

SECTION 3 - COURSE DETAILS

RACE 15 – DERRY~LONDONDERRY TO SOUTHEND

REFERENCES

The race will be sailed in accordance with the instructions below and the references included in them to:

- Clipper 2019-20 Race Notice of Race, dated 06 March 2022
- Clipper 2019-20 Race Sailing Instructions, FINAL dated 17 January 2022

GENERAL INFORMATION

- All times are **local**, Derry~Londonderry (UTC +1 hr) unless otherwise stated.
- Tidal Information on Sunday 24 July 2022 at:
 - River Foyle (Lisahally) HW 1820 1.94m
- Race distance is approximately 860 nautical miles.
- The estimated finishing date is approx. 1800 LT on 29 July 2022
- All bearings shown are relative to True North.

ARRANGEMENTS PRIOR TO THE START

24 July 2022

- 1130 All Crew on Board Yachts in Foyle Marina
- 1145 Mass Crew photo on pontoons
- 1200 Skippers Dockside Briefing in Foyle Marina
- 1215 Team photos on board
- 1300 First Yacht Slip Lines from Foyle Marina
- 1330 Final Yacht Slip Lines from Foyle Marina
- 1400 Parade of Sail
- 1430 Depart and motor towards Greencastle
- 1700 Fleet RV in vicinity of Greencastle
- 1800 Race 15 Start

START AND STARTING SIGNALS

Race start will be at 1800 LT on Sunday 24 July 2022

Sequence for the start will be :-

- | | | |
|------|-----------------------------|--|
| 1750 | 10 minute warning signal | Clipper Race class flag and air horn blast |
| 1756 | 4 minute preparatory signal | 'P' flag raised and air horn blast (engines off) |
| 1759 | 1 minute warning signal | 'P' flag lowered and air horn blast |
| 1800 | Start | All flags lowered and sound signal. |

The Class Flag shall be the Clipper Race Flag.
All flags will be shown on the flag staff.
Sound signals shall be made by an air horn and are made to draw your attention to the flags.
The start will be signaled by an air horn blast.
The start sequence shall be called on VHF CH 77.
Engines are permitted to be used until the 4 minute preparatory signal.

STARTING LINE

The start line shall be at the entrance to Lough Foyle between the flag staff on the Greencastle shoreline at position 55°12.190N, 006°58.790W and the red navigation light (post), Magilligan Point, at position 55°11.730N, 006°58.050W

- The start line will be approx. 0.55nm in length.
- There will be an orange Inner Distance Mark (IDM). This may not be on the line. No yacht is to pass between the IDM and the Greencastle shoreline.
- All flags will be shown on the flag staff.
- Sound signals shall be made to draw your attention to the flags.
- The start sequence will be called on VHF CH 77.
- The exact location of the start course and any marks will be determined by the Race Director and briefed at the pre-race skippers briefing.
- Any alterations to the proposed start courses shall be made on VHF CH 77.
- The Clipper Race Committee reserves the right to change or adjust the published starting procedures or start course and any aspect of the race course to ensure the overall objectives of the Clipper Race are achieved.

START COMMUNICATIONS

The Race Officer will communicate on VHF CH 77. The back-up channel will be VHF CH 72. All yachts are to check in with Race Control on VHF prior to the 10 minute warning signal.

The final 10 seconds before the start will be counted down on VHF. This shall not count as outside assistance; failure to hear the transmission will not be cause for redress.

INFRINGEMENTS

- Amendment to SI 5e OCS – Delete and insert 'If a yacht is deemed to be OCS at the start it may exonerate itself by returning to the non-course side of the start line and undertaking a 720 degree turn (2 tacks and 2 gybes) before re-crossing the start line. Once a yacht is OCS it has no rights of way over other racing yachts until it has restarted racing.
- Whenever possible yachts over the line will be advised by the starting authority on the designated VHF channel.

RACE MARKS

Race marks will be established buoys, race marks, navigational marks and virtual waypoints.

