

CLIPPER 2023-24 RACE

SAILING INSTRUCTIONS

SECTION 1 INTRODUCTION

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SECTION 2 SAILING INSTRUCTIONS

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This section forms the main body of all the instructions relevant to the conduct of the Clipper Race. These instructions will be issued prior to the race start and amended as required throughout the race.

SECTION 3 COURSE INSTRUCTIONS

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This section will contain the instructions for each of the individual races that make up the Clipper 2023-24 Round the World Yacht Race. These will be issued on a timely basis throughout the race prior to the start of each individual race.

ANNEXES

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Annex A	Clipper Race Le Mans Start Procedure
Annex B	Pre-Race Declaration Form
Annex C	Post-Race Declaration Form
Annex D	Protest Form
Annex E	Passage Plan Form
Annex F	Rig Checklist
Annex G	Safety Checklist

To all Race Skippers, Additional Qualified Persons (AQPs) and Race Crew,

This will be the thirteenth edition of the Clipper Round the World Yacht Race. A considerable amount of experience has been accrued by the Clipper Race Management team over the 27 years of running this event. Many lessons have been learned and incorporated into our standard way of doing things, but one aspect remains crystal clear - the conduct and quality of the racing makes this event a success. We look to all Race Skippers and those involved in the organisation to ensure that the racing is carried out in a sharp, seamanlike, and professional manner.

Clipper Ventures Plc is in the fortunate position of managing the conduct of all aspects of the Clipper Race and therefore ensuring that safety and seamanship predominate throughout. These principles are not to be compromised and shall be at the forefront of all Race Skippers, AQP and Race Crew minds always.

Where necessary the established racing rules have been changed or modified by these instructions to ensure the unique requirements of Clipper 2023-24 Race are fulfilled. All Race Skippers and AQPs are to read these Sailing Instructions and are to sign to that effect on the following pages.

Fair winds and good racing to all those taking part.



RACE SKIPPER SIGNING SHEET

I have read and understood the Clipper 2023-24 Round the World Yacht Race Sailing Instructions.

PRINT NAME	SIGNATURE	DATED

AQP SIGNING SHEET

I have read and understood the Clipper 2023-24 Round the World Yacht Race Sailing Instructions.

PRINT NAME	SIGNATURE	DATED

SECTION 2 - SAILING INSTRUCTIONS

1 DEFINITIONS

In these instructions, the following words and expressions shall have the following meanings:

- a. **the Company** is Clipper Ventures Plc.
- b. **the Clipper Race** is the Clipper 2023-24 Round the World Yacht Race in its entirety.
- c. **the race** is one of the individual races that together make up the Clipper 2023-24 Round the World Yacht Race.
- d. **the yacht** is a 'Clipper 70' yacht owned by the Company.
- e. **Sailing Instructions (SIs)** are the Clipper Race Sailing Instructions (this document)
- f. **Course Instructions (CIs)** are instructions that define each individual race. Course Instructions are issued at section 3 of SIs.
- g. **The Race Committee** is a committee nominated in the Notice of Race (NOR) for the purpose of administering the Clipper Race and dealing with protests.
- h. **The Race Office** is a team nominated by the Race Committee for the purpose of Clipper Race administration and operations. All email correspondence shall be sent to raceoffice@clipper-ventures.com
- i. **RRS** are the Racing Rules of Sailing (see paragraph 2).
- j. **IRPCS** are The International Regulations for Preventing Collisions at Sea.
- k. **Lead Skipper** is the Skipper as nominated in the Course Instructions for that race.
- l. Words expressed in any gender shall where the context so requires or permits include any other gender.
- m. **team** is the encompassing term for the Skipper, AQP and Race Crew on board one of the Clipper 70 yachts.

2 GOVERNING RULES

The race will be governed by:

- a. The World Sailing (formerly ISAF) Racing Rules of Sailing 2021-2024 (RRS) and any subsequent amendments,
- b. The International Regulations for Preventing Collision at Sea (IRPCS),
- c. Clipper 2023-24 Race Notice of Race,
- d. These Sailing Instructions (SIs).

Note: When there is conflict, the rules above shall apply in this order of precedence.

3 RIGHT OF WAY RULES

The right of way rules between racing yachts will apply as follows:

- a. RRS from four minutes before the race start time, until sunset on the first night of racing, or as amended by Annex A Clipper Race Le Mans Start Procedure,
- b. RRS from sunrise until sunset on all other race days,
- c. IRPCS from sunset to sunrise.

For the purpose of this definition, times of sunrise/sunset will be taken as the actual times determined by the geographical position of vessels.

4 CHANGES TO SAILING INSTRUCTIONS

- a. The Race Committee will announce any postponement of the start of the race on the designated VHF channel (as defined in the Course Instructions) with the expected duration of the delay.

- b. The Race Committee may issue amendments to the Sailing Instructions after the start signal and during the race. In these cases, they will use the best possible means to communicate any changes to all yachts and wherever possible, obtain confirmation that the changes have been received and understood by all Skippers.

5 START LINES AND STARTS

- a. Start lines for each race will be published in the Course Instructions in Section 3 of these instructions.
- b. Starts will be conducted by either:
 - i) Host yacht clubs on behalf of Clipper Ventures;
 - ii) Race Committee members or other staff delegated;
 - iii) One Skipper of a designated yacht.
- c. Unless ordered to the contrary in the Course Instructions, the starting sequence in RRS26 (starting races) shall be amended by the following:
 - i) 10 minutes to Start Class
 - ii) 4 minutes to start Flag 'P'
 - iii) 1 minute to start Flag 'P' lowered
 - iv) Start All Flags lowered
 - v) Sound signals will be made to draw attention to the flag hoists;
 - vi) The start sequence will normally be made on the designated VHF channel.
- d. Unless otherwise amended by Section 3 Course Instructions, RRS 30.1 (I Flag Rule) will be in force for all starts but Flag I will not be flown.
- e. Unless otherwise amended by Section 3 Course Instructions, yachts on the course side of the starting line (OCS) at the start will be penalised by a time penalty of one hour plus a further minute for every second over the line at the start signal.
- f. Whenever possible yachts over the line will be advised by the starting authority on the designated VHF channel.
- g. Unless otherwise amended by Section 3 Course Instructions, yachts may avoid a penalty by returning around either end of the start line and then re-crossing.
- h. The Race Committee may authorise outside personnel to sail on board any of the yachts from prior to the start sequence for up to one hour after the race start for purposes of Race Administration and Public Relations.
- i. There is no obligation on the Race Committee or their nominated deputies to provide constant access to a start port.

6. MARK-ROOM and the ZONE

- a. The area around a mark is defined as the 'zone'. For the purposes of the Clipper 2023-24 Race and unless otherwise stated, the zone will be defined as 'the area around a *mark* within a distance of five hull lengths of the boat nearer to it'. This is a modification to the definition of the 'zone' as given in the RRS 2021-24. A yacht is in the zone when any part of her hull is in the 'zone'.

7. REPORTING POSITIONS

- a. Unless otherwise amended in Section 3 Course Instructions, fleet positions at 0000, 0600, 1200 and 1800 UTC will be sent automatically to all yachts via email. Should the

automated email fail, the Race Office shall endeavour to send this information within 30 mins of the designated schedule time. Failure to achieve this is not grounds for redress.

- b. At **0545 UTC** and **1745 UTC**, each Skipper must email the Race Office with the following information;
- Yacht position as displayed on the GPS
 - Distance travelled in last 12 hours,
 - Distance to next waypoint / finish
 - Current speed over ground (SOG) course over ground (COG)

These reports shall be the fall-back information should the on board tracking units fail to automatically poll.

- A weather report – wind speed, sea state, cloud cover, etc.
 - Crew report – status of injured crew, crew who have missed watches etc. in past 24 hours.
 - Major equipment breakages in past 24 hours.
- c. Additionally, for the **0545 UTC** report on the designated days the Skipper must provide:
- Skipper's blog – In accordance with Clipper 2023-24 Supplementary Standard Operating Procedures Section 5.
- d. If email is unavailable, the Race Office must be informed by any other available means.

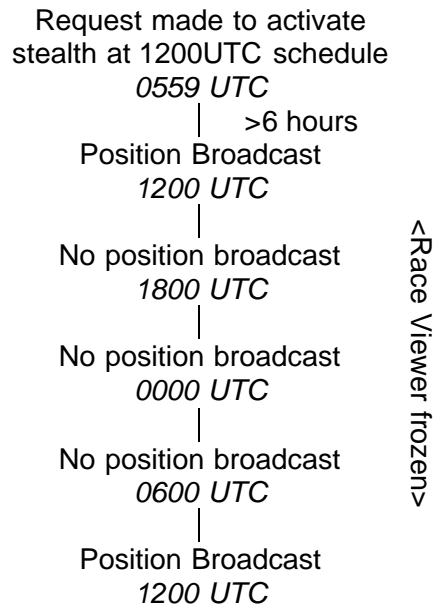
8. RADIO SCHEDULES

- a. Historically, before satellite communications were readily available, VHF and SSB were used to communicate the position reports between the yachts.
- b. Whilst this is no longer necessary for the purposes of position reporting, whilst the Clipper Race fleet is in VHF range, the Lead Skipper may be instructed to appoint a suitable regular daily time to conduct a radio schedule.

