

# CLIPPER 2023-24 RACE

## SECTION 3 - COURSE DETAILS

### RACE 7 – AIRLIE BEACH TO HA LONG BAY

#### 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**, Airlie Beach (UTC +10 hrs) unless otherwise stated.
- Tidal Information on Friday 26 January 2024 at:
  - Shute Harbour HW 1125 3.86m
- Tidal Information on Saturday 27 January 2024 at:
  - Mackay HW 1200 5.69m
- Tidal Information on Sunday 28 January 2024 at:
  - Bugatti Reef HW 1200 3.16m
- Race distance is approximately 4345 nautical miles.
- The estimated finishing date is 21 – 26 February 2024
- All bearings shown are relative to True North.

#### ARRANGEMENTS PRIOR TO THE START

##### 26 January 2024

- 1100 All Crew on Board Yachts
- 1100 Skippers / AQPs Dockside Briefing
- 1115 - 1150 Individual Team photos onboard
- 1200 First Yacht Slip Lines from Coral Sea Marina Resort
- 1230 Final Yacht Slip Lines from Coral Sea Marina Resort
- 1300 - 1320 Parade of Sail\* (\*Weather Permitting)
- 1330 - 1430 MOB training drills in Pioneer Bay\* (\*Weather Permitting)
- 1430 - 1730 Refresher Training Drills\* (\*Weather Permitting)
- 1730 Fleet Depart and Motor-sail to Mackay for Clearance Formalities (approx. 70nm)\* (\*Weather Permitting)

##### 27 January 2024

- 0600 - 1200 Clearance Formalities in Mackay
- 1200 Fleet Depart Mackay and Motor-sail to Le Mans Start Area (approx. 125nm)

##### 28 January 2024

- 0800 Fleet RV in vicinity of 19°45.000S, 150°25.000E
- 0900 Roll call on VHF Ch 72 (conducted by Lead Skipper)
- 1000 Le Mans Start for Race 7

## **RACE 7 LE MANS START AND STARTING SIGNALS**

The Le Mans Start for Race 7 will be at approx. 1000 LT on Sunday, 28 January 2024.

The location will be approx. 2nm clear of the Great Barrier Reef Marine Park (and approx. 164nm from Airlie Beach) in approx. position 19°45.000S, 150°25.000E

- 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 23 January 2024.
- Lead Skipper will be Ryan Gibson on CV20 Dare To Lead

## **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 19°45.000S, 150°25.000E
2	Virtual Mark Quinn	STARBOARD	19°05.000S, 152°00.000E Virtual Waypoint
3	Virtual Mark Rushton	PORT	17°25.000S, 152°15.000E Virtual Waypoint
4	Doldrums Corridor SW	PORT	12°00.000S, 154°30.000E Virtual Waypoint
5	Doldrums Corridor SE	STARBOARD	12°00.000S, 155°30.000E Virtual Waypoint
6	Virtual Mark Ayres	PORT	09°17.000S, 153°50.000E Virtual Waypoint
7	Doldrums Corridor NW	PORT	04°00.000S, 153°10.000E Virtual Waypoint
8	Doldrums Corridor NE	STARBOARD	04°00.000S, 154°10.000E Virtual Waypoint
9	Virtual Mark Light	PORT	19°45.000N, 121°45.000E Virtual Waypoint
10	Virtual Mark Smyth	PORT	17°30.000N, 112°00.000E Virtual Waypoint
11	Virtual Mark Kitching	STARBOARD	18°00.000N, 109°35.000E Virtual Waypoint
12	Virtual Mark Westwood	PORT	18°35.000N, 108°00.000E Virtual Waypoint
13	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 15m deep (chart datum)	SEE NOTE BELOW	Between Le Mans Start and Finish Line
14	Finish	SOUTH to NORTH	See Below

