

# GOLDEN°GLØBE°RACE

Golden Globe Race 2022-23

## NOTICE OF RACE

Feb 03, 2022

Patron: Sir Robin Knox-Johnston CBE RD



Amendments to July 2020 - 2.7.2 - 2.7.3 - 3.1.11- 5.1.4 - 5.1.5.M

Amendments to January 2022 - 1.6 - 1.15 - 1.17 - 1.18 - 1.19 - 2.3.1 - 2.8 - 3.4.10 - 4.2 - 4.6 - 4.7 - 4.10 - 4.11 - 5.1.1. - 5.1.4 - 5.1.5 G, K, O10, P, Q22, Q24, Q25, T1, U - 5.3 - 5.7 - 7.4.2 - 10.4 - 12.1 - 12.3

The Organiser reserves the right to amend this Notice of Race 2022-23. The text in English language is to be taken as definitive in the event of any jurisdiction or dispute of whatever nature. Managed by Ocean Frontiers Pty Ltd. © 2014-2023.

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# **1 DEFINITIONS**

## **1.1 Golden Globe Race**

The Golden Globe Race 2022-23 is a single handed non-stop round the world race without assistance.

The Golden Globe Race 2022-23 may also be named the “ Golden Globe ” and/or “the Race” or “GGR” in the various documents.

## **1.2 Organiser**

The GGR Organiser will be: Ocean Frontiers Pty Ltd. PO BOX 547, Kingston, Tasmania , Australia 7051. Represented by it’s managing Director Mr Don McIntyre.

## **1.3 Website of the GGR**

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

## **1.4 Patron and Host**

Sir Robin Knox-Johnston CBE RD is the Patron of the Golden Globe Race.

## **1.5 Notice of Race**

This Notice of Race for the GGR 2022-23 was issued on August 22<sup>nd</sup> ,2019. It may be supplemented by amendments at any time. All Entrants and waitlist Entrants registered with the Organiser may be notified of those amendments without obligation.

## **1.6 Boat**

A SUHAILI CLASS boat for the Race will be a 32-36ft mono-hull yacht of a design and build “approved” by the GGR Organiser. Entry into the GGR is attached to the Boat after August 22<sup>nd</sup> 2021, so it may not be changed after that date without submitting a new entry application and application fee of AU\$16,000. No boat can be changed after January 31st, 2022 unless making a new entry application, including the late entry fee unless prior approval in writing is given by GGR.

## **1.7 GGR Director**

The GGR Director and or the Chairman will be the entity responsible for the implementation of the program of the 2022 Golden Globe according to directives from the organising authority, and in compliance with French nautical regulations.

## **1.8 Timetables**

Times published will be in local time in England and France in all texts up to the day

and time of first departure and after the arrival of each entrant into the GGR Marina. GMT hours in the Sailing Instructions.

### **1.9 Official Sponsors of the Golden Globe**

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

### **1.10 Participant**

A Participant will comprise several entities:

#### **1.10.1 A skipper**

Entry into the GGR is attached to the applicant from the beginning and the boat from June August 22<sup>nd</sup>, 2021.

#### **1.10.2 A Reserve skipper**

From August 22<sup>nd</sup> 2021, a reserve skipper may be listed with the entry and a full application form submitted for that Person. A fee of AU\$3000 is required to list a reserve skipper. If under exceptional circumstances the skipper needs to be substituted for the reserve, this will be considered on its merits subject to the reserve already having complied with the requirements of all skippers up to that time. No change of skipper is allowed once a Green Card is issued for the boat.

#### **1.10.3 Sponsors**

All financial, logistical and/or technical partners.

#### **1.10.4 Team Manager**

He/she will be mandatory and must be "Approved " by the organiser.

He/she will be named in the registration pack.

He/she will be the point of contact for:

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

The GGR Director, for all nautical and sporting aspects.

#### **1.10.5 Shore crew**

Anyone acting ashore for the skipper and his/her boat, before and after the event.

The shore crew will be represented by the Team Manager.

#### **1.10.6 Audio-visual referral agent**

He/She is Mandatory

Person in charge of the participant's audio-visual content. He/she will be the point of contact for the Executive Production Team. As such, he/she will be responsible



for all the images sent by the Skipper to the Production Team before the start at film drop opportunities during the event and at the conclusion in LSO. This position may be represented by the MANAGER.

### **1.11 GGR Headquarters**

The GGR HEADQUARTERS will be the workspace of The Organiser, the Managers and the GGR Director and various stakeholders appointed by The Organiser for the professional operation of the Golden Globe Race. It will be located in LSO.

### **1.12 Executive Producer**

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

### **1.13 Questions asked by a Skipper or a Team Manager after the Start**

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

### **1.14 Routing**

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

### **1.15 Medical service of the GGR**

The Medical Services providers of the GGR are MSOS and the GGR Official Doctors linking with TMAS and RCC centres in a crisis.

### **1.16 Skipper**

The skipper will be a sailor participating in the GGR.

### **1.17 Official Notice Board**

The official notice board will come in two different forms.

- Online on the official '[2022 GGR Notice Board](#)' Facebook page.

- From August 1<sup>st</sup> 2022 In LSO on the board in the GGR Headquarters where printed information will be posted.

In the event of a conflict between the two Notice boards, the Official GGR headquarters Notice Board will prevail.

## 1.18 Contributors

The managers for the GGR will be:

- GGR Chairman Don McIntyre
- GGR Director Sébastien Delasnerie
- GGR Assistant Director Lutz Kohne
- GGR Safety Director TBA
- GGR Manager TBA
- GGR Media Manager Sébastien Delasnerie
- GGR Photo Video TBA
- GGR Digital Director TBA
- GGR Finance and Admin Jane Zhou

Contact details are available in Appendix 3.

- Executive Production. TBA
- GGR Medical Doctors MSOS
- Umpiring. The umpiring of the Race will be provided by a team of three qualified people making the Jury and NOT including the Chairman or Race Director and any other appropriate person approved by the Chairman or Director.

## 1.19 Abbreviations

Abbreviations used in this Pre-Notice of Race and the documents will be:

ISAF / WS: International Sailing Federation/World Sailing

COLREGS: The International Regulations for preventing collisions at sea. 1972

GGR: Golden Globe Race

IMO: International Maritime Organisation

LSO: Les Sables d'Olonne

## 2 THE RACE

### 2.1 Registration

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

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

- A Registration pack completed, becomes an. *OFFICIAL ENTRANT*.

The Pre-Registration pack and Registration pack must be emailed as one complete file with an AU\$350 processing fee. Incomplete files will be rejected and returned for correction, or addition of missing material with processing fee forfeited unless prior written agreement from GGR is given. A new processing fee will be required for each subsequent submission. In addition, some originals of these forms will have to be sent to The Organiser or provided at the final safety inspection.

## **2.2 Dates**

### **22nd August 2021**

All existing provisional entrants must nominate their GGR boat and show ownership or control, or be moved to the waitlist and the next available person on the waitlist with a boat will be offered an entry. If no waitlisted person owns a boat, the first on the list is given four weeks to secure a boat and so on. Any new entrants after August 22<sup>nd</sup> 2021 will be given three months to secure a boat after their entry is accepted.

### **14th April 2022**

The Pre-Registration pack must be fully completed.

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

All those on the waitlist must now submit their Pre-Registration Pack for consideration. Anyone not doing so may forfeit their AU\$16,000 entry fee and be removed from the event. Any Pre-Registration pack submitted after this date and any new application for an invitation to compete after this date may be required to pay a AU\$7,000 late entry fee supplement at the discretion of the Organiser.

### **30th JUNE 2022**

The Registration pack must be completed no later than the 30th JUNE 2022. Each pack must be complete and include all the requested information. Any entrant unable to complete the registration pack on time will be fined AU\$5,000 for each week it is delayed, for a maximum of two weeks, OR at the discretion of the GGR Director, be moved to the Waitlist, OR be removed from the event forfeiting entry

fee and any Waitlisted person with a completed Registration Pack will be offered an entry.

#### **4th July 2022**

Any waitlisted person who is still registered with a registration pack completed, that is NOT offered an entry will receive a full AU\$16,000 refund.

### **2.3 Number of participants and GGR Number**

#### **2.3.1 The number of entries**

The number of ordinary entries is restricted to 30 Participants. (26 SUHAILI - 4 special invitations)

#### **2.3.2 An extra Waitlisted entrant may be accepted**

If the organiser believes on the 30<sup>th</sup> MAY 2022, that an existing Qualified Official Entrant may not eventually make the start line, an extra waitlisted entrant may be accepted increasing the total number of Entrants. 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 30 skippers to have complied with all the procedures and Registration rules will normally be allowed to take part in the GGR.

#### **2.3.3 Special Inclusion for Suhaili Replica**

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

#### **2.3.4 The GGR Organiser retains the right to issue up to four Special Invitations**

The GGR Organiser retains the right to issue up to five Special Invitations to sail in the GGR at any time up until the 14th May 2022. When the entry list is full, a waitlist of up to 15 possible entrants will be established to stand by. If a provisional Entrant or any Participant withdraws, is moved by the GGR Director to the Waitlist, or is removed from the Golden Globe by the GGR Director, then the next person qualified on the Waitlist is offered that entry. Each person on that Waitlist must own or control their boat by 1st October 2021 to remain on the waitlist.

### **2.3.5 No more than seven Entries in SUHAILI Class**

No more than seven Entries in SUHAILI Class will be accepted from the same COUNTRY until January 1<sup>st</sup> 2021 when this rule may be relaxed at the discretion of the Race Director.

