and Deck Navigation Lights;
- Correctly installed, in accordance with the requirements for international vessels of less than 12 metres in length and not blanked by sails;
- Independent set of emergency LED navigation lights with an independent power source (carried aboard).
- Two Independent Red and a Yellow Battery powered, photo cell activated, led strobe lights must be carried.

K.1.4. Wind Vanes

- Approved by GGR: Hydrovane, Aries, Windpilot, Cape Horn and **Monitor (only with GGR Mods);**
- Entrants wishing to use other brands shall supply a report, for approval, on why they believe that unit will provide secure service on GGR style boats during storms in the Southern Ocean.
- Windvane mounting to be "Approved" by the manufacturer and NO entrant modifications allowed without notifying the manufacturer for an opinion.

K.1.5. Solar, Hydro, Wind Generators

- Solar Panels (Total: min. 210 Watt)
  - Min. 160 Watt (at 12V nominal rating) permanently installed;
  - Additional min. 50 Watt (12V) mobile solar panel (carried aboard, able to be quickly connected to the electrical system);
- Hydro and Wind Generators are allowed;
- If Hydro and/or Wind Generators are permanently installed, Solar Panels may be carried aboard with a flying lead plug for easy connection and not permanently installed (total of 210 Watt still required).

K.1.6. Liferaft

A Liferaft complying with SOLAS LSA code 1997 Chapter IV (or to ISAF Cat 0 requirement); or PLASTIMO 4-man (ISO 9650 +24h and the ISO 9650 ISAF +24) **GGR series liferafts**;

- Packed no earlier than 3 months before the start of the race;
- Containing as a minimum a SOLAS A pack, a (third) 406 GPS EPIRB or (second) 406 GPS PLB, and a third waterproof fully charged VHF handheld transceiver with GPS;
- Shall be packed together in a rigid container securely stowed in the cockpit or aft deck. It is NOT recommended to store the Liferaft on the working deck forward of the cockpit.
- If an entrant plans to stow the Life Raft below at any time in a secure lashed storage position, the entrant MUST first demonstrate the ability to release and launch it from the cockpit within 30 seconds or the Raft must remain above deck at all times.
- The Liferaft shall have the entrant's GGR Number visible on the canopy and canister.

K.1.7. Radar Reflector

- Echomax Active-XS RTE transponder /radar detector;
- Echomax EM230 or EM230BR Radar reflector fitted min. 7 metres above deck.

K.1.8. Anchor

- One high holding anchor min 45lb (or Fortress FX37) and 15mtr x 10mm SL chain and 60 metres x 14mm 3 strand nylon line (Anchor, chain and line shall be connected);
- Second anchor recommended.

K.1.9. Sea Cocks & Valves

- Permanently installed on all through hulls below the waterline;
- Skin fittings shall be metal or certified CLASS Approved synthetic (on application);
- Sea cocks shall not be older than 12 years;
- Soft Wood Plugs, fitted with a lanyard to every sea cock and valve below the waterline.

K.1.10. Fire Fighting Equipment

- 2 x 2kg or 4 x 1kg Fire Extinguishers;
- Fire Blanket and SMOKE ALARM .

K.1.11. SPARE

K.1.12. Bunks

- At least one permanently installed bunk;
- Bunk belts to restrain a person during a roll over or knockdown fitted to all bunks.

K.1.13. Cooking Facilities

- Permanently installed cooking stove;
- Capable of being operated safely at sea.

K.1.14. Water Tanks

- As per original design;
- Bladder tanks are forbidden.
- Water ballast is not allowed in any form.

K.1.15. Bilge Pumps

- Two permanently installed manual bilge pumps, 1.5inch outlet diameter, one operable from below, the other from above deck (with all cockpit seats, hatches and companionways shut) and with permanently installed discharge pipes that do not drain into the cockpit or cockpit drains;
- All handles either permanently secured or connected with a lanyard;
- One electric bilge pump with min. 200 litres per minute, 1.5inch outlet diameter and non-return valve;
- A strum box shall be fitted to each bilge pump and a spare diaphragm carried.
- A High Bilge water alarm with flashing strobe must be installed at the approx height of the cabin sole.

