



**GLOBAL OCEAN RACE**  
2011-2012

*Double-Handed Around The World Race*

*for*

*Category 0 Compliant Class40 Yachts*

**NOTICE OF RACE**

ISSUED 7<sup>th</sup> August 2011

# RACE START: 25<sup>th</sup> SEPTEMBER 2011

Times are local times unless otherwise stated. The Organizers reserve the right to alter dates and times stated at their discretion. Positions are WGS84 unless otherwise stated. In the rules and regulations of the **Global Ocean Race 2011-12** if there is conflict between languages the English text will take precedence. The exception is that the French text will prevail in regard to the regulations of the Class40 Association Box Rule. The words "yacht" and "boat" are interchangeable and the use of the masculine gender shall be taken to include the feminine gender where appropriate.

## 1. ORGANISING AUTHORITY

The Organising Authority of the **Global Ocean Race 2011-12** is Global Ocean Sailing Ventures Limited, Unit 1, Claydon Business Park, Gt. Blakenham, Suffolk, IP6 0NL, UK.

## 2. THE EVENT, CLASS OF ENTRIES, CREWS

The **Global Ocean Race 2011-12** was conceived and designed to accommodate the need for a competitive Around the World Yacht Race with stopovers achievable by all sailors.

2.1 There will be one class in the race: Class40 double-handed, where Class40 boats, notwithstanding class rules, shall comply with the rules and regulations of this race.

2.1.1 Entries can be of up to a maximum of six people per boat but only one crew member of a team entry may be changed per leg of the race, unless otherwise approved by the Race Committee.

2.2 The fleet is limited to a maximum of 25 boats, five of which may be invitees of the Race Organizers. These invitees must also pay their Entry Fee (as per 7 below) and respect all conditions of entry set out in this NOR.

2.3 To secure a place on the start line an entry shall have paid their full Entry Fee and completed their qualification passage to the satisfaction of the Organising Authority. Thereafter there will be a waiting list with priority in chronological order to those that have paid their Entry Fee and completed their qualification passage and inversion test to the satisfaction of the Organising Authority.

## 3. RULES

- Racing Rules of Sailing, when the rules of RRS Part 2 will be replaced by the right of way rules of the IRPCAS *outside a circle of radius 20 miles* centred on a start line.
- Class40 Association Box Rule
- ISAF Offshore Special Regulations Category Zero

- Notice of Race including Annex 1
- Communications Instructions
- Sailing Instructions Part A (covers all legs)
- Sailing Instructions Part B (five issues, one for each leg)

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

#### **Status of Annexes to the NOR:**

Annex 1 (initiation and also receipt of hazard information) has the status of race rules. See NOR 13.4.

Annex 2 (telemedical advice) is for information but note that telemedical advice may be received - See NOR 13.4.

Annexes 3-7 are for information only and do not comprise or modify race rules.

#### **3.1.1 The Environment**

The Global Ocean Race is proud to be working in conjunction with the Environmental Investigation Agency (EIA) and strongly encourages all skippers, crews and shore teams to follow good environmental practice. Recommended environmental guidelines based on a draft being developed by ISAF is at Annex 4 to this NoR and it will be appreciated if all possible assistance is given by the boats to the EIA in recording environmental data.

#### **3.1.2 Offshore Special Regulations**

**The edition of ISAF Offshore Special Regulations Category Zero published on 1<sup>st</sup> 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/OSR2010Mo0101209-\[8155\].pdf](http://www.sailing.org/tools/documents/OSR2010Mo0101209-[8155].pdf)

The following modifications shall apply:

#### **OSR 3.03 Hull Construction Standards (Scantlings)**

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

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.

If a fin keel is of yield strength greater than 400N/mm<sup>2</sup> and the keel is welded, consideration should have been given to a fatigue analysis, depending on the value of the high tensile steel yield strength.

**OSR 3.03.1** For yachts with age or series date prior to 1/10 each competitor shall supply to the race organizers letters from the designer and builder confirming that the yacht has in respect of keel design, construction and fixing, been subject to a review 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.

When the designer and/or builder is not available to supply the letter and statements required above 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.

