McIntyre Mini Globe Race 2029

Pre-NOTICE OF RACE

5th DEC 2025

Amended 15th Dec 2025, 2.2 - 2.4 - 2.5.1 - 3.1.8 - 3.1.12 -P.11 - P.12 - P.14 - 5.3 - 5.7

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1 DEFINITIONS

1.1 McIntyre Mini Globe Race

The McIntyre Mini Globe Race 2029 is a single-handed Race around the world with six legs and intermediate PIT STOPS without assistance for independent yachts and skippers. The McIntyre Mini Globe Race 2029 may also be named the " MGR " and/or "the Race" or "McIntyre Mini Globe" in the various documents.

To be clear, the organisers of the MGR acts only as a facilitator of communications between sailors to join and bring together a group of sailors who have agreed to sail around the world solo in a Globe 580, independently and without any legal or moral connection to the organiser. Each sailor has joined this communication collective and paid for general no obligation advice from the organiser before setting out. The organiser accepts no responsibility whatsoever for any individual sailor or his yacht for the entire time he is sailing around the world, or in any stopover port or anchorage.

1.2 Organiser

The MGR 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 MGR

The MGR website will be: www.MiniGlobeRace.com

1.4 Host

The GLOBE YACHT CLUB is the official Host Yacht Club represented by it's Commodore Don McIntyre

1.5 PRE- Notice of Race

This Pre-Notice of Race for the MGR 2029 is issued on January 5th 2026 and 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. The Pre-NOR will be replaced by the NOR on 1st Dec. 2026

1.6 Boat

An ALMA Class Globe 5.80 One Design yacht registered with the International Class Globe 5.80 organization with current documentation and membership and true replicas of John Guzzwell's TREKKA will be allowed to enter the MGR .

1.7 MGR Director

The MGR Director and or the Chairman will be the entity responsible for the implementation of the schedule of the 2029 MGR according to directives from the organising authority and agreement of the entrants.

1.8 Timetables

Times published will be in local time in all texts up to the day and time of first departure and after the arrival of each entrant into the MGR Marina and local time in the Stopover ports. GMT hours are applied in the Sailing Instructions.

1.9 Official Sponsors of the McIntyre Mini Globe Race

Official Sponsors of the MGR 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 MGR is attached to the applicant from the beginning.

1.10.2 Sponsors

All financial, logistical and/or technical partners.

1.10.3 Team Manager

He/she will be mandatory and must be “Approved “ by the organiser.
He/she is the sole person maintaining and accepting total responsibility for the safety and security arrangements for the Entrant’s independent voyage around the world.
He/she will be named in the registration pack.
He/she will be the first point of contact for:
Any Govt. official seeking communication with the entrant before, during and after the MGR.
The Organiser for all topics related to the organisation of the race ashore, before, during and after the Event.
The MGR Director, for all nautical and PR/Media communication aspects.
Changing the Manager during the course of the MGR will incur a Euro 1,000 fee.

1.10.4 Shore crew

Anyone acting ashore for the skipper and his/her boat, before and after the event. The shore crew will be represented by the Team Manager.

1.10.5 Audio-visual referral agent

He/She is Mandatory

Person in charge of the participant's audio-visual content. He/she will be the point of contact for the Executive Production Team. As such, he/she will be responsible for all the images sent by the Skipper to the Production Team before the start and at any stops during the event and at the conclusion. This position may be represented by the MANAGER.

1.11 MGR Headquarters

The MGR HEADQUARTERS will be the workspace of The Organiser, the Managers and the MGR Director and various stakeholders appointed by The Organiser for the event operation of the McIntyre Mini Globe Race. It will be mobile or in McIntyre Adventures' usual office or any stop over port.

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 MGR.

1.13 Questions asked by a Skipper or a Team Manager

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

1.14 Routing

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

1.15 Medical service of the MGR

The Medical Services for entrants will be the responsibility of each entrant who must show a clear understanding of the international TMAS system should their own independent medical arrangements fail. MSOS.org will be officially supplying

24hr tele med services to all entrants. The cost of this service and first aid kit will be advised in August. 2028 ..Budget approx Euro 1600

1.16 Skipper

The skipper will be a sailor participating in the MGR.

1.17 Official Notice Board

The official notice board will come in two different forms.

- Online on the official MGR Notice Board Facebook page.
- From 1st October 2028 on the board in the Various MGR Headquarters where printed information will be posted.

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

1.18 Contributors

The managers for the MGR will be:

- MGR Chairman and Race Director **Don McIntyre**
- MGR Finance and Admin. **Jane Zhou**
- MGR Media/Events Manager TBA
- MGR Photo Video **Rob Havill**
- Executive Production. TBA
- Contact details are available in Appendix 3.
- Umpiring. The umpiring of the Race will be provided by a team of two qualified people making the Jury and any other appropriate person approved by the Chairman or Director.

1.19 Abbreviations

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

ISAF: International Sailing Federation/World Sailing
COLREGS: The International Regulations for preventing collisions at sea. 1972
MGR: McIntyre Mini Globe Race
IMO: International Maritime Organization

2 THE RACE

2.1 Registration

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

• An application for an invitation to enter MGR 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 UPLOADED onto the CLASS GLOBE 580 online PLATFORM. Your file is password protected and you can always review the contents of your online file. Passwords are issued only when an entrant fully pays their entry fee. A Euro 300 processing fee for each registration file is applicable. Total Euro 600. Incomplete files will be rejected and must be corrected. 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

January 5th 2026

Entries Open. An Entrant must have purchased a set of Globe 5.80 plans and show at least 1000 miles of ocean sailing experience on any boat, before submitting an Application for an Invitation to Compete. Once the entry is approved, the entrant must launch their 580 or buy a 580 at least 12 months before the start of the MGR and sail their Globe 5.80 to maintain their entry place. ***If not sailing by that time, the entry "may", at the discretion of the organisers, be moved to a Waitlist and another waitlisted entrant who is already sailing (if any?) may be given that place***. Once that entrant is finally sailing , he/she is then moved to the top of the waitlist, ahead of all others.

June 1st 2028

The Pre-Registration pack must be fully completed online in the Class Globe Platform. Any Pre-Registration pack not uploaded and complete after this date may be required to pay a **Euro 300** late fee supplement for each month late, at the discretion of the Organiser.

July 1st 2027 & 2028

A late entry fee of **Euro 2000** is applicable to any entry applications received after 1st July 2027 or Euro **3500** after 1st July 2028.

October 1st 2028

The Registration pack must be completed online. Each pack must be complete and include all the requested information. Any entrant unable to complete the registration pack on time will be fined **Euro 300** for each week it is delayed, for a maximum of two weeks, OR at the discretion of the MGR Director, removed from

the event forfeiting entry fee. (special consideration may be extended to an entrant sailing to the Start port at the discretion of the Director.)

2.3 Number of participants and MGR Number

2.3.1 The number of entries

The number of entries is **restricted to 18** plus any TREKKA replicas. Entrants over 60 years at the start will be recognised as the *Seniors Class with a special Trophy*. Two SPECIAL INVITATIONS may be allocated at any time, increasing the fleet to Maximum 20. The total entrants allowed in the 2028 Globe 580 Transat is 24 so MGR entrants will have a one month priority window to place an entry in the Transat ahead of other entrants.

2.3.2 MGR WAITLIST

A WaitList in application order will be established once 18 MGR entries are filled. A WaitList entrant must keep up with all entrant requirements, deadlines and entry fees. Failure to keep up and the entry will be canceled and entry fees paid to date forfeited. A WaitList entrant can move onto the entry list at any time an existing entrant forfeits the right to remain on that list. If after August 1st 2028 an MGR entry is not provided to a WaitList entrant, a full refund of all all entry fees less 15% service fee will be refunded.

2.4 MGR Entry Fee

The Non-refundable G580T Entry Fee will be:

1. Solo Builder/Skipper - **Euro 8500** .
2. Sponsor supplement - **Euro 4000**
3. NON Builder (Purchased 580) Skipper Supplement - **Euro 3500**
4. NON TRANSAT Supplément. **Euro 2500 - (Non EU entrants qualification.)**
5. All fees paid in three parts. 30% when applying for an entry invitation. The balance of 30% x March 1st 2027. And 40% March 1st 2028 .
6. The payment of entry fees must be made by bank transfer (made payable to Ocean Frontiers Pty Ltd). It is the responsibility of each participant to ask for the bank details and ensure correct payment is received on time. *Entries received after JULY 1st **2027** will pay a late **entry fee of Euro 2000**. After JULY 1st 2028 will pay a late **entry fee of 3500.***
7. ***2028 Transat MGR entrant priority entry fee** open January 1st **2026.** Ordinary Transat entries open 1st March **2026**. Entry fee Solo builder **Euro 3600** , Solo Non Builder Supplement **Euro 3000**...If an entrant is Sponsored for MGR, no need for*

CG580T sponsor supplement .

