



Golden Globe Race 2018-19
PRELIMINARY NOTICE OF RACE
June 14th, 2015

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1. DEFINITIONS

1.1. Golden Globe Race

The Golden Globe Race 2018-19 is a single-handed non-stop round the world race without assistance.

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

1.2. Organiser

The Race Organiser will be: The “Golden Globe Race Ltd.” 145-157 St Johns Street, LONDON, EC1V 4PW. Represented by its Managing Director Mr. Don McIntyre.

With assistance from Ocean Frontiers Pty. Ltd PO Box 547, Kingston, Tasmania Australia 7051.

The organising authority will be known as ‘The Organiser’ in the various documents.

1.3. Website of the race

The race website will be: www.GoldenGlobeRace.com

1.4. Pre-Notice of Race

The Golden Globe Race 2018-19 Pre-Notice of Race is issued on the June 14th, 2015

1.5. Notice of Race

This Pre-Notice of Race will be completed and issued as the Notice of Race for the Golden Globe Race 2018-19 on June 14 2016. It may be supplemented by additional clauses, if required.

1.6. Boat

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

1.7. Race Director

The Race Director will be the entity responsible for the implementation of the program of the 2018 Golden Globe Race according to directives from the organizing authority, and in compliance with UK administrative and sporting regulations.

1.8. Timetables

Times published will be in local time in Falmouth England in all texts up to the day and time of departure and after the arrival of each Skipper into Falmouth. GMT hours in the Sailing Instructions.

1.9. Official Sponsors of the Golden Globe Race

Official Sponsors of the Golden Globe Race will be present on the official branding for the race.

1.10. Participant

A Participant will comprise several entities:

A skipper

Entry into the Golden Globe Race is attached to the applicant from the beginning and the boat from June 14 2017.

A Reserve skipper

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

Sponsors

All financial, logistical and/or technical partners.

Team Manager

He/she will be mandatory.

He/she will be named in the registration pack.

He/she will be the point of contact for:

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

The Race Director, for all nautical and sporting aspects.

Shore crew

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

Audio-visual referral agent

Mandatory

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

1.11. Race headquarters

The race headquarters will be the workspace of The Organiser, the Race Director and various stakeholders appointed by The Organiser' for the professional operation of the Golden Globe Race. It will be located in the UK. (To be advised).

1.12. Executive Producer

The Executive Producer will be the audiovisual producer named by The Organiser for the management of the audiovisual communication for the Golden Globe Race.

1.13. Questions asked by a Skipper or a Team Manager

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

1.14. Routing

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

1.15. Medical service of the race

The medical service of the race will consist of one or more physicians appointed by The Organiser to attend to the Golden Globe skippers' health.

1.16. Skipper

The skipper will be a sailor participating in the Golden Globe Race.

1.17. Official Notice Board

The official notice board will come in two different forms.

- Online on the official race website.
- From May 24th, 2018 in Falmouth UK at the race HQ, on the board where printed information will be posted.

In the event of a conflict between the two boards, the one located in the Race HQ in Falmouth will prevail.

1.18. Contributors

The managers for the race will be:

- Race Director TBA
- Race Manager TBA
- Assistant Race Directors TBA
- Hobart Race Director TBA
- PR & Communications Director TBA /
Contact details are available in Appendix 3.
- Race Medical Service. The race medical service will be appointed at a later date.
- Umpiring. The umpiring of the race will be provided by a team of qualified people TBA, making the Jury.
- Executive Production. The Executive Production Company will be appointed at a later date.

1.19. Abbreviations

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

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

2. THE RACE

2.1. Registration

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

- An application for an invitation to enter the Golden Globe Race may then be granted a PROVISIONAL ENTRY.
- A Pre-registration pack completed becomes an OFFICIAL ENTRY
- A Registration pack completed, becomes an OFFICIAL COMPETITOR

The Pre-Registration pack and Registration pack will have to be completed and emailed to the race Organiser as soon as practical after the full entry fee is paid and all the information is available. In addition, some of these forms will have to be sent by post to The Organiser.

2.2. Dates

- **1st July 2015**

Applications open for an invitation to compete in the Golden Globe Race.

- **31st December 2015**

Applications close for an invitation to compete in the Golden Globe Race. If the 25 places available are not filled by this time applications may open again at another time to be advised. If there are more applicants than available places in the Golden Globe Race, a Wait List of up to 15 interested entrants will be established at that time on a first come first served basis and will remain open until 15 places are filled.

- **14th June 2017**

All existing provisional entrants must nominate their race boat and show ownership or control, or be moved to the Wait List and the next available person on the wait list with a boat will be offered an entry. If no Wait listed person owns a boat, the first on the list is given four weeks to secure a boat.

- **1st October 2017**

All Wait List applicants must own or control a boat to remain on the list. Any waitlisted person not owning their boat at this time will forfeit their AU\$14,000 entry fee.

- **31st January 2018**

Applications close for an invitation to compete in the Golden Globe Race.
The Pre-registration pack must be fully completed.

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

All those on the Wait list must now submit their Pre-registration Pack for consideration. Anyone not doing so will forfeit their AU\$14,000 entry fee.

Any Pre-registration pack submitted after this date and any new application for an invitation to compete after this date must pay a AU\$7,000 late entry fee supplement.

- **30th April 2018**

The Registration pack must be completed no later than the 30th April 2018. Each pack must be complete and

include all the requested information.

Any entrant unable to complete the registration pack on time will be fined AU\$5,000 for each week it is delayed, for a maximum of two weeks, OR at the discretion of the Race Director, be moved to the wait list, OR be removed from the event forfeiting entry fee and any Wait Listed person with a completed Registration Pack will be offered an entry.

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

2.3. Number of participants and Race Number

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

After receipt of his/her pre-registration pack filled out, each provisional entry will receive a pre-registration number from The Organiser. This pre-registration number is the entrants RACE NUMBER. The pre-registration and registration processes are described in Appendix 1. Only the first 25 skippers to have complied with all the procedures and registration rules will be allowed to take part in the race.

The Race Organiser retains the right to issue up to five "Special Invitations" to compete in the Golden Globe Race at any time up until the 14th May 2018. When the entry list is full, a Wait List of up to 15 possible entrants will be established to stand by. If a Provisional Entrant withdraws, is moved by the Race Director to the wait list, or is removed from the Golden Globe Race by the Race Director, then the next person qualified on the Wait List is offered that entry.

All Wait List entries must pay the full entry fee within 12 months of signing onto the Wait List.

Each person on that list must own or control their boat by 1st October 2017 to remain on the Wait List.

2.4. Race Entry Fee

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

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

2.5. Race Route

2.5.1. The racecourse is a round the world course east about.

The start of the race will be in the general area of the harbour of Falmouth. The competitors will sail down the Atlantic from North to South.