9. STEALTH MODE

- a. Each team shall have the opportunity for up to two 24-hour periods in each nominated race to activate 'Stealth mode'. Details will be provided in Section 3 Course Instructions.
- b. Teams shall not be permitted to use 'Stealth mode' in the first 24 hours of each nominated race.
- c. Teams shall not be permitted to use 'Stealth mode' within 250nm of the finish line.
- d. Each team may choose not to use its Stealth period(s), however, any that are not used shall be lost and may not be carried forward to the following races.
- e. Where more than one Stealth mode period is permitted in the nominated race, each team shall be permitted to take them back to back, which means that its position shall not be available to the fleet (or the public) for a 48-hour period.
- f. Should a team wish to activate its Stealth mode, the Skipper shall notify the Race Office by email, or any other available means, giving no less than **six** hours' notice, and nominating the schedule from which the 24-hour Stealth period shall begin. From that nominated schedule, for a period of 24 hours, no polling data for that yacht shall appear on the public website or be posted to the rest of the fleet.

For example, a Skipper sends an email to the Race Office before 0600UTC, nominating the stealth mode to begin at the 1200UTC schedule. The fleet and the public will receive the 1200UTC position for that yacht, but no other position information until the 1200UTC schedule on the following day (i.e. 23 hours and 59 minutes).



- g. Once the Skipper has notified the Race Office of their decision to activate Stealth mode, the team shall be deemed to have used that opportunity, i.e. the Skipper cannot cancel their request to use the Stealth mode, even if he contacts the Race Office prior to the requested start of the Stealth mode period.
- h. Whilst the yacht is in Stealth mode, the Skipper shall not prevent the automatic tracking units from providing data to the Race Office and shall continue to send the reporting emails to the Race Office at the appropriate time.
- i. The Race Director reserves the right to cease Stealth mode for any team before the 24-hour period has expired for reasons of safety. This is not grounds for redress.
- j. When a yacht in Stealth mode passes a reporting position or a Scoring Gate, her time of rounding or passing may be made public.
- k. Accidental releasing of a yacht's position will not be grounds for redress. This is an amendment to RRS 62.1 (a).

10. SCORING GATES

- a. On certain longer races, there will be Scoring Gates which will be detailed within Section 3 Course Instructions.
- b. The first three yachts through the Scoring Gate will receive three points, two points and one point respectively in the order they cross the gate. The remaining yachts will receive no points for passing through the Scoring Gates.
- c. Points scored at Scoring Gates count towards the overall race position and do not affect race places.
- d. Each team shall email the Race Office as soon as practicable, but no later than three hours after crossing through the Scoring Gate with the position and time in UTC as displayed on the GPS. If email is unavailable, the Race Office shall be informed by any other means. Failure to do this within the time limit will result in a DSQ for that Scoring Gate.
- e. A photograph or screenshot must be taken clearly showing the position and time in UTC as displayed on the GPS. This image should not be emailed but must be retained and will be requested and used for verification purposes by the Race Office, if necessary.
- f. It is not compulsory for yachts to pass through Scoring Gates.
- g. There may be other gates and waypoints detailed in Section 3 Course Instructions, which will not be Scoring Gates and will not have points associated with them.

11. OCEAN SPRINTS

- a. On certain longer races, there will be Ocean Sprints. The details of the Ocean Sprints will be contained within Section 3: Course Instructions.
- b. The Ocean Sprint shall be between two designated lines of latitude or longitude. The three teams with the shortest elapsed time between the two designated points will receive three points, two points, one point respectively. The remaining teams will receive no points for the Ocean Sprint.
- c. Each team must email the Race Office as soon as practicable, but no later than three hours after starting the Ocean Sprint, with the position and time in UTC as displayed on the GPS. If email is unavailable, the Race Office shall be informed by any other means. Failure to do this within the time limit will result in a DSQ for that Ocean Sprint.
- d. A photograph or screenshot must be taken clearly showing the position and time in UTC as displayed on the GPS, as the yacht passes the start of the Ocean Sprint. This image should not be emailed but must be retained and will be requested and used for verification purposes by the Race Office, if necessary.
- e. Each team must email the Race Office as soon as practicable, but no later than three hours after finishing the Ocean Sprint with the position and time in UTC as displayed on the GPS. If email is unavailable, the Race Office shall be informed by any other means. Failure to do this within the time limit will result in a DSQ for that Ocean Sprint.
- f. A photograph or screenshot must be taken clearly showing the position and time in UTC as displayed on the GPS as the yacht passes the finish of the Ocean Sprint. This image should not be emailed but must be retained and will be requested and used for verification purposes by the Race Office, if necessary.
- g. A start and finish declaration must be submitted by each team 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.

12. THE JOKER

- a. During the overall Clipper Race each team will have the opportunity once only to play their Joker.
- b. The Joker means that all points gained from the yachts finishing position at the end of the nominated race will be doubled. e.g. if a yacht finishes first then it will be awarded 22 points and if a yacht finishes eleventh then it will be awarded two points.
- c. Any points gained from Scoring Gates or Ocean Sprints will be unaffected.
- d. If a team intends to play its Joker, the Skipper must inform 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 the Skipper must inform the Race Office in writing no later than 24 hours before departure of the nominated race.
- e. Once the intention to play the Joker has been received in writing by the Race Office this cannot be rescinded.
- f. Each team may only play its Joker once during the Clipper Race.
- g. Teams are not obliged to play their Joker at all.

13. FINISH LINES AND FINISHING

- a. Finish lines for each race will be published in Section 3: Course Instructions.
- b. Skippers are responsible for recording their position and finish time in UTC as displayed on the GPS and noting details of the yachts ahead and astern of them.

- c. Where a finish line is not manned by a member of the Race Office or delegated official, teams must inform the Race Office of their finish time as soon as practicable but no later than 30 minutes after finishing. The Race Office shall be informed by phone or email.
- d. A photograph or screenshot must be taken, clearly showing the position and time in UTC as displayed on the GPS, as the yacht passes the finish line. This image should not be emailed but must be retained and will be requested and used for verification purposes by the Race Office, if necessary.
- e. The Race Committee may authorise outside personnel to be transferred to yachts up to one hour before the expected time of the finish of a race until after the race has finished for purposes of Race Administration and Public Relations.
- f. The Race Committee reserves the right to finish a race at any time in any manner it chooses, for reasons such as safety or race schedule.
- g. There is no obligation on the Race Committee, or nominated deputies, to provide immediate entry to a port after finishing. Yachts may be required to wait due to port restrictions and may only enter as directed by the Race Office.

14. DECLARATIONS

- a. A pre-race declaration on the form supplied at Annex B of these Sailing Instructions must be signed by the Skipper and AQP and submitted to the Race Manager (or person delegated by the Race Manager) at the appointed time of the dockside Race Start Skipper briefing.
- b. A post-race declaration on the form supplied at Annex C of these Sailing Instructions must be signed by the Skipper and AQP and submitted to the Race Manager (or person delegated by the Race Manager) as soon as practicable after finishing and always within one hour of the yacht docking after the finish of that race.
- c. Failure of teams to submit their declarations as above will carry the following penalties.
 - i) Failure to submit the fully completed and compliant pre-race declaration at the appointed time of the dockside Race Start Skipper briefing will result in a two-point penalty.
 - ii) Failure to submit the fully completed and compliant pre-race declaration before departing the dock for Race Start, will result in a DSQ for that race.
 - iii) Failure to submit the fully completed and compliant post-race declaration within one hour, but not more than twelve hours after the yacht has docked, will result in a two-point penalty.
 - iv) Failure to submit the fully completed and compliant post-race declaration form within twelve hours after the yacht has docked, will result in a further two-point penalty.

15. RIG, SAFETY AND SAIL CHECKS

- a. A Rig Checklist supplied at Annex F of these Sailing Instructions must be completed by the Skipper or AQP in every stopover. Rig checks must be fully supervised by the Skipper, AQP or nominated Clipper Race staff member, from the deck at all times. The checklist is to be signed by the Skipper and submitted to the Race Manager (or person delegated by the Race Manager) no later than **48 hours** after arrival. Failure to submit the checklist within this timescale will result in a two-point penalty. A further two points will be incurred for every twelve-hour delay thereafter.
- b. A Safety Checklist supplied at Annex G of these Sailing Instructions must be completed by the Skipper (or persons nominated by the Skipper) in every stopover. They are to be signed by the Skipper and submitted to the Race Manager (or person delegated by the Race Manager) no later than **48 hours** after arrival. Failure to submit the checklist within this timescale will incur a two-point penalty. A further two points will be incurred for every twelve-hour delay thereafter.
- c. Full responsibility for ensuring complete and detailed rig and safety checks, lies firmly with the Skipper.
- d. A sail check is to be performed by the Skipper (or persons nominated by the Skipper) before arrival in each stopover. Any damage to sails is to be reported to the Race Office prior to arrival.