K.1.16. Propulsion Engine

- Propulsion Engines and associated systems shall be installed in accordance with the manufacturer guidelines;
- Of minimum type, strength, capacity, and installation specified by the original boat builder;
- Provided with a permanently installed exhaust, coolant, and fuel supply systems with a solid fuel tank;
- Securely covered;
- Have adequate protection from the effects of heavy weather and exhaust outlet closure.

K.1.17. Liquid Fuel Systems

- All fuel tanks for storage of liquid fuels shall be rigid (flexible tanks are forbidden, and
- Shall have a shutoff valve;
- A minimum amount of fuel as specified as maximum by the original boat builder shall be carried in one tank;
- No extra fuel is allowed for Diesel or Kero heaters.

K.1.18. Battery Systems

- Min. 300 Ah (12V) (house battery);
- Only AGM or Gel batteries are allowed;
- All batteries securely installed to face a roll over;
- A dedicated engine starting battery, when an electric starter is the only method for starting the engine (not included in 300 Ah house battery).

K.1.19. Fixed Communication Equipment

- MF/HF Radio Transceiver
  - Min. 125 Watt transmitter power;
  - Frequency range of min. 1.6 to 29.9 MHz;
  - Fitted in 100% waterproof enclosure (able to be sealed in any storm);
  - Permanently installed antenna and earth;
  - Emergency antenna (if regular antenna depends upon backstay).
- VHF Transceiver
  - 25 Watt transmitter power;
  - Covering all international channels (incl. US);

  - Dedicated masthead antenna and coaxial feeder cable with max. 40% power loss.
- GGR AIS Receiver (special production **GGR AIS ALARM** unit from Ciel et Marine);
- AIS Transponder (on approval by GGR Office, set to entered yacht);
- YB3i (permanently installed with a rebooting magnet and operating with a YB account *before arriving at Prologue Port*).

K.1.20. Safety Equipment Location Chart

- A waterproof general arrangement plan of the safety equipment aboard the entered vessel;
- Attached close to the chart table or companionway and clearly visible.

K.1.21. Depth, Speed and Distance Instruments

- Electronic echo sounder (plastic inboard transducer allowed);
- Lead line (carried aboard) ;
- Trailing distance measuring log with 3 spare impellers (carried aboard).

K.2. Portable Equipment

K.2.1. Drinking Water

- Min. 300 litres of drinking water;
- Additional min. 100 litres of drinkable fluids;
- At least 9 litres of drinking water for emergency use in a dedicated, sealed and marked container;
- Facilities shall be provided to collect rainwater for drinking purposes including when dismasted.

K.2.2. EPIRBs

- Two water and manually activated (not hydrostatically activated) 406 MHz EPIRBs (one must be fitted close to companionway);
- All EPIRBs registered with the appropriate authority associated with the country code in the hexadecimal identification (15 Hex ID) of the beacon. A beacon can be registered online with the Cospas-Sarsat IBRD if the country does not provide a registration facility and the country has allowed direct registration in the IBRD.
- Float free EPIRBS are NOT RECOMMENDED!

K.2.3. Portable Communication Equipment

- VHF Handheld (waterproof)
  - min. 5 Watt transmitter power;
  - Spare battery and spare 12 V charger.
- GMDSS VHF Handheld (with long-life battery);
- Aviation Transceiver Handheld (waterproof, able to operate on 121.5 MHz);
- Independent Radio Receiver
  - Capable of receiving weather bulletins and international time signals;
  - Amature band transceivers may be fitted for this purpose, but transmissions on Amature band frequencies are strictly forbidden.
- 2 YB3 Pro Units with soft pouch and spare charging cable.
  - Primary YB3 Pro shall be permanently turned ON (during the race), fitted in a soft case and ready to be powered/recharged by a 12v cigarette lighter outlet.
  - Secondary YB3 Pro shall be turned off and stored in the Comms Bag.
- 2 Emergency GPS units with spare batteries (in a waterproof box ready to be sealed);
- 2 Iridium Satellite Phones (min. 1 Iridium Extreme) with waterproof pouches and certified external marine antenna fitted.
- iPhone with charger with AIS TRANSPONDER APP installed, ready to link to onboard AIS and also receive ships or PAB AIS signal, of distress mariner will be sealed in bag for Race)