### **2.4 GGR Entry Fee**

The Non-refundable GGR Entry Fee will be: AU\$16,000. Paid in two parts. AU\$5,000 when applying for an entry. The balance of AU\$11,000 within 12 months of entry, or by 22<sup>nd</sup> August 2021 whichever is earlier. The payment of entry fees must be made by bank transfer (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. Entrants Under 21 at start may claim a full entry refund.

Only if a GGR event sponsor provides the requested budget, EURO\$9,000 will be paid to any GGR entrant crossing the finish line before 1400hrs on the 14th JUNE 2023. The Organiser will notify all entrants of this opportunity as soon as possible and no later than 22nd August 2021. If the sponsor prize money budget is NOT available, there will be no EURO\$9,000 finishing payment. This finishing fee, if available will be paid on 1st JULY 2023 less any outstanding amounts Due by the entrant to GGR.

### **2.5 GGR Route**

#### **2.5.1 The Race course is around the world east about.**

The start of the GGR will be in the general area offshore from LSO. The entrants will sail down the Atlantic from North to South.

Leaving:

- An inshore Canary Island mark (TBA) to port
- Island of Trindade to port
- An inshore Cape Town mark (TBA) to Stb
- 44 degrees South latitude to starboard till 100 degrees East
- Cape Leeuwin to port
- to a 'Gate' (TBA) in Storm Bay Tasmania
- Snares Islands to Starboard.
- Bounty Islands to Starboard.
- Waypoint 47 degrees South Latitude and 174 degrees' west longitude to starboard.

- 47 degrees' south latitude to starboard until east of 115 degrees' west longitude.
- 50 degrees' south latitude and 90 degrees west longitude to port.
- Cape Horn to port
- **An inshore Punta del Este mark (TBA) to starboard**
- Sail up the Atlantic from South to North. Then to the Finish line off LSO

### **2.5.2 Course Penalties**

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

Time penalties allocated to an Entrant will be served in a Penalty Box (TBA in the sailing instructions) On crossing north of 20 degrees North latitude, the Entrant suffering a time penalty must then return south of that latitude (Penalty time starts) and not cross North of it again (within 40 miles of the crossing longitude), until the time penalty has been served. The entrant may then make for the finish line.

Amendments to the Race course regarding safety measures to avoid drifting ice and/or a minimum distance of the course from the coast of some countries in the southern hemisphere will be published no later than the 30<sup>th</sup> JULY 2022. These amendments may be updated based on studies carried out for weather or ice conditions or consultation with Rescue Coordination Centres.

### **2.6 Start date**

The official start date will be Sunday 4<sup>th</sup> SEPT 2022 at 1300 hrs and the last start date will be 11<sup>th</sup> SEPT. 2022 at 1300 hrs

### **2.7 Time limit**

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

**2.7.2 HOBART GATE after 1200hrs Local time on 31st January 2023**

An entrant who arrives at the HOBART GATE after 1200hrs Local time on 31st January 2023 becomes a [GGR Voyager](#) on arrival and may not continue toward

Cape Horn earlier than 1000hrs Local time on 1st December 2023. A Chichester Class entrant arriving at the Hobart gate after 1200hrs Local time on 31st January is withdrawn from the event.

### **2.7.3 VOYAGER sailors starting in Dec. 2023 own responsibility.**

24hr Race control safety coverage is NOT provided. The GGR Crisis management team is NOT operational. The 24hr Telemedicine team will NOT be operational so you must use TMAS for emergency coverage support/advice. GGR Voyagers must continue their voyage as an independent mariner at sea, accepting full responsibility for their own actions. A form of acceptance must be signed agreeing with these terms and releasing GGR from any responsibility and liability. All GGR EPIRB registrations will be cancelled and returned to the sailors control and own safety management for the voyage back to Les Sables d'olonne. YB3i tracking will be continued on the GGR tracking page and YB3 units 'opened' for unlimited use. All communications restrictions are removed. Sat Phones and other communication devices are free to use. All banned equipment under this Notice of Race are free to use, including GPS, weather Routing, electronic charts and autopilots. No regular scheduled media coverage of the entrant at sea by GGR is planned, but random updates may be posted leading to your return in Les Sables D'Olonne. While continuing the voyage back to Les Sables you are NOT an official GGR Entrant, but remain part of the GGR celebration.

### **2.8 GGR UK PROLOGUE SITraN Race**

A SITraN Challenge Race is planned from a port in the UK, starting Sunday 14th August . All GGR entrants must assemble in ...TBA on **6th August 2022**.

### **2.9 FORCE MAJEURE**

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

- Total strikes internal or external to the company or any other labour disputes, epidemics,
- Blocking of the means of transport or supply for any reason whatsoever,
- Natural disasters (gel, earthquake, fire, storm, flood, water etc damage), nuclear disaster,
- Terrorist attacks, riots or wars,
- Government or legal restriction,

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

## **3 THE RULES**

### **3.1 The principles of the Golden Globe**

The principles of the Golden Globe will be:

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

#### **3.1.1 Single-handed**

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

#### **3.1.2 Non-stop**

It is understood and agreed that the course does not stop and does not allow any stopovers. Any immobilisation 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 materiel assistance or external help, either requested or otherwise, including: Personalised weather assistance or any weather advice or opinions other than reading the standard official **World** Meteorological Organisation (WMO) HIGH SEAS text



weather reports from any national authority or weather bureau.

### **3.1.3.1 Routing is forbidden**

Personalised private meteorological or geographical assistance, also named "Routing". Routing is forbidden once the entrant leaves the dock heading to the start of the Race.

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

Authorised sources of meteorological information allowed during the GGR and their reception process are defined as only OFFICIAL **World** Meteorological Organisation (WMO) HIGH SEAS TEXT weather forecast and HF RADIO WEATHER-FAX forecasts received onboard or from the National Weather forecasting body of any country delivered as text and read to the entrant. Information from Windyty, Predict wind and similar sources are specifically banned. Entrants are allowed to freely discuss weather and courses between themselves or with other "Non-associated" mariners at sea who may provide information from any freely available public source.

### **3.1.3.2 Assistance or outside assistance**

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

### **3.1.3.3 GGR Entrant GPS Positions from GGR Tracker and AIS Marine Traffic.**

Receiving Lat/Long Position coordinates of any GGR entrants (via any method of communication) derived from the GGR LIVE tracker or AIS Marine Traffic is forbidden to entrants at all times. Penalty 48hrs 1st offence. Second offence Disqualification.

### **3.1.4 Telephone contact**

A skipper may only contact the GGR Control by GGR sat. telephone or YB3 Texting during the voyage and may NOT use these to contact any other party except in an emergency to seek immediate life saving assistance only and then the organiser

must be notified as soon as possible if you do.

An entrant who makes an unauthorised sat phone call, will after all the facts have been considered, be moved to the Chichester Class, or, if a first offence and no materiel assistance is proven, the entrant may be given a 24hr time penalty at the discretion of the GGR Chairman or Director and approval of the JURY.

No other phone may be on board an entered yacht once a GREEN CARD is issued without the written permission of the organiser.

### **3.1.5 Docking conditions**

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

A skipper wanting to dock or come alongside a boat, go ashore, receive outside assistance or be supplied with goods after starting can only do so inside the port area of LSO and after receiving prior authorization from the GGR Director and or the Chairman. The Entrant will only be allowed to re-start the GGR at any time before 13.30hrs on 11th SEPT. 2022 when the Race window closes.

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

### **3.1.6 Medical or paramedical assistance**

The direct intervention of a doctor onboard is forbidden. Long-distance medical advice by Sat-phone, Radio or otherwise is permitted. Authorised medical advice means any remote intervention by a doctor to aid a competitor in administering the necessary treatment following an accident onboard or the aggravation of an existing condition. The skipper must FIRST inform the GGR Medical Service Doctor every time he/she requires medical advice if possible or should consult with the relevant TMAS provider and Notify the GGR Doctor as soon as practical after the event of the problem, diagnosis and outcome.

### **3.1.7 Breaking the seal on the Safety Pack**

If for any reason whatsoever, the seal of the GPS Safety Pack is broken, then after consideration of all the facts and at the sole discretion of the GGR Director, the entrant will be automatically placed in the Chichester one-stop class and will not be eligible for any official Golden Globe trophies, finishing fee, Golden Globe completion plaques or Official Ranking in the Golden Globe Race list, but can remain in the event, but being moved to the 'Chichester Class and joining it's rankings. They will receive a 'Chichester' finishing plaque, provided they finish no later than 1500 hrs on 14<sup>th</sup> JUNE 2023.

### **3.1.8 Stopovers or assistance**

If for any reason whatsoever, an entrant receives materiel assistance of any kind or makes an unapproved stopover in a port, then after consideration of all the facts and at the sole discretion of the GGR Director the entrant will be automatically placed in the Chichester one-stop class and will not be eligible for any official Golden Globe trophies, Finishing fee, Golden Globe completion plaques or Official Ranking in the Golden Globe Race, but can remain in the event, but being moved to the 'Chichester Class and joining it's rankings. They will receive a 'Chichester' finishing plaque, provided they finish no later than 1500 hrs on 14<sup>th</sup> JUNE 2023.

### **3.1.9 Banned equipment**

#### **3.1.9.1 Retro**

As a RETRO event, generally speaking only equipment that was available to Robin Knox Johnston on Suhaili is to be used. If it was not on Suhaili then you cannot use it. Some items are considered safety gear and are exempt and are listed in this 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 autopilots, electronic log, mobile phone, iPhone, iPod, Kindle or any computer based device, Electric propulsion engines, CD players, electronic watches/clocks, GPS **read out** equipped 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.