COURSE

Ref	Mark	Rounding	Comments
1	Start Line between Flag Staff on Greencastle shoreline and Magilligan Point Red Port Navigation Post	START	Approx. position 55°11.960N, 006°58.420W
2	Virtual Mark Light	STARBOARD	56°15.000N, 007°15.000W Virtual Waypoint
3	Virtual Mark Smyth	STARBOARD	56°40.000N, 007°50.000W Virtual Waypoint
4	Virtual Mark Kitching	STARBOARD	57°30.000N, 007°52.000W Virtual Waypoint
5	Mandatory Gate Pettit	BETWEEN	57°47.000N, 008°23.000W MG1 West and 57°43.000N, 007°54.000W MG1 East
6	Mandatory Gate Howard	BETWEEN	58°15.000N, 007°26.000W MG2 West and 58°12.000N, 007°13.000W MG2 East
7	Virtual Mark Miller	STARBOARD	58°35.000N, 006°15.000W Virtual Waypoint
8	Virtual Mark Haller	STARBOARD	58°42.000N, 005°00.000W Virtual Waypoint
9	Mandatory Gate North	BETWEEN	58°45.000N, 003°19.000W MG3 North and 58°41.000N, 003°21.000W MG3 South
10	Mandatory Gate Brien	BETWEEN	58°43.800N, 003°05.000W MG4 North and 58°42.500N, 003°07.000W MG4 South
11	Mandatory Gate Read	BETWEEN	58°39.000N, 003°00.000W MG5 West and 58°40.000N, 002°57.000W MG5 East
12	Virtual Mark Peck	STARBOARD	57°40.000N, 001°40.000W Virtual Waypoint
13	Virtual Mark Baxter	STARBOARD	52°40.000N, 002°10.000E Virtual Waypoint
14	Mandatory Finish Gate	BETWEEN	51°40.000N, 002°00.000E MFG1 West and 51°40.000N, 002°10.000E MFG1 East
15	Princes Outer SCM	STARBOARD	Approx. position 51°28.790N, 001°19.870E
16	Princes No. 1 SHM	STARBOARD	Approx. position 51°29.231N, 001°16.019E
17	Princes No. 3 SHM	STARBOARD	Approx. position 51°29.331N, 001°13.100E
18	Princes No. 5 SHM	STARBOARD	Approx. position 51°29.388N, 001°10.000E
19	Shivering Sand Tower SCM	STARBOARD	Approx. position 51°29.750N, 001°04.829E
20	Oaze Bank SHM	STARBOARD	Approx. position 51°29.175N, 000°56.772E

21	West Shoebury SHM	STARBOARD	Approx. position 51°30.235N, 000°45.731E
11	In addition to the above, NO yacht is to be within 2nm of any coastline, island or off lying hazard (awash or above the water at chart datum) and not in water of less than 10m deep (chart datum)	SEE NOTE BELOW	Between Virtual Mark Light and Virtual Mark Haller and also between Virtual Mark Peck and the Mandatory Finish Gate
12	Finish Line	EAST to WEST	See Below

WARNINGS

- Traffic Separation Schemes – no TSS shall be entered by a Clipper Race yacht and should be considered an obstruction. If for safety reasons a yacht is compelled to enter a TSS then that yacht must comply with IRPCS Rule 10. To exonerate herself the yacht crossing into a TSS must return to the exact position they crossed into the TSS before resuming racing. For the avoidance of doubt, the magenta area of a TSS as shown on the chart shall constitute part of the TSS and shall not be entered.
- Positions of racing marks given are approximate. If a mark is out of position this will not be grounds for a yacht to protest the Race Committee or apply for redress. It is always the Skipper's responsibility to determine if any racing mark is surrounded by navigable water.
- Additional care should be taken with regards to navigation at the narrow entrance to Lough Foyle and, in particular, during the case of adverse tide and wind effects in the vicinity of the Tuns shallows.
- Great care must be taken in the Pentland Firth where the tide can run at 10 knots. The potential for a dangerous wind over tide situation, especially at night, exists.
- Skippers should be aware of and must not impede the safe passage of any commercial traffic particularly around the approaches to Lough Foyle and in the Thames Estuary.
- Skippers should be aware of the high volume of commercial traffic and must not impede the safe passage of any commercial vessel on this route and in particular the in the North Sea.
- Skippers should be aware of the extensive oil and gas drilling that is taking place in the North Sea. Drilling platforms and survey ships may be encountered either underway or anchored. As per IRPCS and also noted on the charts, a 500m exclusion zone must be observed.
- Skippers are to be warned to beware of recreational boaters, in particular around the race start and finish areas.
- Skippers should be aware of the shoal areas in the vicinity of the finish line and in the Thames Estuary.
- **Greater Gabbard Offshore Wind Farm (Inner Gabbard):** Skippers are warned about the navigational dangers associated with the construction of this offshore wind farm centred in position 51°55.000N, 001°56.000E. The charted boundary shall be treated as an obstruction.
- **Greater Gabbard Offshore Wind Farm (Galloper):** Skippers are warned about the navigational dangers associated with the construction of this offshore wind farm

centred in position 51°46.500N, 001°57.500E. The charted boundary shall be treated as an obstruction.

