OCEAN°GLOBE°RACE

Ocean Globe Race 2023-24

NOTICE OF RACE
April 14th 2023

PATRON: Sir Charles Blyth CBE BEM.seal

" In the Spirit of the original 1973 Whitbread Race"
Celebrating its 50th Anniversary.

Amendments to February 21, 2022: 1.15 - 2.3.1 - 2.8 - 3.1.7 - 3.1.9 - 4.5 - 5.1.3 - 5.1.4 G., O., R.6, R.10, U.5 - 12.1
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Amendments June 7th 20203
Final Reg Pack Parts 1,2 4,
Amendments August 2023
2.5,

The Organiser reserves the right to amend this NOTICE OF RACE 2023-24. The text in English language is to be taken as definitive in the event of any jurisdiction or

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1 DEFINITIONS

1.1 Ocean Globe Race

The Ocean Globe Race 2023-24 is a fully crewed race round the world in the *"Spirit of the original 1973 Whitbread Race"* and celebrating its 50th Anniversary.
The Ocean Globe Race 2023-24 may also be named the " Ocean Globe " and/or "the Race" or "OGR" in the various documents.

1.2 Organiser

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

1.3 Website of the OGR

The OGR website will be: https://oceangloberace.com/

1.4 Patron & Host

Sir Charles Blyth CBE BEM, known as Chay Blyth is the Patron of the OGR. The "*GLOBE Yacht Club*" based in Les Sables d'Olonne France is the Host Club and in each port of the OGR a local Host yacht club will be appointed.

1.5 NOTICE OF RACE

This *NOTICE OF RACE* for the OGR 2023-24 was issued on 10th Sep 2021. 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 Boats

Adventure and *Sayula* class yachts are made up of "Approved" GRP production yachts 47-66ft LOA. *Flyer* class yachts are yachts previously entered in the 1973-77-81 *Whitbread* Races and "Approved" Sail training Production Yachts 55-68ft.

1.7 OGR Director

The OGR Director and or the Chairman will be the entity responsible for the implementation of the program of the 2023 Ocean Globe according to directives from the organising authority and in compliance with relevant national nautical regulations.

1.8 Timetables

Times published will be UTC in all texts up to the day and time of first departure and after the arrival of each entrant into the OGR Marina. UTC hours in the Sailing Instructions.

1.9 Official Sponsors of the Ocean Globe Race

Official Sponsors of the OGR 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 OGR is attached to the Applicant/Skipper from the beginning and the boat from Sept. 10th 2022. From Sept 10th 2022, a *Reserve Skipper* may be listed with the entry and a full application form submitted for that Person. A fee of 1000 Euro 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 and the Skipper is expected to sail the entire course.

1.10.2 A Chief Mate.

A Qualified 2nd in charge (who can replace the Skipper at any time in emergencies) of the entered yacht and crew. Must be declared with the Registration Submission. A Reserve *Chief Mate* may be listed with the Pre-Registration Submission and a full application form submitted for that Person. A fee of 750 Euro is required to list a Reserve *Chief Mate*. If under exceptional circumstances the Chief Mate 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 Chief Mates up to that time. No change of Chief Mate 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 is mandatory for the whole OGR and must be 'Approved' by the organiser.
He/she will be named in the Registration pack.
To change manager post Registration incurs a 1000 Euro processing fee.
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 OGR Director, for all nautical and sporting aspects.

1.10.5 Crew

Anyone sailing on the entered yacht or acting ashore for the skipper and his/her boat, before and after the event. The Crew and Shore Crew will be represented by the Team Manager.

1.10.6 Audio-visual referral agent

He/She is the 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 stopovers during the event and at the finish. This position may be represented by the MANAGER.

1.11 OGR Headquarters

The OGR HEADQUARTERS will be the workspace of The Organiser, the Event Managers and the OGR Director and various stakeholders appointed by The Organiser for the professional operation of the Ocean Globe Race. It will be located in TBA.

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 OGR.

1.13 Questions by a Skipper or a Team Manager after registration.

Questions must be directed to the OGR Director, and will be forwarded to the OGR 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 email to the OGR Director AND 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 OGR website. All aspects of the officially posted *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 OGR

The Medical Services provider of the OGR will be MSOS.org.

1.16 Skipper

The Skipper will be the person declared Captain of the entry participation in the OGR, legally responsible for that entered yacht and crew on that leg while at sea or alongside.

1.17 Official Notice Board

The Official Notice Board will come in two different forms.

- Online on the official OGR Notice Board Facebook page.
- From August 1st 2023 TBA on the OGR Headquarters board where printed information will be posted.

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

1.18 Contributors

The managers for the OGR will be:

- OGR Chairman-Director Don McIntyre
- OGR Media Manager TBA
- OGR Project manager Marco Ausderau
- OGR Manager Georgie Vintner
- OGR Crew Manager TBA
- OGR Finance and Admin. JANE ZHOU
- OGR CEO Media Melissa Payne
- OGR PR and Events Aida Valceanu
- OGR Photo Video Rob Havill
- OGR Digital Director TBA

Contact details are available in Appendix 3.

- Executive Production. TBA
- OGR Medical Doctors MSOS.org.uk
- Umpiring. The umpiring of the Race will be provided by a team of three qualified not including the Chairman or Director, and will be announced no later than August 1st 2023.

1.19 Abbreviations

Abbreviations used in this NOTICE OF RACE and the documents will be:

WS:	World Sailing
ISAF:	International Sailing Federation/World Sailing
COLREGS:	The International Regulations for preventing collisions at sea. 1972
OGR:	Ocean GlobeRace
IMO:	International Maritime Organization
TBA:	To Be Advised at a later date
GYC:	Globe Yacht Club

2 THE RACE

2.1 Entry and Registration

Applications for an invitation to compete will be available from SEPT. 10th 2019. Contact Hello@OceanGlobeRace.com Individual crew expressing an interest to join an Entry, should join the OGR23 INTERESTED CREW and ENTRANTS Facebook Group for updates. OGR does NOT place crew.

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

- An application for an invitation to enter the OGR may then be granted a PROVISIONAL ENTRY.
- A Pre-Registration pack completed becomes a 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 a Euro$350 processing fee for each. Incomplete files will be rejected (Unless prior approval for missing data is given in writing) and returned for correction, or addition of missing material with processing fee forfeited. A new processing fee will be required for each subsequent re-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

1st August 2022

All existing provisional entrants must nominate their OGR 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 1st 2022 will be given three months to secure a boat after their entry is accepted.

1st April 2023

The Pre-Registration pack must be fully completed.
Requested details supplied by all entrants, or they will be moved to the Waitlist and the next available person on Waitlist with 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 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 6,000 Euro late entry fee supplement at the discretion of the Organiser.

1st JULY 2023

The Registration pack must be completed. Each pack must be complete and include all the requested information. Any entrant unable to complete the registration pack on time will be fined 4,000 Euro for each week it is delayed, for a maximum of two weeks, OR at the discretion of the OGR Director, be moved to the waitlist, OR be removed from the event forfeiting entry fee and any Waitlisted Entry with a completed Registration Pack will be offered an Entry.

10th July 2023

Any waitlisted person who is still registered with a registration pack completed, that is NOT offered an entry will receive a full Entry Fee refund.

2.3 Number of participants and OGR Number

2.3.1 The number of entries

The number of Participant entries are restricted to 30 yachts from all classes.

2.3.2 OGR Number

After receipt of a 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.** Unique numbers can be requested on a first come first served basis. The pre-registration and registration processes are described in Appendix 1.

2.3.3 Special Inclusion

The Organiser retains the right to invite any yacht or entrant of 'Special Significance' that may fall outside the general guidelines for yachts normally allowed to enter the OGR.

2.3.4 Two Special Invitations and the Waitlist

OGR Organiser retains the right to issue *Two EXTRA* Special Invitations in any Class to sail in the OGR at any time up until the 1st May 2023. When the entry list is full, a waitlist of up to 10 possible entrants will be established to stand by. If a provisional Entrant or any Participant withdraws, is moved by the OGR Director to the Waitlist, or is removed from the Ocean Globe by the OGR Director, then the next Entry qualified on the Waitlist is offered that Entry. Each Entry on that Waitlist must own or control their boat by 1st Dec. 2022 to remain on the Waitlist.

2.3.5 No more than seven Entries from one country.

No more than seven Entries from one country will be accepted until January 1st 2022 when this rule may be relaxed at the discretion of the Race Chairman. Entrants may join the waitlist to maintain priority.

2.4 OGR Fees

2.4.1 Entry Fee

All Fees are Non-refundable under any circumstances. OGR Entry Fee is: *Adventure Class* 25,000 Euro, *Sayula Class* 40,000 Euro, *Flyer Class* 50,000 Euro. Paid in two parts:

1. 25% Non-refundable Entry fee paid on application for an invitation to compete.
2. Non-refundable Balance due 12 months later, or by Sept. 10th 2022 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 Entrant to ask for the bank details and ensure correct payment is received on time.

2.4.2 Crew Accreditation Fee

All Crew sailing in the OGR, other than the Skipper and Chief Mate must present in person to the OGR office for accreditation, indemnity release and security endorsement. A base fee of $250 Euro which includes one leg of the course, plus another 50 Euro for every extra leg. (all four legs $400 Euro). All fees must be prepaid by bank transfer or Cash on the day of Presenting. The entrant receives OGR photo security pass, OGR merchandise (OGR Hat, Beanie, T-shirt, water bottle and GYC membership) . Replacement security pass $65 Euro.

2.4.3 Finishing fee

Only if an OGR event sponsor provides the requested budget, 33% of the Entry fee will be paid to any OGR entrant crossing the Finish line 24 hours before the final prize giving presentation. The Organiser will notify all entrants of this opportunity as soon as possible and no later than 10th SEPT. 2022. If the sponsor finishing budget is NOT available, there will NOT be payment. This finishing fee, if available will be paid within 14 days of the prize giving, less any outstanding fees due by the entrant.

2.5 OGR Route

2.5.1 The course is around the world east about.

The start of the OGR will be from Ocean Village in ~~Europe or~~ the UK. The course is westwards out of the Solent leaving the Needles to Port ~~and the final course will be announced as soon as possible. If the start/finish is in Europe, then a Prologue Race may be established from a UK port beforehand. The OGR fleet would then assemble in that port for approximately one week before a "Challenge race" to the official start port.~~ The race course generally follows the original Clipper Ships and early around the world yacht races, Via the three great capes in four legs. Entrants will sail **Leg 1** down the Atlantic (via a rounding mark in the Canaries) from North to South for a stop in Cape Town South Africa. Then **Leg 2** across the Indian Southern Ocean to Auckland NZ. ~~Australasia.~~ **Leg 3** is south around Cape Horn to Punta Del Este in Uruguay ~~South America~~ **Leg 4** returns to Europe. This represents approx 27, 000 miles over 7 months.