Leaving:

- An inshore Canary Island mark (TBA) to starboard
- An Inshore Cape Verde Island mark (TBA) to starboard

- Cape of Good Hope to port
- Prince Edward Island to starboard
- Crozet Islands to starboard
- Kergulen Islands to starboard
- 47 degrees south latitude to starboard
- Cape Leeuwin to port
- to a 'Gate"(TBA) in Storm Bay Tasmania
- 50 degrees south latitude to starboard until west of 100 degrees west longitude
- Cape Horn to port
- An inshore Falkland Island mark (TBA) to starboard

Sail up the Atlantic from South to North. Then to the Finish line in the harbour of Falmouth.

2.5.2. Course Penalties

Both boats, involved with any collision after the 10 minute gun at the start in Falmouth, regardless of who caused that collision, will each be fined \$500 UK pounds (paid to the RNLI Falmouth Life Boat station) and must continue sailing. Each boat is responsible for making their own repairs and no time recourse will be considered. Sailing on the wrong side of a mark of the course will incur a four-day time penalty. For each hour the boat is south of a declared southern latitude boundary, a two-hour time penalty will be applied. An entrant missing the Hobart Gate is disqualified from the race.

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

2.6. Start date

The start date will be Thursday June 14th 2018.

2.7. Time limit

Time limit: there is no time limit.

3. THE RULES

3.1. The principles of the Golden Globe

The principles of the Golden Globe will be:

To create a unique retro non-stop solo round the world yacht race, in the image of the original Sunday Times Golden Globe race 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 race solo around the world safely, in a fleet of similar and affordable yachts in the spirit of Suhaili.

3.1.1. Single-handed

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

3.1.2. Non-stop

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

3.1.3. Without assistance

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

3.1.3.1. Routing is forbidden

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

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

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

3.1.3.2. Assistance or outside assistance

During the race, a skipper cannot have any physical and/or material contact with any other person nor with any other vessel or aircraft. He/she cannot be provided with any supplies in any way.

In case of damage requiring repairs so that a boat can finish the race or any other "appropriate" advice, a skipper may receive advice from his/her shore crew via Radio only. But the repairs will have to be carried out entirely by the skipper.

3.1.4. Telephone contact

A skipper may only contact the race management by telephone during the race.

3.1.5. Docking conditions

A skipper will not be allowed to enter any port to dock or moor at a quay or come alongside another vessel, or go ashore

above the limit of the highest level of high tide. A skipper can moor or anchor by his/her own means but without any outside assistance to carry out repairs vital to his/her safety or that of his/her boat and/or which would enable him/her to finish the race.

A skipper wanting to dock or come alongside a boat, go ashore, receive outside assistance or be supplied with goods can only do so inside the port area of Falmouth and after receiving prior authorization from the Race Director and or the Chairman of the race committee.

The competitor will only be allowed to re-start the race within 5 days of the official start date of the race.

In case of any amendment to the configuration of the boat (new mast put in place after dismasting or other significant event) following the intervention and/or repairs made in the harbour of Falmouth within the 5 day deadline, an authorized surveyors report and certificate taking into account the new state of the boat will be required for consideration by the Race Committee before the skipper can restart.

3.1.6. Medical or paramedical assistance

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

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

The skipper must inform the race medical service every time he/she requires medical advice other than the medical assistance provided by the race doctor. In this instance, the skipper's chosen doctor will have to inform the race doctor as quickly as possible of his/her diagnosis, prescription and the advice provided to the competitor.

3.1.7. Breaking the seal on the Safety Pack

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

3.1.8. Stopovers or assistance

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

3.1.9. Banned equipment

3.1.9.1. Retro

As a RETRO Race, generally speaking only equipment that was available to Robin Knox Johnston on Suhaili is to be used. If it was not on Suhaili then you cannot use it. Some items are considered safety gear and are exempt and are listed in this Pre-Notice of Race. All equipment on board Suhaili is described in RKJ's book "A world of my own". The following are

typical things NOT allowed. GPS, radar, AIS, chart plotters and electronic charts, electronic wind instruments, electric auto pilots, electronic log, mobile phone, iPhone, iPod, Kindle or any computer based device, CD players, electronic watches/clocks, video cameras and electronic digital cameras, satellite equipment of any kind, digital binoculars, pocket scientific calculators, electronic clocks or watches, water-maker, carbon fibre, Spectra, Kevlar, Vectron, any high-tech materials etc, Rod rigging. If in doubt about any piece of equipment being approved or banned, the entrant should seek immediate clarification from The Organiser.

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

3.1.9.2. Green Card

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

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

3.1.10. Allowed items

Items currently approved and not mentioned elsewhere in this document, that were not on Suhaili include, Led lights, refrigeration, rope clutch/jamber, self-tailing winches, headsail furling, SS wire including Dyform, Boombrakes, typewriter.

3.1.11. Engine

Propeller shafts are not sealed. The propulsion engine can be run in gear to give motion at any time in the race without penalty, except within 30 miles of the start line and 100 miles of the finish line and 30 miles off the Tasmania gate. Once crossing the line into the Hobart gate an entrant can motor.

3.1.12. Disqualification

Failure to comply with any one of these rules, will lead to the skipper having to abandon the race, unless the incident meets the exceptions as described below.

If an infringement is established after a decision of the Jury, the applicable penalty will be disqualification.

3.2. Exceptions to the application of these rules

Exceptions to the application of these rules will be:

3.2.1. Preamble

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

At the request of the Race Director or following the claim of another skipper or race committee, the implementation of these exceptions may be subject to review by the jury and may incur a penalty up to and including disqualification.

Personalized meteorological or geographical support in dangerous situation.

The Race Director can inform a skipper or a group of skippers of a weather situation, or the presence of drifting ice, or any other phenomenon considered dangerous by the Race Director, including the satellite tracking service or any other means of information deemed reliable.

In this case, it will give all the necessary information to the skipper(s) so they can avoid the more dangerous areas, or advise them of the safest conditions.

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

3.2.2. Extreme urgency

In case of extreme emergencies, at the request of the medical service of the race and in accordance with the race direction, drugs may be given to a sick skipper by another skipper during an exclusive medical stop. The list of these medications will have to be approved by the medical service of the race in advance.

This procedure will be submitted in a detailed report to the jury who will decide whether an inquiry is required.

3.3. Rescue and assistance at sea

Rescue and assistance at sea are governed by the international rules in force, particularly the conventions to safeguard human life at sea (1960 and 1974) and the Hamburg Convention on maritime search and rescue (1979).

The international treaties mentioned above, reiterated by the fundamental of the “law of the sea” make it compulsory for every boat or competitor to provide help to a person or a 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 Race Direction with all the details of the situation so the jury can establish the facts and render a decision.

3.4. Racing Rules

The following race rules will apply:

3.4.1. Applicable documents

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

3.4.2. Reference Documents

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

The conditions for the exit of the Marina in Falmouth on 14th June 2018 will be specified in an amendment to the GGR Sailing Instructions. All entrants must motor under own power to the start area.