16. PASSAGE PLANNING

- a. A complete and detailed passage plan on the form supplied at Annex E of these Sailing Instructions must be signed by the Skipper and AQP. This must be submitted to the Deputy Race Director (or person delegated by the Deputy Race Director) by 1800 local time on the pre-departure day, electronic signatures will be accepted.
- b. Failure to submit a passage plan will carry the following penalties;
 - i. Failure to submit the fully completed and compliant passage plan by 1800 local time on the pre-departure day will result in a two-point penalty.
 - ii. Failure to submit the fully completed and compliant passage plan before departing the dock for Race Start, will result in a DSQ for that race.

17. RETIREMENTS

- a. Teams wishing to retire from a race shall seek permission from the Race Committee.
- b. Full details are to be provided on the post-race declaration (Annex C).

18. SCORING SYSTEM

- a. The scoring system in RRS Appendix A will be modified by the rules below.
- b. RSS Appendix A2, A4, A9, shall not apply.
- c. The scoring system of the Clipper Race will be such, that the winning team of each race will receive eleven points, the second will receive ten points and so forth, with the eleventh team receiving one point.
- d. All race points shall count with no discards allowed.
- e. The overall positions will be determined by the cumulative score after penalty points have been applied. This will include Scoring Gate points, Ocean Sprint points and any points accumulated by playing the Joker.
- f. If for any reason fewer than eleven teams start or complete a race, the above scoring system will remain in place with the first team still being awarded eleven points for a win and subsequent teams one less point per each place behind.
- g. Teams that retire during a particular race will be awarded one point.
- h. Teams that are disqualified for a particular race will be awarded zero points.
- i. A team may be offered a finishing position and if accepted, will be awarded race points based on that finishing position at the discretion of the Race Committee.
- j. The overall race winner will be the team with the highest cumulative score.

19. INFRINGEMENT OF THE RACE RULES

- a. The Race Committee's method of penalising a team for an infringement of the race rules, or for finding a team guilty after a protest, is to apply a time or points penalty to the result of that race.
- b. When a penalised team has equal points to a non-penalised team, the latter will be given the higher placing in any individual race and the overall Clipper Race.
- c. The Race Committee may introduce on water umpires at some Race Starts. The use of any such umpiring system will be included in the Course Instructions for that race. Teams are to conform to any on the spot penalties issued by such umpires.

20. PROTESTS

- a. In the event that a team finds it necessary to protest another team, the procedure in RRS 61 is to be followed.

- b. RRS 61.1. In addition to the requirements listed, the protesting team is to inform all the interested parties and the Race Office by email of the intended protest within six hours of the incident.
- c. Amendment to 61.1. This rule is amended such that a red flag is not required.
- d. Any protest is to be accompanied by a fee of £100. If it is considered by the Race Committee that the protest was frivolous, this fee will not be returned and will be donated to the Race Charity.
- e. Protests must be submitted using the form at Annex D to the Race Manager (or person delegated by the Race Manager) within one hour of arrival at the dock after the finish of that race.

21. OUTSIDE HELP

- a. RRS 41 applies.
- b. In situations where the safety of the yacht and her crew may be threatened, for example extreme weather, Skippers should attempt to receive weather reports, navigational information and other assistance from any appropriate source. Any such information must be passed to the Race Office immediately, which may then share with all other teams. All such assistance is to be declared on the post-race declaration and in the normal course, no penalty would be applied.

22. WEATHER AND ROUTING INFORMATION

- a. Up to seven days prior to the start of any of the races which make up the Clipper Race, a Skipper can obtain weather information from any source, providing that;
 - i) the information obtained is available free of charge to the general public, or
 - ii) any weather routing advice or meteorological / oceanography training or research obtained from a professional source is wholly funded by the Skipper and not by any other source, including the sponsors or crew.
- b. Within seven days of the start of the race and for the duration of the race, no professional weather routing advice or meteorological / oceanographic training or research may be obtained by the Skipper, AQP or crew, outside of that given by Clipper Ventures Plc.
- c. Should personal, individual or tailored assistance be received, either on purpose or accidentally in any form, that is not freely available to all Skippers, the nature and content of such assistance is to be advised to the Race Office immediately. Full details are to be submitted with the post-race declaration (Annex B).
- d. Should genuine unsolicited advice be received by any means to any crew member, AQP or Skipper on board, such as from a misguided family member, enthusiast or passing vessel, the team is still liable to be penalised. In practice, when these instances are genuine mistakes and are reported immediately to the Race Office, there will not normally be a penalty. The information received shall be distributed by the Race Office to all teams. The details are to be recorded on the post-race declaration form (Annex B).
- e. Only information that is freely available and without cost to all competitors is to be used.
- f. No information is to be received directly or indirectly while the yachts are at sea unless such information has been forwarded by the Race Office (or person delegated by the Race Office).
- g. Whilst racing, mobile devices may not be used in any form to gain a tactical advantage. To prevent, this SIM cards MUST be removed and secured in prior to the 10 minute warning signal at Race Start. Weather or tactical information received via any mobile device will be classed as outside assistance.
- h. The Race Committee shall decide on any penalty to be applied.

23. USE OF AIS (AUTOMATIC IDENTIFICATION SYSTEM)

- a. The Class B AIS is an aid to navigation and safety. Skippers, AQPs and crew are advised that

- not all ships/craft are either fitted with AIS or receive/display the class B data.
- b. The AIS receiver shall be always switched on when the yacht is at sea.
 - c. The AIS transmitter shall be always switched on when the yacht is at sea, except;
 - i) at the Skipper's discretion for example due to the risk of piracy
 - ii) when in stealth mode. If a yacht, however, is in stealth mode when rounding or passing a mark of the course the AIS transmitter shall be switched on within 10nm of the mark (virtual or otherwise).

24. USE OF MAIN ENGINE

- a. Main engines are to be switched off prior to the four-minute preparatory signal, or as instructed in the Course Instructions (note: this precludes running engines in neutral – switched off means machinery is completely stopped).
- b. To avoid confusion, if the main engine is required to be run for generating power, or other, non-propulsion purposes, this is not to be done within 30 minutes after the start of each race.
- c. If the main engine is run for generating, it should be run in neutral with the lever in the reverse position to prevent any accidental advantage being gained.
- d. There may be times when good seamanship might demand prudent use of the main engine, for example collision avoidance. If practical, in such an event the team should attempt to return to the position where the engine was started before continuing to race.
- e. If a team is forced to use its engine as a means of propulsion for any reason whilst racing, the facts are to be reported immediately to the Race Office and a record is to be entered in the log and on the post-race declaration, giving full details including:
 - i. The yacht position and time of engine use
 - ii. The wind direction and force
 - iii. The time and position the engine was turned on and off
 - iv. The reasons for the use of the engine.
- f. The Race Committee shall decide on any penalty that shall be applied.

25. REDRESS

- a. The following points amplify RRS 62.
- b. Time spent on any diversions will normally count as time spent racing unless special circumstances warrant an award of redress by the Race Committee.
- c. In all cases the Race Committee will decide if redress is to be awarded. Any such decision will depend on the submission of a full report and request of redress by the Skipper. The Race Committee's decision will depend, in part, upon the accurate and timely presentation of this report.
- d. The Race Committee *may* generally consider awarding redress in the event of a team going to assist another Clipper Race yacht or any other vessel requiring assistance.
- e. Awards for redress will **not** be given for lost or damaged equipment, rigging or sails, equipment failure, or medical evacuations.
- f. Awards for redress will normally be made by the Race Committee at the completion of each race. On longer races, when sufficient details are held by the Race Committee, an award of redress may be made and published during that race.

26. SAIL SETTINGS

In the light of experience and to minimise damage, the following instructions amplify the regulations set out in RRS 55:

- a) Only one spinnaker may be hoisted at any one time. The only exception is when a second spinnaker is hoisted immediately prior to a spinnaker peel (endorsement of RRS 55.1).

