



GLOBAL OCEAN RACE
2011-2012

*Double-Handed Around The World Race
for
Category 0 Compliant Class 40 Yachts*

PROVISIONAL NOTICE OF RACE

ISSUED 23rd AUGUST 2009

- ISAF Offshore Special Regulations Category Zero
- Notice of Race
- Communications Instructions
- Sailing Instructions Part A (covers all legs)
- Sailing Instructions Part B (5 issues, one for each leg)

In case of conflict the succeeding documents in the above list shall take precedence.

3.1 Offshore Special Regulations

The edition of ISAF Offshore Special Regulations Category Zero published on 1st January 2010 applies except as modified by race rules. The complete text of ISAF OSRs Category Zero is available at

[http://www.sailing.org/tools/documents/OSR2008_Mo0_181207-\[4338\].pdf](http://www.sailing.org/tools/documents/OSR2008_Mo0_181207-[4338].pdf)

The following modifications shall apply :

OSR 3.03.1 In accordance with an ISAF amendment to the OSR 2008-2009 edition a yacht with age or series date of 6/09 or later shall have a plan approval certificate from a notified body approved by ISAF (includes all members of IACS, the International Association of Classification Societies).

In all boats, type II keel loading shall be allowed for in design and construction.

All boats shall have been designed and built with the intention of coping with conditions to be expected in a **category zero** race.

For yachts with age or series date prior to 6/09 scantlings regulations for the race are under review. For information the following was applied (except that reference to part numbers of ISO 12215 is updated) to the PGOR 2008/9 and the same or similar regulations may be expected in the final Notice of Race:

Replace text of OSR 3.03.1 with: "Each competitor shall supply to the race organizers letters from the designer and builder confirming that the yacht has:

- (a) achieved an RCD Category A status (stating full details of the qualification method for the RCD) and/or been designed and built in accordance with ISO 12215 parts 1 - 6, 8, and DIS part 9;
- (b) (i) has, in respect of keel design, construction and fixing, been subject to a review on or after May 20th 2008 by the designer and builder to ascertain and re-confirm (after modifications if necessary) that all aspects of the keel design, construction and fixing are satisfactory and fit for purpose.
- (c)(ii) Attention is drawn to MAIB report no 19/2007 available at www.maib.gov.uk/cms_resources/Hooligan%20V%20%20full%20report.pdf
- (c) (iii) In the case of keel fin materials designed for a stress greater than 390 MPa the builder shall supply a statement that the steel manufacturer's instructions were adhered to in all processes carried out by the builder including non-destructive testing where required. When a builder's statement is required under this rule it shall be accompanied by a signed declaration from the person in charge (skipper) of the yacht to confirm that he has had the technical details of the process(es) fully explained to him.
- (c) (iv) If a fin keel is of yield strength greater than 400N/mm² and the keel is welded, consideration should be given to a fatigue analysis, depending on the value of the high tensile steel yield strength.

When the designer and/or builder is not available to supply the letter and statements in 3.03.1 (a) (b) and (c) the organizers may accept a signed statement by a naval architect or other qualified person familiar with the relevant standards who has made appropriate investigation.

Keel profile: attention is drawn to the possibility of "hooking" debris (eg discarded fishing gear) on a keel with a bulb protruding forwards.

OSR 3.04.1 Replace first paragraph with: "With reasonable intervention from the crew a yacht shall be capable of self-righting from an inverted position. Self-righting shall be achievable whether or not the rig is intact."

OSR 3.04.3 (stability) in accordance with OSR 3.04.3 every yacht shall comply with ISO 12217-2 Category A.

OSR 3.13.3 Watertight Bulkheads: Replace text with:

3.13.3. A yacht shall have at least three watertight transverse main bulkheads in addition to the "crash" bulkhead or closed-cell foam in 3.13.1 above. These three bulkheads shall be :

3.13.3.1 A watertight main bulkhead at the main mast station, or if this is impractical, at the next practical station forward of the main mast.

3.13.3.2 One further main watertight main bulkhead which we strongly recommend to be at the main companionway station. This transverse bulkhead can be staggered port and starboard if the interior design requires it.