### **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 LSO, the entrant will be issued a GREEN CARD. Once this has been issued, the boat is under the banned equipment rule which means no banned equipment (other than digital cameras until the race start day), or any person with banned equipment in their possession is allowed on the boat without the written permission of the GGR Director. Any breach of this rule will mean disqualification from the event.

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

### **3.1.10 Allowed items**

Items currently approved and not mentioned elsewhere in this document, include, Led lights, refrigeration, rope clutch/jamber, self-tailing winches, headsail furling, SS wire including Dyform, Staylocks, Boombrakes, typewriter, Basic automobile cassette player, Battery drill 12v tools, Analog headsets, and other items approved from time to time by the organiser. AIS transponder with No access to GPS. Radio HF weather fax, Non GPS readout Digital cameras and Drones on approval only.

### **3.1.11 Engine**

Propeller shafts are not sealed. The propulsion engine can be run in gear to give motion at any time without penalty, except within 30 miles of the start line and 250 miles of the finish line. Fuel tanks are topped up pre-start to full. At the end of the GGR, tanks are topped up again noting litres consumed. For every litre consumed over 25 litres, a two hour time penalty will be added to the total elapsed time to calculate the official finish time of the entrant.

### **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.

### 3.1.13 Clarifications

The GGR has **NO Yacht Racing Rules** and NO traditional yacht racing protest procedure. It is an 'Adventure in the Spirit of the original around the world races'. Entry is by invitation only and to be accepted the entrant agrees to these simple provisions. There are NO protests or protest procedures. If you request a **Clarification** or review on any issue, after Sept 3rd 2022 it will be considered by the JURY in the Spirit of the GGR. **Clarification requests** should be in writing, or by recorded sat phone call and will be accepted from Entrants or Managers only. A 150 Euro fee is required for each **Official Clarification and review**. A formal response will be given to all **Official Clarifications** and made public. The Jury decision is final.

### 3.1.14 Emergency Water

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

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

*At the request of the GGR Chairman following the claim of another entrant or the organiser, the implementation of these exceptions may be subject to review by the jury and may incur a penalty (time or financial or both) up to and including disqualification from the Race.*

### **Personalised meteorological or geographical support in dangerous situations.**

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

*Where a skipper requires assistance, or if a boat is in danger, the GGR Director or Chairman can ask a skipper or a group of skippers to divert from their route to meet with the endangered skipper or vessel as quickly as possible. The Entrant is not obligated to act on the advice other than under International Conventions.*

### **3.2.2 Extreme urgency**

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

### **3.3 Rescue and assistance at sea**

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

### **3.4 Sailing Rules**

The following rules will apply: Note: GGR may at any time amend the Notice of Race or sailing rules even after the start and it is the entrants responsibility to apply those rules.

#### **3.4.1 Applicable documents**

- a) All Boating regulations are enforced by the government of the UK and France.
- b) The Golden Globe 2022-23 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.
- f) The Golden Globe 2022-23 Notice of Race, its appendices and any future

amendments.

g) Frequently asked Questions

### **3.4.2 Reference Documents**

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

The conditions for the exit of the GGR Marina in LSO on the first available start opportunity on 4<sup>th</sup> SEPT will be specified in an amendment to the GGR Sailing Instructions. Entrants will motor under their 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 GGR is English

### **3.4.5 Sailing Rules**

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

### **3.4.6 Hobart Gate**

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

The Safety Pack must be displayed for seal inspection whilst "inside" the gate. If the

seal is broken, penalties apply. Subject to Aust. Border Force approval (TBA) a new Safety Pack may be exchanged for the next stage of the Golden Globe Race if the seal appears broken.

#### **3.4.7 Chichester Class - Safety Pack**

A participant who breaks the seal on their Safety Pack holding the portable GPS chart plotter, will not be eligible for any official Golden Globe trophies, Finishing fee, GGR completion plaques or Official Ranking in the GGR, but can remain in the event, but being moved to the 'Chichester Class' and join it's rankings. They will receive a 'Chichester' finishing plaque, provided they finish no later than 1500 hrs on 14<sup>th</sup> JUNE 2023.

#### **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 materials such as fruit peelings and strands of wool from a sail, are allowed." All entrants must supply a WASTE MANAGEMENT PLAN: waste management process and estimates in KG of Plastic, glass, tins onboard at their final safety inspection.

#### **3.4.10 In-shore rounding marks**

In-shore rounding marks in Canary Islands, Cape Town and Punta del Este are mandatory. Skippers must approach the inshore rounding marks with one reef in the mainsail. Once close abeam of the inshore rounding marks, skippers must drop/furl all headsails and spinnakers for 20 minutes if safe to do so, proceeding under reefed mainsail only, regardless of any official boat being in attendance. Any skipper failing to do so will be penalised and that penalty shall be, subject to circumstances, a minimum 24 hours and a maximum of Disqualification and or a maximum Fine of Euro \$5000.

### **3.5 Navigation**

#### **3.5.1 Navigation Logs**

All celestial notes, observations and calculations for the entire voyage are to be clearly recorded in separate documents. A communications log recording the date



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

### **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 entrant's position to be reported to the GGR Organiser. A 24hr GGR Hotline number or email address will be provided to Entrants for this purpose. On such occasions, the position reported, the date and time, the name of the vessel and call sign must also be recorded in the entrant's communications log. This information must be provided to the Organisers at the end of the voyage for scrutiny. Failure to comply will incur a time penalty.

### **3.6 Exceptional circumstances**

In exceptional circumstances, and in situations that could affect the skipper's safety, the GGR Director or an approved person may provide specific guidelines to which 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 Pre - Notice of Race or other applicable rules mentioned above. In that case, the directives will be submitted to the jury in a detailed report.

### **3.7 Commitment of the participants**

In entering the GGR, the participants undertake to:

- Conform to all rules and directives of the GGR Director.
- At the request of the GGR Director and/or the GGR Committee or the Jury, provide any information on: The navigation of the skipper, his/her route and route choice, used weather information, Voyage incidents or any other voyage-related issues. A list of all contacts the skipper communicated with, including identity, date, time, method of contact and nature of discussion, including with shore crew or any other person (except other Entrants) or vessel during the voyage. The summary content of these communications. Whether such information and/or communications have been given or

established in the form of HF or VHF radio exchanges, telephone calls, or any other form of communication between the skipper and one or several correspondents ashore or at sea. Failure to accurately provide this information may result in disqualification.

### **3.8 Media**

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

The skipper will also be required to carry the media chosen and provided by the Organiser and displayed in a manner directed by the GGR Director. The Skipper will be required to provide details of experiences on board during the race when requested by the Director, Executive Producer or GGR media manager. An entrant must agree to fit and use any on board camera/sound equipment provided by the Executive Producer. Failure to comply may incur a time penalty or fine.

### **3.9 Right to forbid monetary gambling**

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

## **4 SKIPPER**

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

### **4.1 Age of the participant**

The GGR is open to any person aged 18 or over on the 30<sup>th</sup> June 2022. An entrant who is under 21 years of age at the start of the GGR will receive Full refund of the entry fee on passing the Canary Island film drop mark.

### **4.2 Passport**

Each skipper must hold a passport **and an Australian ETA visa for the Hobart Film**

Drop that will be valid until at least December 2023.

### **4.3 Nationality of the participant**

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

### **4.4 Licence**

Each Entrant must hold all licences and registration certificates required by their national authority (Shown on the yachts registration papers) including but not limited to, Boat operators licence, Marine Radio operator's licence for all types of mandatory equipment fitted, Radio station Licence and call sign, EPIRB and PLB reg. certificates and Boat registration papers. French Entrants do not need any FFV Licences.

### **4.5 Qualification to Enter**

4000 miles Ocean sailing is required BEFORE applying for an invitation to enter.

#### **4.5.1 Pre-registration package**

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 one other person 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.

#### **4.5.2 A further 2000 solo non-stop ocean miles**

A further GGR "Approved sailing plan" 2000 solo non-stop ocean miles in the entered GGR yacht with an operational Satellite tracking device using wind vane only (No electric autopilots) With celestial navigation logs to be provided to GGR, must be completed by 1<sup>st</sup> AUGUST 2022. All other nav. Aids including GPS and full AIS etc may be used during this voyage.

#### **4.5.3 Entry may be cancelled and removed from the GGR**

If at any time before or during the GGR The Organisers for whatever reason considers the entered Skipper unsuitable to sail, or to continue sailing, the entry may be cancelled and removed from the GGR. A partial refund of entry fee (not including sponsor fee) is the only consideration given in exceptional circumstances.

No reason for the cancellation of the entry will be given by The Organisers or the GGR Director. Their decision will be final and by entering the Golden Globe the entrant agrees with this rule and agrees to never dispute it.

#### **4.6 Training courses and certificates**

Each skipper must have participated in the following mandatory courses:

- An STCW 95 A-VI/4-2 (Proficiency in Medical Care) certificate or equivalent ISAF/world sailing course.
- An STCW 95 or ISAF/WS approved Survival course.
- These courses must be completed between June 2021 and July 2022, **except for existing certificates that are valid until at least September 2023**. The respective course certificates will be added to the Registration pack.
- In addition to this, the Organiser will deliver a two-day mandatory Safety and Rescue briefing on **9th August 2022** in TBA and on **23rd August 2022** in LSO. Failure to attend these mandatory Safety and Rescue briefings May lead to disqualification from the event.