- b) Only one headsail can be hoisted on the forestay at any one time (amendment to RRS 55.1).
- c) Headsails **must be fully hanked** to the forestay at all times, using all the available hanks. The bottom two hanks may be taken off the forestay prior to headsail changes.
- d) The staysail must be hanked to the inner forestay at all times when it is hoisted.
- e) No headsail, except the staysail, may be set at the same time as the spinnaker except when handing or setting the spinnaker.
- f) No sails other than the mainsail or the trysail may be set aft of the mast.
- g) If carried, promotional spinnakers may not be used whilst racing.
- h) The windseeker must not be flown at the same time as a headsail, except the staysail, unless it is during a sail change evolution.
- i) For the purpose of these rules, the windseeker is not classed as a headsail.

27. SAIL INVENTORY

Yachts will carry the following sails at all times. Failure to carry a complete sail wardrobe will make the team liable to a penalty (this includes sails that are damaged beyond repair, until they are replaced in a subsequent stopover):

1. Mainsail
2. Windseeker
3. Number 1 Yankee
4. Number 2 Yankee
5. Number 3 Yankee
6. Staysail
7. Code 1 Asymmetric 1.5oz
8. Code 2 Asymmetric 2.2oz
9. Code 3 Asymmetric 3.4oz
10. Trysail
11. Storm Jib

28. DAMAGE TO SAILS

Yachts will have one wardrobe of sails issued for their use for the entire race. Historically the teams that have taken best care of their sails have performed very well overall. Only in exceptional circumstances will consideration be given to replacing sails (see section 30). Skippers are to take careful note of the following:

- a. The Clipper Race is a marathon, not a sprint. This fact is probably more relevant regarding the attitude teams have towards their sails than in any other area.
- b. The general wear on the sails is directly proportional to the use and employment of the sail. When teams exceed the prudent limits early in the race, they are weakening their sails, the effect of which may not be apparent until later in the race.
- c. Any sail that has been damaged is never as efficient as one that has not been damaged. By damaging sails, teams therefore are not only disadvantaged while the sail is not available but also handicap themselves for the rest of the race.
- d. In many of the ports it may not be possible to get external support to help teams repair sails.

29. REPAIRS TO SAILS

- a. The Skippers, AQPs and crew will be responsible for sail repairs and maintenance during the race and in port.
- b. When a sail is damaged beyond the practical resources of the teams to repair, consideration will be given to repairing the sail using a local professional sailmaker.
- c. In all cases where repairs are required to be made by a professional sailmaker, the Race

Committee will keep a running total of sail repair costs.

- d. Two penalty points will be applied to the relevant team when the running total exceeds £500. A further two penalty points applied for every subsequent £500 for the duration of the Clipper Race. This applies to all sails and sail bags/covers and is cumulative.
- e. Penalty points will be deducted from the teams'
- f. overall points tally and will not affect the published finishing position for any individual race.
- g. In making any decisions regarding penalties, the Race Committee will consider all factors, including the variance of repair costs in the different ports.
- h. The Race Committee will decide on whether badly damaged sails will be repaired or replaced. If it is decided that a sail is to be replaced the penalty points identified in 30c) will be applied immediately.

30. REPLACEMENT OF SAILS

- a. In the event of the loss of a sail, or damage that is uneconomic or impractical to repair, the Race Committee will consider replacing the sail and applying a penalty.
- b. The full circumstances of the particular incident will be considered on an individual basis by the Race Committee taking into account the following guidelines:
 - i) The nature of the loss or the extent of the damage
 - ii) The length of time of the whole race remaining, noting that the decision may reflect the need to safeguard the fulfilment of the contract of those crew who are taking part in the later legs of the race
 - iii) The financial and practical aspects of local resources against the cost and shipping time for replacement sails. This could result in a decision to replace a badly damaged sail rather than repair it. In this case the replacement sail may have to be shipped to the next practical port
 - iv) If the damaged/lost sail can be replaced immediately by one of the sails carried in the fleet support containers. Please note that these sails are old and have been previously used.
- c. The penalty to replace any sail is:
 - i) Five Penalty Points – Leg 1 and Leg 2
 - ii) Six Penalty Points – Leg 3 and Leg 4
 - iii) Seven Penalty Points – Leg 5 and Leg 6
 - iv) Eight Penalty Points – Leg 7 and Leg 8
- d. Penalty points will be deducted from the teams' overall points tally and will not affect the published finishing position for any particular race.

31. LOSS OR DAMAGE OF EQUIPMENT

- a. The Race Committee will keep a running total of the costs of lost and damaged equipment and will apply one penalty point to the relevant team when the running total reaches £500 and an additional one penalty point for every subsequent £500.
- b. The following is a list of typical examples; the list is not exhaustive
 - i) loss of winch handles
 - ii) halyard jammer handles
 - iii) serious damage to equipment, including winch drums and sewing machines, requiring a replacement
 - iv) loss of any running rigging, snatch blocks or handy billy
 - v) serious damage to the deck, hull or rig
 - vi) media equipment
 - vii) maintenance tools/spares
- c. The full circumstances of the particular incident will be considered by the Race Committee on an individual basis taking into account a statement from the Skipper.
- d. The replacement of safety related equipment will not usually incur penalty points.

- e. The non-reporting, or the failure to report the loss or damage to equipment or any other part of the yacht will result in those points being added retrospectively with the addition of a further two-point penalty.

32. VICTUALLING

- a. Each Skipper will be given their teams' budget for victualling at the beginning of each leg.
- b. The Race Manager will maintain a running total of the actual monies spent by each team for victualling.
- c. For victualling purposes, the race shall be considered in three periods, over/underspend may be carried over within these periods but not into the start of the next period:
 - i) Any victualling for Legs 1, 2 and 3
 - ii) Any victualling for Legs 4, 5 and 6
 - iii) Any victualling for Legs 7 and 8
- d. At the end of each period, the Race Committee will compare the cumulative actual expenditures by each yacht with the cumulative budget.
- e. Skippers should always consider calorific content, crew dietary requirements, variety of menu and environmental factors when planning their menu for each leg
- f. Penalty points will apply for victualling overspend. The Race Committee will keep a running total of victualling spend and will apply one penalty point to the relevant team if the running total at the end of each of the defined periods in section 32.c reaches £500, and an additional one penalty point for every subsequent £500. Extenuating circumstances will be considered by the Race Committee.

33. STOWAGE OF STORES

- a. The Skippers are reminded that RRS 51 applies, and shall include the following:
 - i) Ballast, ship's stores, personal belongings or sails not set, shall not be moved to adjust trim.
 - ii) Sails cannot be stowed/stacked on deck and must be stowed below when not in use. A headsail can be left hanked onto the forestay when flying a spinnaker and a staysail may be left hanked onto the inner forestay when not in use. For clarity, this means that sails should be stowed in their proper place. Sails shall not be stowed aft of the mast.
 - iii) Anchors and cable must be kept in their recognised positions (main anchor and cable in the rope locker, kedge anchor and cable in the lazarette).
 - iv) A minimum of one water tank shall be kept full at all times.
 - v) All halyards shall be run in their usual places in the mast.

34. DISPOSAL OF GARBAGE

- a. Skippers are reminded that it is a criminal offence to illegally dispose of garbage.
- b. All yachts will at ALL times conform to MARPOL regulations as stated below;
- c. MARPOL Annex V which entered force on 1 January 2013 states when ships are outside special areas, discharge of the following items **IS** permitted when greater than 12nm from the nearest land;
 - i) Food waste not comminuted or ground
 - ii) Cargo residues not contained in wash water
 - iii) Cargo residues contained in wash water
 - iv) Cleaning agents and additives contained in cargo hold wash water
 - v) Cleaning agents and additives contained in deck and external surfaces wash water
- d. MARPOL Annex V which entered force on 1 January 2013 states when ships are outside special areas, discharge of all other garbage including plastics, domestic wastes, cooking oil, incinerator ashes, operational wastes and fishing gear is **PROHIBITED**.

SECTION 3 - COURSE INSTRUCTIONS

Course Instructions will be issued for each race of the Clipper 2023-24 Race and are to be read in conjunction with these Sailing Instructions.

ANNEX A TO CLIPPER 2023-24 RACE SAILING INSTRUCTIONS

CLIPPER RACE LE MANS START PROCEDURE

Due to local constraints and conditions, it is not always possible to create a standard start line. To enable the Clipper Race fleet to begin racing in these circumstances, the Le Mans Start was invented and has been successfully used in all previous race editions.

The aim of all Skippers is to ensure that the Le Mans Start is as fair as practically possible. The procedure does not work if any of the Skippers try to jump the gun or gain an unfair advantage during the start sequence. If the Lead Skipper suspects that an unfair advantage is being obtained by any team, they will halt the start process and re-start the sequence.

The procedure uses the standard Clipper Race start countdown of 10 min, 4 min, 1 min, Start.