3.13.3.3 An aft-most watertight main bulkhead within 20% LOA from the transom which shall count as the extreme end "crash" bulkhead for the purposes of OSR 3.13.4 and 3.13.6. "

OSR 3.21.2 Replace text with: "Drinking water supplies shall be carried in permanently or securely installed containers."

OSR 3.28.1 Replace text with: "A securely covered inboard propulsion engine shall be provided. Fuel shall be carried either in permanently installed tanks or gerry cans. However, these gerry cans must be securely fastened (by means of lashings and secure padeyes or such like) and there must be a system aboard for transferring fuel from these gerry cans to the main permanently installed reservoir without moving the gerry cans, e.g. a hand-pump or electric pump."

In accordance with **OSR 3.28.3** (b) Replace text with: "A yacht shall have on board at the start of each leg sufficient fuel for all charging/heating requirements during the leg plus sufficient to allow motoring (without assistance from sails, in sea state 5 (8-12 ft wave height, average period 7s, average wavelength 157.5ft) for at least 12 hours. Due allowance must be made for powering communications equipment for reporting schedules."

OSR 3.29.1 (c) Replace text with: "2 satellite telephones shall be provided, one of which shall be carried in a permanent fixture providing external power and connecting an external aerial; the other shall be supplied with a waterproof case and at least 1 spare battery and normally be kept in a grab bag."

OSR 3.29.1 (d) Replace text with: "At least one hand-held marine VHF transceiver shall be carried with charger and spare batteries."

OSR 3.29.1 (f) Replace text with: "A radio receiver for weather forecasts is optional (having regard to the satellite systems on board.)"

OSR 3.29.1 (h) Replace text with: "A D/F receiver working on 121.5 MHz is mandatory as it can home in on any dual-frequency international EPIRB or PLB including equipment carried on other boats".

OSR 3.29.1 (k) Replace text with: "An HF SSB transceiver is optional but recommended."

OSR 3.29.1 (l) Replace text with: "An active radar set shall be provided, permanently installed, with no less than 2kW PEP with antenna mounted at least 4 metres above the water. The radar shall be mounted so that the antenna remains essentially horizontal when the yacht is heeled."

OSR 3.29.1 (m) Replace text with: "An AIS transceiver (Class A) shall be fitted to each yacht. A primary masthead antenna and a secondary deck level antenna shall be installed."

OSR 4.02.3 Replace text with "All underwater appendages on each yacht and a 2 square metre area of hull surrounding the keel/hull junction must be fluorescent orange."

OSR 4.13.2 Replace text with: "An echo sounder shall be provided".

OSR 4.15.1 (b) Replace text with "Crews must be aware of alternative methods of steering the yacht in any sea condition in the event of rudder loss. A practical spare rudder system must be carried onboard, the second rudder of a twin rudder system will **not** be accepted as a spare rudder. An inspector may require that this system be demonstrated."

OSR 4.19.1 (a) Replace text with: "At least two 406 MHz EPIRBs shall be provided each incorporating a GPS and a transmitter on 121.5 MHz for local homing. Each yacht shall have a "keel-up" arrangement whereby an EPIRB aerial can be put through the hull and operated when the hull is inverted."

OSR 4.20.1 (b) Replace text with: "At least one liferaft shall be provided in compliance with SOLAS LSA code 1997 Chapter IV or later version except that it may have a capacity of 4 persons and may be packed in a valise. A SOLAS liferaft shall contain at least an "A" pack.

A second liferaft shall be provided which if not SOLAS shall be:

- ISO 9650 (type 1 group A) or ISAF provided it comes from a manufacturer who has 3rd party quality assurance,
- Accompanied within easy reach by a grab bag containing the items in a SOLAS A pack which are not already inside the raft,
- Provided with an insulated floor and be self-righting."

Yachts are strongly recommended to plan readily-accessible stowage for liferafts at an early stage in their preparations for the race.

OSR 4.21.2 (a) Change first sentence to read "A yacht shall have at least one grab bag with the following recommended contents of which a SART is mandatory"

OSR 4.21.3 (c) Change to read "A SART shall be carried in a grab bag"

OSR 4.26.4

(c) Add: "a storm trysail is not required in a yacht having a mainsail with a 4th reef individually approved by the Race Organisers. Both sides of the mainsail above this 4th reef must be fluorescent orange in colour."