8. *Non finishing, returning entrants receive a 33% entry fee discount.*

The payment of entry fees in NON -REFUNDABLE under any circumstances and must be made by bank transfer (made payable to Ocean Frontiers Pty Ltd). It is the responsibility of each participant to ask for the bank details and ensure correct payment is received on time. *REPLICA TREKKAs pay only 50% entry fees.*

2.5 Preliminary MGR Route

2.5.1 The Race course is West about around the world via Panama.

The start of the MGR will be in Antigua. The entrants will sail around the world west about, in four legs via the traditional tradewind route. Mass re-starts will take place for each leg, on a date to be confirmed. An entrant MUST stop for all allocated days in a compulsory pitstop port, but can stay longer with the clock re-starting after the stated pitstop time. An entrant can stop in any other non scheduled port, but the clock keeps running. See Appendix 6 for suggested start and finish dates of each leg.

- **Leg One**,FEB 25th 2029- Antigua to Panama, 1200 miles. Truck across Panama, keels on, rigs off. (organisers will pre-book Trucking, but entrants are responsible for all associated loading and transport costs).
- **Leg Two**,March 24th 2029- Panama to Marquesas (8 day stop) then to Tahiti, total 5300 miles, 7 day pit stop, then to Tonga , 1500 miles, 8 day pit stop, then to Fiji, 500 miles.
- **Leg Three**, July-28th 2029 Fiji to Thursday Island/Darwin 3000 miles, 8 day pit stop, then to Cocos Keeling 2200 then Mauritius 2000,
- **Leg Four**, Date to be advised...Mauritius to Durban, 1500 miles, 8 day Pitstop - then 16 days weather stops to Cape Town, 1000 miles, (this can be anywhere or nowhere depending on the weather, but if a sailor sails direct to Cape Town and makes NO pit stops , no advantage is gained.)
- **Leg Five**, 8th January 2030- Cape Town to St. Helena, 1800 miles, 8 days pit stop, then to Recife, 1800 miles.
- **Leg Six** , Date to be Advised, Recife to Antigua, 2500 miles. Finish!
- **Total 24,400 miles**

2.5.2 Course Penalties

Any Entrants, involved with any collision with any vessel at any time after the earliest start time, regardless of who caused that collision, will each be fined Euro 200 and must continue sailing. Entrants are responsible for making their own

repairs and no time recourse will be considered. Sailing on the wrong side of a mark of the course will incur a one day time penalty unless the mark is rounded again.

Time penalties allocated to an Entrant will be served in a Penalty Box (TBA in the sailing instructions). Once the time penalty has been served, the entrant may then make for the finish line.

Amendments to the Race course regarding safety measures to avoid Hazards will be published at any time deemed appropriate by the Race Director. These amendments may be updated based on studies carried out for weather or Navigation conditions or consultation with Rescue Coordination Centres.

2.6 Start date

The official start date at the National Sailing Academy Antigua "MAY" be 25th February, 2029 at 1300 Hrs local time and the last start date will be 28th February 2029 at 1300 hrs.

2.7 Time limit

An entrant arriving after the date of a LEG restart must stop for a minimum five days. An entrant restarting more than 15 days after the leg start MAY be withdrawn from the MGR.

2.8 FORCE MAJEURE

The Organisers of the MGR 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 disasters,
- 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 such as Pandemics, preventing normal execution of the MGR event.
- MGR organisers 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 MGR 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 MGR, entrants agree to this and will never contest it.

3 THE RULES

3.1 The principles of the MGR

The principles of the MGR will be:
To create a unique solo McIntyre Mini Globe Race in Globe 5.80 yachts SAILED INDEPENDENTLY and replica TREKKAs in the image of the original independent Ocean Voyage of TREKKA and John Guzzwell that draws sailors back to the golden age of 'One sailor, one simple yacht facing the great oceans of the world alone. To bring together a group of independent sailors of all ages providing an opportunity to sail safely solo around the world together in a fleet of similar and affordable GLOBE 580 yachts in the spirit and freedom of early small boat voyagers.

3.1.1 Single-handed

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

3.1.2 With-stops

It is understood and agreed that the course does allow Pit Stops and does allow unscheduled stopovers, but assistance can only be given once the yacht is anchored, or tied alongside in a port or anchorage and all customs quarantine and immigration procedures of the country involved must be adhered to and are the sole responsibility of the entrant to organise and abide by. It is a criminal offence in many countries NOT to pre-notify them well ahead of an intended yacht arrival.

3.1.3 Without assistance

It is understood and agreed that in no circumstances can the skipper receive any

material assistance or external help, either requested or otherwise, whilst at sea including: SUPPLY OF WATER OR FOOD Personalised weather assistance or routing. PredictWind GRIB files delivered on a personal satellite texting unit like an IRIDIUM GO are allowed.

3.1.3.1 Routing is forbidden

Personalised private meteorological or geographical assistance, also named “Routing”. Routing is forbidden whilst at sea...once the entrant leaves the dock on the next 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 . A statement confirming their compliance to this rule during the MGR will also have to be signed after the finish OF EACH LEG by each skipper.

3.1.3.2 Assistance or outside assistance

During the MGR, a skipper cannot have any physical and/or material contact with any other person nor with any other vessel or aircraft while underway. He/she cannot be provided with any supplies or physical assistance in any way Unless at anchor or alongside in a port.

3.1.4 Entrant responsible for own 24hr safety watch.

The entrant acknowledges that while participating in the MGR event with like minded sailors in similar boats , the sole responsibility for organising a 24 hour safety watch rests with the entrant before departure. The Entrant has multiple satellite communications devices available and EPIRBS registered to Next of Kin in their own country to facilitate this. The entrant will always first notify the responsible person of their choice, but probably being the “Manager” defined in this Pre-Notice of Race, that they are about to set off and then cancel their safety watch when they make any port, Pit-stop or unscheduled stop with that chosen person or manager.. The manager must then notify MGR control with details. It is the Manager's exclusive task and decision to alert National Rescue Authorities OR NOT of any Overdue sailing plan, missed communications or reasonable concerns. The MGR organisers may assist the manager with NO OBLIGATION advice and opinions, but the entrant is always considered an independent voyager, responsible for lodging their own sailing plans and safety watch with their Manager listed at all times as the responsible person. The MGR organisers accept NO responsibility for the entrant's safety whilst involved with the event and by entering the MGR the entrant agrees that he/she is an INDEPENDENT VOYAGER sailing in a group of like

minded similar independent voyagers, on an ocean challenge AROUND THE WORLD and accepts this provision and fact and will never dispute it.

The MGR event organiser will NOT be monitoring entrant positions or well being 24hrs a day during the course of the event.

3.1.5 Medical or paramedical assistance

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. The skipper must FIRST inform MSOS directly for assistance and advice then his MANAGER who must then inform MGR every time he/she requires medical advice , even if from their family doctor, or consulting with the relevant TMAS provider. The Manager must keep MGR control advised of all medical situations before , during and after the issue.

3.1.6 Stopovers or assistance

If for any reason whatsoever, an entrant receives material assistance of any kind or makes an unscheduled stopover in a port other than approved pitstop ports, every effort should be made BY THE ENTRANT to notify the responsible person “Manager” of intentions before such actions so they may notify the port and organise an unscheduled port clearance and when about to get underway again. The Manager must then pass this information to MGR control. Failure to do so may result in a 24 hour time penalty OR REMOVAL FROM THE EVENT.

3.1.7 Banned equipment

The following are typical things NOT allowed. Electronic wind instruments, electronic log, routing software programs, electric watermakers, carbon fibre, Spectra, Kevlar, Vectron, (except for running rigging) any high-tech materials etc. Predominately Black, Grey or white wet weather gear, Fuel cells, water generators .

3.1.8 Engine

No Internal combustion engines are allowed onboard. Electric outboards, including self charging units, MINIMUM to equivalent 3hp 1000W Max to 2000W may all be used at any time. Except within 10 miles of any LEG start unless approved by the sailing instructions . They may be used for all pitstop ports entries and departures. Human power is not allowed except in an emergency. ONE spare standard Battery only for electric motors 1200w or less may be carried onboard. An entrant after crossing any finish line receiving a tow into any port or pitstop when the wind is under 20 kts will receive a 12 hr time penalty and if the entrant fails to report that

tow within 12 hrs of arrival to MGR, will receive a 24hr time penalty.