#### **4.7 Medical Prerequisite**

*Before the start of the GGR*

Each skipper must undergo a comprehensive GGR approved medical and dental examination between 1st May and 30th JUNE 2022 and must provide their complete medical records in his/her registration package. If the Organisers deem the entrant to be unfit to sail on medical grounds, the entry fee will be refunded.

*During the voyage*

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

#### **4.8 Mandatory attendance**

Mandatory attendance will be:

The mandatory attendances specified below apply to:

- Each skipper.
- Team manager.
- Boat.

It is stated below who each obligation relates to

#### **4.8.1 Before the start**

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

- December 2021 LSO/Paris Compulsory Entrants conference 2-3 days.
- Saturday 20th August through to Sunday 4th Sept. Official LSO GGR village.

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

The skipper and manager will be present in TBA and LSO from TBA through to TBA or until the entrant starts the Race and be available for those Press Conferences or Photo calls.

#### **4.8.2 After the finish**

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

of the same will be mandatory.

#### **4.9 Position reporting**

Entrants are required to make a mandatory standard code position report to GGR Control using HF radio, or any other means, (except the Race sat. TEXT or phone) at least once every 14 days unless the YB3 tracking system fails in which case you must report every seven days. Failing to do so and then missing a report may incur a EURO \$200 penalty including tax on each missed report thereafter or a time penalty.

Entrants must check in with GGR Control by satellite phone on their designated day, at least once every week, within 30 minutes of a designated time, or as requested via text, from Race Control. Part of these phone calls may be converted to a sound file for inclusion on the Golden Globe website. Failure to make the designated sat phone call on the designated day/Time may incur a EURO \$100 penalty including tax on each occasion or a time penalty.

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

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

#### **4.10 Satellite tracking and two-way texting**

The Golden Globe **will** use [www.YBTracking.com](http://www.YBTracking.com) as the official supplier of tracking and texting services for the duration of the event **with customised versions of the YB3 Professional unit.**

These units will have the GPS screen and Bluetooth facility disabled for the voyage,

so that entrants cannot determine their positions, or modify the email sending address that messages are transmitted to. All text messages will be sent simultaneously directly to one email or SMS address of the entrants choosing and the GGR Facebook page, Twitter and Website for all to see. Entrants must NOT send any message within six hours of the previous message or face a penalty of Euro \$50. Up to 60-character messages are possible. At least one message per **week** MUST be sent or a Euro \$50 penalty may apply. No messages of a logistics nature are allowed. All messages are usually made public at the discretion of GGR.

The Organiser will load 10 standard pre-recorded race messages into each unit. Each entrant must provide the Race Organiser with the email address of their manager for their messages with their Registration Pack. Only the Organisers will be able to send text messages to the YB3 units on board each vessel. Each entrant **is required to have** three satellite tracking units to be installed/carried on board. Entrants can buy extra units from the organiser if required.

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

**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 24 hour to confirm the pager system is powered on. In the event that the hard mounted YB3i stops working, the Organiser can direct (via satellite from GGR control) that the polling times for this unit is upgraded to every two hours to take over that task. This unit has a Panic Button. Spare charging cable must be onboard.

**C)** One Custom "Grab Bag YB3" tracking/messaging unit. With Charging cable. 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.

#### **4.11 Onboard Media satellite phone direct calls.**

GGR Media will manage distribution of all scheduled compulsory media off the boat during the race. This includes the following

1. Up to 4 tweets a day- *Twitter/Facebook* (max. 150 characters per tweet)
2. Once weekly safety check call/interview of approx (15 minutes)- *GGR SoundCloud and radio distribution.*
3. Once every month a 30 Minute Live Q&A with FB Fan questions- *Facebook LIVE.*
4. Random "Unscheduled" High media value Incident, interviews - *All media. LIMITED Direct media interviews will also be allowed as follows.*
5. On one day a week, Entrants will be required to participate in GGR pre-arranged media organisation interview of Max. 20 minutes. Media call entrant direct.
6. On one day per week ONLY. The entrant manager may seek GGR "Approval" to allow a media organisation to make direct contact for a MAX 20 minute call.

## **5 BOATS**

### **5.1 Boat**

#### **5.1.1 Approved Design**

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

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

2022 design approvals include but are not limited to.

*Westsail 32 • Tradewind 35 • Saga 34 • Saltram 36 • Vancouver 34 • OE 32 • Eric (sister ship to Suhaili) • Aries 32 • Baba 35 • Biscay 36 • Bowman 36 • Cape Dory 36 • Nicholson 32 MKX-XI • Rustler 36, Endurance 35, Gaia 36, Tashiba 36, Hinckley Pilot 35, Lello 34, Gale Force 34. Up to SIX new designs may be approved.*

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

The Organiser can refuse any boat entry into the Golden Globe without giving any explanation. Pilot house, centreboard, shoal draft and centre cockpit boats are not normally approved.

### **5.1.3 Replicas**

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

### **5.1.4 Conformance**

Mast height, boom length, bowsprits must not exceed original design lengths set in 1988. Spinnaker poles must not exceed the "J" measurement and there must be two non-telescopic poles. Ballast must be original design specifications. All underwater profiles to be as original specifications from the moulds. No modification of rudder or keel shapes or prop apertures etc allowed. Refit must stay true to the original design and structural components may not be lightened. Strengthening is allowed, together with extra standing rigging and deck gear. The design layout and interior fit-out must remain substantially the same as originally drawn, but minor interior modifications are allowed, and the table may be removed. Any propeller is allowed but must make original design speed.

Watertight Bulkheads are encouraged, special dispensations may be given (toilets may be removed) in relation to their fitting within the production boat fit out on a case by case basis. Upholstery may be removed. Headliners, locker doors, head doors must remain.

No High-tech fibres are allowed. Approved materials include NYLON (for Gennakers) and Polyethylene Terephthalate (PET), Polyethylene Naphthalate (PEN) and all of the associated Trade Names including Dacron, Terylene, Teteron, Trevira, Diolene. Sails must be manufactured from rolls of cloth stitched together. (a small amount of high tech webbing and line may be allowed in sail construction ONLY on

application). Only predominantly Horizontal mainsail battens are allowed, and Fat-Head mainsails are Not allowed. Total sails are restricted to a maximum of 10 sails for one mast, 12 sails for two masts. Storm Jib is compulsory. A twin-headsail permanently stitched together with a single luff is counted as one sail. Only a reasonable amount of sail repair material may be carried, and any partially built sail will be counted as one sail. Headsail reefing systems must be permanently rigged. No spinnaker socks, furling spinnakers or furling code zero allowed. No rubber band spinnaker stops, only natural fibre wool is allowed. All sails are counted on each boat at the start and any sail missing at the end of race will incur a full one-day time penalty.

No original equipment may be replaced with a lighter item. If so a four times weight penalty in the form of extra ballast secured in a specific spot on the yacht may be applied. Engines may be replaced but the HP must not be less than originally specified.

Each entrant shall provide a freshwater plumbing system schematic as well as the amount and capacity of all moveable fluid containers with their registration pack. A bladder water tank is not allowed.

#### **5.1.5 Special equipment regulations**

- A.** All deck hatches shall be 100% watertight, strong and not open inwards. A mandatory escape hatch forward of the mast must be able to be securely locked from above or below deck. Deck vents are optional and may be removed, replaced or blocked out.
- B.** Each window or port is greater than 1000sq. cm. must have storm boards able to be fitted. At least two windows each side of the cabin providing a combined total of no less than 1200sq cm of total daylight must 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 drain 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 must be metal or certified CLASS Approved synthetic , and seacocks MUST not be older than 12 years.

- F.** A watertight collision Bulkhead must be fitted within 15% of the LOA from the bow and abaft the forward end of the LWL. Strongly built, filled with foam or strong recycled airtight disposable water bottles. A simple closing drain must be incorporated to check for water ingress. Further Watertight compartments or foam floatation are recommended but not compulsory. Yachts with a full transverse watertight bulkhead enclosing the focsle may remove all standard furniture in that compartment.
- G.** Bilge pumps and strum boxes shall be readily 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 cockpit seats, hatches and companionways shut and shall have permanently installed discharge pipes that do not drain into the cockpit or cockpit drains **as well as an electric bilge pump with min. 200 litres per minute and 1.5inch outlet diameter.**
- H.** All navigation lights shall be LED of an approved type, installed correctly and meet the requirements for international vessels less than 12 metres in length and not be blanketed by sails. A completely independent set of emergency LED navigation lights with an independent power source must be on board.
- I.** An electronic echo sounder must be fitted (Plastic transducer accepted) and lead line and trailing distance measuring log with 3 spare impellers must be on board.
- J.** Bolt cutters with lanyard and clip rated to the largest diameter wire must be on board and Hacksaw with 12 metal blades.
- K.** If wheel steering is fitted; an effective emergency tiller is required. Supplies and equipment to affect an emergency rudder and steering must be on board. This emergency steering must have been previously installed by one person from the boat and used by the skipper (with the main rudder locked) in the open sea on the entered boat for at least five hours with average wind over 15kts on a triangular course and a full detailed report on its operation and satisfactory performance, with photos, must be submitted with the Race Organiser no later than **30th June 2022.** A permanent Tiller may replace any standard wheel steering system.
- L.** The name of the Boat is to be marked on all loose floating items, cabin sole, life buoys, life jackets and cockpit cushions etc.
- M.** Propulsion Engines and associated systems shall be installed in accordance with their manufacturer's guidelines and shall be of a minimum type, strength,

capacity, and installation specified by the original boat builder. It must be provided with a permanently installed exhaust, coolant, and fuel supply systems with solid fuel tank and be securely covered; and have adequate protection from the effects of heavy weather. Each fuel tank is provided with a shutoff valve. A flexible tank is not permitted as a fuel tank. [A minimum fuel amount of that which was specified by the original boat builder must be in one tank.](#) No extra fuel is allowed for Diesel or Kero heaters.