(f) Delete: "...and without reef points".

OSR 5.08.1 Replace text with: "At least one "mini-air" compressed air diving canister and one set of diving equipment shall be carried."

OSR 6.01, 6.05, 6.06 Each competitor shall file with the race organizers a certificate or certificates of satisfactory training obtained within 5 years and before 1st September 2011 in the topics required in 6.01 - 6.05. In accordance with OSR 6.06 each competitor shall also have satisfactorily undertaken within 5 years and before 1st September 2011

training in shallow-water diving with swim fins, face mask, weight belt and wet or dry suit.

OSR 3.04.1 and OSR Appendix K. Note that Appendix K (movable and variable ballast) applies to all yachts with water ballast or other movable ballast systems.

If there is any doubt over the application of Appendix K 1.4 and what is and what is not permitted early application to ISAF is strongly recommended in the form of a "Q & A" with copies to the race organizers.

Every yacht with her race crew on board and before being accepted as a starter shall demonstrate to an inspector, appointed or approved by the Race Organisers, a satisfactory practical self-righting test carried out from a 180-degree inversion. Detailed requirements for the test will be available separately and as far as possible will be similar to the requirements already in place for other offshore classes. The yacht in the test shall pay all the costs including a fee for the inspector.

OSR 3.08.3 (companionway hatch) This requirement may be replaced by that of ISO 12217-2 para 6.2.2.2.

3.2 Self-steering device

The use of automatic or wind-powered self-steering devices is permitted.

3.3 Membership of Competitors

In accordance with ISAF Regulation 19.2 each competitor shall be a member of his or her ISAF Member National Authority or one of its affiliated organizations.

3.4 Variations

The main Race Organisers shall have the authority to accept a variation in respect of the rules governing entry criteria when it is satisfied after a thorough review having regard for all the circumstances, that the variation is sound, practical and safe.

4. Advertising

Advertising will be in accordance with ISAF Category C. The organizers will require that the following areas for advertising shall be reserved for use by the organizers:

4.1 The forward 15% of the hull on each side including race numbers

4.2 The central 25% on each side of the main boom

4.3 A panel of 2m x 2m on each side of the main sail within the upper 1/3rd of the sail

4.4 Up to six advertising "battle flags" may be required to be flown from the forestay and a backstay flag from a backstay during the check-in period before the event, during the stopovers, and at the finish until the day after the Official Prize Giving.

4.5 The Race Organizers reserve the right to refuse advertising chosen by a boat which the Race Organisers deem to be in bad taste. It will be responsibility of the competitor to ensure that any advertising chosen by the boat is legally acceptable at the ports visited. Tobacco advertising is not permitted.

5. Entry Qualification

5.1 Each competitor will be required in the race boat to complete, to the satisfaction of the Race Organisers, a qualifying voyage of at least 2,000 miles or equivalent which voyage shall include a wide range of weather conditions. The Race Organisers reserve the right to require an additional qualification voyage and to accept or reject any entry. In the case of a team 2-handed entry the entire team may qualify together.

5.2 An official Race Entry Form will be supplied on request and shall be completed by every entrant and received with the Race Entry Fee by the Race Organisers on or before 15th April 2011. Equipment and other check lists will be required. Advanced inspections of boat or equipment prior to attendance at the start location may be subject to a fee. Late entries may be accepted at the discretion of the Race Organisers and shall pay an additional late entry penalty fee of €5,000 euros which in any event will be non-returnable.

5.3 Each competitor must produce at check-in a document dated no earlier than 1st September 2011 from a medical professional asserting that he/she is physically and mentally fit to participate in the Global Ocean Race.

5.4 A competitor must be at least 18 years of age on the date of his/her first start in the Global Ocean Race.

5.5 It is the responsibility of each competitor that they have the required passport and visa documentation for the countries visited during the event. This documentation must be in place before the start of each and every leg.

6. Prizes and Trophies

To be announced. Prizes will be awarded to the yachts with the best points scores in both single-handed and double-handed classes.