3.4.3. Unless explicitly stated elsewhere:

- In the event of conflict between the rules.

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

The jury will decide on the applicable rule.

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

3.4.4. Language

The official language of the race is English

3.4.5. Sailing Rules

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

3.4.6. Hobart Gate

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

The Safety Pack must be displayed for seal inspection whilst "inside" the gate. If the seal is broken, penalties apply. A new Safety Pack may be exchanged for the next stage of the Golden Globe Race if the seal appears broken.

3.4.7. Chichester Class - Safety Pack

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

3.4.8. Chichester Class - Disqualified

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

3.4.9. Pollution

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

3.4.10. In-shore rounding marks

In-shore rounding marks Canary, Cape Verde and Falkland Islands. Once close abeam of the inshore rounding marks, skippers must drop/furl all headsails and spinnakers for 30 minutes, proceeding under mainsail only, regardless of any official boat being in attendance. Any skipper failing to do so will be penalized 12 hours.

3.5. Navigation

3.5.1. Navigation Logs

All celestial notes, observations and calculations for the entire race 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 Race

Organiser must be maintained. Both these documents must be handed to the Race Director at the conclusion of the race and within 24 hours of crossing the finish line. It is the responsibility of the entrant to secure these documents and to ensure they remain legible and documentary evidence of compliance with not using a GPS. Failure to do so may result in disqualification from the event.

3.5.2. Free Positions

A Participant is free to ask any mariner at sea their current position to assist the Entrant determine their own position at any time and to ask for the entrants position to be reported to the Race Organiser. On such occasions, the position reported, the date and time, name of the vessel and call sign must also be recorded in the communications log. This information must be provided to The Organisers at the end of the race for scrutiny.

3.6. Exceptional circumstances

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

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

3.7. Commitment of the participants

In entering the race, the Golden Globe Race participants undertake to:

. Conform to all rules and directives of the Race Director.

. At the request of the Race Director and/or the Race Committee or the Jury, provide any information on: The navigation of the skipper, his/her route and route choice, used weather information, race incidents or any other race-related incidents. A list of all contacts the skipper communicated with, including his shore crew or any other person during the race. The summary content of these communications. Whether such information and/or communications have been given or established in the form of HF or VHF radio exchanges, telephone calls, or any other form of communication between the skipper and one or several correspondents ashore or at sea.

3.8. Media

The entrant acknowledges that the Golden Globe Race will attract a substantial following from individuals all around the world who wish to follow the participants before, during and after the race. The Organisers have a responsibility to those people, the event sponsors and the individual entrant to generate media. By entering the Golden Globe the entrant agrees to assist and provide the media stated in Appendix 6.

The skipper will also be required to carry the media chosen and provided by The Organiser and displayed in a manner directed by the Race Director. The Skipper will be required to provide detail of experiences onboard during the race when requested by the Executive Producer or Race Communications Director

3.9. Right to forbid monetary gambling

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

4. SKIPPER

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

4.1. Age of the participant

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

4.2. Passport

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

4.3. Nationality of the participant

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

4.4. License

Each skipper will have to provide in his/her pre-registration package a copy of his/her national sailing federation membership, yacht club membership or other organization affiliated to their country for the year of 2018. It is the responsibility of each competitor to ensure renewal of his/her membership for the year of 2019.

4.5. Qualification to Enter

Each skipper must provide in his/her Pre-registration package, documentary proof of at least 8000 nautical miles prior ocean sailing experience, detailing the voyages undertaken, vessels sailed, crew positions held, routes sailed, and average weather encountered. This log of experience must be signed as true and correct by a sailing official from a recognized sailing authority, at a recognized yacht club and at least two other people not related by birth to the entrant. Contact details of the signees must be supplied. A further 2000 miles documented solo ocean sailing experience must also be proven, duly endorsed in the same way and supplied in the registration pack.

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

4.6. Training courses and certificates

Each skipper must have participated in the following mandatory courses:

- An STCW 95 A-VI/4-2 (Proficiency in Medical Care) certificate or equivalent ISAF course.
- An STCW95 or ISAF approved Survival course.
- These courses must be completed between November 2016 and June 2018. The respective course certificates will be added to the registration pack.
- In addition to this, the Race Organiser will deliver a two day mandatory Safety and Rescue course on 28/29th May 2018 in Falmouth. Failure to attend this mandatory Safety and Rescue course may lead to disqualification from the event.

4.7. Medical Pre-requisite

Before the start of the race

Each skipper must undergo a comprehensive Golden Globe Race approved TBA medical examination between 1st February and 30th April 2018 and must provide their complete medical records in his/her registration package. If The

Organisers deem the skipper to be unfit to race on medical grounds, the entry fee will be refunded.

During the race

The Organiser shall appoint a race medical service. Each skipper will be able to consult his/her regular doctor before and during the race. The roles and responsibilities of each of these physicians will be specified in the sailing instructions.

4.8. Mandatory attendance

Mandatory attendance will be:

The mandatory attendances specified below apply to:

- Each skipper.
- Team manager.
- Boat.

It is stated below who each obligation relates to

4.8.1. Before the start

Each skipper and his team manager must be present at press conferences, public relations and hospitality events and Race Direction briefings held on the following dates.

- From 24th to 25th May Falmouth GGR office open for Entrant Registration (Skipper and Team Manager) and berthing instructions. Official GGR Notice Board active.
- On 28th and 29th May at 0900hrs to 1730hrs, Skippers and Managers "Safety and Rescue" course, Falmouth. The Race Director will complete this training and briefing program over the course of two specified days.
- On 30th May at 14.00hrs all boats must be on the GGR marina. Penalties apply after this.
- On 31st May at 10.00hrs-1200hrs. Skippers and Managers welcome briefing and information.
- On June 2nd and 3rd. All skippers and boats at the Golden Globe Marina/Village. Official opening, meet the people, presentation of skippers, their boats, partners and sponsors. Skippers official photo shoot.
- From 4th June at 09:00 until the 8th June at 17:00: Skippers for the inspection of offshore safety equipment and the availability of each skipper for 2 hours for "special activity" conducted by The Organisers, as per a program to be defined in an amendment to this notice of race. Each boat and skipper with extra crew will also be required to undertake a sail offshore for photo and filming purposes, as per the program of events, either before or after their allocated safety inspection appointment. This sail may take one full day of participation (TBA) for each skipper.
- 13th June at 10:00: Skippers and Team managers. Departure briefing for skippers and team managers.
- 14th June 1330hrs Start of the 2018 Golden Globe Race.

April/May/June 2018: Skippers.

- In addition to the above-mentioned obligations, The Organisers may arrange one or more press conference(s).

It will be up to each participant to ensure that:

The skipper will be present in Falmouth between the 24th May and 14th June 2018 inclusive.