Amendments to the Race course regarding safety measures to avoid drifting ice and/or a minimum distance of the course from the coast of some countries in the southern hemisphere will be published no later than the 30th August 2023. These amendments may be updated based on studies carried out for weather or ice conditions or consultation with Rescue Coordination Centres.

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 1000 Euro (paid to TBA). Entrants are responsible for making their own repairs and no time recourse will be considered. Crossing a start line early will incur a 6 hour time penalty. Sailing on the wrong side of a mark of the course or a Southern Ocean waypoint will incur up to 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 four-hour time penalty will be applied.

2.6 Start date

The official start date will be Sunday **10th SEPT 2023** at 1300 hrs. 2023. Start date of subsequent legs will be ~~posted after the final course is announced in 2022. For planning purposes approx dates are as follows.~~ **Leg 2:** Africa Sunday 5th Nov. 2023. **Leg 3:** Auckland January 14th ~~Australia/NZ, Sunday Dec 31st-Jan 7th~~ 2024. **Leg 4:** ~~South America, Sunday 10th March~~ Punta Del Este March 5th 2024. **Finish:** ~~14th-19th~~ Prize giving 20th April 2023.

2.7 Time limit

An Entry must cross the finish line no later than 4 hours before the restart of the next leg or may not continue (subject to the organisers discretion after all facts are considered) . A Minimum stop of four days is then mandatory, but the clock for the leg starts with the Gun. There is no time limit for the last leg.

2.8 Force Majeure

The Organisers of the OGR 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.
- Any outbreaks of a pandemic

OGR 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 OGR 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 OGR, entrants agree to this and will never contest it.

3 THE RULES

3.1 The principles of the Ocean Globe

The principles of the Ocean Globe will be:
To create a unique original fully crewed race around the world, celebrating the 50th Anniversary of the Whitbread race*,* that draws sailors back to the Golden Age of real sailing, where budgets played a small part, technology played a small part and humans dared and achieved! To once again give ordinary owners and sailors of all ages the opportunity to race around the world safely, in recycled yachts covering the evolution of the Whitbread 1972 - 1981 in a true *S*pirit of Adventure.

3.1.1 Without assistance

It is understood and agreed that in no circumstances can the skipper or any member of the crew 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**

Organization (WMO) HIGH SEAS text weather reports from any national authority or weather bureau during the course of any one leg or the Race as a whole.

3.1.2 Routing is forbidden

Personalised private meteorological or geographical assistance, also named 'Routing' is forbidden once the Entrant leaves the OGR marina bound for the start line of that leg and may only begin again once the entrant has crossed the finish line of that leg.

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 of each leg. A statement confirming their compliance to this rule during the OGR will also have to be signed after the finish of each leg by each skipper.

Authorised sources of meteorological information allowed during the OGR 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.

3.1.3.1 Assistance or outside assistance

During the OGR, an Entrant 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 crew.

3.1.3.2 OGR Entrant GPS Positions

Receiving Lat/Long Position coordinates of any OGR entrants (via any method of communication other than officially by OGR control) derived from the OGR LIVE tracker or AIS Marine Traffic is forbidden to entrants at all times. Penalty: 24hrs 1st offence. 72hrs second and subsequent offences.

3.1.3.3 Telephone contact

A skipper may only contact the OGR Control by OGR 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 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, suffer a 24hr time penalty. Subsequent breaches of the Satphone use will incur a 72 hr penalty. No other phone may be on board an entered yacht once a GREEN CARD is issued without the written permission of the organiser.

3.1.4 Docking conditions

A. An Entrant 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, Unless prior approval is given by OGR Control. (A Time penalty may be applied) An Entry can moor or anchor by their own means but without any outside assistance to carry out repairs vital to their safety or that of the boat and/or which would enable it to finish the OGR.

B. 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 START port area of TBA and only after receiving prior authorization from the OGR Director and or the Chairman. The Entrant will only be allowed to restart the OGR at any time within seven days of that leg restart when the Race window closes.

C. 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 harbour 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 OGR Committee before the Entry can restart.

3.1.5 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 OGR Medical Service Doctor every time he/she requires medical advice if possible or should consult with the relevant TMAS provider and Notify the OGR Doctor as soon as practical after the event of the problem, diagnosis and outcome. In all cases the safety and security of the patient takes precedence over any rules.

3.1.6 Breaking the seals on Safety Pack and restricted items.

If for any reason whatsoever, the seal of the GPS Safety Pack or other security sealed items is broken, then after consideration of all the facts and at the sole discretion of the OGR Director or the Jury, the entrant will be automatically given a time penalty.

3.1.7 Banned equipment

A. As a RETRO Class Entrant, generally speaking only equipment that was available to early around the world sailors 1968-74 is to be used. Items considered safety gear are exempt and are listed in this NOTICE OF RACE. The following things are NOT allowed. (*GPS, AIS, chart plotters and electronic charts, electric autopilots, GPS equipped video cameras and electronic digital cameras*, all subject to special consideration explained in this NOR.) mobile phone, iPhone, iPod, Kindle or any computer based device, Microwaves, Electric propulsion engines, CD players,, digital binoculars, pocket scientific calculators, carbon fibre, Spectra, Kevlar, Vectron, any high-tech materials etc, ALL SINGLE USE PLASTIC, BAGS. If in doubt about any equipment being approved or banned, the Entrant should seek immediate clarification from the Organiser.

B. Entrant yachts with "Banned" equipment normally fitted onboard, may submit for consideration, a plan to temporarily and absolutely disable that equipment for the duration of the OGR, without complete system removal. "EXAMPLE" An Autopilot control head unit is ~~completely removed,~~ unplugged ~~then placed in a security sealed bag, carried onboard for emergency use.~~ and the cable end sealed. The Security Seal is then checked at the end of the Race.

C. Each ~~RETRO~~ Entry ~~will be given~~ must provide an ENTRANT SECURITY waterproof bag before the start of each leg. All crew phones, computers and other banned personal equipment is placed in the Bag and presented to the Race office and is then sealed Approx two hours before the departure from the dock on start day and carried on the entrant Yacht. On arrival crew present the bag to Race control, the seal is checked and if intact opened. If broken, the entrant will receive a 72hr ~~severe~~ time penalty and possible financial penalty.

3.1.8 Green Card

At the conclusion of safety equipment and boat inspections prior to the start, the entrant is issued a GREEN CARD. Once issued, the boat is under the banned equipment rule when the SECURITY BAG is sealed . No banned equipment or persons with banned equipment in their possession are allowed on the boat. Any breach may mean disqualification. Once the Entrants Security bag is sealed, the OGR Director or his delegate can ask the vessel to stop to be boarded for inspection without notice. Entrants not complying with this request and not assisting as directed may be disqualified from the event after all facts are considered.

3.1.9 Allowed items

RETRO Entrant Items currently approved and not mentioned elsewhere, including Led lights, refrigeration, desalinators rope clutch/jamber, self-tailing winches,

headsail furling, SS wire including Dyform, Staylocks, Boombrakes, typewriter, Basic automobile and portable cassette players, electric clocks and watches, 12/18v tools, Analog headsets, . AIS transponder with No access to GPS. Radio HF weather fax, Non GPS readout Digital cameras and drones (Unless operated by MOB MEN) on approval only. Carbon Fibre Mast, Boom and Rod rigging installed prior to July 1st 2019. Spectra Dyneema running rigging, spinnaker socks, radio-based Navtex.

3.1.10 Engine

OGR does not seal propeller shafts. Engines and each boat must run their engine in gear for exactly 15 minutes each seven days. Mondays are Motor days. An entrant has a 24hrs window to run the engine. In heavy weather this may be cancelled. The designated Navigator and one other crew must confirm and sign the ships log on start and finish time in gear. Speed and revs is entirely up to the crew. The propulsion engine must NOT be run IN GEAR at any other time except in an emergency, when all relevant details MUST be logged accurately and signed by the navigator and one other crew as true and correct, then details passed to the OGR committee as soon as practical for consideration.

3.1.11 Disqualification

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

3.1.12 Protests-Clarifications

The OGR 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. 10 2023, it will be considered by the JURY in the Spirit of the OGR. **Clarification requests** should be in writing, or by recorded sat phone call and will be accepted from Entrants or Managers only. A *200 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's decision is final.

3.1.13 Emergency Water

An entrant must finish each leg of the Race with the security sealed 2 x 9ltrs ~~8 litres per crew member~~ emergency water in tact, or face a 18 hr time penalty. If the security seal on the Survivor 06 manual desalinator is broken the entrant will be given a 48hr ~~24hr~~ time penalty.

3.1.14 Wind Vanes and Autopilot emergency.

Windvane self steering systems and electric autopilots may be fitted on OGR Yachts. The Autopilot must then be disabled in an approved way, for example, by

unplugging the Control head and securing it. ~~in an OGR sealed container during the safety Inspection.~~ If at any time the Autopilot needs to be used after the start, the exact date, time and reason for setting it up and then the time switched on and finally switched off times must all be logged in the ship's log and signed by the Captain and Chief mate. A text message detailing Autopilot “on and off” times must be sent to OGR control in a timely manner. At the conclusion of the Autopilot session, the head must be unplugged and returned to the storage. ~~bag.~~

WindVanes must have the Vane head removed at all times. If the Wind Vane is needed to be used, the exact date, time and reason for fitting the Vane Head and then the time engaged and finally disengaged must all be logged in the ship's log and signed by the Captain and Chief mate. A text message detailing windvane “on and off” times must be sent to OGR control in a timely manner. At the conclusion of the wind vane session the Vane head must be removed and returned to storage.

At the conclusion of the leg, recorded details of Auto pilot or Windvane use must be submitted to OGR control for consideration. If the use was safety related and did not provide any performance benefit there may be NO PENALTY. If the user was able to keep an entry in the race, which may not have been the case without using it, or performance was enhanced, a time penalty may be allocated. In the case of steering failure, and use as emergency steering, NO penalty will be given.

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 OGR 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 OGR Director or Chairman, using all means and at its discretion.

At the request of the OGR 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.

3.2.2 Meteorological or geographical support in dangerous situation

The OGR 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 OGR 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 OGR 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 however the OGR reserves the right to impose a time penalty for failure to comply with any reasonable request.

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 OGR 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! The OGR committee may modify the Race instructions, including this Notice of Race and the OGR Sailing Instructions at any time (including after the start, WITH NOTICE.) and it is the entrant's responsibility to act on those instructions.