K.2.4. Flashlights & Searchlights

- A watertight, high-intensity, heavy duty, searchlight directly powered by the ship's batteries, available for use on deck and in the cockpit with all hatches shut (*Rechargeable, battery driven searchlights are not sufficient.*);
- Spare bulb, if not LED.

K.2.5. Echomax EM230i inflatable radar reflector

K.2.6. Foghorn

K.2.7. First Aid Kit

- The 'GGR First Aid Kit' and 24/7 Telemedicine Coverage supplied by the Organiser at the entrant's cost; (TBA-Approx 1850 UK pounds)
- Any extra medical supplies specific to the entrant need to be supplied by the entrant and notice given.

K.2.8. Navigation Equipment

- Sufficient navigational charts including small emergency ports, Cape Town, Perth, Stewart Island Dunedin, Porto Monte, Ushuaia Falklands etc and chart plotting equipment;
- Copies of Light list, Radio Signal list; for the entire course.
- Celestial navigation equipment shall be carried aboard.
- Main compass(with deviation card) and at least two spare compasses.
- Electronic timer- minimum 4hrs- Hard wired12v- with minimum 100db alarm and flashing strobe light.

K.2.9. Emergency Steering

- Emergency steering and rudder:
  - Supplies and equipment to affect an emergency rudder and steering shall be carried;
  - The emergency steering and rudder shall 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 with an average wind over 15kts on a triangular course. A full detailed report on its operation and satisfactory performance, with photos, shall be submitted to the GGR Office with the Registration Pack.
- If wheel steering is fitted:
  - An emergency tiller shall be carried aboard;
  - Strongly recommended that a tiller replace any standard wheel steering system.
- Emergency Electric Autopilots
  - An approved *Emergency Electric Autopilot* of an appropriate size **MUST BE** installed/carried on board. At least one critical component must be secured and sealed in a container in such a way, that only by breaking the security seal can the system be installed and activated;
  - An entrant shall submit comprehensive details of the chosen container and method of security sealing it for approval to the organisers;
  - The use of an AUTOPILOT will be considered as "outside assistance" and the entrant will be moved to Chichester Class.

K.2.10. Jury Rig

- All equipment and supplies needed to use the two mandatory spinnaker poles as an effective jury rig shall be carried on board;
- If special rigging of High-tech fibres is chosen to affect the jury rig, these are allowed and shall be declared in the jury rig report. These lines will be sealed in a pouch during the safety inspection 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 and one extra stop in port will be allowed to effect a permanent repair while the entrant remains in Chichester Class;

- Any deck mounting plates for that jury rig shall be permanently mounted or suitable alternatives approved;
- Secure on deck permanent storage for both spinnaker poles when not used is required.
- A jury rig trial, once approved, shall be conducted on the entered boat with the main mast and all standing rigging removed, then assembled at sea, solo, sailing for min. 5 hours on a triangular course with 3 nm per leg (one leg shall be on a beam reach) in the open ocean with winds greater than 15 knots. A full report of the jury rig test, including photos, videos, weather and sea conditions report, shall be submitted with the Registration Pack;
- Standby crew may be aboard but shall not assist the entrant with the assembly and rigging of the jury rig or sailing under the Jury rig ;
- Emergency kite systems may be carried in addition to the two spinnaker poles, but sea trials in it's use may be undertaken with the mast in place. A full operating report showing use for at least 5 hours on the above triangular course must be submitted. .

