

CLIPPER 2023-24 RACE

SECTION 3 - COURSE DETAILS

RACE 4 – CAPE TOWN TO FREMANTLE

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**, Cape Town (UTC +2 hrs) unless otherwise stated.
- Tidal Information on Saturday 18 November 2023 at:
 - Cape Town HW 1835 1.35m
- Race distance is approximately 4,750 nautical miles.
- The estimated finishing date is 08 – 13 December 2023
- All bearings shown are relative to True North.

ARRANGEMENTS PRIOR TO THE START

- 1100 All Crew on Board Yachts
- 1100 Skippers Dockside Briefing
- 1115 - 1150 Individual Team photos onboard
- 1200 First Yacht Slip Lines from V & A Waterfront
- 1230 Final Yacht Slip Lines from V & A Waterfront
- 1300 - 1330 Parade of Sail
- 1330 - 1430 MOB Practice Drills
- 1430 Race Committee time check
- 1500 Race 4 Start

START AND STARTING SIGNALS

Race 4 start will be at 1500 LT on Saturday 18 November 2023

Sequence for the start will be:

- | | | |
|------|-----------------------------|---|
| 1450 | 10-minute warning signal | Clipper Race class flag and air horn blast. |
| 1456 | 4-minute preparatory signal | 'P' flag raised and air horn blast (engines off). |
| 1459 | 1-minute warning signal | 'P' flag lowered and air horn blast. |
| 1500 | Start | All flags lowered and air horn blast. |

The Class Flag shall be the Clipper Race Flag.

All flags will be shown on the Committee Vessel.

Sound signals shall be made by an air horn blast 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 72
Engines are permitted to be used until the 4-minute preparatory signal.

STARTING LINE

The start line shall be between the mast on the committee vessel and an orange cylindrical inflatable mark. The Committee Vessel will be a 40 ft catamaran named "Isla".

- The start line will be located in Table Bay.
- The start line will be approx. 500m in length.
- The start line is to be crossed in an east to west direction.
- There will be a yellow triangular inflatable Inner Distance Mark (IDM) near to the Committee Vessel and this may not be on the line.
- No vessels shall pass between the IDM and the Committee Vessel at any time.
- There will be an exclusion zone of 50m all around the Committee Vessel and no Clipper Race yacht shall roam into this area at any time.
- 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 72.
- 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 72. The back up channel will be VHF CH 77. All yachts are to check in with Clipper 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

Reference SI 5 (extracts reprinted below)

- RRS 30.1 (Round – an – End Rule) will be in force for all starts but flag 'I' will not be flown.
- Yachts on the course side of the starting line (OCS) at the start will be penalised by a time penalty of 1 hour plus a further minute for every second over the line at the start signal.
- Whenever possible yachts over the line will be advised by the starting authority on the designated VHF channel.
- Yachts may avoid a penalty by returning around the pin end of the start line and then re-crossing the line.
- Entering a TSS – a minimum 6-hour time penalty will be applied to that yacht's finishing time (** See Note Below referring to TSS Off Cape Town**)

RACE MARKS

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

COURSE

Ref	Mark	Rounding	Comments
1	START		Briefed at the pre-race Skippers briefing
2	Fairway Mark	PORT	Approx. position 33°51.896S, 018°25.469E
3	Virtual Mark Nano	PORT	33°52.000S, 018°12.000E Virtual Waypoint
4	Virtual Mark Hunt	PORT	34°09.000S, 018°12.000E Virtual Waypoint
5	Virtual Mark Bodey	PORT	34°20.000S, 018°12.000E Virtual Waypoint
6	Virtual Mark Miller	PORT	34°30.000S, 018°25.000E Virtual Waypoint
7	Ice Limiting Latitude	STARBOARD	46° South – No yacht to go below this latitude at any point
8	Virtual Mark Brewis	STARBOARD	32°00.000S, 115°22.000E Virtual Waypoint
9	Virtual Mark Stickland	STARBOARD	31°57.000S, 115°27.000E Virtual Waypoint
10	Fairway Landfall Buoy (L FL1W 10s)	STARBOARD	Approx. position 31°57.155S, 115°38.834E
11	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 15m deep (chart datum)	SEE NOTE BELOW	Between No. 3 Virtual Mark Nano and No. 10 Fairway Landfall Buoy
12	Finish Line	NORTH to SOUTH	See Below