3.4.1 Applicable documents

A. All Boating regulations enforced by the government of TBA.
B. The Ocean Globe Race 2023-24 sailing instructions and amendments thereto.
C. All sections of the International COLREGS...
D. IMO rules for the prevention of pollution at sea.
E. OGR Special equipment rules.
F. The Ocean Globe Race 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 OGR, safety and security issues, boat inspections, attendance of the Skippers, Chief Mates and Team Managers at OGR briefings, media interviews and various events before and after the OGR will be issued and signed by the OGR Director or Chairman. These will be the only reference documents for the Entrants to refer to.

The conditions for the exit of the OGR Marinas in TBA on the first available start opportunity on 10th SEPT 2023 will be specified in an amendment to the OGR 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 sailing instructions are not part of the rules.

3.4.4 Language

The official language of the OGR is English

3.4.5 Sailing Rules

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

3.4.6 In-shore rounding mark

An in-shore rounding mark will be established in ~~Madeira or~~ the Canary Islands and is mandatory. Skippers must approach the inshore rounding mark with one reef in the mainsail and no mizen if ketch rig. Once close abeam of the inshore rounding mark, 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. Letters and films may be passed over to OGR and interviews underway carried out. Any skipper failing to do so will be penalised and that penalty shall be, subject to circumstances, a minimum 18 hours and a maximum of FIVE days and or a fine at the discretion of OGR.

3.4.7 Pollution

IMO rules for the prevention of pollution at sea will apply. 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, storage and estimates in KG of plastic, glass and tins onboard at their final safety inspection for the first leg and again before the start of each subsequent leg. Bio fouling data for the antifouling used must be provided with the Registration Pack.

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 OGR Director at the conclusion of each leg 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 OGR Organiser. A 24hr OGR 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 each leg for scrutiny. Failure to comply may incur a time penalty.

3.6 Exceptional Circumstances

In exceptional circumstances, and in situations that could affect the entrants safety, the OGR 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 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 OGR, the participants undertake to:

- Conform to all rules and directives of the OGR Director.
- At the request of the OGR Director and/or the OGR 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 entry 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 OGR will attract a substantial following from

individuals all around the world who wish to follow the participants before, during and after the OGR. The Organisers have a responsibility to those people, the event sponsors and the individual entrant to generate media. By entering the OGR 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 OGR Director. The Skipper will be responsible to provide details of experiences on board during the race when requested by the Director, Executive Producer or OGR 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 Ocean 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 Ocean Globe Race. 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 and his crew.

4.1 Age of the participant

The OGR is open to any person aged 18 or over on the 1st August 2023.

4.2 Passport & Visas

All entrants must hold a passport that will be valid until at least October 30th 2024 and hold all visas required for their participation in the OGR.

4.3 Nationality of the participant

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

4.4 Licence

Each Skipper and Chief Mate 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

Generally, Skipper or Chief-Mate MUST sail the entire Race (unless retired for medical or compassionate grounds) or entry may be marked **Did Not Finish (DNF)**. ADVENTURE CLASS: Minimum 6 crew. SAYULA Class: Minimum 8 crew. FLYER Class: Min. on application.

All entrants must have onboard for each leg:

- One RYA (or equivalent) Ocean YachtMaster and One YachtMaster
- A mixed Gender crew
- One under 24 years old at the start.
- One crew member with 25,000 logged ocean sea miles.
- All crew MUST have a minimum 1,500 ocean miles or 1000 'recent' (within 6 months of boarding) miles on the entered yacht.
- PRE-RACE TRIAL: 50% of the crew (including the Yacht Master Ocean and Yacht Master) registered for the first leg must complete an 'approved' 1,500-mile non-stop ocean voyage, together in the entered yacht, after Sept. 10th 2022 and before 1st August 2023. (sailing plan to be approved before trial and tracking required)
- All crew must undertake an approved medical/survival training course and undertake a comprehensive personal medical examination.
- Maximum 70% crew swap at any stopover.
- Maximum 33% of crew classified Professionals. (A sailor in any capacity between the age of 24 & 70 who is paid, or has been paid anytime to go sailing after September 10, 2011. Any sailor who has been paid to race a sailing yacht, or who has worked in an active capacity in a race related industry such as sailmaking, yacht design or coaching is considered Professional. Voluntary work introducing youngsters to sailing or delivering yachts is not considered professional in this context. Individual cases should apply to the race committee for a ruling)

4.5.1 Pre-registration package

Each Entry must provide in his/her Pre-registration package, documentary proof of prior ocean sailing experience and sailing qualifications of key personnel. Logged 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. (Some crew record keeping will be managed by the Manager and a summary provided to OGR)

4.5.2 Entry may be cancelled and removed from the OGR

If at any time before or during the OGR The Organisers for whatever reason considers the entered Skipper, any crewmember or yacht unsuitable to sail, or to continue sailing, the individual or entire entry may be cancelled and removed from the OGR. 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 or removal of the individual will be given by The Organisers or the OGR Director. Their decision will be final and by entering the Ocean Globe Race, the entrant agrees with this rule and agrees to never dispute it.

4.6 Training courses and certificates

Each Skipper, Chief Mate, and crew must have participated in the following mandatory courses:

- Skipper/Chief Mate only...An STCW 95 A-VI/4-2 (Proficiency in Medical Care) certificate or equivalent or ISAF/world sailing course.
- Crew..An STCW 95 A-VI/1-3 Elementary medical training or equivalent.
- An STCW 95 or ISAF/WS approved Survival course.
- These courses must be completed between June 2022 and July 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 For Skipper, Chief mate, Manager on TBA in TBA and on TBA in TBA. 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 OGR and or first leg:

Each person entering the OGR must undergo a comprehensive OGR approved medical and dental examination within three months of the start of their first leg and must provide their complete medical records in his/her registration package. If the Organisers deem the entrant to be unfit to sail in that capacity on medical grounds they are disqualified. At any time during the OGR any entrant may be required by OGR to undertake a further comprehensive medical to confirm they are fit to continue.

During the voyage:

The Organiser will ~~may~~-appoint MSOS www.msos.org.uk as Official Medical Services Doctor or Doctors. Each Skipper/Chief Mate 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 of all crew 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.
- Chief Mate
- Boat.

It is stated below who each obligation relates to

4.8.1 Before the start

Each Skipper and OR Chief Mate and Team manager must be present at press conferences, public relations and hospitality events and OGR Director briefings including but not limited to those on the following dates.
In addition to the above-mentioned obligations, The Organisers may arrange one or more press conference(s). It will be up to each Entry to ensure that: The Skipper and Manager will be present in Ocean Village Southampton from 22nd August through to 10th Sept or until the entrant starts the Race and be available for those Press Conferences or Photo calls.

4.8.2 After each leg finish, unless notified otherwise

- The first Line honours and IRC entrant skippers arriving back in Ocean Village 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 Ocean Village until ~~one week~~ two days after the third Placed entrant arrives.
- The presence of the first yacht and skipper of the OGR will be mandatory in Ocean Village at least 24 hrs before the arrival of the 2nd entrant. The Second Yacht must remain in Ocean Village until ~~one week~~ Two days after the third-place boat arrives. The presence of the first and second record holders of the Ocean Globe are required in Ocean Village for the arrival of the third entrant which is mandatory.
- The presence of each boat moored at the Ocean 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 Ocean Globe in a number of PR activities for the benefit of The Organiser for 2 days during the 6 months following the completion 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 Mate and crews to the Ocean 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 Ocean Globe voyage and a later survey of the same will be mandatory.

4.9 Position reporting

4.9.1 HF Radio

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

An entrant agrees and acknowledges that any and all their HF SSB radio transmissions are expressly confidential to the entrant and that any related traffic forwarded by a receiving radio station to entrant managers, family, friends, other entrants and GGR, or discussed on air to any party, including the operator of the station transferring the information, at any maritime or shore based station, must not to be disclosed to any third party, media organisation, or to social media by that station or operator and as such the entrant expressly authorises the OGR Organisers to act on their behalf to ensure the confidentiality of all radio communications they transmit..

4.9.2 Sat Phone

Entrants must check in with OGR 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. These phone calls may be converted to a sound file for inclusion on the Ocean Globe website. Failure to make the designated sat phone call on the designated day/Time may incur a 200 Euro penalty including tax on each occasion or a time penalty.

4.9.3 Safety Report

Entrants are free to call OGR 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 OGR Committee.

4.9.4 24hrs a Day

The satellite phone must 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 OGR Control can monitor progress and make contact with the Skipper when needed. Only Emergency life saving calls and calls to OGR 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.

4.10 Satellite tracking and two-way texting

4.10.1 Yellowbrick

The Ocean Globe Race may use www.ybtracking.com/ as the official supplier of tracking and texting services for the duration of the event. Customised versions of the YB3 Professional unit will be supplied to each entrant.

These units will have the GPS screen and Bluetooth facility disabled for the voyage, so that entrants cannot determine their positions, or modify the email sending address that messages are transmitted to. All text messages will be sent

simultaneously direct to one email or SMS address of the entrants choosing and the OGR 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 100 Euro. Up to 60-character messages are possible. One message MUST be sent every 12 hours or a 100 Euro penalty may apply.

4.10.2 Yellowbrick Units supplied

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 will receive three satellite tracking units to be installed/carried on board.

A. One hard mounted YB3i tracking system, with accessories, powered by the yacht's batteries and polling a position every hour to the Ocean 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 OGR 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 'Ocean Globe YB3' tracking/messaging unit and soft case to mount below at the chart table, powered/recharged by a 12v USB or cigarette lighter outlet. This unit polls a position every 24 hours 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 OGR control) that the polling times for this unit is upgraded to every two hours to take over that task. Spare charging cable must be onboard.
C. One Custom "Grab Bag YB3" tracking/messaging unit. With Charging cable. These tracking texting units can be taken into a life raft.

At the end of the Race, all Ocean 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.

4.10.3 Iridium Satphone ~~9555~~

One Iridium ~~9555~~ Sat Phone SMS message, up to 120 characters, may be sent to OGR Control 6 hours after the YB3 text message. A Maximum of two Iridium messages per day are allowed. ONLY OGR control may message the Iridium phone.

4.10.4 TEXT Messages Max.

No messages of a logistics nature are allowed. ONLY a total 4 messages, one every 6 hours are allowed. All messages may be and usually are made public at the discretion of OGR.

4.11 Onboard Satellite photos and video

4.11.1 Photo System

For Safety and media purposes, occasional satellite photos and video may be of HIGH value. OGR recognises the significance of this and requires all entrants to install an **OGR Sat Photo System**. Technology is changing rapidly, so no specifications of the 'APPROVED' equipment will be available until 2nd Quarter 2023. By today's standards (2020) we would consider an *Iridium GO and Iphone* currently able to transmit medium res photos. GPS positions would be seen, so only the two **MOB Men** would be authorised to operate the system and once again NOT provide any GPS details to any other crew, nor use the Iphone for any other purpose.

