

## ANNEX A TO CLIPPER 2019-20 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 races.

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 yacht, 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. Prior to the ten-minute signal all yachts have their mainsails hoisted. Headsails hanked on, halyards and sheets attached, but NOT hoisted.
2. All yachts must start with the same sized headsails hanked on and this will be decided and communicated in advance to the fleet by the Lead Skipper via VHF on a pre-arranged channel.
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 towards the finish.
4. Once the fleet is in a line abreast, the lead Skipper signals the ten-minute gun via VHF on a 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 are to 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 gun, the crew can 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 gun.

#### Additional points:

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

#### Lead Skipper

- The nominated Lead Skipper will be in the middle of the line up at position six. This is so that they can judge if the fleet are in a straight line.
- The Lead Skipper will decide the size of headsail to be hanked on at the start and will communicate this in advance to the fleet via VHF on a pre-arranged channel.

- The Lead Skipper has overall control of the start sequence and if required, will halt the start sequence at any time up until the start gun.
- 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 a 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.)