4.8.2. After the finish

- The winner of the race must be available to The Organisers during the first five days of crossing the finish line for media commitments.
- The presence of the winner of the Golden Globe Race will be mandatory in Falmouth at least 24hrs before the 2nd place skipper finishes the race. The presence of the winner and the second-placed skipper of the Golden Globe Race in Falmouth for the arrival of the third placed skipper will be mandatory.
- The presence of each boat moored at the Golden Globe Race pontoon will be mandatory for 10 days following the

arrival of that boat. This presence will be placed under the responsibility of the team manager.

- Participation will be mandatory for the first 3 skippers in the overall ranking of the Golden Globe Race in a number of PR activities for the benefit of The Organiser for 2 days during the 6 months following the end of the race. Any travel costs incurred and subsistence will be paid by the event sponsor to attend these events, upon receipt of expense records.
- The participation of each skipper to the Golden Globe Race Farewell dinner and prize-giving dinner will be Mandatory.
- The participation of each skipper in debriefings about the race, accidents or incidents related to safety during the Golden Globe Race and a later survey of the same will be mandatory.

4.9. Position reporting

Entrants are required to make a mandatory position report to race headquarters using HF radio, or any other means, (except the Race sat. phone) at least once every week. Failing to do so, will incur a £200 penalty including tax on each occasion. Entrants must check in with Race Control by satellite phone on a designated day, within 60 minutes of a designated time, at least once every week, or as requested via text, from Race Control. Part of these phone calls will be converted to a sound file for inclusion on the Golden Globe website. Failure to make the designated sat phone call on the designated day may incur a £150 penalty including tax on each occasion.

Entrants are free to call Race headquarters with the Race sat phone at any time, to make a confidential 'Voluntary safety report'. No information from this safety report will be passed on to any other person unless considered appropriate by the Race Committee. The Race Pack satellite phone will NOT be left ON 24 hours a day. Both the YB3i satellite tracking system and the YB3 satellite texting unit MUST BE LEFT POWERED ON 24 hours a day, so that Race Control can monitor progress and make contact with the competitor when needed. Only Emergency and calls to Race control can be made via the satellite phone. Additional satellite phones, texting or tracking units are NOT PERMITTED onboard.

4.10. Satellite tracking and two way texting

The Golden Globe Race will use www.YBTracking.com as the official supplier of tracking and texting services for the duration of the race. Customized versions of the YB3 Professional unit will be supplied to each entrant in their Race Pack. These units will have the GPS screen and Bluetooth facility disabled for the Race, so that entrants cannot determine their positions, or modify the email sending address that messages are transmitted to. All text messages will be sent simultaneously direct to one email or SMS address of the entrants choosing and the entrants individual boat web page on the Golden Globe Race yacht tracker web site for all to see. Each entrant can send only two text 100 character messages each day and at least one must be from the pre-recorded file.

The Race Organiser will load 10 standard pre-recorded race messages into each unit.

Each entrant must provide the Race Organiser with their own 90 x 100 character text messages, in English, and the email or SMS address for their messages with their Registration Pack. These 90 personal messages will be loaded into their YB3 units before delivery in Falmouth. Only The Organisers will be able to send text messages to the YB3 units on board each vessel.

Each entrant will receive three items of YB Tracking hardware to be installed/carried on board.

A) One hard mounted YB3i tracking system, with accessories, powered by the yacht's batteries and polling a position every two hours to the Golden Globe Race boat tracking website. This will show live rankings of the fleet and snail trails etc...this time/position polling rate can be changed at any time by the Race Organiser (via satellite from race control) up to positions every 10 minutes in an emergency, or when about to go around and inshore mark.

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

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

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

5. BOATS

5.1. Boat

5.1.1. *Approved Design*

Each boat entered must be on the "Approved" list of suitable production boat designs. Other designs may be considered on application in writing to the Golden Globe Race Committee. "Other" yachts with large pilot house, shoal draft or low ballast ratio will not be approved even, if otherwise they meet the criteria specified. Participants are advised to seek early approval of design types before purchasing or modifying any boat for the event. Only the design will be approved to compete. The structural integrity, build quality, or suitability of any boat to survive the event, will be the sole responsibility of the participant. Designs currently approved include, Aries 32, Baba 35, Biscay 36, Bowman 36, Cape Dory 36, Nicholson 32MKX & XI, OE32, Rustler 36, Saltram 36, Saga 34, Westsail 32, Tradewind 35, Vancouver 32 & 34 Classic.

5.1.2. *Design requirements*

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

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

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

5.1.3. *Replicas*

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

5.1.4. *Conformance*

Mast height, boom length, bowsprits must not exceed original design lengths set in 1988, nor be lighter than originally specified. Spinnaker poles must not exceed the "J" measurement and there must be two. Ballast must be original design specifications. All underwater profiles to be as original specifications from the moulds. No modification of rudder or keel shapes or prop apertures etc allowed. Refit must stay true to the original design and structural components may not be lightened. Strengthening is allowed, together with extra standing rigging and deck gear. The design layout and interior fit-out must remain substantially the same as originally drawn, but minor interior modifications are allowed and the table may be removed. Any propeller is allowed but must make original design speed.

Sails must be Dacron, Polyester, Terylene or Nylon only (a small amount of high tech webbing and line may be allowed in sail construction on application) are restricted to a maximum of 11 sails for one mast, 13 sails for two masts. No spinnaker socks or furling spinnakers or code zero allowed. No rubber band spinnaker stops, only natural fiber wool are allowed. All sails are counted on each boat at the start and any sail missing at end of race will incur a full one day time penalty.

5.1.5. *Special equipment regulations*

A) All deck hatches shall be 100% watertight, strong and not open inwards. Any hatch forward of the mast must be able to be securely locked from above or below deck.

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

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

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

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

F) A watertight collision bulkhead must be fitted within 15% of the LOA from the bow and abaft the forward end of the LWL, strongly built with foam filling the aperture. Further watertight compartments or foam floatation are recommended, but not compulsory.

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

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

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

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

K) If wheel steering is fitted an effective emergency tiller is required. Supplies and equipment to effect an emergency rudder and steering must be on board. This emergency steering must have been previously installed and used by the skipper in the open sea on the entered boat and a full report on its operation and satisfactory performance, with photos, must be submitted with the Race Organiser no later than 30th April 2018

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

M) Propulsion Engines and associated systems shall be installed in accordance with their manufacturers' guidelines and shall be of a minimum type, strength, capacity, and installation specified by the original boat builder. It must be provided with a permanently installed exhaust, coolant, and fuel supply systems with solid fuel tank and be securely covered; and have adequate protection from the effects of heavy weather. Each fuel tank provided with a shutoff valve. A flexible tank is not permitted as a fuel tank. A minimum amount of 20 UG gallons of fuel and a maximum of that which was specified by the original boat builder or 40 US gallons whichever is less.

N) Solar panels totalling min 160 watt @ 15v must be permanently installed. Battery Systems shall only be AGM or Gel batteries with minimum of 300 Amp hour at 12v, for house battery, securely installed to face a roll over. When an electric starter is the only method for starting the engine, the yacht shall have a separate battery, the primary purpose of which is to start the engine. Wind and water generators are allowed.