4.11.2 Sat. Video

All entrants may transmit via satellite to OGR media control up to three minutes of Video highlights every week. This will be downloaded, copied and considered by OGR for use, then released to the Entrants Audio Visual Agent. All equipment and a management plan for its operation, utilising the two MOB mentioned above, to ensure no GPS position is passed to others, first needs to be approved by OGR. This procedure must be included in the safety management plan

4.11.4 Photos

Photos may be requested by OGR for media or medical emergencies. No Photos or Videos can be transmitted without pre approval, other than two Free "Entrant update photo" every 7 days . Photos and Satellite Video will only ever be sent to OGR control, who will then pass them to the Audio Visual Agent.

4.11.5 Onboard Photo-Videographer

Each entrant must nominate one crewperson , To be 'Approved" for each and every leg of the race as Onboard photographer/videographer(OBP) That person or persons, must show they have both Photographic and Videography experience with an understanding of light, composition, sound recording etc. and use of the proposed onboard equipment. The OBP will be required to attend at least one (TBA) full day training course during the Race village period.

4.11.6 OGR supplied Satellite Transmission equipment.

If OGR decides to install specialised satellite transmission equipment on an entrant Yacht, the MOB men will be required to undergo specific operational training of this equipment at a time and place to be determined. This will be a requirement for installing that equipment onboard any yacht.

4.11.7 Approved equipment

Provision for an entrant to fit and use any digital cameras, video cameras, Drones, satellite transmitting systems is on an application only basis. A detailed list of NON GPS equipment requested must be supplied NO LATER than 1st JUNE 2023 for

approval. None will be approved after this date. NO other photographic or satellite equipment other than those on the application will be allowed onboard. 24hr Time penalties apply for each breach of this rule.

4.12 Onboard Media satellite phone direct calls.

OGR 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*
2. Once weekly safety check call/interview of approx (15 minutes)- *OGR SoundCloud and radio distribution.*
3. ~~Twice every leg~~ Occasionally 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. Entrants may be required to participate in OGR pre-arranged media organisation interviews (Max. one per day) of Max. 20 minutes. Media call entrant direct.
6. Once a week entrant managers may seek OGR "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 yacht entered must be on the 'Approved' list of suitable GRP production boat designs. Other similar designs can be considered for Approval.

Only the design is approved to compete. Structural integrity, build quality, or suitability of any boat to survive the OGR, will be the sole responsibility of the Entrant. There are ***Three Classes***, Adventure, Sayula and Flyer.

***ADVENTURE CLASS* 47ft-56ft** design approvals include but are not limited to:

Production yacht	**LOA**	**Year**	**Designer**
SWAN 46	47.11ft	1983 – 1997 Mk I & II	Germán Frers
SWAN 47	47.80ft	1975 – 1984	S&S
SWAN 48	47.90ft	1971 – 1975	S&S
SWAN 51	51.24ft	1981 – 1985	Germán Frers
SWAN 53	52.70ft	1986 – 1994	Germán Frers
SWAN 55	55.25ft	1970 – 1974	S&S

Grand Soleil 52, Oyster Lightwave 48, and Nicholson 55 and Baltic 51 55 and 64 are now Approved. *Extra design approvals will be considered on application for 'similar' displacement style, high quality, Ocean proven GRP production yachts, pre-1988)*

***SAYULA CLASS* 56ft-66ft** design approvals include but are not limited to:

Production yacht	**LOA**	**Year**	**Designer**
SWAN 57	57.41ft	1977 – 1984	S&S
SWAN 59	58.79ft	1984 – 1990	Germán Frers
SWAN 61	60.50ft	1985 – 1990	Germán Frers
SWAN 65	64.56ft	1972 – 1989	S&S
SWAN 651	65.50ft	1982 – 1991	Germán Frers

FLYER CLASS design approvals include but are not limited to:
ON APPLICATION: Yachts of any length previously entered in the *1973-77-81* Whitbread Races or of 'relevant' historic significance and 'Approved' production-built (steel, aluminium, GRP) ocean certified sail-training yachts generally 50ft to 68ft LOA.

5.1.2 Design requirements

THE OCEAN GLOBE RACE is open to 'approved' ocean voyaging monohull yachts from 47ft to 68ft LOA, designed before 1988 with first of type launched no later than 1988. (FLYER exceptions) Current approved yachts see
www.nautorswan.com/en/nautor-swan/swan-world/swan-heritage/

5.1.3 Conformance

A. Mast height, boom length, must not exceed original specifications as at 1st July 2019. Spinnaker poles must not exceed the 'J' measurement and there must be two non-telescopic poles. A permanent backstay must be fitted. A fail-safe device approved by a professional for any hydraulic backstay tensioning device must be available. Ballast and underwater profiles including rudder must be original. 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, at least 2/3rds of the table must remain. Any propeller is allowed but must make original design speed. All cabin soles and lockers lids must have secure inversion retaining catches that will not burst open in a roll over and heavy items secured in case of rollover or knockdown.

B. Watertight Bulkheads are encouraged, special dispensations may be given 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.

C. Sails must be constructed from rolls of woven cloth Dacron, Polyester, Terylene or Nylon l (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 .Fat-Head mainsails are Not allowed. Total sails are restricted (Not including Trysail) to a maximum of 11 sails for one mast (9 for CC) , 13 sails for two masts (11 for CC). All sails remain onboard for the entire race, including in port, unless written approval is given by OGR for each sail taken off. All sail repairs carried out onboard by any person in port. A new headsail or spinnaker brought onboard during the OGR is a 24hr penalty for each sail. A new mainsail brought onboard is 36 hr. time penalty. Storm Jib is compulsory and Trysail recommended. A twin-headsail permanently stitched together with a single luff is counted as one sail. Reasonable amount of sail repair material may be carried. Headsail reefing systems must be permanently rigged. No 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 24hr time penalty. Sails that were manufactured before January 1st 2019 for the yacht and were part of the original inventory purchased with the yacht, by the OGR entrant, may be considered for use in the OGR "ON APPLICATION" by the organiser, even if small amounts of High tech materials are used in that sail. Sails that are 8 years or older are counted 50% to promote sustainability and the reuse of old sails that are still in good shape.

D. 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.

E. Previous Whitbread Race Entrants must be substantially the same as when they entered the original races and will be considered on a case by case basis. Sail Training yachts must be generally maintained and certified in 'Ocean Commercial Class' and will be treated on a case by case basis. These yachts can use all mandatory "Class" electronics Via the MOB men.

5.1.4 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 greater than 1000sq. cm. must have storm boards able to be fitted.

C. All cockpit companionway closing arrangements must lock from above or

below deck and in the inverted position. If the companionway opening is below the local sheer line it must be capable of being blocked off up to the local sheer line while still allowing access in and out.

D. Cockpits must be watertight. Cockpit lockers must be watertight, 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 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, and seacocks metal (or certified in class Synthetic) not older than 10 years unless individually recertified by the Surveyor as fit for OGR 2022.

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. A simple closing drain must be incorporated to check for water ingress. Further Watertight compartments (or foam flo5.1atation) are recommended between saloon and focsle and another forward of the rudder post, but are not compulsory. Yachts with a full transverse watertight bulkhead enclosing the focsle may remove all standard furniture in that compartment. All watertight compartments (excluding the collision bulkhead) must be able to be pumped out.

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. You must have a high capacity electric bilge pump (min. 200 litres per minute) that is capable of emptying all watertight compartments. This can be a combination of fixed or portable pump(s).

H. All navigation lights shall be of an approved LED type, installed correctly and meet the requirements for international vessels and not be blanketed by sails. A completely independent set of High quality emergency Led navigation light and an independent power source must be on board.

I. An electronic echo sounder must be fitted (plastic transducer accepted) and lead line and electronic distance measuring device must be fitted.

J. Bolt cutters or approved hydraulic wire cutters with lanyard and clip rated to the largest diameter wire (tested by skipper/chief mate on largest diameter rigging) and metal hacksaw with at least 12 blades must be onboard.

K. If wheel steering an effective emergency tiller is required. Equipment to affect emergency steering is also mandatory. It must be trialled in the open sea for Three hours with wind over 15kts average on a triangular course with 1 nautical mile legs. A detailed report on its operation and performance, with

photos, must be submitted with the Race Organiser no later than 30th June 2023. A watertight bulkhead forward of the rudder post is STRONGLY RECOMMENDED!!!

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 generators) 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. All Entrants MUST depart each leg with a minimum of 200 litres of fuel.

N. Solar panels totalling min 180 watt @ 15v must be permanently installed. Battery Systems shall only be AGM or Gel batteries with minimum of 500 Amp hour (400Amp Adventure Class) 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 500/400 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. Nav. gear to include Main steering compass, corrected and compensated with current deviation card, second bearing compass, corrected paper charts for the course, sailing directions, list of lights and radio stations, international code of signals, collision regulations, Tide tables, Paper Barograph, QNC code flags and two corrected Sextants and a rated timepiece.

P. Individually developed and detailed *Ship Safety Management Plan* for the entered yacht, taking into account all perceived risks and then mitigation measures, detailing all actions (rolls and responsibilities) to be taken by the Captain, Chief Mate and allocated crew in each situation. For example, but not limited to, fire, grounding, dissmasting, loss of steering, loss of all electrical systems, man overboard, collision, abandon ship into Raft or onto rescuing ship, Breach in the hull etc. **Q. DRINKING WATER,** *At least 1 ltr per person per day of water or drinkable fluids (Milk, Juice or soft drinks, not alcohol) for the expected duration of the voyage shall be onboard in at least two secure tanks able to be pumped manually. If a power driven desalinator is installed this requirement may be halved.*

Q. Communications Equipment

Shall include:

1. A marine MF/HF radio transceiver of at least 125 watts transmitter power (higher power is recommended) 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. 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 installation and performance against 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.

2. A marine 100% waterproof installation VHF transceiver of 25W covering all international and US marine channels with a masthead antenna, and coaxial feeder cable with not more than 40% power loss. The following types and lengths of coaxial feeder cable will meet the requirements of the OGR, up to 15m (50ft) - type RG8X ('mini 8'); 15-28m (50-90ft) - type RG8U. Inc. Emergency VHF antenna onboard.
3. Hand-held marine waterproof VHF transceiver with min 5w. output power and spare battery and spare 12v charger cable.
4. Independent of a main radio transceiver, a radio receiver capable of receiving weather bulletins and international time signals. Amature band transceivers may be fitted for this purpose, but transmissions on Amature band frequencies are forbidden.
5. ~~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.~~
6. ~~Marine RDF either portable or fixed, able to receive EPIRB signals on 121.5 .~~
7. Personal AIS beacon (PAB) for every member of the crew plus one spare.
8. An HF Radio Weather Fax receiver using thermal paper rolls.
9. Two satellite phones (*IRIDIUM 9555* or *Extreme*), one with an external antenna and pre-programmed with all MRCC phone numbers.
10. A portable Marine RDF able to receive marine and aero radio beacons.
11. An OGR 'Approved' AIS TRANSPONDER set to the entrants yacht particulars.