Attention is drawn to the MAIB Report on the keel failure of Hooligan V:

[http://www.maib.gov.uk/publications/investigation\\_reports/2007/hooligan\\_v.cfm](http://www.maib.gov.uk/publications/investigation_reports/2007/hooligan_v.cfm)

**OSR 3.03.2** The relevant edition of ISO 12215 shall include FDIS 12215-9 keels.

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 3.04.1 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 Organizers, a satisfactory practical self-righting test carried out from a 180-degree inversion. Conditions for the test are at NOR 14. The yacht in the test shall pay all the costs including a fee for the inspector.

*\*Where a yacht is entered by a team of more than 2 persons please consult the Race Organizers.*

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

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

**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 optional but recommended 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 antenna shall be mounted so that with or without adjustment it will adopt an essentially horizontal attitude including when the yacht is heeled."

**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 AIS antenna\* at the masthead, and a secondary AIS antenna at no less height than level of the upper lifelines, shall be installed.

\* shared with marine VHF or unique to the AIS installation."

**OSR 4.02 Hull marking (colour blaze)**

4.02.1 Replace text with: "To assist in SAR location:-

a) Each yacht shall show at least 1 square metre of fluorescent pink or orange or yellow colour as far as possible in a single area on the coach-roof and/or deck where it can best be seen."

**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, pink or yellow."

**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. Such a packing of a SOLAS raft in a valise must be carried out by a certified liferaft packing company and the liferaft certificate provided to the race organisers must state this. A SOLAS liferaft shall contain at least an "A" pack. This liferaft is to be regarded as the primary liferaft.

A second liferaft shall be provided, to be regarded as the secondary liferaft, 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 life rafts at an early stage in their preparations for the race.***

***Yachts are advised that especially for the Southern Ocean legs of this race, a non-SOLAS liferaft should be regarded as a reserve and the SOLAS liferaft as the primary liferaft.***

**4.20.3 Liferaft Packing and Stowage** replace text with: "a) The primary, SOLAS, liferaft is to be packed in a transportable rigid container or canister and stowed securely, in the correct orientation, on the working deck or in the cockpit or, in the case of a valise-packed SOLAS liferaft, in a dedicated purpose-built rigid compartment, opening into or adjacent to the cockpit or working deck, or through a transom, provided that:-

(i) each compartment is watertight or self-draining (self-draining compartments will be counted as part of the cockpit volume except when entirely above working deck level or when draining independently overboard from a transom stowage (see OSR 3.09) and (ii) the cover of each compartment is capable of being easily opened under water pressure, and (iii) the compartment is designed and built to allow a liferaft to be removed and launched quickly and easily.

b) The secondary liferaft is to be packed in a transportable rigid container or canister or in a valise and stowed securely, in the correct orientation, in an easily accessible place in the yacht's interior or on the working deck or in the cockpit. In the case of a valise-packed secondary liferaft stowage on the working deck or in the cockpit shall be in a dedicated purpose-built rigid compartment opening into or adjacent to the cockpit or working deck, or through a transom, provided that:-

(i) each compartment is watertight or self-draining (self-draining compartments will be counted as part of the cockpit volume except when entirely above working deck level or when draining independently overboard from a transom stowage (see OSR3.09) and (ii) the cover of each compartment is capable of being easily opened under water pressure, and (iii) the compartment is designed and built to allow a liferaft to be removed and launched quickly and easily.

The end of each liferaft painter should be permanently made fast to a strong point on board the yacht. **Both liferafts will be sealed in position before the start of each leg of the race."**

**See Annex 7 of the Notice of 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 radar SART is mandatory"

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

*Please note: SAR Aircraft are not necessarily fitted with AIS SART equipment.*

#### **OSR 4.26.4**

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

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

#### **OSR 5.01.1 Lifejacket**

Add to (j) "a lifejacket shall be fitted with a Mobilarm V100 VHF locator beacon – one per crew member onboard"

**OSR 5.07.1 (b)** Replace text with: "PLB devices in addition to the required Mobilarm V100 VHF locator beacons are optional but recommended."

**OSR 5.08.1** Replace text with: "At least one "spare-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 1<sup>st</sup> 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 1<sup>st</sup> September 2011 training in shallow-water diving with swim fins, face mask, weight belt and wet or dry suit.

### **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 Race Organizers shall have the authority to accept a variation in respect of the rules when it is satisfied after a thorough review having regard for all the circumstances, that the variation is sound, practical and safe.