O) Communications Equipment, shall include

O1) A marine MF/HF radio transceiver of at least 125 watts transmitter power and frequency range from at least 1.6 to 29.9 MHz with permanently installed antenna and earth and an emergency antenna when the regular antenna depends upon the mast.

O2) A marine VHF transceiver of 25W covering all international and US marine channels with a masthead antenna, and co-axial feeder cable with not more than 40% power loss. The following types and lengths of co-axial feeder

cable will meet the requirements of the GGR, up to 15m (50ft) - type RG8X (“mini8”); 15-28m (50-90ft) - type RG8U;

- O3) A First and a Second hand-held marine waterproof VHF transceivers each with min 5w output power. When not in use one may be stowed in the grab bag.
- O4) Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins and international time signals.
- O5) A hand-held watertight transceiver operating on one or more aviation frequencies including 121.5MHz. When not in use to be stowed in a grab bag.
- O6) Marine RDF able to receive marine and aviation beacons for navigation purposes.
- O7) Personal AIS beacon (PAB).

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

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

- P1) Echomax Active-XS RTE transponder /radar detector. (GGR entrants receive discount Echomax price)
- P2) Echomax EM230 or EM230BR Radar reflector fitted to mast.
- P3) Echomax EM230i inflatable radar reflector and Fog horn.
- P4) 2 x 2kg fire extinguishers and a fire blanket.
- P5) One high holding Anchor min 45lb and 15mtr x 10mm SL chain and 60meters x 14mm 3 strand nylon line. A second anchor is recommended.
- P6) A watertight high-intensity heavy duty hand lamp powered by the ships batteries, available for use on deck and in the cockpit, with spare bulbs.
- P7) A minimum four person Life-raft complying with SOLAS LSA code 1997 Chapter IV or later version (or to ISAF Cat 0 requirement) and containing as a minimum a SOLAS A pack and a third 406 GPS EPIRB and a third waterproof fully charged VHF HH radio with GPS included ; shall be packed together in a rigid container securely stowed on the working deck, in the cockpit, or in an open space. The Life-raft shall have the entrant’s GGR Number visible on the canopy and canister.

Q) A grab bag with the following minimum standard.

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

- Q1) Watertight flashlight with spare batteries and if not LED spare bulb
- Q2) One thermal protective aid
- Q3) A second sea anchor for the life raft (not required if the life raft already has a spare sea anchor in its pack) (recommended standard ISO 17339) with 4 swivel and >30m line diameter >9.5 mm
- Q5) One safety tin opener
- Q6) first-aid kit including 1 tube of sunscreen. All dressings should be capable of being effectively used in wet conditions. The first-aid kit should be clearly marked and re-sealable.
- Q7) Signalling mirror
- Q8) High-energy food min 20 000kJ ..and rehydration electrolyte tablets
- Q9) Nylon string, polythene bags, seasickness tablets
- Q10) Watertight hand-held aviation VHF transceiver
- Q11) 3 x 1ltrs water in re-sealable containers and a survivor 06 hand-operated desalinator
- Q12) The second hand-held satellite telephone with waterproof cover and internal batteries
- Q13) Strobe light

- Q14) Medical supplies including any for pre-existing medical conditions
- Q15) Spare unbreakable spectacles for captain if needing them
- Q16) Wet notebook with captive pencil
- Q17) Powerful whistle (operated by mouth)
- Q18) Solas Flares, In date for at least 12 months, 6 red parachute flares, 2 white parachute flares, 2 orange SOLAS compliant smoke flares, five cyalume-type light sticks
- Q19) A watertight, high-powered torch (flashlight) with spare batteries and bulbs if not LED
- Q20) The GGR emergency GPS chart plotter Sat SMS Tracker.
- Q21) SART (Search and Rescue Transponder)
- Q22) The second VHF Hand Held radio
- Q23) The second 406 ERPIRB

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

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

S) High Visibility

- S1) Every storm jib and trysail shall be of highly-visible coloured material (e.g. day glow pink, orange or yellow) and every mainsail shall have at least 2sq. meters highly-visible coloured patch above the highest reef points.
- S2) Each boat shall have a minimum of 2 sq. meters High Vis colour on deck or cabin top.

T) Personal Equipment

- T1) A Solas approved non-inflating life jacket with light, whistle and reflective tape and safety line.
- T2) An ISAF approved inflatable life jacket safety harness in current service, with knife, strobe, hood, crotch strap, safety line, and mini flare set. 2 spare Co2 bottles on board.
- T3) A standard ISAF approved Safety Harness and line or a complete second inflatable harness combination.
- T4) A 406, GPS Personal Location beacon that can be attached securely to the Inflatable Life jacket harness in a dedicated mount.
- T5) An approved cold-water immersion survival suit that allows the wearer to have working mobility and clip on with a safety line and secure a PLB.

U) First Aid Kit

A Golden Globe Race first aid kit will be provided to each entrant on arrival in Falmouth. The contents of the GGR First Aid kit along with its size and weight will be advised no later than January 31st 2018. Any other medical supplies specific to the entrant will need to be supplied by the entrant. The entrant must pay The Organiser for the Golden Globe Race first aid kit no later than 31st January 2018. Cost TBA, but estimated to be around £1200 UK pounds.

V) Jury Rig.

All equipment and supplies needed to use the two spinnaker poles as an effective Jury rig must be carried onboard and the deck mounting plates for that jury rig must be permanently mounted. The skipper is required to set up this jury rig on the entered boat with the main mast and all standing rigging removed then sail with this jury rig for a minimum of six hours on a triangular course in the open ocean. Each leg of the triangle should be approximately three nautical miles, with one leg of the triangle a beam reach. A full report including photos of fittings and overall structure and description of weather and of how the boat sailed must be supplied to the Race Organisers no later than March 31st 2018.

5.2. Survey certification.

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

Stainless steel over time becomes brittle, so great attention to rudder and rudder shafts, chain plates and gudgeons and pintles etc will be needed during any refit. Nothing here in these rules or inspections required, absolves the entrant from his/her ultimate responsibility to ensure his/her own safety by preparing the boat in the appropriate way.

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

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

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

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

5.3. Boat location in the port of Falmouth

All Boats entered will be based at the Falmouth Golden Globe Race marina (TBA). The marina will open for entrants on May 24th and close on May 27th at 1600hrs. Penalties apply after that.

It will be the responsibility of the skipper and the team manager of the boat to ensure the safety of their boat and all the people on it whilst in Falmouth and to ensure the presence of his/her boat at the appointed docking place on the Golden Globe marina between 1600hrs on May 27th and 14th June 2018, except for any pre-authorized temporary removal necessary for the technical preparation of the boat, or as required by the Race Organiser.

