

CLIPPER 2023-24 RACE

SECTION 3 - COURSE DETAILS

RACE 11 – SEATTLE TO PANAMA

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**, Seattle (UTC -7 hrs) unless otherwise stated.
- Tidal Information on Friday 03 May 2024 at:
 - Seattle (Madison St) Elliott Bay HW 1325 2.50m
- Tidal Information on Saturday 04 May 2024 at:
 - Tatoosh Island, Cape Flattery HW 1012 2.00m
- Race distance is approximately 3750 nautical miles.
- The estimated finishing date is 27 May – 01 June 2024
- All bearings shown are relative to True North.

ARRANGEMENTS PRIOR TO THE START

03 May 2024

- 1015 Skippers / AQPs Briefing on Conference Centre Roof Terrace
- 1030 All Leg 7 Crew gather on Conference Centre Roof Terrace
- 1040 Mass Crew photo on Conference Centre Roof Terrace
- 1045 All Crew Parade to Yachts
- 1100 All Crew on Board Yachts
- 1115 - 1150 Individual Team Photos on Board
- 1200 First Yacht Slip Lines from Bell Harbor Marina
- 1230 Final Yacht Slip Lines from Bell Harbor Marina
- 1300 - 1320 Parade of Sail
- 1330 - 1400 Sailing exhibition
- 1400 - 1500 MOB Training Drills
- 1500 Fleet Depart and Motor-sail to Le Mans Start Area (152nm)
Refresher Sail Training en-route to Le Mans Start Area

04 May 2024

- 1600 Fleet RV in vicinity of 48°00.000N, 125°00.000W
- 1630 Roll call on VHF Ch 72 (conducted by Lead Skipper)
- 1700 Le Mans Start for Race 11

RACE 11 LE MANS START AND STARTING SIGNALS

The Le Mans Start for Race 11 will be at approx. 1700 LT on Saturday, 04 May 2024.

The location will be approx. 152nm from Bell Harbor Marina, Seattle in approx. position 48°00.000N, 125°00.000W

- 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 Thursday 02 May 2024.
- Lead Skipper will be James Finney on CV25 Zhuhai

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	START	In vicinity of position 48°00.000N, 125°00.000W
2	Virtual Mark North	PORT	42°45.000N, 125°00.000W Virtual Waypoint
3	Virtual Mark Haller	PORT	40°20.000N, 125°00.000W Virtual Waypoint
4	Virtual Mark Brien	PORT	37°40.000N, 123°40.000W Virtual Waypoint
5	Virtual Mark Peck	PORT	33°05.000N, 120°45.000W Virtual Waypoint
6	Virtual Mark Hales	PORT	29°00.000N, 118°40.000W Virtual Waypoint
7	Virtual Mark Bennison	PORT	24°55.000N, 116°00.000W Virtual Waypoint
8	Virtual Mark Read	STARBOARD	19°40.000N, 110°30.000W Virtual Waypoint
9	Mandatory Finish Gate 1	BETWEEN	16°32.000N, 100°04.000W MG1 North and 13°26.000N, 101°24.000W MG1 South
10	Mandatory Finish Gate 2	BETWEEN	14°55.000N, 096°09.000W MG2 North and 11°48.000N, 097°24.000W MG2 South
11	Mandatory Finish Gate 3	BETWEEN	13°23.000N, 092°12.000W MG3

			North and 10°14.000N, 093°24.000W MG3 South
12	Mandatory Finish Gate 4	BETWEEN	11°34.000N, 088°20.000W MG4 North and 08°46.000N, 089°29.000W MG4 South
13	Mandatory Finish Gate 5	BETWEEN	09°03.000N, 084°48.000W MG5 North and 07°49.000N, 085°19.000W MG5 South
14	Mandatory Finish Gate 6	BETWEEN	08°07.000N, 083°23.000W MG6 North and 07°30.000N, 083°38.000W MG6 South
15	In addition to the above, NO yacht is to be within 3nm of any coastline, island or off lying hazard (awash or above the water at chart datum) and not in water of less than 20m deep (chart datum)	SEE NOTE BELOW	Between Le Mans Race Start and the Finish Line
16	Finish Line	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 Seattle, in the vicinity of the Le Mans start line, and also in the vicinity of the finish line and on the approaches to Panama.
- Skippers are warned to beware of recreational boaters, in particular around the race start and finish areas.
- Skippers are warned to be aware of '**Rocas Alijos**' which is at approximate position 24°57.508N, 115°45.981W and positioned close to the likely track of the yachts.
- There is a possibility that yachts may be boarded by officials from USA and Central American countries, in particular Mexican Customs. Skippers are to comply with the instructions given by these official authorities which may include officials boarding the yachts. No redress will be awarded for any delay caused by such a boarding.
- Skippers should be aware that due to the time of year there is a large amount of wildlife on the expected race route, in particular large whales and mammals that are migrating north.
- 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 Le Mans Race Start until crossing the Finish Line (in approx. position 07°08.000N, 081°50.000W).
- 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 Le Mans Race Start until crossing the Finish Line (in approx. position 07°08.000N, 081°50.000W).
- 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 one period (of 24 hours) of Stealth Mode during race 11.

SCORING GATES

As per Clipper SI 10, there will be one Scoring Gate during race 11. 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 SG11 West at position 38°00.000N, 128°00.000W and SG11 East at position 38°00.000N, 127°00.000W

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 11. The Ocean Sprint shall be in the North Pacific Ocean between the lines of latitude 30°N and 25°N. 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 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:

- | | |
|------------------|-------------------------------|
| ▪ 03/05 – 12/05 | James Finney CV25 |
| ▪ 13/05 – 22/05 | Fernando Antia Bernardez CV26 |
| ▪ 23/05 – Finish | Philip Quinn CV27 |

- 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 (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 GATES

- Skippers must record their own GPS time (UTC) of crossing any of the Mandatory Finish Gates 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 any of the Mandatory Finish Gates. A digital photograph clearly showing the exact position and GPS time (UTC) shall be taken when crossing any of the Mandatory Finish Gates. This photograph should not be emailed but will be used to confirm the timings if required.
- The race may be finished at any of the Mandatory Finishing Gates and this may happen retrospectively.

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 in an area due south of Isla Jicaron.
- The finish line is approx. 220nm from Flamenco Island Marina, Panama.
- The finish line shall be between two virtual marks with the Northern end of the line being in position 07°08.000N, 081°50.000W and the Southern end of the line being in position 07°05.000N, 081°51.000W
- The length of the line is approx. 3.0nm 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.
- Skippers are to be aware that the finish line is located in an inshore traffic zone and just north of a TSS and therefore must be aware of the high risk of commercial traffic in this vicinity.
- 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. 220nm from Panama. It is estimated that this motor-sail will take approx. 30 - 36 hours to complete.

Once finished each team shall navigate with caution to the vicinity of Flamenco Marina at position 08°54.900N, 079°31.000W

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

On approaching the offshore fairway / sea buoy at position 08°51.753N, 079°29.836W call Flamenco Signal station on VHF CH 12 or CH 16 and advise them that you are heading for Flamenco Marina.

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

30 April 2024