7. Entry Fees

The Race Entry Fee for each boat is €12,000 euros plus VAT (where applicable).

Payment will be: €3,000 euros with the completed Entry Form; a further €5,000 euros payable on or before 15th April 2010 and the balance of a further €4,000 euros payable on or before 15th April 2011.

Entry Fees are non-returnable.

8. Satellite tracker beacons and loan equipment

The Race Organisers will issue to each yacht, on rental, one or more self-contained satellite tracker beacons. The Race Organisers may issue other equipment on loan (against a deposit) to each yacht. It shall be a condition of entry that the yacht's owner and skipper jointly and severally undertake at their own expense to return all the foregoing equipment in good condition to the Race Organizers when the yacht has ceased racing in the Global Ocean Race. If the equipment is returned in damaged condition, or return is impossible within a reasonable time the entry will pay promptly to the Race Organisers the cash value of the damage or the entire value of the equipment concerned.

9. International Jury

An Independent Protest Committee (IPC) has been appointed who shall have authority to conduct hearings by voice, email or other communications systems. A penalty system will be described in Sailing Instructions and will include an option for the IPC to award a zero penalty.

10. Commercial Participation Agreement

The Global Ocean Race is not only a supreme sporting event but also in effect a partnership between the main event sponsors, the port sponsors, the boat sponsors, the

media and the competitors. It is important that competitors fully co-operate in the reasonable requirements of the event organizers and the media to maximise the effectiveness of the financial investment of all parties. A promotional programme will be established at the starting port and at each stopover. A Commercial Participation Agreement will therefore be required of each competitor and shall be lodged with the Race Organisers before the start.

11. Schedule

By 2359hrs UTC 19th August 2011- all boats to present in the departure port for check-in.

Checks on Offshore Special Regulations and Class Rules will be made at the Start Port and at the Stopover Ports. Starts will be made with all classes together. The Start and Finish Port is to be confirmed but will be in Northern Europe. Leg Starts:

Leg 1	11 th September 2011	Start Port - Cape Town, RSA
Leg 2	19 th November 2011	Cape Town – Wellington, NZ
Leg 3	21 st January 2012	Wellington – Ilhabela, BRAZIL
Leg 4	24 th March 2012	Ilhabela – Charleston, USA
Leg 5	5 th May 2012	Charleston – Finish Port

12. Class Certificates

Class certificates of Class 40 yachts shall be presented to the Race Organisers not later than 1st September 2011.

13. Requirements which vary Class 40 Rules

- 13.1 Each yacht will be permitted to carry a maximum of 10 measured sails onboard. A maximum of 4 sails may be replaced during the entire Race, each replacement sail must be measured and conform to Class 40 regulations with regard to size.
- 13.2 A Storm Jib is required but if a yacht has an approved* 4th reef in its mainsail then it need **not** carry a Storm Trysail. The area of the mainsail exposed with a 4th reef

shall be fluorescent orange.

13.3 Of the 10 permitted sails, up to a maximum of 4 sails may be constructed from an "exotic" material.

13.4 Weather Routing is permitted for this race.

13.5 Each yacht shall, prior to the race start, have proved that it is capable of recovering from an inverted position (180 degrees), see requirements above under headings OSR 3.04.1 and Appendix K and below **14**.

**approved by Race Organisers*

***materials to be approved by Race Organisers*

14. CONDITIONS FOR 180 Degree TEST

The purpose of this Test is to ensure self-righting capabilities; ensure that the crew have experienced managing the yacht and its systems in a 180 degrees position; ensure the yacht is watertight in an inverted position and ensure that the principle heavy items in the cabin are both properly secured and do not leak when inverted. A full list of the criteria for this test will be given to all *bona fide* race entries upon application to the Race Organisers. These criteria will include but not be limited to the following:

- Test to be carried out in a sheltered port in wind strength less than 15kts True.
- Mast, boom, rigging and all sails to be removed for Test.
- Life-rafts and other safety equipment may be removed for the Test.
- Keel and rudders to be in place.
- Engine to be in place with normal level of fluids inside.
- Main fuel tank to be in place with maximum fuel inside it.
- House and Engine Batteries to be secured in place.
- Anchors and chain to be secured in place.
- The race crew, solo or double, are to be onboard for the Test, no other persons allowed.
- Team Entries – the two crew to be onboard for the Test must be approved by the Race Organisers.
- The Test must be witnessed by a suitable authority approved by the Race Organisers.
- Photographic and video evidence of the Test is required by the Race Organisers.