- N.** Solar panels totalling min 160 watt @ 15v must be permanently installed. An extra min 50 watt mobile solar panel must be onboard. 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 not included in the compulsory 300 amp, the primary purpose of which is to start the engine. Wind and water generators are allowed. Yachts that fit a wind or water generating device are not required to permanently install, but must still carry the required solar panels for mobile secure installation.

#### **O. Communications Equipment, shall include**

01) A marine MF/HF radio transceiver of at least 125 watts transmitter power and frequency range from at least 1.6 to 29.9 MHz must be fitted in a 100% watertight enclosure (able to be sealed in any storm) with permanently installed antenna and earth and an emergency antenna when the regular antenna depends upon the permanent Backstay. The entire installation and operating performance of the Radio and all components must be inspected and surveyed by an "Approved" HF radio inspector to check performance as specified in the radio manuals. Any proven breach of International radio telecommunication regulations, such as transmitting on illegal maritime frequencies, may result in a time penalty. Ham Radio transmissions are specifically banned.

02) A marine 100% waterproof installation VHF transceiver of 25W covering all international and US marine channels with a masthead antenna, and co-axial feeder cable with not more than 40% power loss. The following types and lengths of co-axial feeder cable will meet the requirements of the GGR, up to 15m (50ft) - type RG8X ("mini8"); 15-28m (50-90ft) - type RG8U;

03) Hand-held marine waterproof VHF transceiver with min 5w output power and spare battery. And a spare 12v charger.

04) Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins and international time signals. Amature band trancievers may be fitted for this purpose, but transmissions on Amature band

frequencies are forbidden.

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)

O8) A GGR Special Production AIS ALARM unit from [ciel-et-marine.com](http://ciel-et-marine.com)

O9) A GGR "Approved" AIS TRANSPONDER set to the entrant's yacht.

O10) A handheld GMDSS VHF radio with a long-life battery (stowed in grab bag)

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

A First 406 GPS EPIRB and A second 406 GPS EPIRB (both with a battery not older than 4 years)

P1) Echomax Active-XS RTE transponder /radar detector. (GGR entrants receive discount Echomax price)

P2) Echomax EM230 or EM230BR Radar reflector fitted to the mast at least 7 metres above the working deck.

P3) Echomax EM230i inflatable radar reflector and Fog horn.

P4) 2 x 2kg or 4 x 1kg fire extinguishers and a fire blanket.

P5) One high holding Anchor min 45lb, Or Fortress FX37 and 15mtr x 10mm SL chain and 60 metres x 14mm 3 strand nylon line. A second anchor is recommended.

P6) Min 8 litre water container sealed for emergency use. (Time penalty if seal broken)

P7) A watertight high-intensity heavy duty hand lamp powered by the ship's batteries, available for use on deck and in the cockpit, with the hatches shut and with spare bulb if not LED. Rechargeable hand lamps are not acceptable

P8) Bunk Belts to restrain a person during a roll over or knockdown fitted to all bunks.

P9) A minimum four-person Life-raft complying with SOLAS LSA code 1997 Chapter IV or later version (or to ISAF Cat 0 requirement) packed no earlier than 30th June 2022 and containing as a minimum a SOLAS A pack and a third 406 GPS EPIRB or 406 GPS PLB and a third waterproof fully charged VHF HH radio with GPS included; shall be packed together in a rigid container securely stowed in the cockpit or aft deck. It is NOT recommended to store the Life-raft on the working deck forward of the cockpit. The Life-raft shall have the entrant's GGR Number visible on the canopy and canister.

P10) Wind-vanes currently "approved" for the GGR include *Hydrovane, Aries,*

*Windpilot and Monitor-only with GGR Mods.* Entrants wishing to use other brands must supply a brief report on why they believe that unit will provide secure service on GGR style boats during storms in the Southern Ocean

The Organiser is aware that few 4-man SOLAS life rafts are available and many 6 man SOLAS Life rafts are quite heavy. The Organisers still strongly recommend a SOLAS compliant Life raft or appropriate ISAF Cat. O raft, Alternate GGR approved rafts are.....

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

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

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

### **Q. A grab bag with the following minimum standard**

A grab bag or bags interconnected with a line should have inherent flotation, at least 0.1 m<sup>2</sup> area of fluorescent orange colour on the outside, should be marked with the name of the yacht, should have a lanyard and clip. **The following items should be secured in a watertight container clearly labelled as 'comms equipment' and attached to the grab bag (this bag will not be sealed to allow recharge during the race): YB3, Sat Phone, GMDSS VHF, Aviation Transceiver. The grab bag (with the comms equipment bag) includes the following items:**

Q1) Sea sick tablets for seven days.

Q2) One thermal protective aid.

Q3) A second sea anchor for the life raft (not required if the life raft already has a spare sea anchor in its pack) (recommended standard ISO 17339) with 4 swivel and >30m line diameter >7.5 mm

Q5) One safety tin opener.

Q6) first-aid kit including 1 tube of sunscreen. All dressings should be capable of being effectively used in wet conditions. The first-aid kit should be clearly marked and re-sealable.

Q7) Signalling mirror.

Q8) High-energy food min 20 000kj and 20 rehydration electrolyte tablets.

Q9) Nylon string, ziplock polythene bags.

Q10) The Watertight handheld aviation VHF transceiver.

Q11) 3 x 1ltrs security sealed water containers and a security sealed survivor 06 hand-operated desalinator with lanyard and clip. (Time penalty if used)

Q12) The second handheld satellite telephone with waterproof cover and internal

batteries. And spare 12v charge cable.

Q13) Strobe light.

Q14) Medical supplies for any pre-existing medical conditions.

Q15) Spare unbreakable spectacles if needing them.

Q16) Wet notebook with captive pencil.

Q17) Powerful whistle (operated by mouth).

Q18) Solas Flares, Digital or Pyrotechnic, In date for at least 12 months, 6 red hand flares, 2 white hand flares, 2 orange SOLAS compliant smoke flares, five cyalume-type light sticks.

Q19) A watertight, high-powered LED torch (flashlight) and spare batteries.

Q20) The GGR emergency GPS. Safety Pack

Q21) SART (Search and Rescue Transponder)

Q22) **The** handheld GMDSS VHF radio with a long-life battery.

Q23) The second 406 EPIRB

**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 metre 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 or smallest headsail and trysail shall be of highly-visible coloured material (e.g. day glow orange ) and every mainsail shall have at least 2sq. metres and every mizzen 1sq. Metres highly-visible Safety ORANGE coloured patch above the highest reef points.

S2) Each boat shall have a minimum of 2 sq. metres High Vis colour on deck or cabin top. Cockpit dodgers, fixed and soft should also be high VIS colour.

S3) ALL required High Visibility colour on yacht hulls MUST BE Safety Orange, Yellow may not be approved.

S4) A safety Orange 10cm band, the same colour as applied on the Deck may be applied to both sides of the hull directly below the deck. IF applied, this band must be at least 20CM clear of the RACE NUMBER Circle and stop 25% of the LOA from the Bow.

## **T. Personal Equipment**

T1) An ISAF/World Sailing approved inflatable life jacket safety harness in current service, with knife, strobe, hood, crotch strap, safety line, and mini flare set. 2 spare Co2 bottles on board. **Snap shackles on the chest will be allowed. Recommended: Sling with hook and foot step.**

T2) A standard ISAF/World sailing approved Safety Harness and line or a complete second inflatable harness combination.

T3) A 406, GPS Personal Location beacon that can be attached securely to the Inflatable Life jacket harness in a dedicated mount.

T4) An approved cold-water immersion survival suit that allows the wearer to have working mobility and clip on with a safety line and secure a PLB. Immersion Suit approval on application. STANDARD is... EN ISO 15027-1 constant wear suits, and EN ISO 15027-2 abandonment suits.

## **U. First Aid Kit**

A Golden Globe first aid kit will be provided to each entrant on arrival in the UK. The contents of the GGR First Aid kit along with its size and weight will be advised no later than April 30<sup>th</sup> 2022. Any other medical supplies specific to the entrant will need to be supplied by the entrant. Medical services will be provided to the entrant before and 24hr telemedicine cover during the event by the GGR Official Doctor and in emergencies the international TMAS providers. The entrant must pay the Organiser for the Golden Globe service and first aid kit and pre-race medical consultations with the GGR Official Doctor no later than 31st March 2022. Cost will be Approx **\$1500 UK** pounds to be advised no later than January 30th 2022 .

## **V. Jury Rig.**

All equipment and supplies needed to use the two mandatory spinnaker poles as an effective Jury rig must be carried on board and any deck mounting plates for that jury rig must be permanently mounted or suitable alternatives approved. Secure ondeck permanent storage for both spinnaker poles when not used is required. The skipper is required to set up this jury rig or an alternate, on the



entered boat with the main mast and all standing rigging removed, then sail with this jury rig for a minimum of six hours on a triangular course in the open ocean with winds greater than 15 kts. Each leg of the triangle should be approximately three nautical miles, with one leg of the triangle a beam reach. A full report including photos and video of fittings and overall structure and description of weather and of how the boat sailed must be supplied to the Organisers no later than June 30th, 2022.