K.2.11. Bolt / Wire Cutter & Hacksaw

- Bolt or wire cutter rated to largest, installed wire diameter;
- Lanyard and clip attached;
- Hacksaw with 12 metal blades
- 12-18 v tools are permitted but only 12-18V DC chargers. NO INVERTERS.

K.2.12. Sails

- Maximum Sails: 9 for Sloop, 11 for Ketch;
- A twin-headsail permanently stitched together with a single luff is counted as one sail;
- All sails are counted on each boat at the start and any sail missing at the end of race will incur a 48 hr time penalty;
- A High Vis Storm Jib is compulsory;
- Only a reasonable amount of sail repair material may be carried, a partially built sail will be counted as one sail;
- Spinnaker socks, furling Spinnakers or furling tuition rope Code Zeros are forbidden.
- A FLAT CUT **"GGR VANE SAIL" of approx 1.2 - 1.4sq Metres, (OR SIMILAR)** HI VIZ storm jib cloth, able to fit securely attached to the outer most forestay, (without removing a furled headsail if reefing gear is fitted) in extreme weather and sheeted amidship by attached sheets is compulsory
- Trysail and Vane Sail are NOT included in the sail count..all others are..

K.2.13. Lifebuoy

- Non-inflatable Lifebuoy of safety yellow or red;
- Readily accessible from the cockpit
- With whistle, self-igniting light, drogue and reflective tape.

K.2.14. Heaving Line

- 20 metre;
- Readily accessible from the cockpit.

K.2.15. Recovery Sling

System with reflective tape and light.

K.2.16. Cockpit Knife

- Strong, sharp, sheathed and securely restrained;
- Readily accessible from the cockpit;
- Additional knife besides liferaft, if fitted on deck .

K.2.17. Boarding Arrangement

SS Boarding ladder allowing the skipper to climb back onto the boat in full wet weather gear while in a seaway.

Skippers must physically demonstrate ability if overboard clipped on at the mast, in the water boat stationary, how they will reboard the boat. REPORT with photos/video's showing actions must be submitted with Pre-Reg.

K.3. Personal Equipment

K.3.1. Lifejacket

- An ISAF/World Sailing approved inflatable life jacket safety harness in current service, with the following attached: Pocket or mount for PLB, Knife, strobe light, hood, crotch strap, integral safety harness, whistle, Sea Dye Marker, *"Approved" Boarding Sling with hook and foot step*; **Manual Jacket recommended.**
- A second ISAF/WS approved inflatable harness as above.
- 3 spare Co2 bottles for each type of lifejacket carried aboard;

K.3.2. Safety Harness & Tethers

- A standard ISAF/World sailing approved webbing Safety Harness.
- Two x 3 clip tether lines,
- Snap shackles on the central chest clip will be allowed on tethers.

K.3.3. Overboard Identification and Recovery

- 2 x 406 Mhz PLB, ready to be attached to the inflatable Lifejacket or survival suit in a dedicated mount;
- AIS Locator Beacon PAB (carried aboard).
- Skipper to demonstrate operation eyes closed one handed.
- **Single units that combine AIS/PLB are Banned**

K.3.4. Personal Location Lights

- Two packs of mini flares, one set attached to the inflatable Harness *or*
- Two personal **high intensity** strobe lights: one to be attached to the inflatable harness.

K.3.5. Flashlight (buoyant and watertight)

K.3.6. Survival Equipment

- A cold-water immersion survival suit with the following features: *Full working mobility, Able to undo a 10mm pin shackle, climb a rope ladder, clip on with a safety line, secure a PLB.*
- Immersion Suit GGR approval "on application". Standard is: EN ISO 15027-1 constant wear suits, and EN ISO 15027-2 abandonment suits.

