

# CLIPPER 2023-24 RACE

## SECTION 3 - COURSE DETAILS

### RACE 10 – QINGDAO TO SEATTLE

#### REFERENCES

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

- Clipper 2023-24 Race Notice of Race, FINAL dated 20 June 2023
- Clipper 2023-24 Race Sailing Instructions, FINAL dated 30 June 2023

#### GENERAL INFORMATION

- All times are **local**, Qingdao (UTC +8 hrs) unless otherwise stated.
- Tidal Information on Wednesday 27 March 2024 at:
  - Qingdao Gang HW 0610 3.91m
- Tidal Information on Thursday 28 March 2024 at:
  - Qingdao Gang HW 0645 3.88m
- Race distance is approximately 5,335 nautical miles
- The estimated finishing date is 21 – 26 April 2024
- All bearings shown are relative to True North.

#### ARRANGEMENTS PRIOR TO THE START

27 March 2024

- 0630 - 0900 Customs / Immigration Formalities off-site
- 0930 - 1100 Departure Ceremony
- 1100 All Leg 6 Crew on Board Yachts
- 1100 Skippers / AQPs Dockside Briefing
- 1115 - 1150 Individual Team photos onboard
- 1200 First Yacht Slip Lines from Qingdao International Sailing Center
- 1230 Final Yacht Slip Lines from Qingdao International Sailing Center
- 1300 - 1330 Parade of Sail
- 1330 onwards Fleet transit to Le Mans Start Area / MOB Training Drill

28 March 2024

- 0700 Fleet RV in vicinity of 35°30.000N, 121°40.000E
- 0730 Roll call on VHF Ch 72 (conducted by Lead Skipper)
- 0800 Le Mans Start for Race 10

#### RACE 10 LE MANS START AND STARTING SIGNALS

The Le Mans Start for Race 10 will be at approx. 0800 LT on Thursday, 28 March 2024.

The location will be approx. 72nm from Qingdao International Sailing Center in approx. position 35°30.000N, 121°40.000E

- The start will be conducted by the nominated Lead Skipper in accordance with Clipper 2023-24 Race Sailing Instructions Annex A – Clipper Race Le Mans Start Procedure.
- The start sequence will be called on VHF CH 72.
- The specific Le Mans start order will be drawn at the Skippers / AQPs pre-race briefing on Tuesday 26 March 2024.
- Lead Skipper will be Ineke van der Weijden on CV23 Perseverance

## INFRINGEMENTS

As per the Sailing Instructions – Annex 1 – Clipper Race Le Mans Start Procedure.

## RACE MARKS

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

## COURSE

Ref	Mark	Rounding	Comments
1	Le Mans Start		In vicinity of 35°30.000N, 121°40.000E
2	Virtual Mark Schäfli	PORT	33°50.000N, 124°30.000E Virtual Waypoint
3	Virtual Mark Loader	PORT	33°00.000N, 126°15.000E Virtual Waypoint
4	Virtual Mark Rance	PORT	31°50.000N, 128°15.000E Virtual Waypoint
5	Mandatory Gate Sunshine	BETWEEN	31°04.000N, 129°25.000E MG1 North and 30°56.000N, 129°27.000E MG1 South
6	Mandatory Gate Carlin	BETWEEN	30°52.000N, 130°28.000E MG2 West and 30°56.000N, 130°36.000E MG2 East
7	Mandatory Gate MarcBow	BETWEEN	32°55.000N, 139°50.000E MG3 North and 32°35.000N, 139°46.000E MG3 South
	OR		
8	Mandatory Gate MattBow	BETWEEN	33°45.000N, 139°40.000E MG4 North and 33°15.000N, 139°45.000E MG4 South
9	Northern Limit (no vessel to be more than 45°N between 180°W and 150°W)	BETWEEN	45°00.000N, 180°00.000W NL West and 45°00.000N, 150°00.000W NL East
10	In addition to the above, NO yacht is to be within 3nm of any coastline, island or off lying hazard	SEE NOTE BELOW	Between Le Mans Start and the Finish Line

	(awash or above the water at chart datum) and not in water of less than 20m deep (chart datum)		
11	Finish	WEST to EAST	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.
- If a racing mark is not present at all then the positions listed above will constitute the virtual positions that form the race course.
- Skippers should be aware of and must not impede the safe passage of any commercial traffic particularly when departing Qingdao, in the vicinity of the Le Mans start line, and also in the vicinity of the finish line at the entrance to the Strait of Juan De Fuca.
- Skippers are warned to beware of recreational boaters, in particular around the race start and finish areas.
- Skippers should be aware of the high volume of commercial traffic in the Yellow and East China Sea and also when approaching the US west coast in the vicinity of the finish line.
- Skippers should keep a good lookout for fishing craft and fishing buoys of all shapes and sizes in the Yellow Sea and East China Sea, especially at night.
- Skippers are warned to be vigilant within the Yellow Sea and East China Sea as the visibility can be significantly reduced by fog.
- Skippers are advised that the strong easterly flowing Japan (Kuroshio) Current combined with either a northerly or easterly headwind can produce a wind over tide effect which can create short, sharp, steep waves with no backs.
- It should be noted that the charted positions of some reefs and underwater obstructions cannot be relied on as being accurate.
- 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.