3.1.9 Disqualification

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

3.1.10 Clarifications

The MGR has **NO Yacht Racing Rules** and NO traditional yacht racing protest procedure. It is an 'Adventure in the Spirit of the original TREKKA Voyage'. 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 (including against another entrant) after the Race has started, it will be considered by the JURY in the Spirit of the MGR. **Clarification requests** should be in writing, or by recorded sat phone call and will be accepted from Entrants or Managers only. A *Euro 75* fee is required for each **Official Clarification and review.** A formal response will be given to all **Official Clarifications** and made public. The Jury decision is final.

3.1.11 Emergency Water

An entrant must finish each leg of the race with the security sealed 9 ltrs emergency water and the Grab bag sealed, water intact or face a 48hr time penalty for each broken seal. If the security seal on the Survivor 06 manual desalinator is broken the entrant will be given a 48 hour time penalty.

3.1.12 Sails

Original Class 5.80 one design Quantum sails MUST be used in the MGR but any strengthening or extra anti chafe material may be fitted only after a plan being submitted for each sail to the organisers for approval. A maximum of seven sails (not including a trysail)can be carried during the MGR and storm jib is manditory. Any new sails brought onboard during the race, is subject to a 48hr time penalty. ANY NON QUANTUM SAILS OF EXACTLY THE SAME DIMENSIONS AS 580 CLASS SAILS MAY BE APPROVED "ON APPLICATION" BUT WILL BE SUBJECT TO A 5% time penalty added to the leg if used during that leg. Any sealed spare sails carried on board over the allowed 7 sails may only be opened "On Approval" at the conclusion of an official LEG. A headsail reefing system for the Jib is mandatory.

3.1.13 Communications and safety equipment test.

Within 12 hours before departure from any and EVERY port the entrant MUST confirm by "verified" communications check with the manager, that the satellite

phone, the second satellite comms device, the YB3 tracker, the HH VHF and the main VHF radio, the AIS and the Echomax Transponder are all functioning correctly and that the Panic bag and life raft remains sealed and that the first aid kit is complete. The total amount of fluids on board must also be declared. If any one unit or situation fails this test, then the entrant MUST NOT leave port until it is rectified. The manager must confirm all units are operational to MGR control before the entrant's departure on the official MGR PORT DEPARTURE FORM. Failure to comply with these instructions for the entrant and Manager may result in a 24hr time penalty or disqualification.

3.2 Exceptions to the application of these rules

Exceptions to the application of these rules will be:

3.2.1 Preamble

Any exception to the application of these rules will be authorised and approved, in writing, by the MGR 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 MGR Director or Chairman, using all means and at its discretion.

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

Personalised meteorological or geographical support in dangerous situations.

The MGR Director or the Chairman can inform a skipper or a group of skippers of a weather situation, or the presence of navigation Hazards, or any other phenomenon considered dangerous by the MGR 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 MGR Director or Chairman can ask a skipper or a group of skippers to divert from their route to meet with the endangered skipper or vessel as quickly as possible. The Entrant is not obligated to act on the advice other than under International Conventions.

3.3 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 MGR 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: MGR may at any time amend the Notice of Race or sailing rules even after the start and it is the entrant's responsibility to apply those rules.

3.4.1 Applicable documents

a) All Boating regulations enforced by the respective governments.
b) The MGR 2029 sailing instructions and amendments thereto.
c) All sections of the International COLREGS.
d) IMO rules for the prevention of pollution at sea.
e) MGR Special equipment rules.
f) The MGR 2029 Notice of Race, its appendices and any future amendments.
g) Frequently asked Questions
h) MGR ENTRANT UPDATES.

3.4.2 Reference Documents

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

The conditions for the exit from the MGR Marina on the first available start opportunity in February will be specified in an amendment to the MGR Sailing Instructions. Entrants will motor under their own power to the start area.

3.4.3 Unless explicitly stated elsewhere:

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

The jury will decide on the applicable rule.
Titles in the Notice of Race and the sailing instructions are not part of the rules.

3.4.4 Language

The official language of the MGR is English

3.4.5 Sailing Rules

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

3.4.6 Pollution

IMO rules for the prevention of pollution at sea will apply. The following applies for the MGR “However, throwing in the water small amounts of what is generally accepted as biodegradable materials such as fruit peelings and strands of wool from a sail, are allowed.” All entrants must supply a WASTE MANAGEMENT PLAN: waste management process and estimates in KG of Plastic, glass, tins onboard at their final safety inspection.

3.5 Navigation

3.5.1 Navigation Logs

All navigational notes, observations and calculations for the entire voyage are to be clearly recorded in separate documents. Both these documents must be handed to the MGR Director if requested at the conclusion of each leg of the voyage and within 24 hours of crossing the finish line if requested to do so. It is the responsibility of the entrant to secure these documents and to ensure they remain legible and documentary evidence of compliance on the course. 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 and latest weather to assist the Entrant determine their own position at any time. Positions and rankings of all entrants from the MGR tracker including the entrants own position, can be relayed to the entrant at any time by any method.

3.6 Exceptional circumstances

In exceptional circumstances, and in situations that could affect the skipper’s safety, the MGR Director or an approved person may provide specific guidelines to which they must conform if safe to do so.

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

3.7 Commitment of the participants

In entering the MGR, the participants undertake to:

- Conform to all rules and directives of the MGR Director.
- At the request of the MGR Director and/or the MGR Committee or the Jury, provide any information on: The navigation of the skipper, his/her route and route choice, used weather information, Voyage incidents or any other voyage-related issues. A list of all contacts the skipper communicated with, including identity, date, time, method of contact and nature of discussion, including with shore crew or any other person (except other Entrants) or vessel during the voyage. Failure to accurately provide this information may result in disqualification.

3.8 Media

The entrant acknowledges that the MGR will attract a substantial following from individuals all around the world who wish to follow the participants before, during and after the MGR. The Organisers have a responsibility to those people, the event sponsors and the individual entrant to generate media. By entering the MGR the entrant agrees to assist and provide the media stated in Appendix 6 (12.5.1) and at all other times leading up to the start when given an Official Request for specific material for the website 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 MGR Director. The Skipper will be required to provide details of experiences on board during the race when requested by the Director, Executive Producer or MGR 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.

3.9 Right to forbid monetary gambling

The McIntyre Mini 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 MGR. 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.

3.10 MGR CODE OF CONDUCT.

This MGR Code of Conduct outlines expected standards of behaviour by all Participants in the Mini Globe Race (MGR). All Participants take part in the event on the condition that they agree to abide by this MGR Code of Conduct.

A breach of this Code of Conduct by any Participant may lead to disciplinary action, including immediate disqualification and removal from the MGR. Any disciplinary action taken by any national legal system, or World Sailing will be fully supported by the ORGANISERS of the MGR.

DEFINITIONS OF PARTICIPANTS:
All Participants must comply with this MGR Code of Conduct.

Participants include but are not limited to:
• YACHT owners;
• Crew of any competing Yacht;
• Any Support Crew either on land or on the water;
• Full-time, part-time, volunteer and professional staff managers and crew;

This Code of Conduct applies to all Participants while:
• Attending any MGR event, including practice, training and Registration prior to the commencement of the MGR, and all post event activities; and while onboard any MGR yacht.
• At all times, whether sailing or otherwise and whether at the venue of the event, stop over ports, or otherwise including but not limited to any social gatherings of Participants such as entrant parties, prizegiving or other event related activities.

STANDARDS OF BEHAVIOR
The MGR members and participants are responsible for promoting a safe, respectful, inclusive and flexible event environment by:
• Treating all competitors and their guests and staff assisting in the running of any MGR event with dignity, courtesy and respect;
• Respecting cultural, ethnic, religious, gender and sexual orientation differences;
• Behaving in a professional, fair and courteous manner at all times;
• Promptly reporting any breaches of this Code of Conduct, whether it is against you or another person, to the Owner/Skipper of a competing yacht or any Race Officer or Club Official or any other Owner/Skipper or participant;
• Maintaining confidentiality when complaints are made and/or under investigation; and
• Abiding by all applicable laws and regulations of the MGR or host country.

UNACCEPTABLE BEHAVIOURS:
An MGR member entrant or participant must not:
• Abuse or threaten to abuse (verbally, physically or in writing) another person;
• Physically or sexually assault another person;
• Discriminate against or treat someone less favourably because of their race, sex, age, sexual orientation, disability or other personal characteristics;
• Intimidate, threaten or harass another person;
• Sexually harass another person with unwanted, unwelcome or uninvited behaviour;
• Bully, isolate or humiliate another person;

• Victimize, unjustly treat or threaten someone because they have raised a complaint or are a witness in an investigation; or
• Behave improperly or unethically.