5.4. Sponsorship and Golden Globe Race boat branding

5.4.1. Sponsorship

Sponsorship is allowed and may assist and support an entry in any way, provided a one off sponsor supplement fee of AU\$11,000 is paid. This AU\$11,000 fee must be paid before or on the day that sponsors are publically associated with the entrant or the entrant's boat.

NO sponsors logos, other than normal trade marks, are to be displayed anywhere on the yacht or sails other than on spinnakers or Mizzen staysails and on both sides of a mainsail panel no larger than 2 meters x 1 meter. Two entrants sponsor flags no larger than 1.2m x .9m may be flown on the forestay below The Organisers flags whilst alongside the Golden Globe marina. Sponsors names may be applied to the yacht hull, in consistent Arial type, black (or white) letters, max. 7.5 cm high, directly below the gunwale on each side of the boat. One Headsail can be signed by supporter's club members.

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

An entrant may have any sponsor signage on clothing or wet weather gear.

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

5.4.2. Golden Globe Race Branding

Boat branding will be:

Each boat must carry the following branding.

From 21st May, 2018 branding of The Organiser is required in the port of Falmouth, whenever the boat is less than 30 miles from the start and finish line of the race and the Hobart Gate.

In these instances the boats must wear the following branding:

- Two race flags, one in each shroud, of the following dimensions: 1m x .75m.
- Two lifeline lee cloths of the following dimensions: 1.5m x 0.5m printed on both sides
- A line of 3 flags on the forestay, each flag of the following dimensions: 1m x .75m

In the case of withdrawal from the race, or exclusion of a skipper, the boat will no longer be allowed to carry these flags.

Branding of The Organiser, at sea and in the port of Falmouth.

Logo of the official sponsor of the Golden Globe, a 1m² area on both sides of the mainsail above the first reef. A 0.5 m area on each side of the logo must remain neutral and not carry any other branding or colour.

Logo of the Golden Globe Race to be applied on the hull port and starboard within 25% of the LOA from the bow of the boat. No other design work is to appear in this area. Final Position TBA.

A black RACE NUMBER 7.5cm wide and 40cm High inside a 60cm outside diameter Black circle 6cm thick shall be on both sides of the hull amidships.

5.4.3. Boat branding

The branding on the boats must comply with UK legislation. For ethical and public health reasons, the publicity of certain products or services (tobacco, tobacco products, firearms and medicine etc) is forbidden.

The entire mandatory branding items mentioned above will be produced and paid for by The Organiser. It will be up to each skipper to install them in accordance with the procedures, ensuring good visibility until the arrival of the boat in the port of Falmouth at the end of the race.

5.5. Inspection of safety equipment of the boats

Safety Inspections will be conducted at the Golden Globe Race Marina over five days from 4th to 8th June 2018.

The presence of the skipper will be mandatory during these inspections. He/she will be the direct contact for the measurers.

It will be for him/her to show the measurers that he/she knows:

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

5.6. Engine sealing

The engine will not be sealed and motoring is allowed.

5.7. Race Pack

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

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

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

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

It is the responsibility of the skipper to install all this Race Pack equipment to fully functioning, on board the boat, as it will be used for the Golden Globe Race, upon arrival in Falmouth and have it fully operational no later than 0900hrs on 4th June 2018 before the safety equipment inspections. The YB3i will be available from the GGR office from 31st March 2018. The two YB3 units must be collected during skipper Registration at the GGR office in Falmouth on 24-25th May 2018.

6. RANKING AND PRIZE-MONEY

6.1. Rankings

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

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

6.2.1. Golden Globe Race

- A Golden Globe Race Perpetual Trophy will be awarded to the Line Honours winner for two years safekeeping.
- First, second and third places receive a Golden Globe trophy.
- First Corinthian entry will be awarded a trophy.
- A “First Lady” Trophy (In recognition of Kay Cottee first woman solo non-stop in 1988) will be awarded to the first female skipper to cross the finish line.
- Finishing Plaques will be awarded to all finishers of the Golden Globe Race;

Subject to sponsorship, prize money may be awarded in the Golden Globe Race. To be advised.

£75,000 UK pounds may be awarded in the form of cash prizes according to the official ranking of the Golden Globe Race.

- **1st** **£40,000 UK Pounds**
- **2nd** **£20,000 UK Pounds**
- **3rd** **£10,000 UK Pounds**
- **4th** **£5,000 UK Pounds**

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

6.2.2. Chichester Class

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

7. COMMUNICATION

7.1.1. Image rights

Under the provision of these race rules regarding the organization and the promotion of the Golden Globe Race 2018-19, skippers of the Golden Globe Race are reminded that their entry into the race means their image and their name, the image of their boat, their sponsor and partners as well as their shore team and family members present in Falmouth and Hobart (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 Race the skipper without reservation agrees to this and will notify the effected parties within his team of their obligations in regard to this.

7.1.2. Competitor copyright.

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

7.2. Use of GGR Logo

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

Preamble

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

The "Participant" trademark block of logos will also combine all logos of the official sponsors of the race, but will also include the word "competitor".

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

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

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

7.2.2. Use of the Logo and Participant trademark block of logos

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

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

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

7.3. Audiovisual and photo images required (Appendix 6)

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

- 1st June 2017...5-minute professional HD video clip/highlights of campaign. 6 photos, 400 word update.
- 31st January 2018....5-minute professional HD video clip/highlights of campaign. 6 photos, 400 word update.
- Before 30th April 2018...5 minutes professional HD Video of sailing under Jury Rig and Emergency steering. 6 photos.
- 30th April 2018...approx. 30-minute minimum, professional sound recorded broadcast quality cut HD video. Details TBA. 20 photos, plus 400 word update.

7.3.2. Film Drops

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

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

8. INSURANCE

8.1. Organiser's insurance

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

8.2. Participant's insurance

Each participant must subscribe to:

A public liability policy for his/her participation in the Race and for the boat, to a minimum value of £5 million UK Pounds. An insurance certificate, issued by a solvent body of unquestionable reputation, must be included in the registration pack. If the entrant cannot secure this insurance by 31st March 2018, the Race Organisers may delegate this task to an insurance broker to secure and the entrant must buy that policy on that day or forfeit their entry.

9. RESPONSIBILITIES

9.1. Organiser's insurance

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

9.2. Participant's insurance

Each entrant must provide copies of a £5 Million UK Pound Liability insurance policy with an acceptable insurer with the Registration Pack.

9.3. Monitoring

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

9.4. Risk

The skippers enter the race 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 race in the first instance and whether to continue racing. The skipper accepts that the equipment requirements to participate in the Golden Globe Race 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.

9.4.1. Solo sailing

By entering the Golden Globe Race 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 is one of the very real attractions to enter and agrees that the entrant is a risk taker and that this is an important part of the reason the entrant will enter the 2018 Golden Globe Race.