There will be NO OBLIGATION to use this Jury Rig system either in the test or during the event. The final Jury rig choice will be at the discretion of the Entrant, but a trailed system must be approved by the organiser to enter the GGR. Emergency kite systems may be approved. If special rigging of High-tech fibres is chosen to affect the jury rig, these are allowed and must be declared in the report. These lines will be sealed in a pouch during the safety inspection in TBA and are not to be used for any other purpose. Breaking the seal will be treated as making a stopover moving the entrant to the Chichester class and one extra stop in port will be allowed to effect a permanent repair while the entrant remains in Chichester Class.

#### **W. SAFETY PLAN**

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

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

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

#### **5.2 Survey certification**

It is the sole responsibility of the entrant to decide that the boat chosen to compete in the Golden Globe is fit for purpose or not. The entrants are solely responsible for

the seaworthiness of their entry and its fitness for the voyage. Each entrant must consider the structural integrity, stability of the boat and that they are competent to manage it before proceeding.

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

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

It is "strongly advised" that before any participant purchase any pre-owned boat, that an authorised 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 places particular importance on mast and rigging integrity and will stand by any authorised rigger's recommendation.

No earlier than 1st May 2022 all spars and rigging must be inspected by a certified rigger approved by the GGR Committee and approved as 'appropriate and ready' for serious ocean sailing by that rigger. Checks must also be made to confirm dimensions are as original 1988 design dimensions. An original signed copy of this report must be included in the registration pack.

### **5.3 Boat location in the port of TBA and LSO**

All Boats entered will be based at TBA and LSO GGR VENDEE marina. The marina will open in TBA at 0900hrs on **6th August 2022** and close at 1600hrs. All entrants

must arrive between these times or penalties will apply. In LSO the marina opens on 16th AUGUST 2022 and will close on 11th SEPT. at 1330 hrs.

Berthing positions will be allocated on a first come first serve basis in TBA and in set berths in LSO.

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 TBA and LSO and to ensure the presence of his/her boat at the appointed docking place on the Golden Globe marina no later than the start of scheduled safety inspections (or face a penalty) and then for the duration of the GGR activities. Written approval is required from the GGR marina manager for any pre-authorized temporary removal necessary for the technical preparation of the boat, or as required by the Organiser. **Haul-outs for application of anti-fouling paint after 6th August 2022 will not be permitted.**

## **5.4 Sponsorship and Golden Globe boat branding**

### **5.4.1 Sponsorship**

Sponsorship is allowed and may assist and support an entry in any way, provided a one-off sponsor supplement fee of AU\$14,000 is paid. This AU\$14,000 fee must be paid before or on the day that major sponsors are publicly associated with the entrant or the entrant's boat. One sponsor fee covers an unlimited number of sponsors. Waitlist entrants do not pay this supplement until they are offered an official entry. For minor sponsors the fee may be paid in three 6 monthly instalments with the final payment no later than 30th April 2022.

From 1st July 2022 NO sponsor logos, other than normal standard size trade marks, are to be displayed anywhere on the yacht or sails other than on spinnakers, Code 0 or Mizzen staysails and on both sides of a mainsail panel no larger than 2 metres x 1 metre. Entrant sponsor flags no larger than 1.5m x 1m may be flown on the forestay below The Organisers flags whilst alongside the Golden Globe marina. ONE SET Pt & Stbd Sponsors names ONLY (No sales slogans or product names) may be applied to the yacht hull, in consistent Arial type, black (or white) letters, max. 7.5 cm high, directly below the gunwale on each side of the boat. One Headsail can be hand signed by supporter's club members. Art work of all proposed sponsor signage must be submitted for approval before application.

An entrant may place only his or her official website, or sponsor website on the

main boom and boom cover (Not both if a stacking boom cover), centred, for half its length, (Ketch rigs 75% of length) in plain contrasting Arial letters, no larger than 15 cm high. The name of the yacht may reflect that of a sponsor, but the name or colour sponsor logo may only be applied in an area no higher than 40 cm *and longer than 150cm* on each side, and on the transom 20cm high..

An entrant may have any sponsor signage on clothing or wet weather gear and inside the boat. Only while alongside the TBA and LSO GGR Marina, a Communication Mainsail with a max. a five-metre luff and 2-metre foot may be hoisted only behind the mast.

A communications lee cloth 1.65mtr x .55 mtr of entrant's sponsors may be fitted port and starboard to the lifelines only forward of the mast, only while alongside the GGR marina. A second same size set of "APPROVED" Charity lee cloths may also be fitted forward of the mast at any time during the GGR.

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\$28,000, or be withdrawn from the event.

#### **5.4.2 Golden Globe Branding**

Each boat must carry the following branding at the times specified :

From 30<sup>th</sup> JUNE, 2022 branding of the Organiser is required in the port of TBA and TBA and whenever the boat is less than 30 miles from the official start line in each port, or the official film drop marks and 50 miles from the finish line of the Race. In these instances, the boats must wear the following branding:

- Burgee of the Globe Yacht Club on the backstay.
- Reg. Ensign on a flagstaff at the transom or from the mizzen mast head.
- GGR Flag A & B, one on each cap shroud, of the following dimensions: 1.5m x 1m.
- Two Port and Starboard lifeline cockpit lee cloths printed both sides and clearly visible of the following dimensions: 1.65m x 0.55m . Lee cloths may be loose footed to allow for winch handle swing but must be securely fastened and in clear view.
- It is the entrant's sole responsibility to maintain Lee clothes and flags in good

condition during the voyage. Penalties apply for non display

At all other times while in TBA Harbour and in LSO harbour before and after the start.

- A line of 6 flags on the forestay, each flag of the following dimensions: 1.5m x 1m.

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

#### **5.4.3 Branding of The Organiser, at sea and in the port of TBA and LSO**

The following branding MUST be applied and visible on all Entered yachts wherever it is, no later than July 1st 2022 . At that time all other signage not associated with the GGR must be removed from the entered yacht.

# Logo of the official sponsor of the Golden Globe, approx 1.65 x 1m area on both sides of the mainsail between the second and third reef. A 0.5 m area on each side of the logo must remain neutral and not carry any other branding.

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

# Main Boom end, Port and Starboard, 35cm to remain clear for event Logo.

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

# The Entrant's National Flag design, 40cm High must be permanently fixed on both sides of the mainsail, 75cm from the clew and 40cm up from the foot.

#### **5.4.4 Boat branding**

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

#### **5.4.5 The Entrant is responsible for applying the ENTRANT number on sails and Hull.**

All other mandatory branding above will be supplied by the Organiser. It is the entrant's responsibility to install them in accordance with the procedures given,

maintain their good condition and ensure appropriate display, up until one month after the arrival of the boat in the port of LSO at the end of the event.

#### **5.4.6 Hull and Sail colour.**

Hull and working sails may be any colour, but only one overall colour on each item. Spinnakers and code zero can be any colours with any sponsor signage. Vinyl wrapping on the hull or structure is banned.

#### **5.4.7 Penalties apply for non-conformance of Golden Globe Branding.**

From July 1st 2022, No Branding may be applied to any entrant's yacht unless the design is approved by GGR. If applying logos and sponsors earlier, entrants are advised to seek early approval, to save any issue with non compliance and having to remove markings.

### **5.5 Inspection of safety equipment of the boats**

Safety Inspections will be conducted at the Golden Globe Marina in LSO over three days from TBA.

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

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

### **5.6 Engine sealing**

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

### **5.7 SAFETY Pack**

SAFETY Pack equipment provided **by the entrant** and organiser for the Safety and Tracking of the boats.

Each entrant must have:

- Two YB3 tracker and accessories
- One YB3i tracker
- Two Iridium 9555 satellite phones with waterproof pouches and external antenna fitted
- Two GPS units in a waterproof box ready to be sealed.

It will be each skipper's responsibility to follow the procedure for purchasing the equipment as advised. An entrant may carry extra Iridium phones on application.

It is the responsibility of the skipper to install all this SAFETY Pack equipment to fully functioning, on board the boat, as it will be used for the GGR, upon arrival in the UK and have it fully operational no later than 1600hrs on 1<sup>st</sup> August 2022.

## **5.8 PRE SAFETY INSPECTIONS**

The Entrant must organise and carry out a comprehensive GGR Pre-Safety inspection to be completed and signed off by a GGR "approved" yachting/sailing inspector, no later than 1st August 2022. A GGR safety inspection checklist will be supplied to the entrant for this. A maximum of five defects ONLY will be allowed. A copy of the completed inspection report must be emailed to the Race Director no later than 3rd August 2022. A Euro \$100 fine will be applied for each day it is late.

## **6 RANKING AND PRIZE-MONEY**

### **6.1 Rankings**

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

### **6.2 Trophies and Prize-money of the Golden Globe 2022-23.**

#### **6.2.1 2022-23 Golden Globe**

- The Golden Globe Perpetual Trophy will be symbolically Awarded to the first sailor across the line.
- First, second and third yachts will be Presented a Golden Globe trophy in order of their finishing.
- First Corinthian entry home is Presented with the RNYC GGR Corinthian trophy.
- Kay Cottee First Lady Perpetual trophy (In recognition of Kay Cottee first woman solo non-stop in 1988) Presented to the first female Entrant to finish the Race.
- The McIntyre Adventure SPIRIT of the GGR trophy will be presented to the most deserving entrant with the best Super 8 film clip or film photo of the GGR.
- All entrants using Film Cameras who finish will receive one of 50 SUHAILI

Frame bolts donated by Sir Robin Knox Johnston! In recognition of their achievement.