ENTRANT PARTICIPANT ACKNOWLEDGMENT - BY ENTERING AND BEING ASSOCIATED WITH THE MGR IN ANY CAPACITY I AGREE TO THE FOLLOWING -
I have read and understood this Code of Conduct and agree, to abide by it at all times WHILE ASSOCIATED WITH THE OGR and understand that I must MAINTAIN MY GOOD STANDING IN THE MGR OR MAY BE REMOVED FROM IT .

No reason for the removal of the entry may be given by the Organisers or the MGR Director. Their decision will be final and by entering the Mini Globe, the entrant agrees with this rule and agrees to never dispute it nor seek any compensation.

Failure to comply with the rules set out in this document may lead to the skipper AND ENTRY having to abandon the race. If an infringement is established after a decision of the MGR ORGANISERS, the applicable penalty may be - sanctioned by media blackout - fines - time penalty or disqualification.

All entry fees are forfeited IF AN ENTRANT IS REMOVED FROM THE MGR for a breach of the NOR RULES.

4 SKIPPER

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

4.1 Age of the participant

The MGR is open to any person aged 18 or over on the 13th October 2028.

4.2 Passport

Each skipper must hold a passport that will be valid until at least SEPT 2029.

4.3 Nationality of the participant

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

4.4 Licence

Each Entrant must hold all licences and registration certificates required by their national authority (as per 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 place an entry.

Must be building or own a Globe 5.80 and have logged at least 1200 miles Ocean

sailing BEFORE applying for an Invitation to Enter MGR. If applying to enter after October 1st July 2028 you must have the Globe 5.80 sailing.

4.5.1 Pre-registration package

Each skipper must provide in his/her Pre-registration package, documentary proof of at least 2500 nautical miles prior ocean sailing experience, detailing the voyages undertaken, vessels sailed, crew positions held, routes sailed, and average weather encountered. This log of experience must be signed as true and correct by a sailing official from a recognized sailing authority, a recognized yacht club or at least one other person not related by birth to the entrant. Contact details of the signees must be supplied in the registration pack.

4.5.2 A further 3000 solo non-stop ocean miles.

A further MGR "Approved sailing plan" 3000 solo non-stop ocean miles, in the entered Globe 5.80 yacht with an operational Satellite tracking device, using wind vane and NOR autopilot only **with navigation logs under sextant showing at least six celestial observations fixes (two position lines) and six extra Mer Passage calculations from that voyage, to be provided to MGR Organisers, must be completed at least 10 days before the start of the MGR 2029.** All other nav. Aids including GPS and full AIS etc may be used during this voyage. **MGR Entrants from European countries and UK MUST complete a Globe 580 Transat in 2026 or 2028 to Qualify.** USA, AUST, NZ, Canada, South America etc entrants may complete a separate 3000 mile solo voyage above, but must pay the **Euro 2500** Qualifier Supplement.

4.5.3 Entry may be cancelled and removed from the MGR

If at any time before or during the MGR The Organisers for whatever reason considers the entered Skipper unsuitable to sail, or to continue sailing, the entry may be cancelled and removed from the MGR. NO refund of entry fee OR sponsor fee WILL BE GIVEN. No reason for the cancellation of the entry will be given by The Organisers or the MGR Director. Their decision will be final and by entering the MGR the entrant agrees with this rule and agrees to never dispute it.

4.6 Training courses and certificates

Each skipper must have participated in the following mandatory courses:

- An STCW A-VI/4-1 (Proficiency in Medical First Aid) certificate or equivalent ISAF/world sailing course.
- An STCW 95 or ISAF approved Survival course or equivalent.

- These courses must be completed by Sept 1st 2028. The respective course certificates will be added to the Registration pack.
- In addition to this, the Organiser will deliver a one day mandatory Safety and Rescue briefing on TBA at TBA. Failure to attend these mandatory Safety and Rescue briefings May lead to disqualification from the event.
- Late attendance may result in a Euro 250 fine.

4.7 Medical Prerequisite

Before the start of the MGR
Each skipper must undergo a comprehensive MGR Approved medical and dental examination before AUGUST.1st 2028 and must provide their complete medical records in his/her registration package, including the full ECG STRESS TEST.

During the voyage
Each skipper will be able to consult with their personal doctor during the Voyage by sat phone. The MGR Organizer and MSOS holds all entrant medical records securely and privately for future reference and for liaising with the international TMAS providers if required but the sole responsibility for good health of the entrant during the voyage rests with the entrant. At any time during the MGR the organiser may request a new medical to be undertaken and if the organiser determines the entrant is not fit to continue the entrant will be disqualified from the event.

4.8 Mandatory attendance

Mandatory attendance will be:
The mandatory attendances specified below apply to:
- Each skipper and Manager.
- Boat.

It is stated below who each obligation relates to.

4.8.1 Before the Antigua Start

Each skipper and Manager must be present at Press conferences, public relations and hospitality events and MGR Director briefings including but not limited to those on the following February 2029 dates. (TBA)

In addition to the above-mentioned obligations, The Organisers may arrange one or more press conference(s). It will be up to each participant to ensure that:
The skipper will be present in TBA from TBA or until the entrant starts the Race and be available for those Press Conferences or Photo calls. It is RECOMMENDED that the Manager be present at each LEG restart.

4.8.2 After the finish

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

4.9 Position reporting

Final decisions on TRACKING Unit brand or model will not be confirmed until March 2028. Do not buy your YB3 until then as new models, tracking units may evolve! .....If at any time the YB3 tracking system fails at sea the entrant should activate the tracking on the spare YB3. Failing that the entrant MUST report their position by sat phone to their Manager every 24hrs by SMS. Entrants must check in with MGR Control by satellite phone if requested within 30 minutes of a designated time, once every two weeks, advised via text, from Race Control on the YB3 or through the Manager . These phone calls may be converted to a sound file for inclusion on the MGR website. Failure to make the designated sat phone call on the designated day/Time may incur a EURO 50 penalty including tax on each occasion or a time penalty.

Entrants are free to call MGR 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 MGR Committee.

The YB3 satellite tracking and texting unit MUST BE LEFT POWERED ON 24 hours a day, so that MGR Control can monitor progress and make contact with the competitor when needed.

4.10 Satellite tracking and two-way texting

The MGR "May" use www.YBTracking.com as the official supplier of tracking systems to be confirmed in March 2028. . The Entrants Satellite phone is used for SMS texting services for the duration of the event. Whilst at sea a Daily SMS text

message must be sent directly to the entrant manager. Failure to send this message may result in a penalty or disqualification. The entrant manager must notify MGR if no message is received after 48 hours.

Entrants must send a short text message on the 1st and 14th of every month using the YB3 to confirm the ability to do so in an emergency. .

One Custom YB3 tracking/messaging unit and soft case to mount externally on Pushpit may be brought below at the chart table only if requested by Race control, powered/recharged by a 12v cigarette lighter outlet. This unit polls a position every 4 hours. This unit has a Panic Button. A charging cable must be onboard. A second YB3 unit with spare charging cable is mandatory, ready to use and stored in the panic bag.

4.11 Onboard Media satellite photos- phone direct calls.

MGR Media distribution of scheduled compulsory media off the boat during the race. This includes the following occasional satellite phone interviews and daily text messages.

LIMITED Direct media interviews will also be allowed as follows.
1. At any time Entrants may be required to participate in MGR pre-arranged media organisation interviews with Max. 20 minutes. Media call entrant direct.
2. All satellite communications are free to use by entrants at any time including transmission of photos or videos. STARLINK Mini is Optional and NOT considered part of the satellite safety communications.
3.The entrant and the Manager agree, that any Breaking NEW Story "*of Significance*" will be relayed to the organisers as soon as possible, in detail, BEFORE it is released to the general public, or any media organisation, so that it can be jointly shared to the organisers general and Social media outlets at the same time as the entrant's. Failure to comply may result in disqualification.
3 Any entrant video files being posted on social media at any time, must also immediately be sent to MGR control contact number for MGR Use.

5 BOATS

5.1 Globe 5.80 & TREKKAs.

5.1.1 Certified Design

Each registered 5.80 entered must be "Certified" to confirm it meets the measured

parameters for the one design class. **A Fixed Furling/reefing headsail system is mandatory.** This may include the measuring of the lead bulb halves and certain parameters of the hull and deck structure etc. This is only scheduled once in the life of the 5.80 but may be carried out at any time randomly in the future. If your first "Certification" is to be done prior to the start of the McIntyre Mini Globe Race it will be done no later than 22nd OCTOBER 2028 in Lagos. ALL RUDDERS MUST BE TO OFFICIAL GLOBE 580 DESIGNS All entered yachts must have carried out the "Approved" MGR Stability pull down test, no later than 1st OCTOBER 2028. REPLICA TREKKAs must be built to Laurent Giles TERN structural, rig and sail plans exactly.