K.3.7. Grab Bags (sealed)

- Shall have Flotation, be of High Viz colour, marked name of the yacht with lanyard and clip.
- Sea sick tablets for seven days;
- One SOLAS thermal protective aid;
- A second sea anchor for the life raft (not required if liferaft carries spare sea anchor) (recommended standard: ISO 17339) with 4 swivel and >30m line diameter >7.5 mm;
- One safety tin opener;
- 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;
- Signalling mirror;
- High-energy food (min. 20 000kJ);
- 20 rehydration electrolyte tablets;
- 20m Nylon string;
- 5 Ziplock polythene bags;
- 3 x 1 litres sealed water containers;
- Sealed Survivor 06 hand-operated desalinator with lanyard and clip;

- Strobe light;
- Medical supplies for any pre-existing medical conditions (if applicable);
- Spare unbreakable spectacles if needing them (if applicable);
- Wet notebook with captive pencil;
- Powerful whistle (operated by mouth);
- Pyrotechnic and (digital or pyrotechnic, in date for at least 12 months, conforming to SOLAS LSA Code Chapter III): *6 Red Hand Flares, 2 White Hand Flares, 2 Orange Smoke Cannister Flares*;
- 5 cyalume-type light sticks;
- Watertight, high-powered LED torch (flashlight) and spare batteries;
- SART (Search and Rescue Transponder) or AIS SART;—
- *The* 2 GGR emergency GPS units (fully charged, with spare batteries, as mentioned above);
- *The* second 406 EPIRB (as mentioned above);—
- A 'Comms-Bag' attached to the Grab Bag (not sealed to allow recharging) carrying the following items (as mentioned above): *The* handheld GMDSS VHF, *The* handheld aviation VHF transceiver, *The* second handheld satellite telephone with a spare charging cable, *The* secondary YB3 Pro. The separately sealed AIS Iphone.
- Personal Computers, iPhone and other banned equipment may be carried onboard if securely sealed by GGR

ANNEX

ANNEX 1: Registration Packs

PRE-REGISTRATION PACK
5 Months Pre-Start

1. Skipper information
    A. Full Name, DOB, Nationality, Country of Birth, Residential Address, Phone, Email
    B. Copy of Passport
    C. Two Next of Kin (Name, Email, Phone)
    D. Nationality of Entry

2. Skipper's Qualifications
    A. Sailing experience LOG declaration signed
    B. Sailing qualification certificates (if applicable)
    C. National Boat operators licence (if applicable)

3. Boat information
    A. Copy of Ships Reg. Papers, Reg. Number, Country of Reg., Hin Number (if applicable)
    B. Reg. Yacht Owner Contact Details
    C. Photos from Port, Starboard, Top and Colour of Hull, Deck, Below Waterline
    D. Final Refit Plan (as submitted to GGR)

4. Pre-Registration Documents
    A. GGR *Medical Questionnaire* Completed and Signed
    B. Sponsorship Declaration
    C. Re-Confirmation of Skippers Declaration to FINAL NOR Amendments

5. Deposits
    A. Confirmation of GGR First Aid Kit 24/7 cover Payment
    B. Confirmation of Penalty Payments (if applicable)

REGISTRATION PACK
2 Months Pre-Start

1. Skipper
    A. STCW Medical Care Course Certificate
    B. STCW Survival Course Certificate
    C. Signed medical test certificate and pathology results
    D. Family doctor details,
    E. Radio operators licence, Ships Radio station licence and call sign
    F. EPIRB/PLB HEX / UIN Codes
    G. Proof of EPIRB REG GGR Office 24hr emergency number first response
    H. Copy of Australian ETA Visa.

2. Boat
    A. Original Signed Hull/Deck structure survey certificate
    B. Original Signed mast and rigging surveyors report
    C. HF Radio installation and performance test report
    D. Full HF and VHF radio equipment specifications
    E. Life Raft service certificate
    F. FULL Jury Rig test sail report and photos
    G. Emergency steering test report and photos

H. Fresh water plumbing system schematic plus amount and capacity of movable fluid containers
I. Pre-Safety Inspection Form
J. Completed GGR equipment and entrant questionnaire.