## **4. ADVERTISING**

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 1/3<sup>rd</sup> of the sail (please note the additional requirement in NOR 13.2 for a fluorescent orange colour above the 4th reef of the 4th reef station).

**4.4** Up to twelve 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** Advertising dodgers to be supplied by the organizers and fixed to the lifelines in the cockpit area, to be in position in a stopover port and when within 20 miles of a starting or finishing line.

**4.6** The Race Organizers reserve the right to refuse advertising chosen by a boat which the Race Organizers deem to be in bad taste. It will be the 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 Organizers, a qualifying voyage of at least 2,000 miles or equivalent which voyage shall include a wide range of weather conditions. The Race Organizers reserve the right to require an additional qualification voyage and to accept or reject any entry. The Race Organisers reserve the right to accept qualifying voyages of less than 2000 miles in exceptional circumstances.

In the case of a team 2-handed entry the entire team may qualify together.

**5.2** Entries that complete the Normandy Channel Race 2011 ([www.normandy-race.com](http://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.

**5.3** Entries that complete the Les Sables-Horta-Les Sables Race 2011 ([www.lessables-horta.com](http://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.

**5.4** 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.

**5.5** Each competitor must produce at check-in a document dated no earlier than 5th September 2011 from a medical professional asserting that he/she is physically and mentally fit to participate in the Global Ocean Race. When a Telemedical Advice Service is contracted by a yacht, details must be provided to the Race Organizers.

**See Annex 2 of the Notice of Race.**

**5.6** A competitor must be at least 18 years of age on the date of his/her first start in the Global Ocean Race 2011-12.

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

## **6. 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 payable on or before 1<sup>st</sup> June 2011.

The balance of a further 4,000 Euros is payable on or before 1<sup>st</sup> August 2011.

Entries may apply to the Organisers to pay their entry fees (excepting the 3000 Euros deposit which must be paid in full) in six equal monthly instalments with the final instalment being paid prior to the race departing Cape Town. The full entry fee is payable regardless of whether the entry retires from the race before the Cape Town restart.

Entry Fees are non-returnable.

## **7. PRIZES AND TROPHIES**

To be announced.

## **8. SATELLITE TRACKER BEACONS AND LOAN EQUIPMENT**

The Race Organizers will issue to each yacht, one or more self-contained satellite tracker beacons. The Race Organizers 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 Organizers the cash value of the damage or the entire value of the equipment concerned.

## **9. INTERNATIONAL JURY**

In accordance with RRS Appendix N an International Jury will be appointed who shall have authority to conduct hearings by voice, email or other communications systems and from whose decisions there shall be no appeal. A penalty system will be described in Sailing Instructions and will include an option of 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 Organizers before the start.

## **11. SCHEDULE**

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

The port/marina for the event start will be The Marina de Mallorca, Palma, Mallorca.

By 2359hrs 4<sup>th</sup> September 2011 all boats to present in the departure port of Palma, Mallorca, Spain, for check-in.

### **Prologue Race - Palma, Saturday 10<sup>th</sup> September 2011**

A mandatory, promotional Prologue Race will take place on the afternoon of Saturday 10th September 2011 in the Bay of Palma. This Prologue Race is planned to last approximately two hours and is an opportunity to take sponsors, local sailors and media sailing on the boats.

Race Organisers require three crew places aboard each yacht for this event. A yacht that fails to participate in the Prologue Race will be required to make a 1000 Euros donation to the race charity, Global Vision Sailing Trust.

Details and the schedule of the Prologue Race will be issued during the week before September 10<sup>th</sup> but skippers should assume a time commitment of themselves and their boats for the entire afternoon of September 10<sup>th</sup>.

A prize giving for the Prologue Race will be held during the early evening of September 10<sup>th</sup>, attendance of all skippers is mandatory.

Race Organisers reserve the right to cancel this Prologue Race due to adverse weather conditions or any other unforeseen circumstances.

### **Mandatory Safety at Sea Course – Palma, Monday 19<sup>th</sup> September 2011**

This course is mandatory for all skippers. It is planned this course will be hosted by French and Spanish Air Sea Rescue Services. Skippers will be advised of the details and location for this course during the week before. A skipper failing to attend this course will be required to make a donation of 500 Euros to the race charity, Global Vision Sailing Trust.

Race Organisers reserve the right to cancel this course in the case of unforeseen circumstances.