- Bulkhead Plates will be Presented to all starters of the Golden Globe.
- \$5000 UK POUND awarded to the winner.

### **6.2.2 Chichester Class**

All entrants that have been moved to the Chichester class and who cross the finish line before 1300 hrs on June 15<sup>nd</sup> 2023 will be awarded a Chichester Finishing Plaque.

## **7 COMMUNICATION**

### **7.1 Image rights**

Under the provision of these GGR rules regarding the organisation and the promotion of the Golden Globe 2022-23, skippers of the Golden Globe are reminded that their entry into the event means their image and their name, the image of their boat, their sponsor and partners as well as their shore team and family members present in TBA and LSO , Hobart and all other event venues (public places, media centre, pontoons, boats at pontoons, passenger boats) can be used by The Organiser and the appointed suppliers for the event's communication to communicate and/or promote the Golden Globe on any territory, in any medium, with no limitation in time for their exploitation.

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

### **7.2 Competitor copyright.**

Copyright of all media associated with the 2022 Golden Globe Race created by an entrant before and during the Golden Globe, remains vested with the entrant, but the entrant agrees to licence all of it back to The Organisers and provide free access to it all, giving exclusive permission to The Organisers or its Executive Producer to use/share/distribute/alter it as part of a joint sharing arrangement, so that competitor material can be used by the Organiser to promote the Golden Globe in any media and produce the official documentary, TV Series, Online Updates etc and book. By entering the Golden Globe the skipper agrees to this without reservation.

Whilst the Entrant is free to produce their own Voyage documentary, substantially about their individual efforts and endeavours in the Golden Globe, the Entrant also



agrees that the Organiser owns the exclusive copyright to the Golden Globe Race as an Event and Around the world solo yacht voyage, in its entirety. Rights to the Official Documentary and International TV series have been assigned to the Executive Producer and the Entrant acknowledges that. The Entrant therefore agrees not to become involved with any company, organisation or individual creating a television or online production based on, or perceived to be telling that whole comprehensive Race story, in part or in full, with information, interviews, pictures and vision from a multiple of entrants more than two, without the express written permission of the event Organiser.

Provision for an entrant to fit and use digital cameras, video cameras and drones is on an application only basis. A detailed list of NON GPS equipment requested must be supplied NO LATER than 1st JUNE 2022 for approval. None will be approved after this date. All digital vision is held by GGR until 4 weeks after the official final Prize giving. At each film drop a video news release of selected digital vision approx 3-4 minutes will be used by GGR and released back to the entrant. Another "grab" of up to 10 minutes will also be selected for use and also released back to the entrant.

### **7.3 Use of GGR Logo**

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

#### **Preamble**

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

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

#### **7.3.1 Use of the Logo and Golden Globe Race Participant trademark block of logos**

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

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

#### **7.3.2 Use of the Logo and Participant trademark block of logos**

These participants will be allowed to use the logo and the "Participants" trademark block of logos for any internal or external communication operations as well as on

their merchandise that is not being sold, only if they wholly respect the rules for the use of the Golden Globe official branding, described in Appendix 7.

### **7.3.3 Communication by The Organiser relating to the participants of the event.**

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

## **7.4 Audio-visual and photo images required (Appendix 6)**

### **7.4.1 The entrant must provide the following Media by the dates specified.**

- 21st November 2020...10-minute HD video clip/highlights of campaign. 12 magazine quality photos, 400-word update. (late penalties apply)
- 1st June 2021...10-minute professional Quality HD video clip/highlights of campaign. A second interview with professional audio and steady cam clip answering 16 set questions. 12 Magazine Quality photos, 400-word update. (Late penalties apply)
- 21st November 2021...10-minute professionally filmed rough cut HD video clip/highlights of campaign. A second interview with Professional audio answering 16 set Questions. 12 Magazine quality photos, 400-word update. (Late penalties apply)
- Before 30th June 2022...5 minutes HD Video of sailing under Jury Rig and Emergency steering. 12 photos. (with Registration pack)
- 30th June 2022...approx. 30-minute, professionally filmed and sound recorded, broadcast quality rough cut HD video for file footage during the GGR. Another answering 16 set questions. Shot list of subjects to be supplied by the Organisers. Details TBA. 20 photos, plus 400-word update. (Late penalties apply)

### **7.4.2 Film Drops**

Entrants MUST pass over films, (Minimum Video penalty apply), at the following inshore rounding marks.

- Canary Islands film drop Minimum 30 minutes Video
- Capetown Film drop Minimum 1 hour video

- Hobart gate film drop, Minimum 1 hour video, media interviews, photographs and video opportunity.
- Punta del Este drop Minimum 1 hour video
- End of race film pick up. Minimum 90 minutes Video

## 8 INSURANCE

### 8.1 Organiser's insurance

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

### 8.2 Participant's insurance

Each participant must subscribe to:

A public liability policy for his/her participation in the event and for the boat, to a minimum value of £3 million UK Pounds or Euro \$3 Million. 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 June 31<sup>st</sup> 2022, the Organisers may delegate this task to an insurance broker to secure and if available the entrant must buy that policy on that day, or forfeit their entry.

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

## 9 RESPONSIBILITIES

### 9.1 Organiser's insurance

The Organisers public liability insurance will be established by August 2022. The insurance cover will cover nautical events at sea in compliance with the international norms applicable in this case.

#### ***Participant's insurance***

Each entrant must provide copies of a £3 Million UK Pound or Euro \$3 million Liability insurance policy with an acceptable insurer with the Registration Pack.

### 9.2 Monitoring

The monitoring, in particular via radio and/or phone (Inmarsat or Iridium) or

satellite tracking, which may be undertaken by the event Organiser, must be considered by the skippers as optional and random and cannot be relied on as an added safety tool.

### **9.3 Risk**

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

#### **9.3.1 Retro challenge**

By entering the Golden Globe the entrant, having considered all the equipment conditions and restrictions on sailing gear to sail in this 'RETRO' event, described in this 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 .

#### **9.3.2 Personal responsibility**

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

#### **9.3.3 Solo sailing**

By entering the Golden Globe the entrant accepts and agrees with the fact that solo sailing of any kind, especially attempting to sail solo around the world, is dangerous with inherent risks that can and does cause serious injury and even death and that the obvious risk associated with this type of activity, including NOT being able to

maintain a 24 hour lookout, is one of the very real attractions to enter and agrees that the entrant is a risk taker and that this is an important part of the reason the entrant will enter the 2022 Golden Globe.

### **9.3.4 Indemnity**

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

### **9.3.5 Proper court**

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

### **9.3.6 Boating legislation**

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

## **10 PENALTIES**

Fines are required for the safe and efficient management of the GGR. There is no reason for any sensible entrant ever to be fined and there will be basically ZERO tolerance on the application of all fines and penalties. Once a boat enters the GGR Marina /Race village prior to the start, any and all fines issued thereafter "MAY" include an "Appropriate" time penalty at the sole discretion of the GGR committee.

This is to ensure that well funded sponsored entries respect all penalties.

Penalties not mentioned elsewhere will include the following.

### **10.1 Race branding**

Failure to respond within 24hrs to a directive to rectify, or if a breach has occurred, a Euro \$2500 penalty, including tax, will be applied for every non-adherence to the clauses in article 5 for every 24hrs.

### **10.2 GGR logo**

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

A Euro \$1500 penalty, including tax, will be applied for every non-adherence to the

clauses in article 7.

### **10.3 Non attendance**

Presence in Host Ports at official receptions and briefings.

Non attendance at the start a Euro\$500 penalty and after 30 minutes declared Absent so A Euro \$1500 penalty, including tax, will be applied each time a competitor does not attend a briefing or an official event or the boat is not on the Marina at the date and time specified in the Notice of Race and its appendices. Should the delay or the infraction exceed 24 hours, this penalty may be applied for each 24-hour delay.

The same penalty will be applied each time a competitor and/or his/her team manager does not attend an official briefing organised by the GGR Director.

### **10.4 Safety Compliance**

A Euro \$1000 penalty, including tax, will be applied each time a competitor does not comply with the rules of the safety equipment inspection. This will be applied to an Entrant failing their first and each subsequent safety inspection. There are NO exceptions. **An Australian visa for Hobart Film Drop is a mandatory part of safety compliance**

### **10.5 Media**

Missing the start a Euro\$500 penalty and after 30 minutes declared Absent A Euro\$1500 penalty, including tax, will be applied each time a competitor and/or his/her team manager does not attend of an official event, UK Prologue, SITraN Challenge Race, a media event, Official Media Photo shoot, hospitality event, the skippers' greeting event upon their arrival and/or the prize-giving. All such compulsory events will be notified on the GGR Notice Board.

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

Commencing 21st NOV. 2020, A Euro \$500 penalty, including tax, on the day due for each week the Media requested is late, without due cause, on each occasion.

### **10.6 Payment**

All fines must be paid within 30 days of receiving the invoice and before being issued with Official GGR Branding and before a GREEN CARD is issued. If a finishing fee is to be paid at the conclusion of the race, any other penalties incurred during the Golden Globe shall be taken from the participant's Euro \$9000 finishing fee. If a

finishing fee is not to be paid, any later penalties must be fully paid before any prizes or trophies are presented at the conclusion of the Golden Globe.