R. The following shall be fitted or carried on board.

1. TWO 406 GPS EPIRBS water and manually activated. One by companionway.
2. Echomax Active-XS RTE transponder /radar detector. (OGR entrants receive discount Echomax price)
3. Echomax EM230 or EM230BR Radar reflector fitted to the mast at least 9 metres above the working deck.
4. Echomax EM230i inflatable radar reflector and Fog horn.
5. 3 x 2kg Adventure class (4 x 2kg other Class) fire extinguishers and fire blanket.
6. A full OGR 'Approved' Chart table GPS Chart Plotter (NOT a laptop with charts), AIS system for Man Overboard and Emergency applications must be fitted. AIS MOB beacons are the primary recovery method for all entrants. All Crew are instructed on the use of the MOB system before the start of each leg. Two people onboard (other than the Navigators) are trained and authorised **MOB Men** to check/use the system daily. A linked (to the chart Plotter) alarmed MOB Button is at the helm station and the Chart table. The unit is left on 24hrs a day. The screen is covered from view at the chart table by a simple suncover that can be lifted off by any crew in case of emergency.

At least once a day, one of the **MOB Men** will lift the cover and check all systems are operational, then close the cover and NOT disclose any of the information from the screen to the navigator or other crew.

7. Emergency water. 2 x 10L containers filled with 9L of water shall be onboard and sealed. (18hr time penalty if seal is broken) and have facilities for catching rainwater for drinking water onboard. ~~Min 8 litre water per crew member in containers sealed for emergency use. (18 hr Time penalty if seal broken)~~
8. 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.
9. One Bunk for each person onboard and Bunk Belts to restrain a person during a roll over or knockdown fitted to all bunks.
10. At least Two Life-rafts making up 200% of maximum crew, complying with SOLAS LSA code 1997 Chapter IV or later version (or to ISAF Cat 0 requirement) packed no earlier than June 30th, 2023 and containing as a minimum a SOLAS A pack ~~and a 406 GPS EPIRB or 406 GPS PLB~~. The Entrant's OGR Number visible on the canopy and canister. Packed in canister for on deck mounting or valise/canister if stored in a dedicated watertight deck locker opening to the open deck. One "MAY" fit Hydrostatic release. NOTE: Plastimo is developing a new ISO special edition OGR life raft that "MAY" in the future be approved for use in the OGR (max. 1!)
11. Two anchors, chain and warps to requirements of a commercial class society and electric windlass for Adventure and Sayula class.
12. Webbing jackstays port and stb to allow free movement of crew forward while clipped on. Secure attachment points to allow helmsman to 'Double clip' and all members of the watch to be clipped on before leaving the companionway and while working in the cockpit and leave the Jackstay free.
13. A drogue or sea anchor of an appropriate size recommended by the manufacturer or warps and chain for towing in Heavy weather.
14. Two wetsuits, masks, fins, snorkel, gloves, two pony bottles /breathing devices or 12V two-hose breathing compressor, regulator, backpack. Two crew trained in the breathing device onboard /declared as emergency diver/swimmer for MOB-repair.
15. **DRINKING WATER,** *At least 1 ltr per person per day of water or drinkable fluids (Milk, Juice or soft drinks, not alcohol) for the expected duration of the voyage shall be onboard in at least two secure tanks able to be pumped manually. If a power driven desalinator is installed this requirement may be halved.*

S. 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 sq. m. area of fluorescent orange colour on the outside, should be marked with the name of the yacht, and if multiple bags type of equipment (IE EPIRB INSIDE) should have a lanyard and clip and include the following equipment:

1. Sea sick tablets for seven days for 50% crew.
2. The second 406 GPS EPIRB.
3. 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
4. One safety tin opener.
5. 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.
6. Signalling mirror.
7. High-energy food min 5000kJ per average crewperson onboard and 60 rehydration electrolyte tablets.
8. Nylon string, ziplock polythene bags.
9. ~~The watertight handheld aviation VHF transceiver.~~
10. A sealed survivor 06 hand-operated desalinator with lanyard and clip.
11. The second handheld *Iridium Extreme satellite telephone* and spare 12v charge cable with all MRCC phone numbers programmed in memory.
12. Strobe light.
13. Medical supplies for any pre-existing CREW medical conditions.
14. Spare unbreakable spectacles if needing them.
15. Wet notebook with captive pencil.
16. Powerful whistle (operated by mouth).
17. 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.
18. A watertight, high-powered LED torch (flashlight) and spare batteries.
19. The OGR emergency GPS. Safety Pack
20. SART (Search and Rescue Transponder)
21. A handheld GMDSS VHF radio with a long-life battery.
22. A laminated card with all MRCC phone numbers listed.

T. The following shall be on board and fitted in the cockpit within reach of the helmsman and ready for instant use as follows:

1. Two lifebuoys (at least one non-inflating) of safety yellow or red, with whistle, a self-igniting high intensity light, a drogue, sea dye and reflective tape.
2. 'Life-sling' recovery system with reflective tape and light with lifting tackle.
3. Suitable boarding arrangement allowing a crew member to climb back onto the boat in full wet weather gear while in a seaway.
4. 20m. heaving line 'throwing sock' type.
5. Cockpit knife,sharp, sheathed and securely restrained shall be provided readily accessible from the cockpit and another beside each life raft.
6. SAF/WS approved Danbuoy man overboard pole with high intensity light

U. High Visibility

1. Every storm jib or smallest headsail and trysail to be highly-visible coloured (e.g. day glow orange)Every mainsail to have at least 3sq. metres and mizzen 2sq. m. highly-visible Safety ORANGE coloured patch above the highest reef points.
2. Boats shall have a minimum 4 sq. m. of manufacturer described High Vis colour on deck or cabin top. If an "Approved" High Vis cockpit Dodger is fitted and a High Vis distress V-SHEET carried is ready to lash on deck, no High Vis Deck Patch is required.
3. "High visibility" colour MUST BE so described by the manufacturer and be Orange or Yellow.
4. A safety HIGH VIS Orange Max. 15cm 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 20 cm clear of the RACE NUMBER circle and stop 25% of the LOA from the bow.
5. Light and heavy crew outer wet weather Jackets (apart from mandatory fluro hoods) must be predominantly of a colour easily distinguished with the wearer in the ocean. Black, White, shades of Grey and very dark colours are specifically banned.

V. PERSONAL EQUIPMENT FOR 110% OF CREW

1. Knife worn at all times, buoyant waterproof torch carried at night.
2. An ISAF/WS approved individually numbered and boat name, inflatable life jacket, 3 clip safety harness for all crew in current service, with knife, whistle, High intensity strobe / mini flare set, reflective strip, hood, crotch strap, safety line, ~~and mini flare set.~~ With Auto activation on inflation AIS beacon fitted. (4 spare CO2 bottles on board).
3. Waterproof headlamp with red/white light.
4. A 406, GPS Personal Location Beacon that can be attached securely to the Inflatable Life jacket harness or Immersion suit in a dedicated mount.
5. 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. EN ISO 15027-1 constant wear suits, and EN ISO 15027-2 abandonment suits.
6. An ISAF/WS ISO 12401 Approved Safety Harness and Tether.

W. FIRST AID KIT

A custom Ocean Globe Race first aid kit and First Aid manual will be provided to each entrant based on crew size. The contents of the OGR First Aid kit along with its size and weight will be advised no later than April 30th 2023. Any other medical supplies specific to the entrant's crew will need to be supplied by the entrant. Medical services will be provided to the entrants before starts and a 24hr telemedicine cover during the event by the OGR Official Doctor and in emergencies the international TMAS providers. The entrant must pay the Organiser for this service and equipment and pre-race crew medical review and consultations no later than 31st March 2023. Cost will be advised no later than Sept 10th 2022. *The first aid kit must be delivered to the Official medical service centre at the conclusion of each*

leg to be resupplied and resealed ready for the start of the next leg at the cost of the entrant.

X. JURY RIG

All equipment and supplies to use two mandatory spinnaker poles as an effective jury rig must be carried and any deck mounting plates for that jury rig must be permanently mounted, or suitable alternatives approved. Secure on deck permanent storage for both spinnaker poles when not used is required. The Entrant is required to set up this jury rig or an alternate, on the entered boat. Test of the Jury rig alongside with Jury sails set and sheeted, photos taken, will be accepted with a full written plan of action. Whether this can be accomplished with the mast in place is up to the entrant...but in most cases it should be?..if a KITE system is to be used, a three hour sea trial is required. A full report including photos of fittings and overall structure must be delivered to the Organisers no later than June 30th, 2023.

There will be NO OBLIGATION to use this twin pole jury rig system during the event. The final Jury rig choice will be at the discretion of the Entrant, but a fitted system must be approved by the organiser to enter the OGR. Emergency KITE systems may be approved. If special rigging of high-tech fibres are 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 incur a time penalty.

Y. 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. The *Ship Safety Management Plan* must be accessible f5.rom the Nav station at any time .

Z. CREW safety declaration

All crew must, be allocated a *Crew Safety Number,* be trained onboard the entered yacht in the use and maintenance of all MOB equipment, undergo at least two, at sea man overboard exercises from the entered yacht, be fully briefed on all aspects of the dedicated Safety Management plan and the task that crewmember must take in each action, know where all safety equipment is located and how to use each item, be briefed in the use of the satellite phone, HF radio and VHF radio. One Group declaration confirming all of the above must be signed and dated by each crewmember and Skipper to be submitted to Race Control no later than 48hrs before the start of each leg. Penalties apply for late delivery.

5.2 Survey Certification

5.2.1 Sole Responsibility

It is the sole responsibility of the entrant to decide that the boat chosen to

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

5.2.2 Stainless Steel

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.

5.2.3 Keels.

The entrant's surveyor must, after considering all the facts of that yacht, and the intended OGR circumnavigation, make the decision on whether or not the keel needs to be removed and what components inspected , how they are inspected and who recertifies them. After any such inspection, the Entrant needs to declare that no subsequent grounding or incident affecting the security and integrity of keel has taken place between the inspection and before the start of the OGR. The Surveyor must sign off on the keel integrity to the best of his ability. The owner and skipper of the yacht remains ultimately responsible for the integrity of the hull, deck, keel structure and all systems for the safety of all onboard.