5.1.2 Special equipment regulations

A) All deck hatches shall be 100% watertight and have external opening handles, Deck vents must work and be able to be sealed including solar vents . All handrails shown on the 5.80 deck plan must be fitted. NOTE: the standard sliding plywood 580 companionway may NOT be 100% watertight.

B) All cockpit companionway closing arrangements must lock from above or below deck and in the inverted position with all closures connected to the boat and be sealed by a gasket to make it 100% watertight in a roll over.

C) Cockpits must be watertight. No Hatches in seat risers. Cockpit locker lids 100% watertight and must be capable of being strongly and rapidly secured. No openings allowed in vertical cockpit locker sides. No cockpit locker can drain into the hull and must have an effective method of pumping out.

D) The watertight crash box (extended to Frame E) must be secure, and watertight bulkheads fitted with closable drains and the main WT bulkhead at station D' with Door must seal securely 100% watertight. Saloon bunk risers must be 100% watertight. All locker lids must be securely fastened in case of rollover to stop bursting. *The forward compartment must be fitted with full locker tops and secure lids to hold heavy items secure inside. All heavy items like 10-20ltr water containers must be securely lashed at all times.*

E) 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 one permanently installed manual bilge pump of 1.5inch outlet diameter, operable while on the helm with all cockpit seats, hatches and companionways shut and another operable from below with Companionway closed. Both shall have permanently installed discharge pipes that do not drain into the cockpit or cockpit drains. Another 12 V 3000 ltr per hour electric pump shall be installed with non return valves and auto float switching. 80 litres of fresh water container storage (in no less than 10 litre size containers) must have secure permanent lashing places allocated to prevent movement in a roll over. Flexible

bladder tanks or water containers are not allowed.

F) One masthead tricolour light and one set of Deck nav lights are required. All navigation lights shall be LED of an approved type, installed correctly and meet the requirements for international vessels less than 12 metres in length and not be blanketed by sails. A completely independent set of emergency LED navigation lights with an independent power source must be on board. One Tricolour on a pole is acceptable. A Red and a Yellow battery powered LED strobe light with photo cell switching must be onboard with batteries for the leg.

G) An electronic echo sounder must be fitted (Plastic transducer accepted) and lead line onboard.

H) Bolt cutters with lanyard and clip rated to the largest diameter wire must be on board AND a hacksaw and 8 blades. 2 Spinnaker poles must be to J Measurement only.

I) A plan for emergency steering and a JURY rig without any pieces of main mast must be provided to the Organisers and all equipment carried onboard.

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

K) Only Electric outboard engines (including self charging) are allowed MINIMUM equivalent 3HP or 1000W. Manual propulsion with oars or paddles must be shown and carried onboard.

L) Solar panels totalling min 100 watt @ 15v must be permanently installed and another Minimum 50 Watt carried below on a flying lead to recharge batteries. Maximum solar panels allowed onboard is 200 watts at 15V. No solar panel may extend beyond the side of the hull unless it can be quickly removed. Max 200Amp Hour at 12v, 20HR rating, for house battery,(Lithium, Gell, AGM only)securely installed to face a roll over. If lithium is used then a full survey report from a specialist lithium installer must be provided with the PRE-safety check to ensure full security….When an electric cockpit autopilot is carried a dedicated battery for its operation must be installed. One Wind generator is allowed (max 60cm blade dia). Water Generators are banned. TARGA Roll Bars to mount panels and accessories are BANNED

M)..Sextant, accurate timepiece and all manuals to tabulate a celestial position

N)..Navigation equipment ,Paper charts for route, Collision regulations, International code of signals, tide tables, sailing directions, list of lights, Clock and watch, Barometer, One fixed GPS chart plotter with MOB function (not an IPAD). Courtesy flags,Q,N,C Code flags, Binoculars, Alarm clock digital timer 4hrs min 70DB

O) Communications Equipment, shall include

O1) A marine 100% waterproof installation VHF DSC transceiver (Programmed with the MMSI Number) 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 MGR, up to 15m (50ft) - type RG8X ("mini8");

O3) Hand-held marine waterproof VHF transceiver with min 5w output power and spare battery. And a spare 12v charger.

O4) Emergency VHF aerial for fixed radio or second Handheld VHF.

O5) Radio receiver for High Seas weather reports.

O6) Full Function AIS with boat name-solo sailor,sailing vessel, MMSI Number and call sign.

07) *Two* Waterproof Iridium EXTREME Satellite phone (tracking and panic button)

08) TWO YB3 tracking /texting unit with spare charging cables. *Do Not buy before March 2028.* The organisers will purchase BULK TRACKING CREDITS (every 4 hours) and the entrant agrees to pay for those credits and registration fees. Approx Euro 150 each leg TBA.

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

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

P2) *Echomax EM180- 2 stack Radar reflector fitted at least 2.5 metres above the working deck and just below the Babystay attachment. (Entrant special price)*

P3) A towing drogue (approx 1mtr x .5mtr) with a suitable line or a 3 strand nylon towing warp of min 12mm dia. X 100 metres and designated attachments.

P4) 1kg fire extinguisher and a fire blanket.

P5) One high holding Anchor min 6kg (Or Guardian G-16) and 8mtr x 6mm SL chain and 50 metres x 12mm 3 strand nylon line. A second anchor is recommended.

P6) Min 10 ltr water container with 9 ltr water sealed for emergency use. (Time penalty if seal broken)

P7) Two white hand flares mounted inside at the companionway for quick access.

P8) A central Jackline to clip on and move forward from the cockpit.

P9) One handheld GPS unit with spare batteries , enough to provide at least four daily position plots for the current leg.

P10) Personal AIS beacon (PAB) Combined AIS PLB units are Banned.

P11) Timber bungs connected to each underwater skin fitting and echosounder

P12) Boat hook

P13) Three LED waterproof torches, one with strobe function, one very powerful to use as a search light, and one immediately available in the cabin at all

times.

P10) Wind-vanes. An effective proven commercial wind vane self steering system able to control the yacht on all points of sail with appropriate spares. Central Hydrovane mounts on approval only and may NOT be joined to the 580 tiller/rudder at any time..

P11) Cockpit Autopilot. If an entrant decides to carry and fit an optional cockpit Autopilot both must be registered. only TWO may be carried onboard. at any time and they MUST be a stand alone basic non interfaced unit, the smallest in the range of any commercial brand, not able to read any wind information from any source and only be actuated by a it's own internal compass and attached controls. Replacement Auto pilots incur a 12 hour time penalty

P12) A four-person ISO 9650-1 hard canister Life-raft if stored in the cockpit. If stored below a PLASTIMO ISO Class Mini 6.50 approved Valise Life raft is the only approved raft.. Able to be released with one hand. Must be able to show a solo launch in 15 seconds. Serviced within 3 months of the start of the MGR. Must have HULL NUMBER on the canopy. Valise Life rafts must remain below at all times at sea.

P13) Mask and snorkel

P14) Any form of water ballast is banned and Max 30Ltrs of Water stored outside.

Q) A grab bag with the following minimum standard

A grab bag or bags interconnected with a line should have inherent flotation, at least 0.1 sq mtr area of fluorescent orange colour on the outside, should be marked SURVIVAL with the name of the yacht, and should have a lanyard and clip and be able to take a security seal. If the seal is broken a penalty will apply. It must include the following equipment:

Q1) Sea sick tablets for seven days.

Q2) One thermal protective aid.

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

Q5) One safety tin opener.

Q6) first-aid kit including 2 tubes of sunscreen. All dressings should be capable of being effectively used in wet conditions. The first-aid kit should be clearly marked and re-sealable.

Q7) Signalling mirror.

Q8) High-energy food min 10 000kJ and 20 rehydration electrolyte tablets.

Q9) Nylon string, ziplock polythene bags.

Q10) BLANK

Q11) 2 x 1 ltr water containers. OR *an optional manual watermaker is carried(recommended) it must be declared and security sealed. A survivor 06 hand-operated desalinator with lanyard and clip. (Time penalty if used)*

Q12) BLANK

Q13) BLANK

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

Q15) Spare unbreakable spectacles if needing them.

Q16) Wet notebook with captive pencil.

Q17) Powerful whistle (operated by mouth).

Q18) SOLAS Flares, Digital or Pyrotechnic, In date for at least 12 months, 4 red hand flares, 2 orange SOLAS compliant smoke flares, three cyalume-type light sticks.

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

Q20) An emergency HH GPS and Batteries to allow 4 daily positions for voyage.