### **Mandatory Events**

All Leg Briefings, Leg Press Conferences and Leg Prize Giving ceremonies are mandatory. Dates and locations will be provided by the Race Organisers in a timely manner. A skipper failing to attend this course will be required to make a donation of 500 Euros to the race charity, Global Vision Sailing Trust.

### **Leg Start Dates:**

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

Race Organisers reserve the right to change the stopover ports and/or the finish port due to unforeseen circumstances. Skippers will be advised of any such changes in a timely manner via email.

## 12. CLASS CERTIFICATES

Class certificates of Class40 yachts shall be presented to the Race Organizers not later than 5<sup>th</sup> September 2011.

## 13. REQUIREMENTS WHICH VARY CLASS40 BOX RULE

**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 for the entire Race. Each sail must be measured and must conform to any relevant Class40 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" \* 4<sup>th</sup> reef in its mainsail then it need not carry a Storm Trysail (changes OSR 4.26.4(c)). 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 the 4<sup>th</sup> reef or the 4<sup>th</sup> reef station, shall be fluorescent orange (see notes on OSR 4.26.4 (c) above).

**13.3.1** Of the 9 sails carried on board for each leg of the race, up to a maximum of 3 sails 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 115m<sup>2</sup> 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.

**13.3.2** 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.

*\*approved by Race Organizers*

*\*\*materials to be approved by Race Organizers*

**13.4 Weather Routeing and Outside Help** (changes RRS 41 Outside Help and changes Class40 Box Rule 2011 (page 4, line 2).

Weather Routeing is not permitted except for the service provided to competitors free of charge at [www.predictwind.com](http://www.predictwind.com). However attention is drawn to the duty of all mariners under SOLAS (Safety of Life at Sea Convention) Chapter V (See Annex 1 to this NOR) to warn others of potentially dangerous conditions. A warning received in accordance with SOLAS shall not comprise a breach of RRS 41 or Class40 Box Rule p.4 line 2.

The receipt of telemedical assistance shall not comprise a breach of RRS 41 or Class40 Box Rule p 4 line 2.

A communication from the Race Committee shall not comprise a breach of RRS 41 or Class40 Box Rule p 4 line 2.

### **13.5 Class40 Box Rule 407. Equipment, change text to read:**

“Carbon winches are forbidden. However, it is accepted that certain non-structural parts of winches can be in carbon, on condition that these are standard products and are featured in suppliers’ catalogues.

Coffee grinders are forbidden.

Batteries shall be exclusively lead (acid or gel).

Halyard locks are forbidden. The definition of a halyard lock is any mechanical system designed to hold sails aloft by taking the load off the halyard. Textile lashings are not regarded as halyard locks. Specifically, a textile lashing holding the sail aloft for a furling system for the headsail that is measured for the total maximum 115m<sup>2</sup> upwind sail area, is not regarded as a halyard lock. Any system on the mast for keeping sails hoisted on a halyard shall not be situated higher than 250cm above the deck in the mast area.”

## **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 Organizers. These criteria will include but are not 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 empty of fluids.
- 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.
- Two members of the race crew 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 Organizers.
- The Test must be witnessed by a suitable authority approved by the Race Organizers.
- Photographic and video evidence of the Test is required by the Race Organizers.
- All costs relating to this Test are for the account of each boat.
- Race Organizers require at least 7 days notice of time and location of Test.

## **15. SAILING INSTRUCTIONS**

Sailing Instructions Part A will be published and sent to all entrants on or before 1<sup>st</sup> September 2011. Sailing Instructions Part B will be published and handed to all entrants at least one week before the start of each leg at the starting port for that leg.

## **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 high points system to be announced in Sailing Instructions Part A. Mandatory Gates will be included in each Leg of the race with one of these being a Scoring Gate.

**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 Organizers, 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 Organizers that it is sufficiently prepared to start. The Race Organizers reserve 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 International Jury, 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 Organizers in each port.

## **19. HAUL-OUT RESTRICTIONS**

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

See Annex 6 of the Notice of Race.

## **20. DIVING**

No work shall be carried out to the yacht's underbody when she is afloat except for emergency repairs which shall be notified to the Race Organizers. Whenever possible the work shall be carried out taking appropriate precautions to protect the environment.