1. The Lead Skipper will decide the sail plan which must be set (mainsail, staysail, headsail) this information will be communicated in advance to the fleet via VHF on a pre-arranged channel.
2. Prior to the ten-minute signal all yachts have their mainsails hoisted. Headsails hanked on, halyards and sheets attached, but NOT hoisted.
3. All yachts motor slowly (speed set by Lead Skipper), approx. two to three boat-lengths apart in a line abreast on a pre-arranged heading. This heading is usually closest towards the finish with the wind forward of the beam.
4. Once the fleet is line abreast, the Lead Skipper signals the ten-minute signal via VHF on the pre-arranged channel. Engines shall be used to ensure that the yachts are lined up accordingly (either reverse or forward).
5. At the four-minute signal, all crew shall be aft of the forward coffee grinder.
6. At the one-minute signal, engines must be turned off.
7. Mainsails are trimmed to ensure the fleet stays in line. If the fleet drift out of line, the Lead Skipper can stop the sequence and start the process again.
8. At the start signal, the crew can safely move forward, and the headsails can be hoisted.
9. All yachts must hold the agreed course and separation for the first ten minutes after the start signal.

Additional points:

- The order of the line-up will usually be decided during the pre-race Skipper briefing. This is normally pulled out of a hat (except for the Lead Skipper's position).
- No spinnakers can be hoisted for the first ten minutes after the start signal.
- No luffing for the first ten minutes after start signal.
- No course changes are allowed within the first ten minutes of start signal. As an exception, yachts can manoeuvre away from the line-up only in the event of an emergency or technical issue arising, not as a tactical decision. Once clear, they must sail behind the fleet and has no rights of way over those yachts that have held course during the ten minutes after the start signal.

Lead Skipper

- The nominated Lead Skipper will be in the middle of the line up. This is so that they can judge if the fleet is in a straight line.
- The Lead Skipper will decide on the complete sail plan to be set at the start and will communicate this in advance to the fleet via VHF on the pre-arranged channel.

- The Lead Skipper is acting on behalf of the Race Director and therefore, has overall control of the start sequence and if required, will halt the start sequence at any time up until the start signal.
- The Lead Skipper will ensure that the yachts are lined up as fairly as possible for the start sequence.
- The Lead Skipper shall call out the start sequence on the pre-arranged VHF channel.
- The Lead Skipper shall email the Race Office within 30 minutes of the start, to confirm that the Le Mans start sequence has been successfully completed. The email shall include the position, official start time in UTC as displayed on the GPS, the weather conditions and any other relevant information (e.g. which yacht led, tactics etc.)



ANNEX B TO CLIPPER 2023-24 RACE SAILING INSTRUCTIONS
PRE-RACE DECLARATION FORM [[DIGITAL LINK](#)]

RACE:

FROM:

TO:

- I have submitted a full and detailed written passage plan for Race
- I am satisfied that I have sufficient victuals on board for the passage
- I am satisfied that I have sufficient gas on board for the passage
- I am satisfied that I have full freshwater tanks on board for the passage (and spare jerry cans)
- I am satisfied that I have a fully functioning watermaker on board for the passage
- I have checked that I have full fuel tanks on board (fuel tanks, day tank and spare jerry cans)
- I have received the latest Notice to Mariners (supplied by the Race Office) relevant to the forthcoming race AND I have taken the above-mentioned Notice to Mariners into account in my passage plan
- I have produced Standing Orders (based on SSOP 3) and briefed all crew
- I have received and understand the Course Instructions (including the warnings)
- I have briefed my AQP, watch leaders and crew on the course instructions, passage plan and Standing Orders
- All crew have received a full safety brief and the safety brief declaration has been signed
- I confirm that I have measured and recorded the accuracy of my navigation equipment (GPS/Radar/Depth sounder)
- I confirm all sails are on board and I have checked any sails following professional repairs in a sail loft
- I will email the Race Office upon completion of the man overboard drills

	Name	Signature	Date	Time
SKIPPER				
AQP				
YACHT				



ANNEX C TO CLIPPER 2023-24 RACE SAILING INSTRUCTIONS
POST RACE DECLARATION FORM [[DIGITAL LINK](#)]

RACE

FROM:

TO:

Yacht Name		
Departure port		
Date and time of Race Start (UTC)		
Arrival port		
Date and time of finish (UTC)		
Distanced raced (nm)		
Fastest recorded yacht speed (knots)		
Highest recorded true wind speed (knots)		

Deviations from relevant rules and instructions:

Declaration:

This is to certify that:

If none, write none. If required, continue on a separate page and attach reports etc.

List all attachments below

- The information above is correct
- The above race has been completed in accordance with all the relevant rules and instructions
- Any deviation from any of the relevant rules and instructions is listed above/separately

	Name	Signature	Date	Time
Skipper				
AQP				



ANNEX D TO CLIPPER 2023-24 RACE SAILING INSTRUCTIONS

PROTEST FORM - ALSO FOR REQUESTS FOR REDRESS AND REOPENING [\[DIGITAL LINK\]](#)

Fill in and tick as appropriate.

Received by	Date	Time	Signature

1. DATE: **RACE:**

2. TYPE OF HEARING

- Protest by yacht against yacht
- Protest by race committee against yacht
- Request for redress by yacht or Race Committee
- Request by yacht or Race Committee to reopen hearing

3. YACHT PROTESTING, OR REQUESTING REDRESS OR REOPENING

Yacht name:

4. YACHT PROTESTED OR BEING CONSIDERED FOR REDRESS

Yacht name:

5. INCIDENT

Time and place of incident:

Rules alleged to have been broken:

Witness:

6. INFORMING PROTESTEE

How did you inform the protestee of your intention to protest?

- By hailing? When? Words used?

- By informing the protestee in some other way? Details:

7. DESCRIPTION OF INCIDENT (use another sheet if necessary)



**ANNEX E TO CLIPPER 2023-24 RACE SAILING INSTRUCTIONS
PASSAGE PLAN [[DIGITAL LINK](#)]**

PLEASE CHECK ALL BOXES ON THE LEFT ONCE EACH SECTION IS FULLY COMPLETE

**SECTION 1
PASSAGE DETAILS**

START DATE	VESSEL CV	RACE NO
FROM	TO	
SKIPPER NAME	AQP NAME	

PASSAGE NARRATIVE (PLEASE GIVE A DETAILED DESCRIPTION OF THE PASSAGE)

TOTAL DISTANCE	ESTIMATED DURATION

**SECTION 2
PUBLICATIONS (PLEASE LIST ALL APPROPRIATE PUBLICATIONS E.G. ALMANACS / PILOTS /
SAILING DIRECTIONS / ATLASES)**

NAME	PAGES	NAME	PAGES

SECTION 3**CHARTS (PLEASE LIST ALL CHARTS USED FOR BOTH PILOTAGE AND OFFSHORE PLANNING)**

CHART NO	CHART NAME	CHART NO	CHART NAME

SECTION 4**KEY DEPARTURE DETAILS (THIS IS NOT A DETAILED PILOTAGE PLAN)**

PORT		START TIME (LOCAL)		UTC
HW TIME/HEIGHT		LW TIME/HEIGHT		
LOCAL REGULATIONS/INFORMATION/REPORTING/VHF ETC				
THREE DAY WEATHER FORECAST				
DATE	WIND DIR	FORCE	SEA STATE	VIS

SECTION 5**WEATHER ROUTING OVERVIEW (PLEASE GIVE DETAILS FOR THE ENTIRE PASSAGE)**

SECTION 6

HAZARD OVERVIEW (PLEASE GIVE A DESCRIPTION OF HAZARDS. THIS COULD INCLUDE, BUT MAY NOT BE LIMITED TO, NAVIGATIONAL / METEOROLOGICAL / TRAFFIC / FISHING / MINING)

HAZARD DESCRIPTION	LOCATION

SECTION 7

PORTS OF REFUGE (PLEASE GIVE DETAILS OF SUITABLE PORTS OF REFUGE)

PORT	PUBLICATION REFERENCE AND PAGES	SUITABILITY	APPROACH WAYPOINT

SECTION 8

EXCLUSION ZONES (PLEASE ENTER ANY ZONES THAT MUST BE AVOIDED)

TYPE	DESCRIPTION	START POSN	END POSN

SECTION 9

**PILOTAGE (PLEASE INCLUDE, IF NEEDED, CLEARING-BEARINGS / DEPTHS / VISUAL AIDS ETC)
THIS IS FOR ANY AREA NOT CONSIDERED OPEN OCEAN**

DEPARTURE

ARRIVAL

OTHER



SECTION 10
WAYPOINT LIST (PLEASE LIST ESSENTIAL WAYPOINTS FOR SAFE NAVIGATION)

No	LAT	LONG	BRG FROM LAST	RANGE FROM LAST

NB HAVE THE ABOVE WAYPOINTS BEEN ENTERED INTO THE ONBOARD NAVIGATIONAL SOFTWARE AND A ROUTE CREATED?

