

# CLIPPER 2023-24 RACE

## SECTION 3 - COURSE DETAILS

### RACE 9 – ZHUHAI TO QINGDAO

#### 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**, Zhuhai (UTC +8 hrs) unless otherwise stated.
- Tidal Information on Tuesday 12 March 2024 at:
  - Zhuhai HW 1155 2.10m
- Race distance is approximately 1345 nautical miles
- The estimated finishing date is 21 – 22 March 2024
- All bearings shown are relative to True North.

#### ARRANGEMENTS PRIOR TO THE START

12 March 2024

- 0800 All Leg 6 Crew on Board Yachts
- 0815 - 0845 Individual Team photos onboard
- 0900 Skippers / AQPs Dockside Briefing (in Clipper Race Dome)
- 0915 - 1000 Departure Ceremony
- 1015 All Leg 6 Crew back onboard Yachts
- 1030 First Yacht Slip Lines from Zhuhai Jiuzhou Marina
- 1100 Final Yacht Slip Lines from Zhuhai Jiuzhou Marina
- 1105 - 1200 Parade of Sail / Exit main channel
- 1200 - 1630 Fleet transit to Le Mans Start Area / Sail Training
- 1630 Fleet RV in vicinity of 21°50.000N, 113°40.000E
- 1630 Roll call on VHF Ch 72 (conducted by Lead Skipper)
- 1700 Le Mans Start for Race 9

#### RACE 9 LE MANS START AND STARTING SIGNALS

The Le Mans Start for Race 9 will be at approx. 1700 LT on Tuesday, 12 March 2024.

The location will be approx. 25nm from Zhuhai Jiuzhou Marina in approx. position 21°50.000N, 113°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 Saturday 11 March 2024.
- Lead Skipper will be David Hartshorn on CV22 Bekezela

## 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 21°50.000N, 113°40.000E
2	Virtual Mark Gravy	PORT	21°45.000N, 113°55.000E Virtual Waypoint
3	Virtual Mark Hill	STARBOARD	21°00.000N, 116°45.000E Virtual Waypoint
4	Virtual Mark Wickham	PORT	21°40.000N, 120°50.000E Virtual Waypoint
5	Virtual Mark Newton	PORT	21°50.000N, 121°45.000E Virtual Waypoint
6	Virtual Mark Vinay	PORT	30°40.000N, 124°00.000E Virtual Waypoint
7	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 10m deep (chart datum)	SEE NOTE BELOW	Between Le Mans Start and Finish Line
8	Finish	SOUTH to NORTH	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 Zhuhai, in the vicinity of the Le Mans start line, and also in the vicinity of the finish line and approaches to Qingdao.
- 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 South and East China Seas, Yellow Sea and in the vicinity of the finish line and approaches to Qingdao.
- Skippers should be aware of the large number of oil and gas installations in the South China Sea and the associated traffic in that area. It should be noted that due to the rapid expansion of drilling operations in this area, not all installations will be charted. All vessels are required to keep a minimum of 500 metres from all such structures.
- Fish traps are a regular feature inshore (up to 200m contour). As such, yachts should endeavour to remain in deeper water whenever possible.
- The Japan (Kuroshio) Current which flows northwards, roughly parallel with the Taiwan coastline can reach up to 3 knots. Skippers are advised that this can cause a strong onshore set of up to 2 knots.
- Skippers are advised that the strong Japan (Kuroshio) Current combined with a northerly wind can produce a wind over tide effect which can create short, sharp, steep waves with no backs.
- Skippers should keep a good lookout for fishing craft and fishing buoys of all shapes and sizes in this whole region, especially at night.
- It should be noted that the charted positions of some reefs and underwater obstructions cannot be relied on as being accurate.
- Skippers are warned to be vigilant as they approach the vicinity of finish line and within the East China Sea and Yellow Sea as the visibility can be significantly reduced by fog.
- 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 35°55.000N, 120°55.000E)
- In addition to the above, no Clipper vessel is to roam into an area of less than 10m 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 35°55.000N, 120°55.000E)
- 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 9.

## SCORING GATES

As per Clipper SI 10, there will be one Scoring Gate during race 9. 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 SG9 West at position 23°00N, 122°30E and SG9 East at position 23°00N, 123°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 9. The Ocean Sprint shall be in the vicinity of the South China Sea between the lines of longitude 118°E and 121°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:

- 12/03 – Finish                      David Hartshorn CV22
- 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 the vicinity of Chaolian Dao and is approx. 28nm away from Qingdao.
- The finish line shall be between two virtual marks with the Western end of the line being in position 35°55.000N, 121°00.000E and the Eastern end of the line being in position 35°55.000N, 121°01.000E
- The length of the line is approx. 0.8nm 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. 32nm from Qingdao. It is estimated that this motor-sail will take approx. 4 - 5 hours to complete.

Skippers are warned to be vigilant between the finish line and Qingdao due to the high volume of commercial traffic and fish traps in the area.

Once finished, navigate with caution under motor to the entrance of the Qingdao International Harbour in approx. position 36°03.000N, 120°22.750E

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

11 March 2024