## EXCLUSION ZONE

- There will be a 3nm exclusion zone from all coastline, islands and off lying hazards (awash or above the water at chart datum) between the Le Mans Race Start and the Finish Line. This will apply from the Race Start until crossing the Finish Line (in the vicinity of 48°20.000N, 125°00.000W)
- In addition to the above, no Clipper vessel is to roam into an area of less than 20m deep (chart datum) between the Le Mans Race Start and the Finish Line. This will apply from the Race Start until crossing the Finish Line in the vicinity of 48°20.000N, 125°00.000W)
- There is a Northern Limit set at 45° North and no Clipper vessel is to be above 45° North latitude between 180°W and 150°W longitude.
- 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 Race 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

As per Clipper SI 9, each yacht shall have the opportunity to use two periods (of 24 hours each) of Stealth Mode during race 10.

These may be used separately or concurrently to give a continuous 48 hours of Stealth Mode. When requesting Stealth Mode each yacht shall make it clear as to whether they are requesting 24 or 48 hours.

## SCORING GATES

As per Clipper SI 10, there will be one Scoring Gate during race 10. This is not a compulsory gate for the race but the first three yachts through the gate will be awarded three points, two points and one point respectively. Any other yachts that pass through the Scoring Gate will not be awarded any points. Skippers shall record the GPS time (UTC) of crossing the scoring gate and email / contact the Race Office with these timings within 3 hours.

The scoring gate shall be between SG10 North at position 41°00N, 165°00E and SG10 South at position 40°00N, 165°00E

A digital photograph clearly showing the exact position and GPS time (UTC) shall be taken when crossing the Scoring Gate and retained on board. This photograph will be used to confirm the timings, if required. The photographs from the first three boats to cross the scoring gate 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.

### OCEAN SPRINT

As per Clipper SI 11, there will be an Ocean Sprint as part of race 10. The Ocean Sprint shall be in the North Pacific Ocean between the lines of longitude 146°W and 136°W. Skippers shall record the GPS time (UTC) of crossing each of these lines of longitude 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 Ocean Sprint Start and Finish lines and retained on board. These photographs will be used to confirm the timings, if required. 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 Ocean Sprint 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 2023-24 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 yacht's finishing position at the end of the nominated race will be doubled. e.g. if a team finishes 1<sup>st</sup> then they will be awarded 22 points and if a team finishes 11<sup>th</sup> then they will be awarded two points.

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

### REPORTING POSITIONS

Lead Skipper:

- 27/03 – 05/04 Ineke van der Weijden CV23
- 06/04 – 15/04 James Finney CV25
- 16/04 – Finish Fernando Antia Bernardez CV26
  
- 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 at sea (whether racing or not).

Amongst other things, this email shall contain DTF. The email shall be sent to [raceoffice@clipper-ventures.com](mailto: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.

## FINISH LINE

- Skippers are to report their position, and ETA at the finish line, to the Race Office by phone or email when approx. 20 miles (or 2 hours) away from the line.
- The finish line is located in an area due west of the entrance to the Strait of Juan De Fuca, due south of the TSS and approx. 11nm southwest of Tatoosh Island.
- The finish line is approx. 136nm from Bell Harbor Marina in Elliott Bay, Seattle.
- The finish line shall be between two virtual marks with the Northern end of the line being in position 48°20.000N, 125°00.000W and the Southern end of the line being in position 48°19.000N, 125°00.000W
- The length of the line is approx. 1.0nm in length.
- The finish line shall be crossed in a West to East direction.
- 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 10 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.
- Skippers are to be aware of the commercial traffic on the approaches to, and around the vicinity of the finish 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**

The finish line is located approx. 136nm from Seattle. It is estimated that this motor-sail will take approx. 20 hours to complete.

Once finished each team shall navigate with caution to the vicinity of Bell Harbor Marina, Elliott Bay in position 47°36.540N, 122°20.800W.

Skippers are warned to be aware of Duntze Rock, located just to the north of Tatoosh Island and which is marked by a Red Starboard Lateral marker in approx. position 48°24.899N, 124°45.110W. All yachts **MUST** pass to the north of this mark, thereby leaving it to Starboard when inbound.

If the Duntze Rock Red Starboard Lateral marker is not showing, then the position given above **MUST** be left to Starboard when inbound.

Skippers are warned to be vigilant between the finish line and Seattle due to the high volume of commercial traffic in the area and particularly at night.

Once ready, each team shall prepare their yacht for berthing and call 'Clipper Race Control' on VHF Ch 72 and follow instructions 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 72

Secondary VHF CH 77

### **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

25 March 2024