- **Shoeburyness Inner Firing Range:** Skipper's attention is drawn to the firing range on the final approaches to Southend and the need to monitor VHF Ch 16 in this area. Skippers are to check that no firing is expected when the fleet is due in the vicinity of the area.
- Skippers shall not rely on GPS alone when navigating near coastlines and hazards and shall establish visual or radar fixes.
- Skippers shall review the warnings on charts and pilot books relevant to the area to be sailed. During daylight skippers shall avoid navigating too closely to any marked obstruction and at night significantly more sea room shall be given.
- Skippers shall be aware that many of the surveys / soundings taken on the charts for this race route were taken with lead line many years ago (some pre- 1900) and GPS Lat and Long positions cannot be accurately plotted on them and can cause significant navigational errors.

EXCLUSION ZONE

- There will be a 2nm exclusion zone from all coastline, islands and off lying hazards (awash or above the water at chart datum) between Mark No. 2 Virtual Mark Light and Mark No. 8 Virtual Mark Haller and also between Mark No. 12 Virtual Mark Peck and the Mandatory Finish Gate. This will apply when Mark No. 2 Virtual Mark Light (in position 56°15.000N, 007°15.000W) bears 090° True until Mark No. 8 Virtual Mark Haller (in position 58°42.000N, 005°00.000W) bears 180° True and also when Mark No. 12 Virtual Mark Peck (in position 57°40.000N, 001°40.000W) bears 270° True until crossing the Mandatory Finish Gate.
- In addition to the above, no Clipper vessel is to roam into an area of less than 10m deep (chart datum) between Mark No. 2 Virtual Mark Light and Mark No. 8 Virtual Mark Haller and also between Mark No. 12 Virtual Mark Peck and the Mandatory Finish Gate. This will apply when Mark No. 2 Virtual Mark Light (in position 56°15.000N, 007°15.000W) bears 090° True until Mark No. 8 Virtual Mark Haller (in position 58°42.000N, 005°00.000W) bears 180° True and also when Mark No. 12 Virtual Mark Peck (in position 57°40.000N, 001°40.000W) bears 270° True until crossing the Mandatory Finish Gate.
- Penalties will apply for any infringements of these rules as directed by the Clipper Race Committee. Any penalties will be a minimum of 6 hours.
- The safe navigation of all Clipper Vessels is the responsibility of the Skipper or person nominated by the Skipper. All Skippers **MUST** navigate with caution using all available means at all times. Due regard must be taken given the prevailing conditions and circumstances at the time.
- Skippers are warned that marks of the course are not necessarily placed in safe navigable waters, in fact in some cases they are placed on land, and therefore they should **not** be used as route waypoints. The safe navigation of the yacht is the sole responsibility of the Skipper and as such the Skipper shall ensure that when deciding on routing and selecting route waypoints consideration is given to all navigational hazards, crew strength, visibility and whether it is day or night.

STEALTH MODE

There will be no Stealth Mode in Race 15.

SCORING GATE

There will be no Scoring Gate in Race 15.

OCEAN SPRINT

As per Clipper SI 11, there will be an Ocean Sprint as part of race 15. The Ocean Sprint shall be between the lines of latitude 57°N and 54°N. Skippers shall record the GPS time (UTC) of crossing each of these lines of latitude and email / contact the race office with these timings within 3 hours.

The first three teams with the shortest elapsed time between the two designated positions will receive three points, two points and one point respectively. The remaining yachts will receive no points for the ocean sprint.

A start and finish declaration must be submitted by each yacht regardless of whether it is the shortest elapsed time or not as this information is needed for a results table that will be published on the Clipper Race website.

A digital photograph clearly showing the exact position and GPS time (UTC) shall be taken when crossing the lines of longitude. This photograph will be used to confirm the timings. The photographs from the fastest three boats in the Ocean Sprint may be checked at the next stopover. Failure to produce the photographs when requested by a member of the race committee will result in disqualification from the scoring gate and the points will be awarded to the next team in line subject to examination of photographic evidence.

JOKER

As per Clipper SI 12, each team is allowed to play their 'Joker' once only during the Clipper 2019-20 Race. It can be played in any individual race and in order to be eligible this request must be submitted to the Race Office in writing at the pre-race Skippers briefing on the day before departure of the nominated race. In the event that there is no planned Skippers briefing then a team must inform the Race Office in writing no later than 24 hours before departure of the nominated race.