- All costs relating to this Test are for the account of each boat.
- Race Organisers require at least 7 days notice of time and location of Test.

15. Sailing Instructions

Will be sent by email to every registered entrant and posted on the official website.

16. Scoring and Time Limit

16.1 There is no handicap or rating – each boat will be scored by her finishing position.

16.2 Scoring will be by means of a points system to be announced in Sailing Instructions Part A. Scoring gates will be included in each Leg of the race.

16.3 The time limit at a finishing line (not a scoring gate) will be 12 days after the first boat has finished, after which time any yacht not finished or retired will be scored DNF (changes RRS 35).

16.4 Each boat must spend a minimum of 72 hours in each stopover port before starting the next leg. Subject to the written consent of the Race Organisers, a yacht may start up to 3 days after the official start of a leg. A late-starting boat will have its leg time counted from the official start time. Any yacht late-starting may be required to prove to the Race Organisers that it is sufficiently prepared to start. The Race Organisers reserves the right of refusing the start of any yacht it deems unsuitably prepared.

16.5 A yacht's elapsed time shall count from her official start time.

17. Support Boats

A support boat shall not interfere with or hamper any yacht racing. In the event that the independent Protest Committee when considering a valid protest finds that a support boat has hampered a yacht racing it may award a penalty to a boat represented by the infringing support boat.

18. Berthing

A yacht shall be kept in the place assigned to her by the Race Organisers in each port.

19. Haul-out Restrictions

A yacht may be hauled out, at her own expense, but shall first receive approval of the Race Organisers. When a yacht's underbody is cleaned or re-painted the operation shall be carried out taking appropriate precautions to protect the environment.

20. Diving

No work shall be carried out to the yacht's underbody when she is afloat except for emergency repairs. Any work carried out to the yacht's underbody when she is afloat shall be notified to the Race Organisers.

21. Radio and Media Communications

Communications Instructions will be published separately. A minimum daily quota of media output will be required from each boat. Penalties may be applied for non-compliance. There is no restriction on receiving information from outside the yacht (changes RRS 41).

22. Notice of Risk and Disclaimer of Liability

Offshore and oceanic sailing is dangerous. The attention of competitors is drawn to OSR 1.02 and RRS 4, Decision to Race. The Organizing Committee, the Race Committee, the Independent Protest Committee and their associates, representatives and helpers will not accept any liability for damage or personal injury or death or loss of or damage to any property sustained in conjunction with and prior to, during or after the Global Ocean Race 2011-12. The organizers are not responsible to mount or pay for any rescue or salvage operation which may be required by a competitor.

23. Insurance

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of €3,000,000 euros. Each individual person taking part in the race shall confirm to the Race Organisers that they have assessed and accepted the risks and taken out personal insurance suitable and adequate for their needs having due regard for their circumstances and responsibilities.

24. Special Circumstances (eg repairs needed en route)

Affects RRS 42.1 (motoring), RRS 41 (outside help) RRS 45 (making fast) and RRS 47 (limitations on equipment and crew).

If, in special circumstances, a yacht has to take action which may infringe any of the above rules she shall without delay request permission from and follow the directions of the Race Director.

The aim of NOR 24 is to enable a yacht to continue towards the finish of the race as soon as possible.

The Race Director, when deciding on action in the special circumstances in NoR 24, and without reference to the International Jury, may impose a penalty of up to 24 hours to be added to the yacht's elapsed time in that leg except that a hearing may be requested within 24 hours of a decision being made known.

25. RRS modified in this Notice of Race:

RRS 35 (time limit) is modified in NoR 16.3 .

RRS 42.1 (motoring) is modified for special circumstances in NoR 24.

RRS 41 (outside help) there is no restriction on receiving information from outside the boat when racing.