## **21. RADIO AND MEDIA COMMUNICATIONS**

Communications Instructions will be published separately. A minimum quota of media output will be required from each boat. Penalties may be applied for non-compliance.

## **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 International Jury 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 Organizers 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 a Race Director.

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

A 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 72 hours to be added to the yacht's elapsed time in that leg except that reference to the International Jury (who may confirm or change the Race Director's decision) 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) is modified by NOR 13.4.

**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.

A statement of changes to the RRS will appear in full in Sailing Instructions.

## **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.

## **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 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**

**7<sup>th</sup> August 2011**

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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

# Annex 1

Notice of Race: GLOBAL OCEAN RACE 2011-12

Extract from SOLAS on masters' responsibility to notify others of hazards, the duties of masters in this Annex have the status of race rules.

The International Convention for the Safety of Life at Sea SOLAS, 1974, Chapter V, Regulation 31, states that the master of every ship which meets with any of the following:

- (a) *Dangerous ice,*
  - (b) *A dangerous derelict,*
  - (c) **Or any other danger to navigation,**
  - (d) *Or tropical storm,*
  - (e) *Or encounters sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures,*
  - (f) *Or winds of Force 10 or above on the Beaufort scale for which no storm warning has been received,*
- is bound to communicate the information** by all means at his disposal to ships in the vicinity, and also **to the competent authority.**

In accordance with NOR 13.4 the receipt of such information by a yacht does not infringe RRS 41 or Class40 Box Rule p 4 ("Routeing is forbidden in competition").

July 2011

## Annex 2

Notice of Race: GLOBAL OCEAN RACE 2011-12

### **Telemedical Advice Services (TMAS)**

TMAS services are available both as adjuncts to the international SAR services and also on a private basis by companies who specialize in service to offshore sailing yachts.

Each yacht is strongly recommended to make an arrangement with a yacht specialist TMAS for medical advice during the race, and to follow their advice on the detailed contents of their medical kit and crew training.

In accordance with recommendations in MSC.1/Circ.1366 published by the IMO and also following established practice in race organization, the GOR organizers will supply or make available in advance of the race to the relevant SAR authorities and either through them or directly to related TMAS services, details of the race, the yachts, their equipment and crew members, and in addition

#### **for each boat:**

- A list of medicines and medical equipment
- details of any TMAS or private medical service arranged by the boat

#### **for each crew member:**

- name and contact details of the physician who certified the person fit for the race
- name and contact details of the crew member's home physician
- method for gaining quick access to medical records if necessary
- details of first aid and medical training received.

The above data must be submitted to the race organization in accordance with NOR 5.3.

Contact details for TMAS services related to SAR services are listed in ALRS (Admiralty List of Radio Signals) Volume V in the Distress, Search and Rescue section.

## Annex 3

Notice of Race: GLOBAL OCEAN RACE 2011-12

**IMO** MSC.1/Circ.1280  
19 May 2008

### **NIGHT-TIME LOOKOUT – PHOTOCROMIC LENSES AND DARK ADAPTATION**

1 The Maritime Safety Committee, at its eighty-fourth session (7 to 16 May 2008), considered information submitted by the United Kingdom (MSC 84/23/2) on issues affecting night-time lookout. These issues were highlighted in a recent marine accident report and related to the time required to adapt to darkness and to the wearing of glasses with photochromic lenses.

2 In this context, the Committee recalled that section A-VIII/2, part 3-1, paragraph 19, of the STCW Code states:

“The relieving officer shall ensure that the members of the relieving watch are fully capable of performing their duties, particularly as regards their adjustment to night vision. Relieving officers shall not take over the watch until their vision is fully adjusted to the light conditions”, and agreed that a suitable period for dark adaptation was typically 10 to 15 minutes, which needed to be taken into account in determining the watch-keeping arrangements on a ship.

3 The Committee noted that on some large vessels, crew with lookout duties, alternate periods on the bridge with periods of safety checks and fire watches in other parts of the vessel, some of which will be brightly lit. On fishing vessels, the deck lights may be very bright, and crew may come off the deck to take a watch. The same period of dark adaptation will be required every time the lookout returns to the bridge. Furthermore, it was important that darkness was maintained on the bridge – making full use of blackout procedures, ensuring that radars and console lights were dimmed appropriately and avoiding contamination from residual light and surrounding un-curtained areas.