WARNINGS

- Traffic Separation Schemes – no TSS shall be entered by a Clipper Race yacht (other than the TSS off Cape Town – see note below) 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 must keep a listening watch for 'Cape Town Port Control' on VHF CH 14 and not impede the safe passage of any commercial traffic particularly around and within the port of Cape Town.
- Skippers should be aware of the high volume of commercial traffic when departing Cape Town and in the vicinity of the finish line in Fremantle.
- Skippers are to be warned to beware of recreational boaters, in particular around the race start and finish areas.
- 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.

NOTE: CROSSING TSS OFF CAPE TOWN

- You are allowed to enter and cross the TSS off Cape Town.
- Given the prevailing wind conditions that may be experienced on departing Cape Town you are not obliged to cross the TSS at 90°.
- Cape Town Port Control are aware of this and have given exemption to all Clipper Race yachts.
- All other aspects of IRPCS Rule 10 will apply when navigating across the TSS.
- You must call 'Cape Town Port Control' on VHF Ch 14 and inform them of your intentions.
- You must not impede the safe passage of any commercial traffic whilst in the TSS.

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 Mark No. 3 Virtual Mark Nano and Mark No. 10 Fairway Landfall Buoy. This will apply when Mark No. 3 Virtual Mark Nano (in position 33°52.000S, 018°12.000E) bears 090° True until Mark No. 10 Fairway Landfall Buoy (in position 31°57.155S, 115°38.834E) bears 270° True.
- In addition to the above, no Clipper vessel is to roam into an area of less than 15m deep (chart datum) between Mark No. 3 Virtual Mark Nano and Mark No. 10 Fairway Landfall Buoy. This will apply when Mark No. 3 Virtual Mark Nano (in position 33°52.000S, 018°12.000E) bears 090° True until Mark No. 10 Fairway Landfall Buoy (in position 31°57.155S, 115°38.834E) bears 270° True.
- No Clipper vessel is to be south of latitude 46° South at any time.
- 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

As per Clipper SI 9, each yacht shall have the opportunity to use one period (of 24 hours) of Stealth Mode. During race 4.

SCORING GATES

As per Clipper SI 10, there will be one Scoring Gate during race 4. 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 SG4 North at position 41°S 055°E and SG4 South at position 43°S 055°E

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 4. The Ocean Sprint shall be between the lines of longitude 088°E and 095°E. 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:

- 18/11 – 25/11 Jeronimo Santos Gonzalez CV27
- 26/11 – 03/12 Dan Bodey CV28
- 04/12 – Finish Mike Miller CV29

- 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.

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 the vicinity of the Port of Fremantle.
- The finish line shall be an extension (to the west) of a transit between the following marks:
 - Red Port Lateral Beacon Tower (VQ 1r 15m6M) on the north breakwater in approx. position 32°03.233S, 115°43.471E
 - The Red 'A' Port Lateral Buoy (Iso 1r 2s) in approx. position 32°03.314S, 115°43.033E
- The finish line bears approx. 258° (T) from the Red Port Lateral Beacon Tower (VQ 1r 15m6M) on the north breakwater.
- The finish line shall be crossed from North to South.
- **NOTE** - Yachts **MUST** leave the Red 'A' Port Lateral Buoy to port and must cross the finish line within 500m of this mark.
- **NOTE** - Yachts **MUST NOT** enter the main entrance channel to the Port of Fremantle at any time.
- In the event of a photo finish the actual positions given above will be used to verify the line.
- 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.
- Even though you will not be entering the Port of Fremantle you must call the Port authority on VHF CH 12 as you approach the Fairway Landfall Buoy in approx. position 31°57.155S 115°38.834 and inform them of your intentions.
- 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).
- Skippers are to be aware of the commercial traffic on the approaches to the Port of Fremantle and around the vicinity of the finish line.

ACTIONS AFTER THE FINISH

Once finished, 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.

Once ready navigate with caution under motor to the vicinity of Fremantle Sailing Club in position 32°03.850S, 115°44.570E and await berthing instructions.

Skippers MUST keep a listening watch to the Port of Fremantle on VHF Ch 12.

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

16 November 2023