9.4.2. Retro challenge

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

9.4.3. Personal responsibility

By entering the Golden Globe Race the entrant accepts that at any time leading up to the start of the race, or at any time thereafter, including during the race, having gained new skills and sailing experience or insights into the challenge of the Golden Globe Race, that suggests in his/her own opinion, that to remain as an entrant in the Golden Globe Race would be reckless or excessively dangerous to them or their boat, that it is then their sole responsibility and duty to withdraw from the race immediately.

9.4.4. Indemnity

It is a requirement of the Golden Globe that all entrants sign an indemnity form removing the Race Organisers, sponsors,

managers and any employees or volunteers involved with the GGR from any liability whatsoever, to them or their next of kin due to their participation in the GGR.

9.4.5. Proper court

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

9.4.6. Boating legislation

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

10. PENALTIES

Penalties not mentioned elsewhere will include the following.

10.1. Race branding

A £1500 UK Pound penalty, including tax, will be applied for every non-adherence to the clauses in article 5.

10.2. Race logo

Use of the logo or the Participants trademark block of the Golden Globe Race.

A £1500 UK Pound penalty, including tax, will be applied for every non-adherence to the clauses in article 7.

10.3. Non attendance

Presence in Falmouth, at official receptions and briefings.

A £1500 UK pound penalty, including tax, will be applied each time a competitor does not attend a briefing or an official event or the boat is not on the Marina at the date and time specified in the Notice of Race and its appendices.

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

A £1000 UK pound penalty, including tax, will be applied each time a competitor and/or his/her team manager does not attend an official briefing organized by the Race Director.

10.4. Safety Compliance

A £1000 UK pound penalty, including tax, will be applied each time a competitor does not comply with the rules of the safety equipment inspection.

10.5. Media

A £1500 UK Pound penalty, including tax, will be applied each time a competitor and/or his/her team manager does not attend an official event, a media event, Official Media Photo shoot, hospitality event, the skippers' greeting event upon their arrival in Falmouth and/or the prize-giving.

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

A £500 UK pound penalty, including tax, for each week the media is late on each occasion, except the last on 30th April 2018, which will be a £1000 UK pound penalty, including tax for each week late.

10.6. Payment

All fines must be paid before being issued with a racing pennant at the final skippers briefing on the 13th June 2018. If a finishing fee is to be paid at the conclusion of the race, any other penalties incurred during the Golden Globe Race shall be taken from the participant's £7000 UK Pound finishing fee. If a finishing fee is not to be paid, any later penalties must be fully paid before any prizes or trophies are presented at the conclusion of the Golden Globe.

11. INTELLECTUAL PROPERTY

11.1. Race name

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

11.2. Intellectual property

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

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

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

11.3. Long-term Future

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

11.4. Intellectual property rights.

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

The Concept of the GOLDEN GLOBE RACE as a celebration of the original Golden Globe in 1968 and the winning yacht and captain is clear. It is described in this Pre Notice of race and the www.GoldenGlobeRace.com web site, and McIntyre Adventure facebook page. The concept and detail of the Golden Globe Race as a non-stop solo race 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 Pre-Notice of Race. Utilizing basic pre 1988 full keeled production yachts, or replica yachts of previous Golden Globe entrants as the racing yacht is also well documented. All this information combined is documented in and has been transmitted around the world with various Press Releases and Media Notifications first released on April 22nd 2015.

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

12. APPENDIX

Appendix 1 Registration pack

Appendix 2 Program

Appendix 3 Contact details

Appendix 4 National Prescriptions

Appendix 5 Film Stock

Appendix 6 Audiovisual Media production

Appendix 7 Rules for the use of the Golden Globe trademark

12.1. Appendix 1 Registration pack

Pre-registration and race entry packs.

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

These will be available online on the Golden Globe Race website, under REGISTRATION in the secure ENTRANT section of the web site

PRE-REGISTRATION PACK

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

REGISTRATION PACK

Part 1: Skipper

Part 2: Boat

Part 3: Contact details

Part 4: Other documents

Part 5: Media materiel

12.1.2. Process for online registration and registration by post

Some of the content will need to be provided by the skipper, signed and uploaded to the Race Director by email. In addition, some of the content will need to be provided, signed and sent by post to the Race office.

PRE-REGISTRATION PACK

1. Skipper Information form: to be provided
2. Boat information form: to be provided
3. Participant's nationality: to be provided
4. Skipper's qualifications and qualifying sail completed: to be provided
5. Skipper's medical file: downloaded, completed, signed by the skipper and the skipper's doctor, uploaded back on the race email, then sent by post in an envelope marked: Race Director – Golden Globe Race 2018 – Medical file - Confidential

6. Pre-registration form: downloaded, filled out, signed by the skipper, uploaded back on the race email, then sent by post in an envelope marked: Race Director – Golden Globe Race 2018
7. Deposit: confirmed on the race email, then sent either by post in an envelope marked: Race Director – Golden Globe Race 2018 or by bank transfer using the Golden Globe Race bank details provided by The Organiser.
8. Addresses: to be provided

Once The Organiser receives all the pre-registration documents on the race email, and after validation of these documents by the Golden Globe Race committee, The Organiser will provide the competitor with a pre-registration number, which will be the RACE NUMBER.

Once The Organiser receives all the pre-registration documents on the race website, and after validation of these documents by the Race Committee and the medical service of the race, The Organiser will provide the competitor with a username and password to register on the race website. The competitor will be announced as pre-registered OFFICIAL ENTRANT on the Golden Globe Race website.

REGISTRATION PACK

Part 1: Skipper: to be provided

Registration form: downloaded, filled out, signed by the skipper, uploaded back on the race email, then sent by post in an envelope marked: Race Director – Golden Globe Race 2018

Part 2: Boat: to be provided

Part 3: Contact details: to be provided

Part 4: Other documents: to be provided

Part 5: Media Materiel: to be provided

The original documents of the copies provided in the registration pack shall be available to the offshore safety equipment inspectors in Falmouth and must be available to be checked during inspection of boats. Once all paperwork complete and approved the competitor will be announced as an OFFICIAL COMPETITOR.