4 The Committee also noted that photo-chromic lenses, which darken automatically with exposure to strong light and lighten when in dark surroundings, could reduce night vision significantly, even in their most translucent state. Accordingly, the Committee agreed that they should not be worn for lookout duties at night.

5 In this context, the Committee, further noted that Guidance on blackout requirements on the navigating bridge and the wearing of photochromic lens is included in the fourth edition of the ICS Bridge Procedures Guide.

6 Member Governments and international organizations in consultative status are invited to bring the above information to the attention of ship operators, masters, skippers, officers and ratings undertaking lookout duties.

## Annex 4

Notice of Race: **GLOBAL OCEAN RACE 2011-12**

### Environmental Guidelines

*The Global Ocean Race and ISAF is committed to the promotion of care for the environment. Attention is drawn to national and international regulations including MARPOL (International Convention for the Prevention of Pollution from Ships) Annex V. See [http://www.amsa.gov.au/Marine\\_Environment\\_Protection/](http://www.amsa.gov.au/Marine_Environment_Protection/) and <http://www.thegreenblue.org.uk/>, etc.*

*Good practice includes:-*

- In the bilges use of oil collection pads for disposal ashore. Under international law, disposal into the sea is not permitted.
- Use of only environmentally-friendly approved cleaning products suitable for the marine environment.
- Retention of garbage, especially plastic waste, on board for recycling or disposal ashore. Food waste may be discharged overboard in accordance with MARPOL.
- Avoiding the use in any vessel, including support craft, of 2-stroke engines (except advanced models with pollution control).
- Use of solar, water power or wind charging when appropriate.
- Use of shore toilets when in port.
- Observance of guidelines on biofouling (see NOR Annex 6).

### Marine wild life

- Competitors are encouraged to document sightings of whales and other species of interest and if possible to take video or still shots with position, date, and time.

### Marine debris

- Competitors are encouraged to document sightings of significant marine debris and if possible to take video or still shots with position, date, and time.

### Reporting

- The Marine Environment Agency, working with the GOR will receive, collate and pass data onward to relevant scientific bodies.

# Annex 5

Notice of Race: GLOBAL OCEAN RACE 2011-12

## **Extract from IMO Resolution MEPC.123(53) GUIDELINES FOR BALLAST WATER MANAGEMENT EQUIVALENT COMPLIANCE**

### **Application**

3 These Guidelines apply to pleasure craft used solely for recreation or competition or craft used primarily for search and rescue less than 50 metres in overall length and with a maximum ballast water capacity of eight cubic metres. Overall length means the length of the hull excluding bowsprits, booms, bumpkins, pulpits, etc.

### **Exceptions**

4 These Guidelines do not apply to the uptake or discharge of ballast water and sediments:

- .1 necessary for the purpose of ensuring the safety of a ship in emergency situations or saving life at sea;
- .2 when being used for the purpose of avoiding or minimizing pollution incidents from the ship; and
- .3 on the high seas of the same ballast water and sediments.

5 In addition, these Guidelines do not apply to:

- .1 the accidental discharge or ingress of ballast water and sediments resulting from damage to a ship or its equipment provided that all reasonable precautions have been taken before and after the occurrence of the damage or discovery of the damage or discharge for the purpose of preventing or minimizing the discharge and the owner or the person in charge did not wilfully cause such damage;
- .2 the discharge of ballast water and sediments from a ship at the same location where the whole of that ballast water and those sediments originated provided that no mixing with unmanaged ballast water from other areas has occurred. In the context of these Guidelines, "same location" shall be taken to mean the same harbour, mooring or anchorage; and
- .3 the discharge of ballast water and sediments if the master reasonably decides that compliance with these Guidelines would threaten the safety or stability of the ship, its crew, or its passengers because of adverse weather, ship design or stress, equipment failure, or any other extraordinary condition.

### **Precautionary practices to minimize the uptake or transfer of harmful aquatic organisms and pathogens.**

#### **Uptake of ballast water**

6 Wherever possible, ballast water should be taken up outside of port waters and as far from the coast as practicable. In addition, consideration should be given to the use of dockside water supplies (e.g. water not taken directly from the harbour; such as fresh water, potable water, etc.) as the source for ballast water.