Q21) Sea Dye Marker

Q22) BLANK

Q23) RECOMMENDED *A second 406 EPIRB or PLB*

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

R1) Lifebuoy of safety yellow or red, with whistle, a self-igniting light and a drogue and reflective tape

R2) "Life-sling" recovery system with reflective tape and light.

R3) CG580 approved boarding arrangement allowing the skipper to climb back onto the boat in full wet weather gear while in a seaway.

R4) 20 metre floating heaving line "throwing sock" type.

R5) Cockpit Knife, strong, sharp, sheathed and securely restrained shall be provided readily accessible from the cockpit

R6) COMPASS

R7) 2 White hand flares, 406 GPS EPIRB, Multitool and FOG HORN mounted close to the companionway inside the cabin reachable from the cockpit.

R8) 2 Battery powered waterproof led strobes, photo cell activated, one red and one yellow.

R9) Electronic timer at least four hours with min 75DB Alarm and flashing light.

S) High Visibility

S1) Cabin sides (NO signage or stickers but skipper name Max 20cm long and small flag allowed) and Observation pod must be an "Approved" high Vis colour Orange, red, pink or yellow.

S2) If the Obs Pod is not fitted, a High Vis 1.5Sq mtr colour sheet or International Distress V-Sheet must be on board. Cockpit dodgers, fixed and soft must also be high VIS colour if fitted.

S3) 5.80 hull registration numbers MUST be HIGH VIS and minimum 10cm wide/thick over at least 70% of the shape forming the number which must be at least 50cm High.

S4) Hull Registration number must also be on the foredeck hatch in contrasting colour at least 40cm high.

T) Personal Equipment

T1) An ISAF/World Sailing approved inflatable 150K life jacket safety harness and line in current service, with knife, SOLAS strobe, hood, crotch strap, safety line, and mini flare set. 2 spare CO2 bottles on board. Foot strop line.

T2) A complete second inflatable harness combination as T1 above. Helmet!

T3) A 406, GPS Personal Location beacon that is attached securely to the Inflatable Life jacket harness in a dedicated mount and a separate AIS Personal Beacon mounted in the cabin accessible from the cockpit.

T4) An approved cold-water immersion survival suit that allows the wearer to have working mobility and clip on with a safety line and secure a PLB. Immersion Suit approval on application. STANDARD is... EN ISO 15027-1 constant wear suits, and EN ISO 15027-2 abandonment suits.....like GUY COTTEN All weather suit. Details at http://bit.ly/1M9NNSY

U) First Aid Kit

An MSOS MGR SOLO first aid kit in an organised section waterproof bag. This is the minimum and entrants are reminded to stock all extra personal medication etc. Cost TBA.

V) SAFETY PLAN

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

W) Three strong buckets with lanyards , one modified to act as a toilet bucket.

X) Single use disposable Plastic bags and disposable Plastic water bottles under 5ltrs are banned on board.

Y) Blank

Z) All new keel bolts fitted within three months of the start and a Keel/grounding

declaration signed before the start. (subject to individual review)

5.2 Survey certification

It is the sole responsibility of the entrant to decide that the Globe 5.80 yacht competing in the MGR is fit for purpose or not. The entrants are solely responsible for the seaworthiness of their entry and its fitness for the voyage. Each entrant must consider the structural integrity, stability of the boat and that they are competent to manage it before proceeding.

Nothing here in these rules, surveys, 5.80 Class registrations 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.

5.3 Boat locations in Antigua, Panama, Fiji and Mauritius, Cape Town, Recife and Pit stops and timing.

All boats will be based in Antigua for the start. Berthing positions will be allocated on a first come first serve basis. At all other leg ports, first come first served mooring. If no partners are available, Entrants may be required to pay for berthing.

It will be the responsibility of the skipper and the team manager of the boat to ensure the safety of their boat and all the people on it whilst in stop over ports and to ensure the presence of his/her boat at the appointed docking place on the MGR marina no later than the start of scheduled safety inspections (or face a penalty) and then for the duration of the MGR activities. Written approval is required from the MGR marina manager for any pre-authorized temporary removal necessary for the technical preparation of the boat, or as required by the Organiser.

At all Pitstop ports it is the entrants sole responsibility to co-ordinate their berths and entry-exit procedures and govt. formalities for that stopover. A list of suggested locations and contacts will be provided in sailing instructions. MGR representatives may not be present at Pit Stops. Your tracker is left on 24hrs a day while in Pit Stops. All arrival and departure times must be logged as explained in the sailing instructions by the entrant and passed to the Manager within 24 hrs who must then pass that to MGR in a timely manner.

5.4 Sponsorship and MGR 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 on the day that major sponsors are publicly associated with the entrant or the entrant's boat and no later than Sept. 1st 2028 otherwise. One sponsor fee covers an unlimited number of sponsors. For minor sponsors the fee may be paid no later than December 1st 2028.

Any entry seen to be supported by a sponsor or equipment supplier, in any capacity, and in any form of media, before or during the event, who has NOT previously paid the Sponsor Supplement, will be fined Euro 2000 penalty and the required Sponsor Supplement, total Euro 6000, or be withdrawn from the event.

5.4.2 MGR Branding

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

From 1st January 2029 branding of the Organiser is required in the port of Antigua and whenever the boat is less than 20 miles from official start lines in each port or pit stop, or 20 miles from any finish line during the Race.
In these instances, the boats must wear the following branding:

- Burgee of the *GLOBE Yacht Club (GYC)* on the starboard flag halyard
- Globe 5.80 class Flag directly under the GYC Burgee.
- Reg. country Ensign on a flagstaff at the transom .
- MGR Flag A & B, one on each cap shroud, of the following dimensions: 96cm x 54cm.
- Two Port and Starboard lifeline cockpit lee-cloths printed on both sides and clearly visible of the following dimensions: 1.37m x .36m . Lee cloths must be securely fastened **with shock cord only** and in clear view.
- It is the entrant's sole responsibility to maintain Lee-cloths and flags in good condition during the voyage. **Penalties apply for non display**

At all other times while in Antigua and other MGR ports before and after the start:

- A line of 4 flags on the forestay, each flag of the following dimensions: 96cm x 54cm.

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

5.4.3 Branding of The Organiser, at sea and in the MGR ports

The following branding MUST be applied and visible on all Entered yachts wherever it is, no later than 1st DEC. 2028 . At that time all other signage not associated with

the MGR must be removed from the entered yacht.

Logo of the official sponsor of the MGR, approx 1.2 sq Meter area on both sides of the mainsail between the second and third reef. An area 30cm around on each side of the logo must remain neutral and not carry any other branding.
Logo of the MGR sponsor to be applied on the JIB port and starboard in the lower third. No other design work or signage is to appear on the sail. Final Position and size TBA but approx 30cm x 1.3m.
End of the Main Boom , Port and Starboard, 40cm to remain clear for event Logo.
No Entrant sponsor signage closer than 75cm to the aft edge of the entrant bow hull number. No entrant sponsor signage on the hull closer than 50cm to the transom.

5.4.4 Boat branding

The branding on yachts must comply with the National advertising laws of the Entry and Antigua. 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 is responsible for applying HULL number on Hull.

All other mandatory branding above will be supplied by the Organiser. It is the entrant's responsibility to install them in accordance with the procedures given, maintain their good condition and ensure appropriate display, up until one month after the arrival of the boat in the port at the end of the event.

5.4.6 Penalties apply for non-conformance of MGR Branding.

From 1st December 2028, No Branding may be applied to any entrant's yacht unless the design is approved by MGR. If applying logos and sponsors earlier entrants are advised to seek early approval, to save any issue with non compliance and having to remove markings.

5.5 Inspection of safety equipment of the boats

Safety Inspections will be conducted at the MGR Start Marina and Fiji leg ports. The Skipper must assist the organisers to inspect at least one other entrant yacht.

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

- The exact storage location of each piece of equipment.

- The handling and operation of each piece of equipment.

5.6 Engine sealing

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

5.7 PRE SAFETY INSPECTIONS

The Entrant must organise and carry out a comprehensive MGR Pre-Safety inspection to be completed and signed off by a MGR “approved” yachting/sailing inspector or responsible person, no later than 1st FEB 2029. A MGR safety inspection checklist will be supplied to the entrant for this. A copy of the completed inspection report must be emailed to the Race Director no later than 10th FEB 2029. A Euro **35** fine will be applied for each day it is late.