RRS 51 is modified to permit the use of properly installed movable ballast systems. Sails may be moved in order to change the trim of a yacht but sails on deck other than temporarily must be very strongly fastened to purpose-made fixings (not to standard stanchion bases). Sail bags used to stow sails on deck must have adequate drains to clear water quickly. See OSR Appendix K.

RRS 52 is modified to permit the use of power other than manual to move a rudder (as in an automatic steering system) or to pump water ballast or move a control surface or anchor equipment.

RRS 54 (forestays and headsail tacks) shall not apply.

26. Standards of Behaviour

Every person connected with a boat entered in the event shall show due and proper regard for accepted standards of behaviour, however any legal action shall be under the law of the United Kingdom and Northern Ireland.

27. Disputes

A competitor in dispute with the organizers, their employees and agents or the sponsors of the organizers and the sponsors' employees and agents that is not one to be determined under the rules shall seek to resolve the dispute by arbitration which may

include the Court for Arbitration in Sport rather than by means of legal action. However any legal action shall be in accordance with the laws of the United Kingdom.

Josh Hall

Race Director August 23rd 2009

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List of abbreviations

CE	European Commission
CPR	Cardio-Pulmonary Resuscitation
D/F	Direction-Finding
DNF	Did Not Finish
EPIRB	Emergency Position-Indicating Radio Beacon
FICO	Forum International pour les Courses Open
ISO	International Standards Organization
kW	Kilowatt
LOA	Length Over All - the longitudinal distance between the aftermost point and the foremost point on the hull excluding fittings
MAIB	Marine Accident Investigation Branch
MHz	Megahertz
OSR	ISAF Offshore Special Regulations
PEP	Peak Emission Power (radar)
PLB	Personal Locator Beacon
RCD	Recreational Craft Directive of the EC
RRS	ISAF Racing Rules of Sailing
SART	Search And Rescue Transmitter (radar)
SOLAS	Safety of Life At Sea Convention

AMENDMENTS

30th November 2009:

NOR 2.1 Replace text with following :

*There will be one Class in the Race : Class40 double handed**

Double-Handed Team Entries of up to a maximum of 6 people may enter. Only one crew member of a Team Entry may be changed per Leg of the Race.

**where Class 40 boats, notwithstanding Class Rules, shall comply with the rules and regulations of this race.*

NOR 13.4 Replace text with following :

Weather Routing is not permitted for this Race.

12th May 2010

OSR 5.01.1 Add the following text :

j) Fitted with a Mobilarm V100 VHF locator beacon
http://www.mobilarm.com/page/about_mobilarm_v100.html

NOR 7. Replace text with following :

7. Entry Fees

The Race Entry Fee for each boat is €12,000 Euros plus VAT (where applicable).

Payment will be:

€3,000 Euros with the completed Entry Form at which point the Entry will be promoted as an Official Entrant.

A further €5,000 Euros is payable on or before 1st January 2011.

The balance of a further €4,000 Euros is payable on or before 15th April 2011.

Entry Fees are non-returnable.

12th July 2010

NOR 5.1 Entry Qualification add the following text :

Entries that complete the Normandy Channel Race 2011 (www.normandy-race.com) will be given a credit towards their qualifying mileage and dispensation to split their qualifying mileage into two parts. Entries completing the Normandy Channel Race 2011 non-stop will be awarded a 1500 mile credit, therefore needing to complete a further and separate 500 miles non-stop. In the case of team entries completing the Normandy Channel Race 2011 non-stop a credit of 1000 miles will be awarded with the remainder of the team being required to complete a further and separate 1000 miles non-stop. In the case of an entry failing to complete the Normandy Channel Race 2011 non-stop, organisers of the Global Ocean Race reserve the right to accept or refuse the mileage completed at their sole discretion.

NOR 11 Schedule replace with following text :

By 2359hrs UTC 19th August 2011- all boats to present in the departure port for check-in.

Checks on Offshore Special Regulations and Class Rules will be made at the Start Port and at the Stopover Ports. Starts will be made with all classes together.