SKIPPERS SIGNATURE:

SECTION 11
EMERGENCY CONTACT DETAILS (PLEASE INCLUDE ANY LOCAL SEARCH AND RESCUE SERVICES)

NAME	NUMBER
DEPUTY RACE DIRECTOR (DALE SMYTH)	+44 7817 317919
RACE DIRECTOR (MARK LIGHT)	+44 7875 206337
NMOC FAREHAM	+44 (0) 23 9255 2100

SECTION 12
CREW LIST (EXCLUDING SKIPPER AND ADDITIONALLY QUALIFIED PERSON)

1	9	17
2	10	18
3	11	19
4	12	20
5	13	21
6	14	22
7	15	23
8	16	24

I CONFIRM THAT MY ADDITIONALLY QUALIFIED PERSON, WATCH LEADERS AND CREW WILL BE ADEQUATELY BRIEFED ON THE ABOVE PASSAGE PLAN AND NAVIGATIONAL STANDING ORDERS BEFORE DEPARTURE.

SKIPPER SIGN	ADDITIONAL QUALIFIED PERSON SIGN
DATE	LOCATION

FALIURE TO SUBMIT A FULL AND DETAILED PASSAGE PLAN PRIOR TO DEPARTURE WILL RESULT IN PENALTY POINTS BEING ISSUED

RECEIVED AND ACCEPTED DEPUTY RACE DIRECTOR SIGN	DATE



ANNEX F TO CLIPPER 2023-24 RACE SAILING INSTRUCTIONS
RIG CHECKLIST - CLIPPER 70 [DIGITAL LINK]

Clipper 2023-24 Race

Ver 1.0

Rig Checklist - Clipper 70

Port at which completed:	
Yacht	
Date	

Rig Checklist completed by	Print Name	Sign
Skipper sign off	Print Name	Sign

Before heading up the rig to complete the check please ensure you take the correct tools in order to carry out the checklist, including but not limited to: checklist / pencil / electrical tape / bungee / knife / pliers / mastic gun and clear silicone / metal file / split pins / silicone spray or McLube

RIG CHECKLIST SUMMARY		
Defects and Deficiencies Item	Quantity	Comments

Please return this cover sheet together with the completed checklists to the Technical Team

Area of mast or component	Checked OK	Problem or defect	Comments
MASTHEAD DOWN TO UPPER SPREADERS			Remember to check all paintwork as you descend
Windex and bracket fitted and secure			
Windex orientation correct			
Masthead light fitted and secure			
Masthead light works			
Garmin wand fitted and secure			
Garmin wand orientation correct			
VHF aerial fitted and secure			
Wiring entering masthead undamaged / not chafed			
Echomax bracket secure			
Echomax secure and wiring visually ok			
Spinnaker u bolt nuts tight and secure			
Spinnaker block shackles worn			
Spinnaker blocks undamaged			
Blocks swivel properly			
Shackles wired / cable tied			
Spinnaker u bolts worn - if so %			
Spinnaker u bolts worn and need replacing			
Are spinnaker strops worn or too long			
Are there any weld cracks in masthead crane?			
If so, are they drilled?			
Any comments or observations about the masthead area			
Forestay and backstay upper ends			
Forestay - leather removed for inspection			
Forestay - masthead clevis pin visually ok			
Forestay - masthead split pins ok and silicone			
Forestay - terminal / wire visually ok			
Forestay - terminal articulation ok			
Forestay - leather condition			
Backstay - masthead clevis pin visually ok			

Area of mast or component	Checked OK	Problem or defect	Comments
Backstay - masthead split pins ok and silicone			
Backstay - terminal / wire visually ok			
Backstay - terminal articulation ok			
Masthead sheaves			
Port Yankee sheave undamaged			
Starboard Yankee sheave undamaged			
Main sheave undamaged			
Topping lift sheave undamaged			
Are there cracks around the sheave box?			
If so, are they drilled?			
Cap shroud attachments			
Bolts ok			
Split pins opened and siliconed			
Port cap shroud			
Compression fitting showing signs of slipping			
Wire visually ok			
Starboard cap shroud			
Compression fitting showing signs of slipping			
Wire visually ok			
Port spin halyard			
All bolts secure			
Starboard spin halyard			
All bolts secure			
Mast track			Remember to check all the track as you descend
Any sharp edges on the inside?			
If so, where?			
Mast track – continued			
Sliders securing pin present			
Track free of grit / swarf			
Sliders on main damaged / replaced			
Upper spreaders			
Spreader alignment ok (<i>not excessive fore and aft movement</i>)			
Spreader vertical alignment ok			

Area of mast or component	Checked OK	Problem or defect	Comments
Leather removed for inspection			
Cap shroud guide block secure			
Inboard end clevis pins secure and split pins turned over			
Split pins silicone			
Spreader bracket fastenings all present and secure			
Spreader bracket welds visually ok			
Spreader Ends Re-leathered			
UPPER SPREADERS DOWN TO MID SPREADERS			
D3 attachments			
Clevis pins secure			
Split pins opened and siliconed			
Port D3			
Compression fittings not slipping			
Wire visually ok			
Starboard D3			
Compression fittings not slipping			
Wire visually ok			
Staysail halyard sheaves			
Sheaves undamaged			
Cover plates in place and secure			
Sheave box cage secure			
Are there any cracks around the sheave box?			
Is the pin elongating the hole in the sheave box?			
Staysail halyard sheaves – continued			
Is the pin damaged / worn?			
Inner forestay attachment			
Toggle articulation ok			
Clevis pins / split pins opened and siliconed			
Terminal visually ok			
Runner attachment			
Shackle not worn			
Shackle wired / cable tied			
Rivets holding bracket secure			

Area of mast or component	Checked OK	Problem or defect	Comments
Runner loop undamaged			
Inner forestay			
Upper terminal / wire visually ok			
Stay undamaged at upper end			
Middle spreaders			
Spreader alignment ok (<i>not excessive fore and aft movement</i>)			
Leather removed for inspection			
Port D3 terminal / wire visually ok			
Port D3 rigging screw articulation ok			
Shock cord between D3 and cap shroud ok			
Port D3 rigging screw split / lock pins ok and taped			
Port D3 toggle split pins ok and siliconed / taped			
Port V and D linking plate visually ok			
Pin for linking plate secure			
Stbd D3 terminal / wire visually ok			
Stbd D3 rigging screw articulation ok			
Shock cord between D3 and cap shroud ok			
Stbd D3 rigging screw split / lock pins ok and taped			
Stbd D3 toggle split pins ok and silicone / taped			
Stbd V and D linking plate visually ok			
Pin for linking plate secure			
Middle spreaders - continued			
Port V2 terminal / wire visually ok			
Port V2 clevis pin secure and split pinned			
All split pins bent over and siliconed			
All terminals free to articulate (<i>not fouled by tape / other fittings</i>)			
Stbd V2 terminal / wire visually ok			
Stbd V2 clevis pin secure and split pinned			
All split pins bent over and siliconed			
All terminals free to articulate (<i>not fouled by tape / other fittings</i>)			
Spreader inboard end clevis pins secure and split pins turned over			

Area of mast or component	Checked OK	Problem or defect	Comments
Split pins siliconed			
Spreader bracket fastenings all present and secure			
Spreader bracket welds visually ok			
Condition of spreader leather			
Does leather restrict movement of terminals			
Upper end of lower cap shrouds			
Port terminal / wire visually ok			
Stbd terminal / wire visually ok			
MIDDLE SPREADERS DOWN TO LOWER SPREADERS			
D2 intermediate attachments			
Clevis pin secure			
Split pins siliconed			
Port D2 Intermediate and V1 wire			
Compression fittings not slipping			
Wire visually ok			
Stbd D2 Intermediate and V1 wire			
Compression fittings not slipping			
Trysail track			
Track stop present and secure			
Track undamaged			
Deck flood / steaming light			
Both deck and steaming light work			
Securely fastened			
Cable entry ok			
Cage present and securely fastened			
Lower spreaders			
Spreader alignment ok (<i>not excessive fore and aft movement</i>)			
Leather removed for inspection			
Spreader vertical alignment ok and bulldog clips secure			
Port D2 intermediate wire visually ok			
Port D2 intermediate guide block secure			
Shock cord between D2 intermediate and cap shroud ok			
Stbd D2 intermediate wire visually ok			