3. Contact details
   A. Managers 24hr contacts email, phone, Courier address for Films
   B. Copy of manager's passport
   C. Skipper next of kin details reconfirmation, two people
   D. Sponsor 24hr Contact details for Official correspondence (if applicable)

4. Other Documents
   A. Signed GGR Liability Form & Talent Release
   B. Copy Insurance Papers
   C. Payment of Comms Fees and proof of paid fines (if applicable).

5. Media Material
   A. All Compulsory Media Delivered
   B. Official Entrant Website URL and Social Media Channels

6. 4.000 Miles Qualifying Voyage (This may be held over to August 1st, 2030)
   A. Voyage Logs
   B. Celestial Navigation Logs

All original signed documents and form shall be readily available during the Safety Inspection prior the start of the race and may be requested by the GGR office.

ANNEX 2: Program

The program at the Prologue Port and GGR Time Trial Host Port will be shared with all entrants within 2 months before the start of the race.

ANNEX 3: Contact Details

- GGR Office hello@GoldenGlobeRace.com
- GGR Chairman Don@GoldenGlobeRace.com
- GGR Director Don@GoldenGlobeRace.com
- GGR Assistant Director Keri@GoldenGlobeRace.com
- GGR Manager Georgie@GoldenGlobeRace.com
- GGR Safety Director *TBA*
- GGR Finance and Admin Jane@GoldenGlobeRace.com
- GGR Media Manager *TBA*
- GGR Digital Director Rob@GoldenGlobeRace.com
- GGR Photo Video *TBA*

ANNEX 4: National Prescriptions

Special national prescriptions may apply at the Prologue Port and/or GGR Host Port.

ANNEX 5: Compulsory Entrant Media

Entrants shall provide the following media material to be used by the Organiser in various media before and during the event. The mentioned material 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.

- Media Pack 1 (24 months prior race start)
  - Minimum 10-minutes HD or Full-HD video clip with highlights of campaign;
  - 12 high-resolution magazine Quality SELECT photos ;
  - 400-word update.

- Media Pack 2 (18 months prior race start)
  - Minimum 10-minutes HD or Full-HD video clip with highlights of campaign;
  - A self-filmed interview in HD of Full-HD with professional audio and steady cam clip answering 16 set questions sent by GGR Office;
  - 12 high-resolution magazine Quality SELECT photos;
  - 400-word update.

- Media Pack 3 (12 months prior race start)
  - Minimum 15-minutes of professionally filmed rough cut Full-HD video clip(s);
  - A second self-filmed interview in HD of Full-HD with professional audio answering 16 set questions from GGR Office;
  - 12 high-resolution magazine Quality SELECT photos;
  - 400-word update

- Media Pack 4 (2 months prior race start)
  - 30-minutes of professionally filmed rough cut Full-HD video clip(s) including the following scenes: Sailing, climbing the mast, on the bow, working in the cockpit, navigating, cooking, cockpit work, sail handling, radio work, sleeping, reading, writing log (or as required by GGR Office);
  - A third self-filmed interview in HD of Full-HD with professional audio answering 16 set questions from GGR Office;
  - 20 high-resolution magazine Quality SELECT photos;
  - 400-word update.

ANNEX 6: Summary of Penalties and Fines

If not mentioned elsewhere...the following applies **but is NOT limited to only these.**.
DSQ: Disqualification

NOR	Error	Penalty
B.2.	Making a Stop	Chichester Class
B.3.1., C.2.2.	Receiving Outside Assistance	Chichester Class
B.4.	Navigation Restrictions Offence	DSQ
C.2.2.	Braking GPS Box Seal	Chichester Class
C.5.	Not Starting SITraN Challenge within 6 hrs	max. 48 hrs applied to GGR or 3 000 EUR