5.2.4 Mandatory Refit Plan

Each entry must submit to the OGR Committee for comment (before general refit work commences) a comprehensive REFIT PLAN, detailing the extent of the planned refit for the entered yacht. An overseeing OGR 'Approved' surveyor must be appointed. 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, plumbing bilge pumps. Once that work is completed as described in the refit plan, the yacht must be inspected by the original 'Approved' certified marine surveyor, 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 final survey certificate and complete file of refit plan must be included in the Registration Pack.

5.2.5 Masts

It is 'strongly advised' that before any participant purchases any boat, that a rigger inspect the mast and spars to ensure that in their professional opinion, the fitted spars are able to be 'refitted' for ocean use, or a new spar budget be considered. The entrant should also check that the mast and spars are original length as at 1st

July 2019. The OGR Committee places particular importance on mast and rigging integrity and will stand by any authorised riggers recommendation.

5.2.6 Rig Survey

No earlier than 1st June 2023, all spars and rigging must be inspected by a certified rigger 'approved' by the OGR Committee and certified as 'appropriate and ready' for serious ocean sailing by that rigger. Checks must also be made to confirm dimensions are as original on 1st July 2019. An original signed copy of this report must be included in the Registration Pack.

5.3 Boat Location In The Port

5.3.1 OGR Marina

All Entrants will be based at Ocean Globe Race marina (TBA). The marina will open (TBA) Thursday 25th August 2023. Entrants must arrive between these times or penalties will apply. OGR entrants will berth in set positions. Berthing positions at stop over ports are allocated on a first come first served basis. In the event of last minute mooring or Host Port challenges, Entrants may be charged for the cost of moorings. If so, Entrants will be notified no later than *60 days before those charges are incurred.*

5.3.2. Marina safety.

It will be the responsibility of the Skipper and the Team Manager to ensure the safety of their boat and all the people on it whilst in Start/Finish and all stopover ports, and to ensure the presence of his/her boat at the appointed docking place on the Ocean Globe Race marina no later than the start of scheduled safety inspections (or face disqualification) and then for the duration of the OGR activities. Written approval is required from the OGR marina manager for any pre-authorised temporary removal necessary for the technical preparation of the boat, or as required by the Organiser.

5.4 Sponsorship And Ocean Globe Race Boat Branding

5.4.1 Sponsorship

Sponsorship is allowed and may assist and support an entry in any way, provided a one-off sponsor supplement fee is paid. This fee must be paid by arrangement or before or on the day that a major sponsor is publicly associated with the entrant or the entrant's boat. Commercial entries may delay payments by approval. 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 2023. The Sponsor Supplements are as follows:

- *ADVENTURE CLASS* **25,000 Euro**
- *SAYULA CLASS* **40,000 Euro**
- *FLYER CLASS* **50,000 Euro**

BRANDING All yachts, from 1st July 2023, NO sponsors 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 CONTAINED INSIDE A panel no larger than 4m x 2m for the Adventure Class, and 5m x 2.5m for other Classes. Mizzen Sail Sponsor Logo no larger than 1.5 x 0.5 m.
Entrants sponsor flags no larger than 2m x 1.33m may be flown on the forestay and inner forestay BELOW the Organisers flags only immediately AFTER crossing the finish line and whilst alongside the Ocean Globe marina and when proceeding to the start line before the 10 minute gun.
Multiple Pt & Stbd Sponsors names ONLY (No sales slogans or product names) or OFFICIALLY REGISTERED COLOUR TRADE MARKS, may be applied to the yacht hull, in consistent Arial type, black (or white) letters, both max. 12.5cm. high, directly below the gunwale on each side of the boat.
One Headsail can be hand signed by supporter's club members.
Artwork of all proposed OGR sponsor signage with scale positions MUST be submitted to OGR for approval before final 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) no larger than 25 cm high. The name of the yacht may reflect that of a sponsor, but the name or registered LOGO only may be applied in an area NO LARGER than 50cm. HIGH on each side, and on the transom 25cm. high for Adventure class and 60cm and 30cm for other classes.

An entrant may have any sponsor signage on clothing or wet weather gear and inside the boat. Only while alongside in the Start/Finish and stopover ports, a Communication Mainsail with a max. 8m luff and 3.5m foot may be hoisted only behind the mast.

A Communications Banner Max. Size 2.5m x .55m of entrant's sponsors may be fitted port and starboard to the lifelines only forward of the mast, only while alongside the OGR marina. A second set of same size banners for an *OGR Approved* Entrant Charity may be fitted forward of the mast at any time.

Any entry seen to be **"publicly supported"** by a Sponsor, Charity or any other entity, 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,* or be withdrawn from the event. A sailing school or Commercial entry is considered sponsored, regardless of signage. An entrant charging a crew member more than Euro$3750 on any leg is considered a Commercial entry. Registered unsponsored, without commercial

partners, Not-for-Profit organisations may qualify for special exemptions.

5.4.2 Ocean Globe Race Branding

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

From 30th JUNE, 2023 branding of the Organiser is required in the Start/Finish and stopover ports and whenever the boat is less than 40 miles from the official start line or finish line in each port, and the official Madeira or Canaries rounding marks and approaching and if possible rounding Cape Horn. In these instances, the boats must wear the following branding:

- Burgee of the GLOBE YACHT Club on the backstay as racing pennant.
- National ensign on a staff from the transom or mizzen masthead.
- OGR Flag 1 & 2, one Low on each cap shroud, approaching finish lines and at starts, of the following dimensions: 2m x 1.33m*. (moved to the forestay when at the Marina)*
- Two port and starboard lifeline cockpit lee cloths printed both sides of the following dimensions: 2.2m x 0.55m. Lee cloths may be loose footed to allow for winch handle swing but must be securely fastened and in clear view.
  At all other times while in the OGR Ports before and after the start.
- A line of 6 flags (1<2<3<4<5<6 Top to Bottom) on the forestay, each flag of the following dimensions: 2m x 1.33m*. A McIntyre Adventure flag 2m, x 1.3m clear of obstruction on the inner forestay.* Only at the Marina and motoring to the start line and after crossing the finish line and motoring to the Marina.

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 port

The following branding MUST be applied and visible on all entered yachts wherever it is, no later than July 1st 2023. At that time all other signage not associated with the OGR must be removed from the entered yacht.

A. Logo of the **Official Sponsor Block** of the Ocean Globe Race, approx 5sq m. on both sides of the mainsail between the second and third reef. A 0.5 sw. m area on each side of the logo must remain neutral and not carry any other branding.
B. Logo of the Ocean Globe Race 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.
C. Main boom end, Port and starboard, 60cm. to remain clear for event Logo.
D. A permanent Black or White contrasting ENTRANT NUMBER, minimum size 5 cm. wide and 45cm. High inside 85cm. outside diameter Black or White circle

8cm. thick shall be on both sides of the hull amidships, and without a circle, in contrasting colour 85cm. high on both sides of the mainsail at the top and on the storm jib. A White or contrasting colour ENTRANT NUMBER 8 cm. wide and 50cm. high must be placed on the forward hatch.

E. The Entrants National Flag design, 80cm high, must be permanently fixed on both sides of the mainsail, 1mtr from the clew and 60cm up from the foot.
F. Head sail approx 100% an OGR sponsor panel 2mtrs x .45m, 60cm up from the foot and centred approx 33% aft of the luff both sides.

5.4.4 Entrant branding

The branding on yachts must comply with EUROPEAN and 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 Entrant responsible to apply ENTRY 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 them in good condition, ensuring appropriate display. up until one month after the arrival of the boat in port at the end of the event.

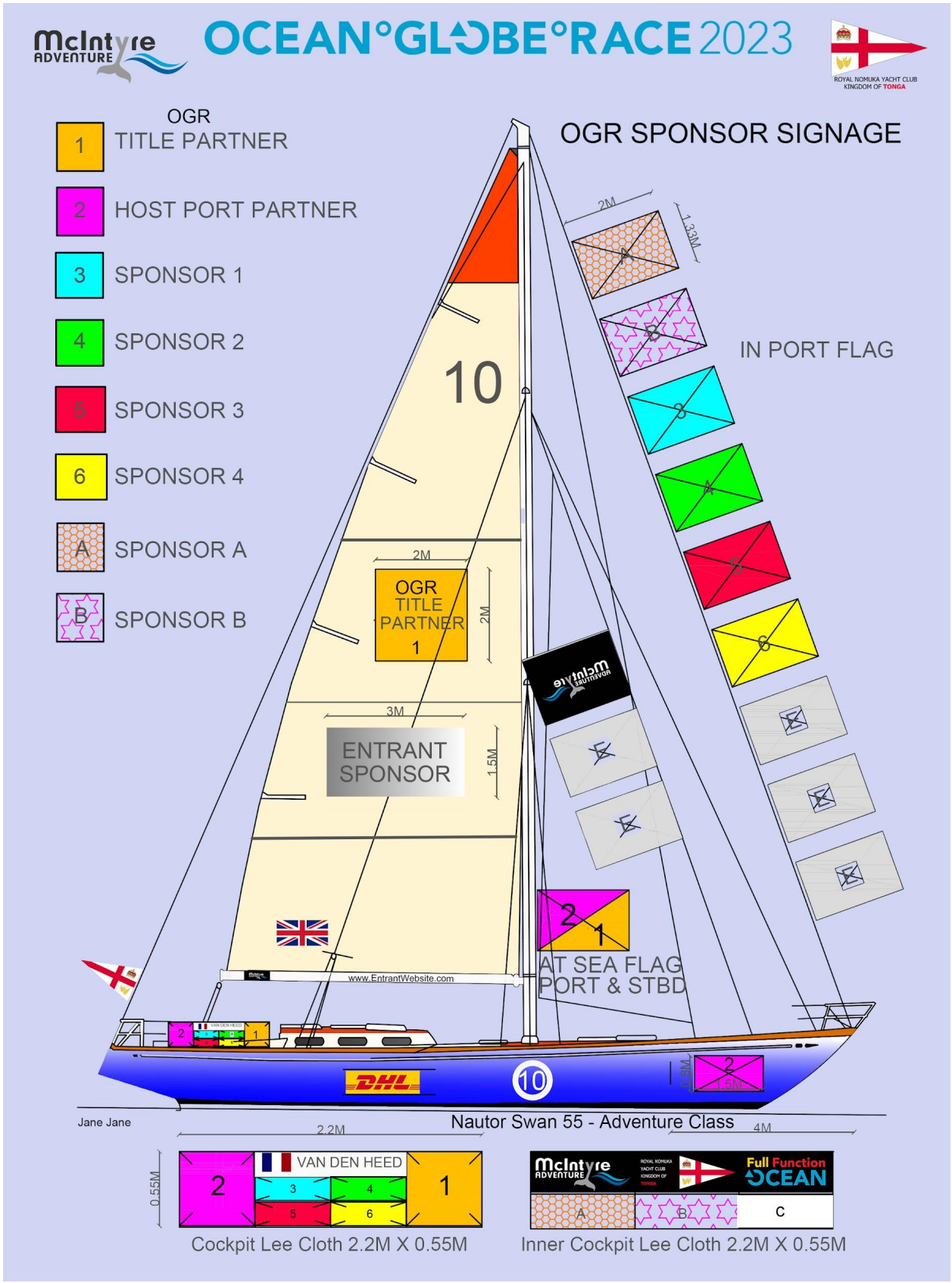
5.4.6 Hull and Sail colour.