7 When loading ballast water, every effort should be made to avoid the uptake of potentially harmful aquatic organisms, pathogens and sediments that may contain such organisms. The uptake of ballast water should be minimized or, where practicable, avoided in areas and situations such as:

- .1 in areas identified by the port State in connection with warnings provided by ports concerning ballast uptake and any other port contingency arrangements in the event of emergency situations;
- .2 in darkness when organisms may rise up in the water column;
- .3 in very shallow water;
- .4 where propellers may stir up sediment;

- .5 areas with current large phytoplankton blooms (algal blooms, such as red tides);
- .6 nearby sewage outfalls;
- .7 where a tidal stream is known to be more turbid;
- .8 where tidal flushing is known to be poor; or
- .9 in areas close to aquaculture.

8 If it is necessary to take on and discharge ballast water in the same location, care should be taken to avoid unnecessary discharge of ballast water that has been taken up in another location.

#### **Discharge of ballast water**

9 To prevent, minimize and ultimately eliminate the transfer of harmful aquatic organisms and pathogens to the maximum extent practicable taking into account the nature of the ship

Ballast Water should either be exchanged prior to discharge in accordance with Regulation B-4 or otherwise managed in accordance with the requirements of the Administration. Any chemical treatment shall only use Active Substances approved by the Organization pursuant to Regulation D-3 of the Convention.

#### **Sediment control**

10 Where practicable, routine cleaning of the ballast tank to remove sediments should be carried out under controlled arrangements, and suitable arrangements made for the environmentally sound disposal of any resulting sediments.

#### **Compliance with other guidelines**

11 Nothing in these Guidelines shall prevent a ship to which these Guidelines apply from using any method of Ballast Water Management approved under any other Guidelines issued by the Organization.



## Annex 6

Notice of Race: GLOBAL OCEAN RACE 2011-12

*The Guidelines below are extracts from those being developed by IMO to help recreational craft owners limit the spread of invasive aquatic species as bio-fouling.*

### **WHAT IS BIO-FOULING?**

Bio-fouling is the undesirable accumulation of micro-organisms (plants and animals), on surfaces immersed in the water. Invasive aquatic species may be transferred to new locations by bio-fouling on boats.

### **WHY IS THE TRANSFER OF INVASIVE SPECIES A PROBLEM?**

The transfer of invasive aquatic species threatens both freshwater and marine environments, human, animal and plant life, economic and cultural activities. Even if there is no visible bio-fouling it is important that you undertake the measures outlined here, as once invasive aquatic species are established in a new habitat, they are often impossible to eradicate. Very small amounts of fouling species may be sufficient to start a new colony in a new location.

### **HOW DOES BIO-FOULING OCCUR?**

All craft have some bio-fouling, even those recently cleaned or anti-fouled. Bio-fouling is influenced by factors such as:

Design and construction, including that of niche areas; operating profile, including operating speeds, time underway compared with time moored or anchored, water temperature, and where the craft is normally kept (e.g., on land, in a marina or at an estuarine mooring); places visited; and maintenance history, including the type, age and condition of anti-fouling systems; installation and operation of anti-fouling systems; and hauling/slipping and hull cleaning practice.

By actively managing the bio-fouling on your craft you greatly reduce the risk of transfer of invasive aquatic species, as well as improving boat speed.

### **WHAT FACTORS SHOULD BE CONSIDERED WHEN CHOOSING ANTI-FOULING?**

Seek expert advice, taking into account:

Craft speed and patterns of use – bio-fouling can rapidly accumulate when craft are stationary or inactive in port or coastal waters; legal requirements including the AFS Convention (Anti-Fouling Systems Convention), in which a principal clause is a complete ban on the use of anti-fouling paints containing TBT – highly poisonous tri-butyl tin\*.

*\*TBT poses a substantial risk of toxicity and other chronic impacts to marine organisms and can also harm human health through the consumption of affected seafood.*

Different anti-fouling coating systems may be needed on various niche areas. These are particularly susceptible to bio-fouling growth due to different water flow conditions, the exposure of the coating system to wear or damage, or the fact that these areas may be inadequately painted or unpainted. For example, a rudder, any hull projection such as a dagger plate, or any indentations, all generate turbulent flow with a high wear factor.

### **HOW ABOUT CLEANING?**

Always follow the manufacturer's instructions in preparing, applying/installing as well as cleaning your anti-fouling coating system.