The 'Joker' means that all points gained from the yachts finishing position at the end of the nominated race will be doubled. e.g. if a team finishes 1st then they will be awarded 22 points and if a team finishes 11th then they will be awarded two points.

Any points gained from Scoring Gates or Ocean Sprints will be unaffected.

REPORTING POSITIONS

Lead Skipper:

- 24/07 – Finish Ian Wiggin CV31
- As per Clipper SI 7, each skipper shall report the position of their yacht to the Race

Office by email at 0600 and 1800 UTC each day. Amongst other things, this email shall contain DTF. The email shall be sent to raceoffice@clipper-ventures.com (do not copy in the Lead Skipper or other yachts).

- In the event of Satcom email failure the skipper shall endeavour to pass the scheduled reporting information and daily report back to the Race Office via the sat phone or the Lead Skipper or any other Clipper yacht on VHF.

MANDATORY FINISHING GATE

- Skippers must record their own GPS time (UTC) of crossing the Mandatory Finish Gate and must send this time to the Race Office via email or any other means within 1 hour of crossing or as soon as practicable.
- There will not be a Race Committee vessel on station at the Mandatory Finish Gate. A digital photograph clearly showing the exact position and GPS time (UTC) shall be taken when crossing the Mandatory Finish Gate. This photograph should not be emailed but will be used to confirm the timings if required.

FINISH LINE

- Skippers are to report their position and ETA at the finish line, to the Race Office by phone or email when within 20 miles (or 2 hours) of the finish line.
- The finish line is in an area directly South of Southend Pier.
- The finish line is located approx. 29nm from the Royal Albert Docks in London.
- The finish line shall be between the Mast on Southend Pier in approx. position 51°30.870N, 000°43.405E and a Virtual Mark approx. 200m due South (M) in position 51°30.762N, 000°43.402E
- The finish line is approx. 200m in length.
- The finish line shall be crossed in an East to West direction and the line will have deemed to have been crossed when the Mast on Southend Pier bears 000° Magnetic.
- Skippers must record their own GPS time of crossing the finish line (UTC) and they must send this time to the Race Office via email or any other means within 20 minutes of finishing or as soon as practicable.
- There may not be a finish boat on station at the finish line. A digital photograph clearly showing the exact position and GPS time (UTC) shall be taken when crossing the finish line. This photograph will be used to confirm the timings if required.
- In the event of a photo finish the actual positions given above will be used to verify the line.
- The Race Committee reserves the right to finish the race in whatever manner is deemed suitable to best achieve the aims of the race, due to weather conditions or safety considerations or for any reason.
- Typically, this will be either by changing the position of the finish line, or by introducing a time limit such that at the specified time of the finish, the distance (great circle) to the finish of each team shall be used to determine the overall finish order for that race, or a combination of both methods.
- In the event of a shortened course, the 'S' flag will not be flown and the sound signal will not be made (amendment to RRS 32).
- Additional gates may be added to the course after the start signal. Skippers will be advised by email of any such changes.
- In the event of a change to the course, the next mark on the leg currently being sailed may be changed (amendment to RRS 33).

ACTIONS AFTER THE FINISH

Once finished, each team shall navigate with caution under motor to the vicinity of the Southend Small Ships Anchorage in the vicinity of position 51°30.850N, 000°43.000E and prepare their yacht for anchoring overnight.

The finish line is located approx. 29nm from the Clipper Race fleet Berthing in the Royal Albert Docks. Depending on the state of tide it is estimated that this motor will take approx. 4 hours to complete.

Skippers are warned to be vigilant due to the strong tides in the Thames Estuary and caution is advised when anchoring.

Full instructions will be issued by the Deputy Race Director.

COMMUNICATIONS WITH OTHER CLIPPER RACE YACHTS AND RACE CONTROL

In addition to monitoring VHF CH 16 and relevant harbour channels the Clipper Race yachts shall use the following VHF Channels :-

Primary VHF CH 77

Secondary VHF CH 72

PASSAGE PLANNING

Passage planning is not only a legal requirement but is required under Clipper Race rules. A complete and detailed passage plan on the form supplied at Annex E of the Sailing Instructions must be 'signed' by the Skipper and AQP. This must be submitted to the Race Office by 1800 local time on the pre-departure day.

Failure to submit a complete passage plan will carry the penalties as per Clipper SI 16.

Mark Light
Clipper Race Director

21 July 2022