Yacht Hull and working sails may be any colour, but only one overall colour on each item. Spinnakers, Mizzen staysails and code zero can be any colour with any sponsor signage. **Vinyl wrapped hulls are banned.**

5.4.7 Penalties apply for non-conformance of Ocean Globe Branding.

From July 1st 2023, No Branding may be applied to any entrant's yacht unless the design is first approved by OGR. If applying logos and sponsors earlier, entrants are STRONGLY advised to seek early approval BEFORE application, to save any issue with non compliance and having to alter non-compliant markings.

The following SPONSOR SIGNAGE DIAGRAM is representative of OGR sponsor locations (but not final size TBA) of Title partner, Host Port Partner, OGR Sponsor 1,2,3,4. Sponsor A & B and Organiser McIntyre Adventure. DHL is a "sample" entrant sponsor and is NOT actual.


McIntyre ADVENTURE
OCEAN°GLOBE°RACE 2023
ROYAL NOMUKA YACHT CLUB
KINGDOM OF TONGA
OGR
1 TITLE PARTNER
2 HOST PORT PARTNER
3 SPONSOR 1
4 SPONSOR 2
5 SPONSOR 3
6 SPONSOR 4
A SPONSOR A
B SPONSOR B
OGR SPONSOR SIGNAGE
IN PORT FLAG
10
2M
1.33M
OGR TITLE PARTNER 1
2M
3M
ENTRANT SPONSOR
1.5M
AT SEA FLAG PORT & STBD
www.EntrantWebsite.com
DHL
Jane Jane
Nautor Swan 55 - Adventure Class
2.2M
4M
0.55M
VAN DEN HEED
Cockpit Lee Cloth 2.2M X 0.55M
Full Function OCEAN
Inner Cockpit Lee Cloth 2.2M X 0.55M

5.5 Inspection of safety equipment of the boats

Safety Inspections will be conducted at the Start/Finish port over three days from TBA. Any entrant failing (more than one defect notice) this mandatory inspection will be fined 2000 Euro and given 48 hrs to rectify the defects. Failure to comply will incur another 2000 Euro fine.

The presence of the Skipper and Chief Mate 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.
- That ALL crew have been trained in its use and know its location.

At each stop over port, before the re-start, the Chief Mate, will undertake a safety inspection check of their yacht with an *Overseeing Chief Mate* of another entrant (allocated by the Race Director) confirming compliance. That Chief Mate will then be required to inspect another Entrant as *Overseeing Chief Mate*.

5.6 Engine sealing

The engine will not be sealed.

5.7 SAFETY Pack

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

Each entrant ~~will be supplied a standard~~ shall have a SAFETY Pack ~~by the Organisers~~. Cost TBA. The technology may change, but it may include, but not be limited to:

- YB3 Tracking equipment package. Registration and transmission fees paid to OGR and TBA.
- The Two hand held waterproof satellite Iridium phones in this NOR, external antenna registration and fees.
- ~~RETRO CLASS A sealed container with two portable GPS and spare batteries.~~

It will be each skipper's responsibility to add to his/her ~~Pre-~~Registration pack a deposit cheque in the sum TBA for the provision of this equipment and service that is then owned by the entrant.

It is the responsibility of the Entrant to install all this SAFETY Pack equipment to fully functioning, on board the boat, as it will be used for the OGR, and have it fully operational no later than 1600 hrs on 1st August 2023. ~~The YB3i will be delivered to all entrants in June 2023.~~ The two modified YB3 will be delivered during the mandatory safety briefing in August 2023.

5.8 Pre- Safety Inspections

The Entrant must organise and carry out a comprehensive **OGR Pre-Safety Inspection** to be completed and signed off by an OGR 'approved' yachting/sailing inspector, no later than 1st August 2023. OGR Branding and mandatory electronic checks included. An OGR PRE- safety inspection checklist will be supplied to the entrant 1st June 2023 for this. A maximum of Three defects ONLY will be allowed. A copy of the completed inspection report must be emailed to the Race Director no later than ~~3rd~~ 14th August 2023. A 200 Euro fine **will be applied** for each day it is late.

6 RANKING AND TROPHIES

6.1 Rankings

Line Honours will be established for the event, after penalties and/or bonuses have been awarded by the OGR jury. All entrants must be measured for IRC certificates after OGR refits have been completed. IRC rule 22.4 shall NOT apply. Entrants must supply current *IRC Endorsed certificates* in a timely manner. All IRC rankings will be notified on the Official OGR Tracking page.

6.2 LEG and Overall Trophies of the Ocean Globe 2023-24

- The ***Ocean Globe Race Winners perpetual (Overall and Leg) IRC Trophy*** will be symbolically awarded to the IRC yacht with the lowest corrected sailing time.
- The Ocean Globe Race ***Line Honours Perpetual (Overall and Leg) Trophy*** will be symbolically awarded to the first yacht across the line with the lowest elapsed sailing time.
- The *First Corinthian Trophy* (Overall and Leg) on IRC corrected sailing time Presented by the GYC.
- OGR *Class Line honours* in each leg.
- The *McIntyre Adventure "SPIRIT of the OGR"* trophy presented to the most deserving entrant across the fleet.
- "*Sir Peter Blake*" *Sailor of the OGR* award presented to the most deserving crew member (determined by ORG Team) completing the whole course.
- OGR *Bulkhead Plates* will be presented to entrants finishing the Ocean Globe Race and all crew completing the entire course.
- OGR special edition *'Gold Coin'* to every sailor participating.

7 COMMUNICATION

7.1.1 Image rights

Under the provision of these OGR rules regarding the organisation and the promotion of the Ocean Globe Race 2023-24, skippers of the Ocean Globe are

reminded that their entry into the event means their image, the image of the crew and their name and the name of all crew, the image of their boat, their sponsors and partners as well as their shore team and family members present in the official ports, 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 Ocean 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 Ocean Globe Race the skipper without reservation agrees to this and will notify the affected parties within his/her team of their obligations in regard to this.

7.1.2 Competitor copyright.

Copyright of all media associated with the 2023 Ocean Globe Race created by an Entrant or crew before and during the Ocean Globe Race, remains vested with the entrant and crew, but the entrant and crew agree to licence all of it back to The Organisers and provide free access to it all, giving exclusive permission to The Organisers or its Executive Producer to use/share/distribute/alter it as part of a joint sharing arrangement, so that competitor materiel can be used by the Organiser to promote the Ocean Globe race in any media and produce the official documentary, TV Series, Online Updates etc and book. By entering the OGR 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 OGR, the Entrant also agrees that the Organiser owns the exclusive copyright to the Ocean Globe Race as an Event and Around the world crewed 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 three, without the express written permission of the event Organiser.

7.2 Use of OGR Logo

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

Preamble

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

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

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

The use of the Ocean 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.

7.2.2 Use of the Logo and Participant trademark block of logos

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

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

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

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

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

- **21st November 2021:** 20-minute HD video clip/highlights of campaign.12 magazine quality photos, 400-word update. (late penalties apply)
- **1st June 2022:** 20-minute professional Quality HD video clip/highlights of campaign. A first interview with professional audio and steady cam clip answering 16 set questions. 12 Magazine Quality photos, 400-word update. (Late penalties apply)
- **21st November 2022:** 20-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 2023:** 5 minutes HD Video of sailing under Jury Rig and Emergency steering. 12 photos. (with Registration pack)
- **30th June 2023:** Approx. 30-minute, professionally filmed and sound recorded, broadcast quality rough cut HD video for file footage during the OGR. 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)

7.3.2 Film Drops

Entrants MUST pass over films, at the following inshore rounding marks.

- ~~Madeira or~~ Canary Islands film drop TBA.

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 TBA and National code applicable at the time.

8.2 Participant's insurance

Each Entrant must subscribe to:
A public liability policy for his/her participation in the event and for the boat and all crew, to a minimum value of £5 million or 5 Million Euro. 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 31st 2023, 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.

For Entrants wishing to secure a full comprehensive marine policy for the OGR, early planning is strongly advised, before the OGR 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 2023. The insurance cover will cover nautical events at sea in compliance with the international norms applicable in this case.

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 Entrant/skipper and crew undertake this voyage at their own risk and peril and under their own responsibility. It is the responsibility of each skipper and crew 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 Ocean Globe Race are minimal and by entering the event agrees that in their own opinion, this is sufficient for the safety and wellbeing of the entrant and his entire crew to complete a seamanlike circumnavigation. The Skipper must do his best to make the boat fully found and seaworthy, manned by experienced and competently trained crew who are physically fit to endure extreme weather. The Skipper shall delegate a competent person to take over his role and responsibilities should he be unable to do so for any reason whatsoever. The Entrant/Skipper 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 Ocean Globe Race before or during the event in making the decision to attempt this circumnavigation or any part of it.

Ocean sailing

By entering the Ocean Globe Race, the Entrant/Skipper and crew accepts and agrees with the fact that sailing of any kind, especially attempting to sail around the world through the Southern Ocean 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 for an entrant's crew who must be informed of the high risk, is one of the very real attractions to enter, and agrees that the entrant and their crew are risk takers and that this is an important part of the reason the entrant and crew will enter the 2023 Ocean Globe Race.

9.3.1 Retro challenge

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

9.3.2 Personal responsibility

By entering the Ocean Globe Race, the Entrant, Skipper and crew 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 Ocean Globe Race, that suggests in his/her own opinion, that to remain as an entrant in the Ocean Globe would be reckless or excessively dangerous to them, their crew or their boat, that it is their sole responsibility and duty to withdraw immediately from the OGR.

9.3.4 Indemnity

It is a requirement of the Ocean Globe Race that all Entrants, Skipper and all crew sign an indemnity form removing the Organisers, Sponsors, Host ports, Managers

and any employees or volunteers involved with the OGR from any liability whatsoever, to them or their next of kin due to their participation in the OGR and by entering the event the entrant and all crew agree to do this.