6 RANKING

6.1 Rankings

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

6.2 Trophies and Prizes of the McIntyre Mini Globe Race 2029.

- The MGR Perpetual Trophy will be symbolically Awarded to the first sailor across the final finish line.
- A leg winners trophy will be provided.
- Seniors Trophy presented to 1st in SENIORS over 60 class for each leg. and overall.
- The McIntyre Adventure SPIRIT of the MGR trophy will be presented to the most deserving entrant finishing.
- Bulkhead Plates will be Presented to all starters of the MGR.
- An MRG Globe will be presented to all CIRCUMNAVIGATORS.
- A Globe Yacht Club gold coin, Mini Globe Race Gold Coin and Racing pennant is presented to all starters.

7 COMMUNICATION

7.1 Image

7.1.1 Image rights

Under the provision of these MGR rules regarding the organisation and the promotion of the MGR 2029, skippers of the MGR are reminded that their entry into the event means their image and their name, the image of their boat, their sponsor and partners as well as their shore team and family members present in Antigua and other MGR 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 MGR 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 MGR 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 2029 McIntyre Mini Globe Race created by an entrant before and during the MGR, remains vested with the entrant, but the entrant agrees to licence all of it back to The Organisers and provide free access to it all, giving exclusive permission to The Organisers or its Executive Producer to use/share/distribute/alter it as part of a joint sharing arrangement, so that competitor materiel can be used by the Organiser to promote the MGR in any media and produce the official documentary, TV Series, Online Updates etc and book. By entering the MGR 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 MGR, the Entrant also agrees that the Organiser owns the exclusive copyright to the McIntyre Mini Globe Race as an Event and solo transatlantic voyage, in its entirety. Rights to the Official Documentary and International TV series may be assigned to the Executive Producer and the Entrant acknowledges that. The Entrant therefore agrees not to become involved with any company, organisation or individual creating a television or online production based on, or perceived to be telling that whole comprehensive Race story, in part or in full, with information, interviews, pictures and vision from a multiple of entrants more than two, without the express written permission of the

event Organiser.

7.2 Use of MGR Logo

Communication by the participants using the MGR 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 MGR. 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”. MGR Logos may only be replicated by entrants in the official colour Black or white. They may be applied to team t-shirts BUT MUST NOT BE ON ITEMS FOR SALE without approval. Entrant sponsors are strictly forbidden to use the MGR LOGO at any time unless it is referring to the sponsored entrant in the MGR in non commercial applications.

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

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

- Participants whose skipper, pre-registered, have 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 MGR 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, MGR 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.

To be advised 1st July 2026.

8 INSURANCE

8.1 Organiser's insurance

It is clear that each entrant in the MGR is an independent ocean voyager not relying on the MGR for anything important in relation to their own safety or well being during their involvement and participation in the MGR. The Organiser may however subscribe to and have in place an insurance policy covering public liability in accordance with the government code applicable at the time.

8.2 Participant's insurance

Each participant must subscribe to:
A public liability policy for his/her participation in the event and for the boat, to a minimum value of Euro $2 Million. An insurance certificate, issued by a solvent body of unquestionable reputation, must be included in the registration pack.

9 RESPONSIBILITIES

9.1 Organiser's insurance

The Organisers public liability insurance may be established by January 2029. The insurance cover will cover nautical events at sea in compliance with the international norms applicable in this case.

Participant's insurance

Each entrant must provide copies of a Euro $2.5 million Liability insurance policy with an acceptable insurer with the Registration Pack.

9.2 Monitoring

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

9.3 Risk

The skippers undertake this voyage at their own risk and peril and under their own

responsibility. It is the responsibility of each skipper to judge, given his/her 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 MGR are minimal and by entering the event agrees that in their own opinion, this is sufficient for the safety and wellbeing of the entrant to complete a seamanlike Solo circumnavigation voyage. The entrant also accepts and agrees that the organisers are non-expert in the running of such events and he/she does not rely on any aspect of the advice, opinions or rules of the MGR before or during the event in making the decision to attempt this VOYAGE.

9.3.1 Challenge

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

9.3.2 Personal responsibility

By entering the MGR the entrant accepts that at any time leading up to the start of the voyage, or at any time thereafter, including during the voyage, having gained new skills and sailing experience or insights into the challenge of the MGR, that suggests in his/her own opinion, that to remain as an entrant in the MGR would be reckless or excessively dangerous to them or their boat, that it is then their sole responsibility and duty to withdraw immediately. The entrant also accepts that the organisers of the MGR are NOT responsible for their safety, or 24hr safety cover during the course of the entrants independent voyage and that all EPIRBS and safety voyage plans are registered with their own team manager and next of kin, who are the first point of contact for any emergency at sea, by any Rescue Coordination Center. The entrant confirms that the responsible person for their safety and voyage planning other than themselves is their designated MANAGER and their manager is responsible for keeping MGR organisers updated of the entrants voyage in a timely manner. THE ENTRANT ACKNOWLEDGES THAT THEY SAIL AROUND THE WORLD AS AN INDEPENDENT VOYAGER NOT DIRECTED by THE EVENT ORGANISER BUT FREELY PARTICIPATES IN EVENT ACTIVITIES BECAUSE IT IS FUN.

9.3.3 Solo sailing

By entering the MGR the entrant accepts and agrees with the fact that solo sailing of any kind, especially attempting to sail solo around the world INDEPENDENTLY, is dangerous with inherent risks that can and does cause serious injury and even death and that the obvious risk associated with this type of activity, including NOT being able to maintain a 24 hour lookout, is one of the very real attractions to enter and agrees that the entrant is a risk taker and that this is an important part of the reason the entrant will enter the 2029 MGR.

9.3.4 Indemnity

It is a requirement of the MGR that all entrants sign an indemnity form removing the Organisers, sponsors, managers and any employees or volunteers involved with the MGR from any liability whatsoever, to them or their next of kin due to their participation in the MGR, which is simply bringing together a group of independent voyagers to foster a fellowship of the ocean and adventure and that by entering the event the entrant agrees to do this and will never dispute it .

9.3.5 Proper court

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

9.3.6 Boating legislation

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

10 PENALTIES

Fines are required for the safe and efficient management of the MGR. There is no reason for any sensible entrant ever to be fined. Once a boat enters the MGR 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 MGR committee. Penalties not mentioned elsewhere will include the following.

10.1 Race branding

A Euro 500 penalty, including tax, will be applied for every non-adherence to the clauses in article 5.

10.2 MGR logo

Use of the logo or the Participants trademark block of the MGR.
A Euro 250 penalty, including tax, will be applied for every non-adherence to the clauses in article 7.

10.3 Non attendance

Presence in Antigua and all leg stopovers and MGR venues, at official receptions and briefings.
A Euro 250 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 Euro 250 penalty, including tax, will be applied each time a competitor and/or his/her team manager (if requested) does not attend an official briefing organised by the MGR Director.

10.4 Safety Compliance

A Euro 150 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 second and each subsequent safety inspection.

10.5 Media

A Euro 250 penalty, including tax, will be applied each time a competitor does not attend an official event, a media event, Official Media Photo shoot, hospitality event, the skippers' greeting event upon their arrival and/or the prize-giving. All such compulsory events will be notified on the MGR Notice Board.

10.6 Payment

All fines must be paid within 30 days of receiving the invoice and before being issued with Official MGR Branding and before a GREEN CARD is issued as well as fully paid before any prizes or trophies are presented at the conclusion of the MGR.

11 INTELLECTUAL PROPERTY

11.1 Event name

The official name and the only one authorised is: "McIntyre Mini Globe Race" ®. The event name: McIntyre Mini Globe Race ® and MGR logo or logos as defined are the

unique property of DON McINTYRE, and are registered TRADEMARKS in the EU and abroad in his own name.

11.2 Intellectual property

The intellectual property and official event name are registered as a semi-figurative mark “McIntyre Mini Globe Race” and “MGR” ®. This semi-figurative logo must not be modified, neither the colours, nor the graphics, and the words “McIntyre Mini Globe Race” and “MGR” 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, McIntyre Mini Globe Race ®, registered trademark may not be added to, substituted or replaced, without written authority.

The intellectual property of « McIntyre Mini Globe Race » and “MGR” ® the concept, the charter, audio-visual rights, texts, images, photos, tabulations, provided in its documentation are protected par author rights, and associated rights, are the unique property of its author, DON McINTYRE.

In no circumstance, does the MGR 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.

11.4 Intellectual property rights.

It is incontestable that the Charter and the Voyage concept, and its original form, have been developed, since 2018, 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 “McIntyre Mini Globe Race” and “MGR” ® and thereby to preserve intellectual property rights.