## **11 INTELLECTUAL PROPERTY**

### **11.1 Event name**

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

### **11.2 Intellectual property**

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

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

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

### **11.3 Long-term Future**

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

### **11.4 Intellectual property rights.**

It is incontestable that the Charter and the Voyage concept, and its original form, have been developed, since 2013, exclusively by DON McINTYRE, who is therefore rights holder and author with reference to the said concept. A number of

trademarks are registered (or are pending registration), which have a declination of the nomination "GOLDEN GLOBE RACE" and "GGR" ® and thereby to preserve intellectual property rights.

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

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

## **12 APPENDIX**

Appendix 1 Registration pack

Appendix 2 Program

Appendix 3 Contact details

Appendix 4 National Prescriptions

Appendix 5 Film Stock

Appendix 6 Audio-visual Media production

Appendix 7 Rules for the use of the Golden Globe trademark

### **12.1 Appendix 1 Registration Packs**

Pre-registration and Registration packs.

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

#### **PRE-REGISTRATION PACK**



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

## **REGISTRATION PACK**

Part 1: Skipper

Part 2: Boat

Part 3: Contact details

Part 4: Other documents

Part 5: Media materiel

## **Process for registration**

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

AU\$300 processing fee must be submitted with each complete Pre-Registration and Registration Pack. Incomplete Registration Packs will be returned, and the processing fee forfeited. A new Processing fee will be required for each subsequent resubmission.

## **PRE-REGISTRATION PACK**

- PRE-REGISTRATION PACK ...By 14<sup>th</sup> APRIL 2022 . (Official Entry)
- 1. *Skipper information*. A. Full Name, DOB, Nationality, Country of birth, Residential Address, phone, email, B. Copy Passport, C. TWO Next of kin name and 24 hr contacts with Email, Phone.
- 2. *Boat information*. .A. Copy of ships Reg papers, Reg number, Country of reg. Hin Number if applicable, B. Reg yacht owner contact details, C. Side photos, top photos, colour hull, colour deck, colour below water, D. Final original refit plan as submitted to GGR.
- 3. *Nationality*. A. Nationality of GGR Entry,
- 4. *Skipper's qualifications*. A. Sailing experience LOG declaration signed, B. Sailing qualification certificates, C. National Boat operators licence.
- 5. *Skipper's medical file*. A. Medical questionnaire completed and signed.

- 6. *Pre-registration declaration.* A. Sponsor declaration, YES? NO? B. Reconfirmation of Skippers declaration to new NOR amendments.
- 7. *Deposits.* A. Paid GGR First aid kit \$??TBA, B. ANY Fines paid- receipt copy.

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

## REGISTRATION PACK

- REGISTRATION PACK by 30<sup>th</sup> JUNE 2022. (Official Competitor)
- Part 1: Skipper. A. First aid course certificate, B. Survival course certificate, C. Signed medical test certificate and pathology results, D. Family doctor details, E. Marine Radio operators licence, F. Ships Radio station licence and call sign, G. Blank H. EPIRB/PLB Hex Codes I. Proof of REG GGR Committee 24hr emergency number first response J. **Copy of Australian ETA Visa.**
- Part 2: Boat. A. Signed Hull/Deck structure survey certificate, B. Signed mast and rigging surveyors report, C. HF Radio installation and performance test report, D. Full HF and VHF radio equipment specifications, E. Life Raft service certificate, F. FULL Jury Rig test sail report and photos, G. Emergency steering test report and photos. H. **Fresh water plumbing system schematic as well as amount and capacity of movable fluid containers.**
- Part 3: Contact details. A. Managers 24hr contacts email, phone, Courier address for Films, B. Copy of managers passport, D. Skipper next of kin details reconfirmation, two people. E. if applicable Sponsor 24hr Contact details for Official correspondence.
- Part 4: Other documents. A. Signed GGR Liability form, B. Talent release, C. Copy Insurance papers, D. Payment of **Sat coms..\$?? TBA and ANY fines receipt.**
- Part 5: Media material. A. ALL Compulsory media delivered. B. Official entrant web address, FB, Instagram. C. Phone number for ENTRANT daily text messages to be sent direct from boat.
- Part 6 . Final 2000 mile qualifying voyage! This may be held over to August 1st delivery of voyage log and celestial Navigation log.

The original documents of the copies provided in the registration pack shall be available to the GGR safety equipment inspectors in TBA and must be available to

be checked during inspection of boats. Once all paperwork is complete and approved and any fines paid, the Pre-Registered Entrant will be announced as an **OFFICIAL ENTRANT**.

## **12.2 Appendix 2 Program**

TBA

## **12.3 Appendix 3 Contact Details**

### **Contact Details**

GGR Office	hello@GoldenGlobeRace.com
GGR Chairman	Don@GoldenGlobeRace.com
GGR Director	Sebastien@goldengloberace.com
GGR Assistant Director	Lutz@goldengloberace.com
GGR Manager	TBA
GGR Safety Director	TBA
GGR Finance and Admin	Jane@GoldenGlobeRace.com
GGR Media Manager	Sebastien@goldengloberace.com
GGR Digital Director	TBA
GGR Photo Video	TBA

## **12.4 Appendix 4 National Prescriptions**

National Prescriptions. To Be Advised.

## **12.5 Appendix 5 Film Stock**

### **Film Stock**

The Organisers may enter into an agreement with a Super 8 movie film supplier for the BULK purchase of film to include, processing and digitising of each roll included in one fixed price per roll. All entrants will have access to that supplier. The Organiser at one of the film drop off opportunities, without liability or obligation, may attempt to deliver the film to the processor for developing and digitising. The organiser and entrant will then both be given copies.

## **12.6 Appendix 6 Audiovisual Media production**

### **12.6.1 Audio-visual Media Production.**

Entrants will provide the following media material to be used by the Organiser in various media before and during the event. The mentioned material is to be provided no later than the dates specified, or if joining the Golden Globe after those

dates as soon as practical once entry is accepted and on a date to be mutually agreed with the Organiser.

- 21st November 2020...10-minute HD video clip/highlights of campaign.12 magazine quality photos, 400-word update. ( late penalties apply)
- 1st June 2021...10-minute professional Quality HD video clip/highlights of campaign. A second interview with professional audio and steady cam clip answering 16 set questions. 12 Magazine Quality photos, 400-word update. (Late penalties apply)
- 21st November 2021...10-minute professionally filmed rough cut HD video clip/highlights of campaign. A second interview with Professional audio answering 16 set Questions. 12 Magazine quality photos, 400-word update. (Late penalties apply)
- Before 30th June 2022...5 minutes HD Video of sailing under Jury Rig and Emergency steering. 12 photos. (with Registration pack)
- 30th June 2022...approx. 30-minute, professionally filmed and sound recorded, broadcast quality rough cut HD video for file footage during the GGR. Another answering 16 set questions. Shot list provided by GGR organisers, of subjects to shoot, including boat to boat shots sailing, climbing the mast, on the bow, working in the cockpit, then shot on the boat the same, navigating, cooking, cockpit work, sail handling, radio work, sleeping, reading, writing log etc. to be used as file footage during the GGR. Details TBA. 20 photos, plus 400-word update. (Late penalties apply)
- Once a week sat-phone call at set time to the Golden Globe coordinator for updates and to record a minimum 8-12-minute interview for upload to GGR Sound cloud Media.
- Once a month sat phone for 30 minute live Facebook Q&A from supporters then onto GGR Sound cloud.
- Minimum Once daily text short message direct to GGR entrant's individual race tracking web page and GGR twitter and GGR Facebook.
- Canary Islands, Cape Town and **Punta del Este** film drop Facebook LIVE.
- Hobart gate film drop, photographs and Facebook LIVE.
- End of race film pick up.

### **12.6.2 Broadcast productions**

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

- Cinematic International GGR Documentary
- 6-8 part International GGR TV series.
- Daily and weekly FB LIVE summaries of the GGR.

### **12.6.3 Print media**

- May 2022 GGR Official Poster released Designed by TBA.
- June 2022 GGR Official Program in partnership with international sailing Magazine TBA.
- SEPT 2023 Official Golden Globe book released Authored by TBA.
- OCTOBER 2022 Official B&W portrait large format book.

### **12.6.4 Type and schedule of standard Media.**

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

#### **1. GGR "LOG"**

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

#### **2. GGR "Captain's LOG"**

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

#### **3. GGR "Special Update"**

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

#### **4. GGR Online Weekly Summary ..Executive Production**

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

#### **5. GGR "Media Update"**

Regular comprehensive Media Update issued to International media including “Week One update” video production, latest course graphic, relevant competitor file photos and direct quotes from entrants and comments from GGR Director, experienced sailor Commentators. All the news. Distributed to 4000 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 4000 international media outlets.

#### **12.6.5 LIVE TRACKING**

YB Tracking May be the official satellite tracking and short text messaging service provider. The GGR will have all the usual features offered on its live tracking page. Followers can watch the entire fleet or call up individual boats, zoom in or out, check current rankings, view, average speed, course, check current weather overlays etc. Up to four times a day short text messages from each entrant may be uploaded to the individual entrant’s course page on the GGR web site and on the side of the main GGR tracking map. The operation for users is very simple, intuitive and offers a comprehensive platform for remaining current with all aspects of the Golden Globe fleet.

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

Use of the Golden Globe 2022 official branding by the Participants on merchandise (clothing, accessories)

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

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

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

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

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

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

X TBA is the sole company holding a user and selling licence 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 licence 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 licence 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.