Area of mast or component	Checked OK	Problem or defect	Comments
Stbd D2 intermediate guide block secure			
Shock cord between D2 intermediate and cap shroud ok			
Port V1 wire visually ok			
Port V1 guide block secure			
Stbd V1 wire visually ok			
Stbd V1 guide block secure			
Inboard end clevis pins secure and split pins turned over			
Split pins siliconed			
Spreader bracket fastenings all present and secure			
Spreader bracket welds visually ok			
Spreader ends re-leathered			
Does leather restrict movement of terminals			
LOWER SECTION			
D1 attachments			
Stbd D1 clevis pin secure			
Split pins opened and siliconed			
Port D1 and V1 wire			
Compression fittings not slipping			
Wire visually ok			
Stbd D1 and V1 wire			
Compression fittings not slipping			
Wire visually ok			
Halyard exits			
Contact point smooth and no burrs			
Main boom gooseneck			
Fastenings tight - no movement			
Pin and nyloc present and secure			
Tack shackle wired / cable tied			
Check condition of wear washers			
Instrument pod			
Bolts secure			
Wiring not showing signs of chafe			
Instrument pod welds visually ok			

Area of mast or component	Checked OK	Problem or defect	Comments
Kicker gooseneck			
Fastenings tight - no movement			
Pin and nyloc present and secure			
Mast collar			
Mast boot in place and secure			
Spartite secure in collar (not working its way out)			
Boom			
Fwd end welds not cracked			
Fwd reef and outhaul sheaves not cracked			
Kicker bracket visually okay			
Aft end reef and outhaul sheaves not cracked			
Deck fitting lower ends			
Forestay			
Deck fitting lower ends - continued			
Fabric protection for lashing removed for inspection			
Lower compression fitting / wire visually ok			
Top Lashing Shackle Visually OK and split pinned			
Spectra lashing secure and showing no signs of chafe			
Chainplate shackle visually OK and split pinned			
Chain plate visually ok			
Condition of Fabric protection for lashing			
Inner forestay			
Lower terminal / wire visually ok			
Rigging screw split pins opened and lightly taped			
Clevis pin visually ok, pinned and taped			
V1 cap shrouds			
Port cap shroud lower terminal / wire visually ok			
Rigging screw split pins opened and siliconed			
Clevis pin visually ok, pinned and siliconed			

Area of mast or component	Checked OK	Problem or defect	Comments
Chainplate port & stbd sealed sufficiently			
Stbd cap shroud lower terminal / wire visually ok			
Rigging screw split pins opened and siliconed			
Clevis pin visually ok, pinned and siliconed			
D1s			
Port D1 lower terminal / wire visually ok			
Rigging screw split pins opened and siliconed			
Stbd D1 lower terminal / wire visually ok			
Rigging screw split pins opened and lightly siliconed			
Clevis pin visually ok, pinned and siliconed			
D2 intermediates			
Port D2 intermediate lower terminal / wire visually ok			
Rigging screw split pins opened and siliconed			
Clevis pin visually ok, pinned and siliconed			
Stbd D2 intermediate lower terminal / wire visually ok			
Rigging screw split pins opened and lightly siliconed			
Clevis pin visually ok, pinned and siliconed			
Backstays			
Upper backstay terminals visually ok			
Backstay triangular splitter plate ok			
Terminals on splitter plate pinned and siliconed			
Chain plates in good condition			
Port lower backstay terminals visually ok			
Port rigging screw pinned and siliconed			
Port clevis pin to chainplate pinned and siliconed			
Stbd rigging screw pinned and siliconed			
Stbd clevis pin to chainplate pinned and siliconed			

Area of mast or component	Checked OK	Problem or defect	Comments
Runners			
Spectra visually ok			
Harken air block undamaged			
Harken air block pinned and siliconed			
Low friction ring spectra lashings ok			
Runner tails visually ok			
Runners - Continued			
Tricing line and attachments ok			
BELOW DECK			
Mast bury			
Rivets OK			
Jacking plates secure			
Wiring exit hole not chafing wires			
Any bubbled paintwork need scraping off			
Fuel breather jubilee clips secure			
Deck tie downs visually ok and pinned			
BOWSPRIT AND BOBSTAY			
Bowsprit free of dents and cracks including welds			
Bowsprit fixings tight			
Bobstay and lashings secure and free of chafe			
Chainplate bolts ok			
All tackline fittings and lashings secure and chafe free			

Rig Checklist signed off by:

Yacht No.

Comments and Observations

Important Notes

- This checklist should be completed whilst somebody is aloft physically checking each component or area.
- Never go aloft attached to a snap shackle - it is very dangerous - always use a bowline.
- Any tape (but particularly self-amalgamating tape) reduces articulation of toggles and rigging screws.
- Reduced articulation creates a risk of wire and rigging screw failure. Self-amalgamating tape hardens as it ages.
- Always remove old tape from toggles and rigging screws before re-taping.
- Leather if shrunk tight over toggles will reduce articulation.
- Keep the lazy runner off the spreaders. Serious chafe and damage to the line and spreaders could result - which might endanger the rig.
- Any defects or concerns should also be reported in the regular damage and defect reports.



ANNEX G TO CLIPPER 2023-24 RACE SAILING INSTRUCTIONS
SAFETY CHECKLIST – CLIPPER 70 [\[DIGITAL LINK\]](#)

Port at which completed:			engine hrs:	
Yacht			gen hrs:	
Date				
Safety checklist completed by	Print name			Sign
Thru hull and valve checklist completed by	Print name			Sign
Skipper sign off	Print name			Sign
Main engine hours:	Generator hours:			
SAFETY CHECKLIST				
Summary of defects and deficiencies Item	Quantity	Comments		
THRU HULL AND VALVE CHECKLIST				
Summary of defects and deficiencies Item	Quantity	Comments		

Please return this cover sheet together with the completed checklists to the Technical Team

Area of yacht / component	Qty	Yes	No	Comments
DECK				
Bow towing fairleads and cleat securely fitted				
Bow towing cleat chocks present				
All grab rails securely fitted				
Navigation lights				
Port, stbd and stern light working				
Masthead / anchor light combination working				
Steaming light working				
Deck flood light working				
Deck / steaming light cage secured				
Pulpit and pushpits				
Pulpit and pushpits secure				
Pulpit and pushpits not distorted				
Pulpit and pushpit legs not damaged / crushed				
Stanchions				
All stanchions straight	16			
No stanchions damaged / crushed	16			
Stanchion securing bolts all present	16			
All gate frames straight	4			
No gate frames damaged / crushed	4			
Gate frame securing bolts all present	4			
Stanchion feet and bolt secure and tight	24			<i>Incl. gates</i>
Guardrails				
Guard rails tight	4			
Wires not kinked	4			
Wires have no broken strands	4			
Split pins turned and siliconed	4			
Lashings secure - no chafe	4			
Lashings less than 4" long	4			
Lashings min 6 passes and secure	4			
Aft gates secure, no kinks or broken strands	6			
Jackstays				
Deck jackstays undamaged				
Attachments secure and lashing ok				
Cockpit jackstays undamaged				
Attachments secure and lashings ok				
CCZ markings				
All boldly marked				
Boat hook				
Boat hook present and stowed securely	1			

Area of yacht / component	Qty	Yes	No	Comments
EPIRB				
EPIRB securely attached to port fwd helming frame	1			
EPIRB tested	1			
EPIRB hydrostatic release within expiry date	1			Exp. __/__/____
Companionway				
Washboards each attached to yacht	2			
Steps securely fastened	1			
Liferafts				
Liferaft orientation in stowage correct (painter fwd)	3			
Liferaft painters attached to D-piece on the hydrostatic release	3			
Liferaft lashdown straps tightly secured	3			
Have any additional liferaft lashings been fitted?				
Hydrostatic releases within expiry date	4			Exp. __/__/____ Exp. __/__/____
				Exp. __/__/____ Exp. __/__/____
Kedge anchor chain and warp lashed down	1			Consider weight in an inversion
Kedge / chain warp shackled together	1			
Anchor warp bitter end secured	1			
Anchor angel present	1			
Emergency tiller present and secured	1			
Emergency tiller bolt with 2 nuts	1			
Buckets each with lanyard	2			
Gas lockers				
Gas bottles secure - no movement	4			<i>Short topped cylinders</i>
Pushpit / A-frame				
Throwing line present and attached to pushpit or helm frame	1			Pushpit or wheel frame
Horseshoe lifebuoy holders secure	4			
Horseshoe lifebuoys undamaged	4			
Horseshoe lifebuoys - clearly marked with yacht name and MMSI	4			
Horseshoe lifebuoys retro reflective tape present				<i>4 x 5cm per side and on outside edge</i>
Horseshoe lifebuoy lights work	2			
Horseshoe lifebuoy lights attached (to horseshoe lifebuoy)	2			
Whistles attached to horseshoe lifebuoys	2			
Drogues attached to horseshoe lifebuoys	2			
All components untangled				
Danbuoy line attached to horseshoe lifebuoy	1			