The concept of the McIntyre Mini Globe Race as a celebration of the original Mini Transat in 1977 sailing simple yachts is clear . It is described in the original March 2020 Press releases, and the www.MiniGlobeRace.com web site, and MGR Facebook page. The concept and detail of the McIntyre Mini Globe Race as a non-stop solo Voyage around the world is also well described here in this Pre - Notice of Race. Utilising Simple home built Globe 5.80 Yachts in the spirit of simple

Ocean Voyaging like John Guzzwell in TREKKA. All this information combined is documented in and has been transmitted around the world with various Press Releases and Media Notifications first released in March 2020.

The McIntyre Mini Globe Race will evolve into various future editions of a similar nature, with the unique principle of celebrating the achievements of the original TREKKA circumnavigation. These ideas, themes and actions make up the principle elements, but not the only elements of the intellectual property for the McIntyre Mini Globe Race owned exclusively by DON McINTYRE. The intellectual property rights contained herein are pending registration as an original idea of DON McINTYRE.

12 APPENDIX

Appendix 1 Registration pack
Appendix 2 Program
Appendix 3 Contact details
Appendix 4 National Prescriptions
Appendix 5 Audio-visual Media production
Appendix 6 Rules for the use of the MGR 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. Participant's nationality
4. Skipper's qualifications
5. Skipper's medical file
6. Pre-registration form
7. Deposit
8. Addresses

REGISTRATION PACK

Part 1: Skipper
Part 2: Boat
Part 3: Contact details
Part 4: Other documents

Part 5: Media material

12.1.1 Process for registration

Some of the content will need to be provided by the skipper, signed, scanned and UPLOADED onto the MGR GLOBE 580 Online PLATFORM and emailed to the MGR Director. In addition, some of the original documents will need to be provided, signed and delivered to the MGR Director.

Euro 300 processing fee must be submitted with each complete Pre-Registration and Registration Pack. Total Euro 600 Incomplete Registration Packs will be returned,

PRE-REGISTRATION PACK

- PRE-REGISTRATION PACK …By June 1st 2028. (Official Entry)
- *1. Skipper information.* A. Full Name, DOB, Nationality, Country of birth, Residential Address, phone, email, B. Copy Passport, C. TWO Next of kin name and 24 hr contacts with Email, Phone. D. Full contact details for MANAGER
- *2. Boat information.* .A. Copy of ships Reg papers, Reg number, Country of reg. Hin Number if applicable, B. Reg yacht owner contact details, C. Side photos, top photos, colour hull, colour deck, colour below water,
- *3. Nationality*. A. Nationality of MGR Entry,
- *4. Skipper's qualifications*. A. Sailing experience LOG declaration signed, B. Sailing qualification certificates, C. National Boat operators licence.
- *5. Skipper's medical file*. A. Medical questionnaire completed and signed.
- *6. Pre-registration declaration.* A. Sponsor declaration, YES? NO? B. Reconfirmation of Skippers declaration to new NOR amendments.
- *7. Deposits*. A. Paid ……., Paid MGR First aid kit $?? TBA, B. ANY Fines paid-receipt copy.

Once the Organiser receives all the pre-registration documents in the Online Platform and after validation of these documents by the MGR 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 MGR website.

REGISTRATION PACK

- REGISTRATION PACK by Sept 1st 2028(Official Competitor)

- Part 1: Skipper. A. First aid course certificate, B. Survival course certificate, C. Signed medical test certificate and pathology results, D. Family doctor details, E. Marine Radio operators licence, F. Ships Radio station licence and call sign, G. BLANK.. H. EPIRB/PLB Hex Codes I. Proof of REG MGR Committee 24hr emergency number first response.
- Part 2: Boat. A. Signed Hull/Deck structure current Class certificate and stability test, B. Signed mast and rigging surveyors report, C. VHF Radio installation and performance test report, D. Full VHF radio equipment specifications, E. Life Raft service certificate, F. Copy of Insurance cover and insurer.G Keel Declaration signed.
- Part 3: Contact details. A. Managers 24hr contacts email, phone, Courier address. B. Copy of managers passport, D. Skipper next of kin details reconfirmation, two people. E. If applicable Sponsor 24hr Contact details for Official correspondence.
- Part 4: Other documents. A. Signed MGR Liability form, B. Talent release, C. Copy Insurance papers, D. Payment of ANY fines receipt.
- Part 5: Media material. A. ALL Compulsory media delivered. B. Official entrant web address, FB, Instagram. C. Phone number for ENTRANT daily text messages to be sent directly from boat.
- Part 6 . Final 3000 mile qualifying voyage! OR GLOBE 580 TRANSAT INTENTION

The original documents of the copies provided in the registration pack shall be available to the MGR safety equipment inspectors in TBA and must be available to be checked during inspection of boats. Once all paperwork is complete and approved and any fines paid, the Pre-Registered Entrant will be announced as an **OFFICIAL ENTRANT.**

12.2 Appendix 2 Program

TBA.....

12.3 Appendix 3 Contact Details

Contact Details

MGR ChairmanRACE DIRECTOR	Don@McIntyreAdventure.com
MGR Finance and Admin	Jane@McIntyreAdventure.com
MGR Media/PR Manager	
MGR Photo Video	ROB@McIntyreAdventure.com

12. 4 Appendix 4 National Prescriptions

National Prescriptions. To Be Advised.

12.5 Appendix 5 Audiovisual Media production

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

- TBA.....photo and video schedule
- Sat-phone call at set time to the MGR coordinator for updates and to record a minimum 8-12-minute interview for upload to MGR Sound cloud Media.
- Minimum Once daily text short message direct to MGR entrant's individual race tracking web page and MGR twitter and MGR Facebook.
- End of each leg film/Video pick up.

12.5.2 Broadcast productions

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

- 56 minute MGR Documentary and MGR Series
- Various Video News releases
- Daily and weekly FB LIVE summaries of the MGR.

12.5.3 Print media

- TBA...Official Poster released .

12.5.4 Type and schedule of standard Media.

NOTE. McIntyre Adventure uses a Media Mailing list of approximately 2500 International media outlets and all MGR Press Releases will be distributed accordingly. When Video footage is available from the entrants and filmed at starts and finishes, a short (Approx. 3 minute) Video News Release (VNR) will also be available to the media.

MGR Media Schedule

TBA.....

12.5.5 LIVE TRACKING

YB Tracking may be the official satellite tracking. The MGR 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. Short text messages from each entrant may be uploaded to the individual entrant's course page on the MGR website and on the side of the main MGR tracking map. The operation for users is very simple, intuitive and offers a comprehensive platform for remaining current with all aspects of the MGR fleet.

12.6 Appendix 6 Rules for the use of the MGR trademark

Use of the MGR 2029 official branding by the Participants on merchandise (clothing, accessories)

12.6.1 MGR Official branding that can be used by the participants

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

12.6.2 Definition of the Sponsors of a Participant "Beneficiary" (Art 1 "Participant")

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

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

12.6.3 Sale of MGR branded products (Branding #1)

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

12.6.4 Distribution of free products carrying the official branding of the MGR:

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

The "Beneficiaries" can use the official MGR branding, the MGR 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:

12.6.5 Products bought from X TBA

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

12.6.6 Products NOT bought from X TBA

In these instances:

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

- These products can include the MGR logo (Branding #1). A contract for the use of the brand on merchandise that is not being sold will be negotiated between the beneficiary and the X TBA, and a licence fee will be charged by the X TBA.

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

Appendix 6 - Start and Finish Dates..TBA??? Suggested only.

Antigua	**START!!!!-arrive**		Sunday, February 25, 2029	14	1200	**Leg 1**
Panama	Sunday, March 9, 2029	15	Monday, March 24, 2029	42	4700	
Marquesas	Thursday, May 8, 2029	8	Friday, May 16, 2029	7	500	**Leg 2**
Tahiti	Friday, May 30, 2029	7	Friday, June 6, 2029	15	1500	
Tonga	Saturday, June 21, 2029	8	Sunday, June 29, 2029	5	500	
Fiji	Friday, July 1, 2029	21	Friday, July 28, 2029	30	3000	
Darwin	Sunday, August 24, 2029	8	Monday, September 1, 2029	22	2200	**Leg 3**
Cocos	Tuesday Sept. 23	6	Monday September 29 ,	20	2000	
Mauritius	Sunday, October 19, 2029	8	Monday October 27, 2029	15	1500	
Durban	Tuesday, November 11, 2029	8 + 16	Friday, November 27, 2029	10	1000	
Cape Town	Monday, December 8, 2029	21	Sunday, December 29, 2029	20	1800	
St Helena	Sunday, January 17, 2026	7	Saturday, January 24, 2029	19	1800	**Leg 4**
Receife	Thursday, February 12th, 2026	8	Monday, February 19, 2029	25	2500	
Antigua	Friday, March 23, 2026					
		139		254	24400	

Transition to a six leg event - dates will be advised Sept. 2027