## DOLDRUMS CORRIDOR

- The Doldrums Corridor is a compulsory corridor that is defined as lying between the virtual waypoints; Doldrums Corridor NW, Doldrums Corridor NE, Doldrums Corridor SW and Doldrums Corridor SE.
- The Doldrums Gate South is defined as the line of latitude between the Doldrums Corridor SW and Doldrums Corridor SE.
- The Doldrums Gate North is defined as the line of latitude between the Doldrums Corridor NW and Doldrums Corridor NE.
- Each yacht is permitted the use of its engine whilst in the Doldrums Corridor subject to the following criteria;
  - All yachts are ONLY allowed to motor-sail for a maximum of 4° of latitude which must take a minimum time of 36 hours to complete.
  - All yachts MUST cease motor-sailing at 04° S regardless of whether they have completed 4° of latitude under engine.
  - All yachts MUST declare their intention to motor-sail a minimum of 3 hours before doing so. The 36 hours elapsed time will begin to be calculated from this declared time regardless of whether the engine is being used or not.
  - When a yacht's engine is started or stopped a declaration MUST be made to the Race Office within 3 hours, stating the time UTC, latitude and longitude and a digital photograph taken. This will allow the calculation of 4° of latitude to be made.
  - If 4° of latitude is covered by the yacht before 36 hours has elapsed, the yacht must remain as close as possible to that position of latitude. A declaration MUST be made to the Race Office within 3 hours and a digital photograph taken.
  - If a yacht must wait for 36 hours to elapse then before resuming racing it MUST return to its declared latitude. A declaration MUST be made to the Race Office within 3 hours after resuming racing and a digital photograph taken so that the restart position can be verified.
  - Once a yacht has declared their intention to motor-sail to the Race Office the request cannot be rescinded.
  - All yachts MUST report their time of crossing the latitude of 08° S within 3 hours of doing so regardless of whether they are sailing or not. This is so an elapsed time of 36 hours can be calculated, if for example you decide to start motor-sailing at 05° S and clearly cannot complete 4° of latitude before 04° S is reached.
- For the avoidance of doubt, Skippers MUST record the GPS time (UTC) of crossing a line of latitude and email / contact the race office with these timings within 3 hours. A digital photograph must also be taken which clearly shows time and position. This photograph is NOT to be sent to the Race Office unless specifically requested and must be retained on board for verification as requested.

## 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 must keep a listening watch for VTS Mackay on VHF CH 18 and not impede the safe passage of any commercial traffic particularly around the start line and within the Port of Airlie.
- Skippers should be aware of any commercial traffic when departing Airlie Beach, in the vicinity of the Le Mans start line and in the vicinity of the finish line off Ha Long Bay.
- Skippers are warned to beware of recreational boaters, in particular around the race start and finish areas.
- Skippers are to be warned of the high volume of commercial traffic in the two-way lanes in and around the Great Barrier Reef Marine Park and the approaches to the Whitsunday Islands.
- Skippers are to be aware of the many off lying hazards and shoals in and around the Great Barrier Reef Marine Park and the approaches to the Whitsunday Islands.
- 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 2nm 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 20°30.000N, 107°20.000E)
- In addition to the above, no Clipper vessel is to roam into an area of less than 15m 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 20°30.000N, 107°20.000E)
- 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 7.

### SCORING GATES

As per Clipper SI 10, there will be one Scoring Gate during race 7. 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 SG7 West at position 02°00N, 149°30E and SG7 East at position 02°00N, 150°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 7. The Ocean Sprint shall be in the vicinity of the Philippine Sea between the lines of longitude 130°E and 125°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 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:

- 26/01 – 02/02 Ryan Gibson CV20
  - 03/02 – 12/02 Max Rivers CV21
  - 13/02 – Finish David Hartshorn CV22
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- 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 approx. 30nm away from Ha Long Bay.
- The finish line shall be between two virtual marks with the Western end of the line being in position 20°30.000N, 107°20.000E and the Eastern end of the line being in position 20°30.000N, 107°21.000E
- The length of the line is approx. 1.0nm in length.
- The finish line shall be crossed in a South to North 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. 30nm from Ha Long Bay. It is estimated that this motor-sail will take approx. 4 - 6 hours to complete.

Once finished each team shall navigate with caution under motor to the vicinity of the Ha Long Bay Cruise Terminal at position 20°57.100N, 107°03.750E

Skippers are warned to be vigilant between the finish line and Ha Long Bay due to the high volume of commercial traffic in the area.

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

22 January 2024