Area of yacht / component	Qty	Yes	No	Comments
Danbuoy pole sections extended clipped, secured and taped	1			
Danbuoy float secured to pole	1			
Danbuoy flag in good condition	1			
Danbuoy flag marked with correct yacht name and MMSI	1			
Retro reflective tape fitted to top of danbuoy pole	1			
AIS beacon armed and trigger line set properly	1			
BELOW DECKS				
Forward sail / rope locker				
Lee cloths securely fastened and fully functioning	4			
Dinghy with oars and pump in bag	1			Stowed at Skipper's discretion
Dinghy holds air and is serviceable	1			Under fwd boards
Dinghy marked with correct number	1			
Collision bulkhead hatch fitted and nuts tight	1			
Crash bulkhead bilge pump secure				
Main anchor chain and warp lashed down	1			Consider weight in an inversion
Anchor / chain / warp shackled together	1			
Anchor angel present				
Anchor warp bitter end secured with lashing				
Portlight / hatch stormboards				
Large forehatch stormboard, strong backs, bolts (sail locker)	1			Foredeck
Medium forehatch stormboard, strongback and bolt (sail locker)	1			Nav station / laz.
Small hatch stormboard, strongback and bolt (sail locker)	1			Galley
V. Small hatch stormboard, strongback and bolt (sail locker)	2			Heads
Small portlights aft (Skipper 's cabin)	4			
All stormboards secured				
Forward watertight door				
Watertight door not obstructed by sails / stowed gear	1			
Watertight doors marked 'keep closed at sea'	1			
Watertight door seal good, closes correctly and handles lock				
Forward accommodation				
Fire extinguisher gauge in green	1			Port - fwd. Saloon / accom.
Fire extinguisher in date	1			
Fire extinguisher securely fastened	1			
Lee cloths securely fastened and fully functioning	4			

Area of yacht / component	Qty	Yes	No	Comments
Galley				
Fire blanket present and secure	1			
Gas leak actions notice present	1			
Saloon				
Fire extinguisher gauge in green	1			Stbd. Fwd.
Fire extinguisher in date	1			
Fire extinguisher securely fastened	1			
Ship's bell secure	1			Port
Companionway				
Tonnage plate present and secured	1			
SART securely attached to holder	1			Serial number:
SART tested				
Flares				
Yellow flare boxes secured	1			
Red parachute flares	12			
Red hand flares	6			
Buoyant smoke	2			
White parachute flares	2			
White handheld flares	2			
Toilet compartments				
Solas #2 notice	2			Aft heads
Wet lockers				
Climbing harness and helmet present	1			
Fire hose stowed correctly and secure	1			
Aft accommodation				
All portlight knobs turning freely				
Watertight doors not obstructed by sails / stowed gear	2			
Watertight doors marked 'keep closed at sea'	2			
Watertight doors swing easily (hinges free)	2			
Watertight door seals good, close correctly and handles lock				
Fire extinguisher gauge in green	2			
Fire extinguisher in date	2			
Port aft accom. / Mate's cabin area				
Lee cloths securely fastened and fully functioning	2			
Stbd. Aft accom. / Skipper's cabin				
Lee cloths securely fastened and fully functioning	2			
Hydraulic wire cutters	1			
Day shapes (3x ball and 1x cone)	1			
Fog horns working	2			Electric and trump (manual)
Searchlight working	1			
NUC lights working	1			
Horn / lights extension lead	1			Stowed at Skipper 's discretion

Area of yacht / component	Qty	Yes	No	Comments
Man overboard lifting strop present	1			Stowed at Skipper 's discretion
Man overboard lifting strop fitted with working snap-hook	1			Stowed at Skipper 's discretion
Scramble net present and fitted with clips	1			Stowed at Skipper 's discretion
Scramble net secured and accessible	1			Stowed at Skipper 's discretion
TPAs	26			Stowed at Skipper 's discretion
Waterproof dry bags	2			Stowed at Skipper 's discretion
Emergency lighting torches / flashlights	4			
All Cat A med kit present and in date				Check expiration dates of all items
Nav. Station				
Compass deviation card present				
VHF Mayday card present				
Clock and barometer present, set and secured				
Fixed VHF fully functioning				
GPS fully functioning				
Hand held VHF's present	2			2 x GMDSS HH VHF's in Skip's lockers
Non-GMDSS handheld VHF fully functional all channels	1			1 x Non-GMDSS HH VHF in nav station.
Log / depth sounder fully functioning				
Paper charts for appropriate area				
Alarm systems				
High level bilge alarm sail locker working				
High level bilge alarm mast working				
High level bilge alarm engine room working				
High level bilge alarm stbd aft accom. working				
High level bilge alarm lazarette working				
Auto bilge pump working sail locker				
Auto bilge pump working mast				
Auto bilge pump working engine room				
Auto bilge pump working stbd aft accom.				
Auto bilge pump working lazarette				
Smoke alarms tested - sail locker, galley, engine room, nav				
Gas alarms tested - under cooker and laz				
No faults on Nereus alarm panel				
Publications				
Reeds nautical almanac				
Log book				Race logbook
Clipper Race publications				
Clipper Race training manual				
Clipper official maintenance log book				<i>Logbook as opposed to defects book</i>

Area of yacht / component	Qty	Yes	No	Comments
Manuals and manufacturer's information				
Garmin instruments and VHF				
Harken winches				
Perkins - main engine				
Onan – generator (delete if not fitted)				
Onan parts manual (delete if not fitted)				
Fischer panda – generator (delete if not fitted)				
Fischer panda parts manual (delete if not fitted)				
Licences and certificates				
Certificate of Maltese registry				
Certificate of compliance to trade as a commercial yacht				
MLC inspection report				
Insurance certificates – yacht/ship owners liability/repatriation				
Liferaft certificates				
EPIRB certificate				
Gas certificate				
Fire extinguisher certificate				
Antifouling system declaration				
International sewage pollution prevention certificate				
LSA training manual				
Stability booklet				
Portable bilge pump (stowed in laz)				
Bilge pump fully operational				
Bilge pump mounting bracket secure				
Bilge pump handle present and attached				
Strum box attached to end of hose				
Main engine room/port wet locker				
Manual bilge pump fully operational				
Manual bilge pump secured				
Electric bilge pump fully operational				
Electric bilge pump secured				
Engine driven fire pump / bilge pump fully operational				
Engine driven fire pump / bilge pump hose stowed correctly				
Fire extinguisher gauge in green	1			<i>Gauge temp. Sensitive; read correctly</i>
Fire extinguisher in date	1			
Fire extinguisher securely fastened	1			

Area of yacht / component	Qty	Yes	No	Comments
Items stowed at Skipper's discretion (to be completed by trained person)				
Lifejackets present	29			
Lifejackets operational (hold air for 1 hour)	29			
Lifejackets in good condition / retro-reflective tape	29			
Lifejacket sprayhood correctly folded into collar area	29			
Lifejackets marked yacht no / identity no	29			
Whistle attached to lifejackets	29			
Lifejacket lights present and attached to lifejacket	29			
Lifejacket lights work	29			
Safety harness straps present and in good condition/no overload	29			
Lifejacket / harness crotch straps present	29			
Lifejacket / harness crotch straps in good condition	29			
Lifejackets fitted with AIS beacons	29			
Lifejacket spares and equipment				
Spare lifejacket re-arm kits	5			
Spare lifejacket lights	5			
Spare lifejacket manual inflator	2			
Total number of lifejackets aboard yacht	29			
Total number of lifejackets armed with automatic head	28			<i>Manual inflator in rescue jacket</i>
Total number of harness lines	29			
Miscellaneous spares				
Torch bulbs	1			
Torch batteries	6			
GRAB BAGS (2) - RORC SUGGESTED CONTENTS LIST - THIS IS A SUGGESTED LIST AND EXTRA ITEMS MAY BE ADDED.				
Per bag				
Waterproof dry bags	2			Already on yacht
GMDSS handheld VHF with spare battery				
Watertight torch with batteries and bulb				Already on yacht
Red parachute flares				Already on yacht
Red hand flares				Already on yacht
SART				Already on yacht
406mhz EPIRB				Already on yacht
First aid kit				Already on yacht
Water				Already on yacht

SKIPPER ITEMS IN GRAB BAGS				
List actual items				

Note

- Ball valves are used on all thru hulls because of their reliability and strength.
- Ball valves become stiff through lack of use and mollusc growth rather than corrosion.
- Ball valves by virtue of their design are stiffer than some other types of valve.
- Each ball valve should be opened / closed once a week to ensure it remains free
- All valves should be left open.
- The bigger the ball valve the more friction and therefore the stiffer it feels (exhaust valves)
- All thru hull hoses must be double clipped.

Do not!

- Use a spanner or lever on the handle - it is the best way to damage the valve - if it seems too stiff get help.
- Attempt to rotate the valve - it is threaded onto the thru hull spigot.

Remember

- The ball valves keep the sea out and should be respected.
- Each ball valve has a wooden bung attached to it for emergencies.
- The bung diameter mid length should equal the valve size below.

If in doubt seek assistance or advice from the Technical / Maintenance team