### **WHAT ABOUT CLEANING THE HULL IN-WATER?**

Before you undertake any in-water cleaning check with the local port authority on local regulations regarding in-water cleaning and the discharge of chemicals into the water, and also the location of sensitive areas (e.g., marine protected areas) that might be nearby. If possible, use technology that captures all debris greater than 50µm in diameter and dispose of it in an appropriate onshore facility.

It is always preferable to clean the craft's hull out of water.

When cleaning an area coated with a *biocidal* anti-fouling system use techniques that minimize the release of biocide. In-water scrubbing of large and distinct bio-fouling (e.g., barnacles, tubeworms or fronds of algae) can generate significant debris and may also create a pulse of biocide that harms the local environment and could impact future applications by the port authority for the disposal of dredge spoil. It may also prematurely deplete the anti-fouling coating system that would then rapidly re-foul.

However, craft with *biocide-free* anti-fouling coating systems are likely to require regular in-water cleaning. It is important to use techniques that do not damage the coating and impair its function.

### **IS RECORDING BIO-FOULING ACTIVITIES IMPORTANT?**

Yes. It is useful to record details of the anti-fouling system, and also any inspections made and notes of the system's effectiveness, all in one place. You can collect this data in the craft's log or a separate note book. The anti-fouling manufacturer's product data sheets may form part of this record. It may also be useful to include a diagram of the underbody of the craft with the location of niche areas and a summary of plans for managing bio-fouling in each area (e.g., planned time interval between anti-fouling system renewals and how the different niche areas are being treated). Some port authorities may ask to see your record as a basis on which to decide whether a visiting craft must be cleaned or treated under their direction.

### **HOW IS THE IMO INVOLVED?**

The International Maritime Organization is responsible for the safety and security of shipping and prevention of marine pollution by ships. The sailing community is represented at IMO by ISAF.



## Annex 7

Notice of Race: GLOBAL OCEAN RACE 2011-12

### Non-SOLAS liferafts

Dear Skippers,

As you know my colleagues and I in GOSV spend a great deal of time and effort in planning the Global Ocean Race to be as safe and enjoyable as possible. In applying the regulations we are always aware that we are breaking new ground as we work towards achieving a balance between an ideal list of requirements and a practical solution.

In making a variation to ISAF category zero 4.20.1 (a) and (b) by allowing one SOLAS raft to be accompanied by one non-SOLAS raft, instead of two SOLAS rafts, we responded to difficulties experienced in stowing two heavy and bulky pieces of emergency equipment within the confines of a 40ft offshore yacht. The variation was put into effect for the Portimão Global Ocean Race 2008-09 and has been used in at least one other round-the-world event.

However it came to our attention that in the "scope" of ISO 9650 (a paragraph within the standard itself but not, as far as we are aware, required to be noted on the packaging of the rafts), there is a statement that the standard was not intended for liferafts for use in the Southern Ocean.

Manufacturers consulted by the race organizers told us that their ISO 9650 liferafts are built in excess of the standards required in ISO 9650 and are suitable for the use envisaged in the GOR 2011-12. The operating temperature range of a 9650 or ISAF raft extends to -15 degrees C whilst the SOLAS raft extends to -30 degrees C. Whilst this means that the SOLAS raft (with its much larger gas bottle) can be expected to inflate more quickly, the actual operating temperature experienced in the GOR is expected to be well within the range of 9650 and ISAF liferafts. We have added the following note to the Notice of Race:-

***Yachts are advised that especially for the Southern Ocean legs of this race, a non-SOLAS liferaft should be regarded as a reserve and the SOLAS liferaft as the primary liferaft.***

You may have noticed that we already anticipated ISAF action (not yet taken) regarding liferafts in stipulating in the Notice of Race that a non-SOLAS liferaft must come from a manufacturer who has 3<sup>rd</sup> party quality assurance. This provides independent verification that a manufacturer who claims compliance with a standard, has been inspected and their claim found to be true.

In any case we wish everyone to be entirely happy with the safety equipment they have on board and strongly recommend that if you are carrying a non-SOLAS liferaft, you confirm with the manufacturers that in their opinion the liferaft is suitable for the intended purpose.

We will be reviewing all the regulations after the race and will decide in the light of everyone's experience what, if any, changes we should make in the future. Your input will be welcome.

Josh Hall, Race Director GOR 2011-12