C.5.	Not Starting SITraN Challenge	(as above) plus 250 nm Comms-Voyage
F.3.	Collision with another Vessel	500 EUR
F.3.	Sailing wrong side of Mark or Waypoint	Fine, Time Penalty or Chichester Class
F.3.	Leaving Hobart Gate before 90 min. Stop	3 hrs
F.3.	Missing a Southern Ocean waypoint	3 days and given another waypoint to round.
F.3.	Missing a Gate	DSQ
F.4.	Sponsor Branding Offence	2 500 EUR
F.4.	Sponsor Branding as Non-Sponsored Entrant	100% Sponsor Supplement Fee Surcharge, 20 000 EUR Total
F.5.	Misuse of GGR Logo	1 500 EUR
F.6.	Non-Attendance	500 EUR if late, 1,500 if absent (30min late)
F.7.	Non-Compliance Safety & Conformance Inspections	1 000 EUR
F.8.1.	Unauthorised Sat Phone Call	24 hrs/72hrs or Chichester Class
F.8.2.	Unauthorised Position Information	48 hrs (1st offence), DSQ (2nd offence)
F.8.3.	Missing Weekly Sat Phone Call	100 EUR
F.8.3.	Missing Daily Sat Phone Message	50 EUR
F.8.3.	Additional Sat Phone Message within 6 hr	50 EUR
F.8.3.	Missing Weekly YB3 Pro Message	100 EUR
F.8.3.	Missing Fortnightly Position Code Report	100 EUR
F.9.	Fuel usage above 30 ltr.	2 hrs / ltr
F.10.	8 ltr. Emergency Water Seal broken (or any seal broken)	24 hrs / broken seal
F.10.	Broken Seal on Survivor 06	72 hrs
F.11.	Media Packs Submission Delay	500 EUR per Week of Delay
I.2.5.	Delayed Submission of Pre-Registration Pack	4 500 EUR
I.2.6.	Delayed Submission of Final Registration Pack	3 500 EUR per Week of Delay

ANNEX 7: Dates and Deadlines

NOR	Item	Timing	Date
I.2.1.	Applications Open		JAN 5 2026
Annex 5	Media Pack 1	-24 months	SEP 1, 2028
Annex 5	Media Pack 2	-18 months	MAR 2, 2029
A.2.2., I.2.4	Boat Assignments	-12 months	SEP 7, 2029
A.2.3.	Reserve Skipper may be listed	-12 months	SEP 7, 2029
I.1.4.	STCW Certificates	-15 to 2 months	JUN 1, 2029 to JUL 5, 2030
I.2.2.	Entry Fee Payment (12 months post application)	-12 months	SEP 7, 2029
Annex 5	Media Pack 3	-12 months	SEP 7, 2029
I.3.1.	Request Pre-Safety Inspection Form	-6 months	MAR 1, 2030
I.2.5.	Pre-Registration Pack	-5 months	APR 5, 2030
E.5.	Payment of Sponsorship Supplement Fee	-4 months	MAY 3, 2030
K.1.6.	Earliest Liferaft Packing	-4 months	MAY 3, 2030
F.4., I.4.	Sponsor Signage and Branding	-2 months	JUL 5, 2030
I.2.6.	Final Registration Pack	-2 months	JUL 5, 2030
Annex 5	Media Pack 4	-2 months	JUL 5, 2030
E.2.1	Arrival Prologue Host Port		AUG 10, 2030
(Annex 4)	SITraN Challenge Start		AUG 16, 2030
E.2.2	Arrival GGR Host Port		AUG 20, 2030
(Annex 4)	GGR Race Village Opening		AUG 24, 2030
D.3.1.	Conformance Check	-14 to 7 days	SEP 23-30, 2030
C.1.1.	Race Start		SEP 8, 2030
C.1.2.	Last Start Day	+7 days	SEP 15, 2030
C.2.2., C.2.3.	Hobart Gates Closes		JAN 31, 2031
E.3.	Attendances after Arrival		*(see E.3.)*
C.3.	GGR Prize-Giving		JUN, 5031

z.