12.2. Appendix 2 Program

Preliminary Draft Program. Falmouth 2018

- 23rd May Falmouth Golden Globe Race office opens.
- 24th May Falmouth GGR office open for Entrant Registration. Official GGR Notice Board active. Marina opens 0900hrs. -1730hrs
- 25th May entrant registration. Marina Open 0900hrs -1730hrs
- 26th SATURDAY Marina Open at 0830hrs-1730hrs
- 27th SUNDAY Marina Opens 1000hrs-1600hrs all Golden Globe boats must be on the marina.
- 28th May at 0930hrs to 1630hrs, Skippers and Managers “Safety and Rescue” course.
- 29th May at 0930hrs to 1630hrs, Skippers and Managers “Safety and Rescue” course.
- 30th May FREE.....
- 31st May at 10.00hrs-1200hrs. Skippers, Managers welcome briefing and information. 1800hrs Falmouth City welcome cocktail reception
- 1st June FREE.....1900hrs Official Host Yacht Club welcome dinner
- 2nd /3rd May SATURDAY/SUNDAY OFFICIAL RACE OPENING Presence of all the skippers and their boat at the Golden Globe Marina/Village. Meet the people, presentation of skippers, their boats, partners and sponsors. Skippers official photo shoot. Etc Golden Globe Festival Public events Saturday Night open-air marina party

Public event live music Skipper dingy races (Final Program TBA)

- 4th June at 09:00 scheduled Boat safety, media interviews, Boat photo shoots begin.
- 5 0900 continue.....
- 6 0900 continue.....1900hrs Skippers dinner.
- 7 0900 continue.....
- 8th June 0900 continue till 17:00HRS all completed. GREEN CARDS ISSUED
- 9th SATURDAY FREE 1900hrs Sponsors, National Maritime Museum SIF fundraising dinner
- 10th SUNDAY FREE..... 1300hrs Skippers and friends Barbie?
- 11th FREE
- 12th FREE
- 13th June at 10:00: Skippers and Team managers. Departure briefing for skippers and team managers. 19:00 FAREWELL DINNER...BIG!
- 14th June 1330hrs Start of the 2018 Golden Globe Race.

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

12.3. Appendix 3 Contact Details

Contact Details

- GGR headquarters TBA Hello@GoldenGlobeRace.com
- GGR Chairman..TBA
- Race Director..TBA
- Race Manager.. TBA
- PR & Communications Director TBA
- Hobart Race Director TBA
- Race Safety Director TBA
- Medical Director TBA

Media PPL Barry Pickthall www.pplmedia.com

+44 (0)1243 555561, +44 (0)7768 395719, PPL@mistral.co.uk

UK co-ordinator Chris Jacks <christopher.jacks@hotmail.com>

Australian co-ordinator David Ferrall <davidferrall@icloud.com>

12.4. Appendix 4 National Prescriptions

National Prescriptions. To Be Advised.

12.5. Appendix 5 Film Stock

Film Stock

The Organisers will enter into an agreement with a 35mm photographic Film and Super 8 movie film supplier for the BULK purchase of film to include, processing and digitizing of each roll included in one fixed price per roll. The entrant can order a roll of film through the Golden Globe at that price for delivery in Falmouth before the start. After exposure during the race, if it is handed to The Organiser at one of the race drop off opportunities, The Organiser, without liability, will attempt to deliver the film to the processor for developing and digitizing. Once done, it can be forwarded to the entrant's Audio Visual Referral agent. The unit cost of this service will be advised on January 31st 2018. Orders may be placed until 31st March 2018.

12.6. Appendix 6 Audiovisual Media production

Audio-visual Media Production.

Entrants will provide the following media materiel to be used by The Organiser in various media before and during the race. The mentioned materiel is to be provided no later than the dates specified, or if joining the Golden Globe after those dates as soon as practical once entry is accepted and on a date to be mutually agreed with The Organiser. Specific instructions to assist entrants with the filming and production of this materiel will be provided in February 2017 and updated again in February 2018.

- ✓ 5 minute professional cut HD video clip/highlights of campaign. 6 photos, 400 word update.... 1st June 2017
- ✓ 5 minute professional cut HD video clip/highlights of campaign. 6 photos, 400 word update...31st January 2018.
- ✓ 5 minutes professional cut HD Video of sailing under Jury Rig and Emergency steering. 6 photos. Any time before 30th April 2018...
- ✓ 30 minute minimum, professionally filmed and sound recorded broadcast quality cut HD video clips covering shot list provided by GGR organisers, of subjects to shoot, including boat to boat shots sailing, climbing the mast, on the bow, working in the cockpit, then shot on the boat the same, navigating, cooking, cockpit work, sail handling, radio work, sleeping, reading, writing log etc to be used as file footage during the GGR race, 20 photos, plus 400 word update. 30th April 2018.

Once a week sat-phone call at set time to the Golden Globe Race co-ordinator for update and to record minimum five-minute interview for upload to Media.

Twice daily text short message direct to entrants individual race tracking web page.

Canary Islands film drop.

Cape Verde Islands film drop.

Hobart gate film drop, media interview, photographs and video opportunity.

Falkland Island film drop.

End of race film pick up.

Broadcast productions

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

September 2017	GGR Intro Documentary (26 minutes)
March 2018	GGR Update Documentary (26 minutes)
July 2018	GGR Start Documentary (48 minutes)
February 2019	GGR Halfway Documentary (48 minutes)
May 2019	The Golden Globe Race Documentary (48 minutes)

Print media

September 2017	GGR Official Poster released Designed by TBA.
May 2018 GGR	Official Program in partnership with Magazine TBA.
June 14 2018	Official Golden Globe book released Authored by TBA.

Type and schedule of standard Media.

During Falmouth pre-race activities, each entrant will be filmed/photographed/interviewed (by the three in-house GGR camera/video team and the Official GGR Executive Production Team) alongside and sailing their boat, including Ariel shots, for future file footage, online and general media use and the official Documentary. Various online video productions will be regularly produced and issued during the lead up to and during the race, all hosted by the in-house GGR commentator/presenter.

During the race the following minimum online presence will be maintained.

1 GGR “LOG”

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

2 GGR “Captain’s LOG”

Daily satellite phone call audio files, minimum five minutes, loaded every day from the three/four scheduled entrants for that day making their weekly call, with standard vision header/background, standard video file. This will rotate the entire fleet once every week. Posted online.

3 GGR “Special Update”

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

4 GGR “Week One update”/Two/Three etc

Weekly 6-10 minute race summary and video production with highlights, extra interviews with prominent competitors (extra sat phone call especially for this interview) audio and moving course graphic produced for web release, hosted by GGR media commentator/presenter. Posted online.

5 GGR “Media Update”

Regular weekly Media Update issued to international media including “Week One update” video production , latest course graphic, relevant competitor file photos and direct quotes from entrants and comments from GG Race Director, Race Commentator or Barry Pickthall . Distributed to 2300 media outlets and relevant sections posted in online news.

6 GGR “Press Release”

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

LIVE RACE TRACKING

YB Tracking will be the official satellite tracking and short text messaging service provider. They are world leaders in their field.

The GGR will have all the usual features offered on its live tracking page as seen in the Volvo and Clipper races. Viewers can watch the entire fleet or call up individual boats, zoom in our out, check current rankings, view, average speed, course, check current weather overlays etc. The twice-daily short text messages from each entrant will be uploaded to the individual entrant’s course page and all twitter comments from around the world will be streamed on the side of the main GGR tracking map.

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

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

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

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

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

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

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

These beneficiaries, as described in articles 7.2.1 and 7.2.2 are the only authorized entities allowed to use the official branding of the race.

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

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

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

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

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

12.7.5. Products bought from X TBA

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

12.7.6. Products NOT bought from X TBA

In these instances:

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

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