9.3.5 Proper court

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

9.3.6 Boating legislation

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

10 PENALTIES

Fines are required for the safe and efficient management of the OGR. There is no reason for any sensible entrant ever to be fined and there will be ZERO tolerance on the application of all fines and penalties. Once a boat enters the OGR 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 OGR 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

A 3000 Euro penalty, including tax, will be applied for every non-adherence to the clauses in article 5.

10.2 OGR logo

Use of the logo or the Participants trademark block of the OGR.
A 2000 Euro penalty, including tax, will be applied for every non-adherence to the clauses in article 7.

10.3 Non attendance

At official receptions and briefings in the official ports.
A 2000 Euro 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.

A 2500 Euro penalty, including tax, will be applied each time a competitor and/or his/her team manager does not attend an official briefing organised by the OGR Director.

10.4 Safety Compliance

A 2000 Euro penalty, including tax, will be applied each time a competitor does not comply with the rules of the Safety Equipment inspection. This will be applied to an Entrant failing their first and each subsequent safety inspection.

10.5 Media

A 2500 Euro penalty, including tax, will be applied each time a competitor and/or his/her team manager does not attend an official event, a media event, Official Media Photo shoot, hospitality event, the skippers' greeting event upon arrival and/or the prize-giving. All such compulsory events will be notified on the OGR Notice Board.

Supply of compulsory media (Appendix 6) prior to the start.
Commencing 21st NOV. 2021, A 2000 Euro 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 OGR 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 Ocean Globe shall be taken from the participant's 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 OGR.

11 INTELLECTUAL PROPERTY

11.1 Event name

The official name and the only one authorised is: 'OCEAN GLOBE RACE' ®. The event name: OCEAN GLOBE RACE ® and OGR logo or logos as defined are the unique property of DON McINTYRE, and are processed as 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 'OCEAN GLOBE RACE' and 'OGR' ®. This semi-figurative logo must not be modified, neither the colours, nor the graphics, and the words 'OCEAN GLOBE RACE' and 'OGR' 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, 'OCEAN GLOBE RACE' ®, registered trademark may not be added to, substituted or replaced, without written authority.

The intellectual property of 'OCEAN GLOBE RACE' and 'OGR' ® 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 circumstances, does the OGR 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 Golden era of retro yacht racing and its entrants as the very first around the world Races following the Clipper Ship Routes.

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 'OCEAN GLOBE RACE' and 'OGR' ® and thereby to preserve intellectual property rights.

The Concept of the OCEAN GLOBE RACE as an original celebration of the early fully crewed round the world yacht races is clear. It is described in the original emails and correspondence from 2015 and in this NOTICE OF RACE and the www.OceanGlobeRace.com web site, and OGR Facebook page. The concept and detail of the Ocean Globe Race as a Fully Crewed Voyage around the world sailed with basic 1970's equipment of a 'retro' nature without the use of modern navigational aids and satellites and computers, is also well described here in this NOTICE OF RACE. Utilising basic pre-1988 full GRP production yachts, or yachts that entered the first three Whitbread Races 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 June 1st 2019.

The OCEAN GLOBE RACE will evolve into various future editions of a similar nature, with the unique principle of celebrating the achievements of original around the world race, entrants and their yachts and equipment. These ideas, themes and actions make up the principle elements, but not the only elements of the intellectual property for the OCEAN 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: Programme

Appendix 3: Contact details
Appendix 4: National Prescriptions
Appendix 5: Blank
Appendix 6: Audio-visual Media production
Appendix 7: Rules for the use of the Ocean Globe Race trademark

12.1 Appendix 1 Registration pack

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. Entrant 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
Part 6: Crew Details

12.1.1 Process for registration

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

A $350 Euro 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 1st APRIL 2023 ~~14th APRIL 2023~~. (Official Entry)

1. **Skipper information and Chief Mates.**
    a. For Both-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-Crew information.**
    a. Copy of ships Reg papers, Reg number, Country of reg. Hin Number if applicable,
    b. Reg yacht owner contact details ; Side photos, top photos, colour hull, colour deck, colour below water ; Final original refit plan as submitted to OGR.
    c. Preliminary Crew list, Names, Contact details, Signed medical Questionnaire declaration, passport details, 3 Visa photos, Sailing experience, course certificates, next of kin, Fb, Instagram, twitter accounts, shirt size.
3. **Nationality.** Nationality of OGR Entry,
4. **Skipper's and Chief mates qualifications.**
    a. Sailing experience LOG declaration signed,
    b. Sailing qualification certificates,
    c. National Boat operators licence.
5. **Skipper's and chief mates medical file**. Medical questionnaire completed and signed.
6. **Pre-registration declaration.**
    a. Sponsor/commercial declaration, YES? NO?
    b. Reconfirmation of Skippers declaration to new NOR amendments.
    c. Crew Pro/amature declaration
7. **Deposits.**
    a. Paid YB and Satcoms. Cost TBA, Paid OGR First aid kit Cost 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 OGR 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 Ocean Globe website.

REGISTRATION PACK

REGISTRATION PACK by 1st JULY 2023 ~~30th JUNE 2023~~. (Official Competitor)

Part 1: **Skipper. Mate and all Crew**

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. Standard operating procedure manual~~
h. EPIRB/PLB Hex Codes
i. Proof of REG OGR Committee 24hr emergency number first response.

j. Nominated MOB men for each leg.
k. Liability waiver and talent Release (Skipper and Mate)

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. Copy of Insurance cover and insurer.
i. IRC certificate.
j. Signed copy of SHIP SAFETY MANAGEMENT PLAN
k. Ships Radio station licence and call sign
l. EPIRB/PLB Hex Code
m. Nominated MOB
n. Proof of REG OGR Committee 24hr emergency number first response
o. Waste Management Plan
p. Bio-fouling data

Part 3: Contact details.

a. Managers 24 hr contacts email, phone, courier address,
b. Copy of managers passport,
c. Skipper and crew next of kin details reconfirmation, two people.
d. If applicable Sponsor 24hr Contact details for Official correspondence.
e. Audio Visual Agent
f. Owner of entered yacht

Part 4: Other documents.

a. Manager declaration

Part 5*:* **Media material.**

a. ALL Compulsory media delivered.
b. Official entrant web address, FB, Instagram.
c. Phone number for ENTRANT daily text messages.
d. Onboard camera, sat equipment approvals.
e. Onboard Photographer details.

Part 6**: Final 1500 mile qualifying voyage log!** 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 OGR 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 Programme

TBA

12.3 Appendix 3 Contact Details

Contact Details

OGR Office	Hello@OceanGlobeRace.com
OGR Chairman	Don@OceanGlobeRace.com
OGR Director	Don@OceanGlobeRace.com
OGR Assistant Director	Sebastien@OceanGlobeRace.com
OGR Manager	Lutz@OceanGlobeRace.com
OGR Safety Director	TBA
OGR Finance and Admin	Jane@OceanGlobeRace.com
OGR PR and Events	Aida@OceanGlobeRace.com
OGR Media CEO	melissa@blondeambitions.net
OGR Digital Director	Rob@OceanGlobeRace.com
OGR Photo Video	TBA

12.4 Appendix 4: National Prescriptions

National Prescriptions. TBA.

12.5 Appendix 5.

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 Ocean 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 2021:** A20-minute HD video clip/highlights of campaign.12 magazine quality photos, 400-word update. (late penalties apply)
- **1st June 2022**: A 20-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 2022:** 20-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 2023:** A 5 minutes HD Video of sailing under Jury Rig and Emergency steering. 12 photos. (with Registration pack)
- **30th JULY 2023:** Approx. 30-minute, professionally filmed and sound recorded, broadcast quality rough cut HD video for file footage during the OGR. Shot list provided by OGR 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 OGR. Details TBA. 20 photos, plus 400-word update. (Late penalties apply)
- **During the Race:** Once a week sat-phone call at a set time to the Ocean Globe coordinator for updates and to record a minimum 10-15 minute interview for upload to OGR SoundCloud Media.
- Once per leg TBA sat phone for 30 minute live Facebook Q&A from supporters then onto OGR Sound cloud.
- Minimum twice daily text short message direct to OGR entrant's individual race tracking web page and OGR twitter and OGR Facebook. Maximum every 6 hours.
- Madeira or Canary Islands film drop Facebook LIVE.

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 OGR Documentary
- Preview, Leg and final OGR Documentaries
- 6-8 part International OGR TV series.
- Daily and weekly FB LIVE summaries of the OGR.

12.6.3 Print media

- May 2023 OGR Official Poster released Designed by TBA.
- June 2023 OGR Official Program in partnership with international sailing Magazine TBA.
- SEPT 2024 Official Ocean Globe book released Authored by TBA.
- OCTOBER 2024 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 OGR camera/video team and the Official OGR 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 OGR commentator/presenters. During the event the following minimum online presence may be maintained:

1. OGR 'LOG'
Twice-daily OGR written summary with photos. (Every 12 hours). Posted online.

2. OGR '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. OGR 'Special Update'
Any incident that day with any entrant is contacted by OGR Coordinator for 'Special Update Interview' and live film recording of OGR commentator/presenter in OGR 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. OGR Online Weekly Summary - Executive Production
Weekly 8-10 minute OGR 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 OGR media commentator/presenter.

5. OGR 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 OGR Director, experienced sailor Commentators. All the news. Distributed to 4000 media outlets and relevant sections posted in online news.

6. OGR 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 OGR will have all the usual features offered on its live tracking page.

Followers can watch the entire fleet or call up individual boats, zoom in or out, check current rankings, view, average speed, course, check current weather overlays etc. The up-to-four times a day short text messages from each entrant may be uploaded to the individual entrant's course page on the OGR web site and on the side of the main OGR tracking map. The operation for users is very simple, intuitive and offers a comprehensive platform for remaining current with all aspects of the Ocean Globe fleet.

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

Use of the Ocean Globe Race 2023 official branding by the Participants on merchandise (clothing, accessories)

12.7.1 Ocean Globe Race 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' (Part 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 authorised entities allowed to use the official branding of the event.

12.7.3 Sale of Ocean Globe Race branded products (Branding #1)

An official OGR marketing Company TBA is the sole company holding a user and selling licence of the Ocean Globe Race brand. This is the only company allowed to sell products showing the OGR logo.

12.7.4 Distribution of free products carrying the official branding of the Ocean Globe Race:

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

The 'Beneficiaries' can use the official OGR branding, the OGR 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 Official OGR Marketing Company

If the products have been bought from the Official OGR Marketing Company (TBA), they will only include the Ocean Globe Race logo (Branding #1)

12.7.6 Products NOT bought from the Official OGR Marketing Company

In these instances:

- These products can include the participant's trademark block of logos (Branding #2). No licence fee will be charged by the Official OGR Marketing Company .

- These products can include the Ocean 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 Official OGR Marketing Company , and a licence fee will be charged by the Official OGR Marketing Company

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