The Start and Finish Port is to be confirmed but will be in Northern Europe. Leg Starts:

Leg 1 11th September 2011	Start Port - Cape Town, RSA
Leg 2 19th November 2011	Cape Town – Wellington, NZ
Leg 3 21st January 2012	Wellington – Punta del Este, Uruguay
Leg 4 24th March 2012	Punta del Este – Charleston, USA
Leg 5 5th May 2012	Charleston – Finish Port

1st August 2010

Race Start : change to 25th September 2011

NOR 11 Schedule replace with following text :

By 2359hrs UTC 4th September 2011- all boats to present in the departure port in Mallorca, Spain for check-in.

Checks on Offshore Special Regulations and Class Rules will be made at the Start Port and at the Stopover Ports.

The Start and Finish location is Mallorca, Spain, the port/marina for the event will be confirmed.

Leg Starts:

Leg 1 25th September 2011	Mallorca - Cape Town, RSA
Leg 2 27th November 2011	Cape Town – Wellington, NZ
Leg 3 29th January 2012	Wellington – Punta del Este, Uruguay
Leg 4 1 st April 2012	Punta del Este – Charleston, USA
Leg 5 20th May 2012	Charleston – Mallorca

11th October 2010

AMENDMENT TO NOR

Replace NOR 13.1, 13.2 and 13.3 with the following text :

13. Requirements which vary Class 40 Rules

13.1

Each yacht will be permitted to carry a maximum of 9 measured sails in total onboard for each leg of the race. A maximum of 13 sails may be built and measured for the entire Race. Each sail will be measured and must conform to any relevant Class 40 regulations with regard to size. 4 of the 13 sails allowed during the race may be constructed from an “exotic”** material.

13.2

A Storm Jib and a Staysail are both mandatory and must be onboard each yacht for each leg of the race. If a yacht has an approved* 4th reef in its mainsail then it need **not** carry a Storm Trysail. If a yacht decides to carry a Storm Trysail it will count as one of the 9 sails permitted onboard. The area of the mainsail exposed above a 4th reef position, regardless of whether a 4th reef is installed or not, shall be fluorescent orange.

13.3.a

Of the 9 permitted sails carried onboard for each leg of the race, a maximum of three may be constructed from an “exotic”** material. If three “exotic” sails are carried onboard, at least one of the three must be a headsail that in surface area does not exceed the area of the jib measured for the total 115m2 maximum upwind sail area (this area includes the mainsail) as stipulated in Class40 Rules. The other two “exotic” sails can be any sail. If two or less “exotic” sails are carried onboard both may be any sail as per Class40 Rules.

13.3.b

Repaired Sails : If a damaged sail has more than 40% of its total surface area replaced with new material it will be counted as a new, replacement sail.

* and ** to be approved by Race Organisers

18th November 2010

Amendment to NOR :

OSR 3.29.1 (m) Replace text with: “An AIS transceiver shall be fitted to each yacht. This AIS may be Class A or Class B. A primary masthead antenna and a secondary deck level antenna shall be installed.”

31st January 2011-01-31

Amendment to NOR :

NOR 5.1 Entry Qualification add the following text :

GOR entries that complete the Les Sables-Horta-Les Sables Race 2011 (www.lessables-horta.com) will be given a credit towards their qualifying mileage and dispensation to split their qualifying mileage into two parts. GOR entries completing both legs of the Les Sables-Horta-Les Sables Race 2011 will be awarded a 1500 mile credit, therefore needing to complete a further and separate 500 miles non-stop. In the case of GOR team entries completing the Les Sables-Horta-Les Sables Race 2011, with the same or a different co-skipper on each leg, a total credit of 1000 miles will be awarded, with the team being required to complete a further and separate 1000 miles non-stop which may be completed with the entire team onboard.

In the case of a GOR entry failing to complete the Les Sables-Horta-Les Sables 2011, organisers of the Global Ocean Race reserve the right to accept or refuse the mileage completed at their sole discretion.

19th February 2011

NOR 7. Replace text with following :

7. Entry Fees

The Race Entry Fee for each boat is €12,000 Euros plus VAT (where applicable).

Payment will be:

€3,000 Euros with the completed Entry Form at which point the Entry will be promoted as an Official Entrant.

A further €5,000 Euros is payable on or before 1st June 2011.

The balance of a further €4,000 Euros is payable on or before 1st August 2011.

Entry Fees are non-returnable.