

CLIPPER 2023-24 RACE

SECTION 3 - COURSE DETAILS

RACE 14 – OBAN TO PORTSMOUTH

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**, Oban (UTC +1 hr) unless otherwise stated.
- Tidal Information on Sunday 21 July 2024 at:
 - Oban HW 1901 3.80m
- Race distance is approximately 920 nautical miles
- The estimated finishing date is 26 – 27 July 2024
- All bearings shown are relative to True North.

ARRANGEMENTS PRIOR TO THE START

Sunday 21 July 2024

- 0950 - 1000 Teams assemble at Station Square
- 1005 - 1020 Cultural Entertainment
- 1020 - 1040 Crew Parade to Yachts
- 1040 Mass Leg 8 Crew Photo on Pontoons / Yachts
- 1100 Skippers / AQPs Dockside Briefing
- 1100 All Leg 8 Crew on Board Yachts
- 1115 - 1150 Individual Team Photos on Board
- 1200 First Yacht Slip Lines from North Pier
- 1230 Final Yacht Slip Lines from North Pier
- 1300 - 1325 Parade of Sail
- 1330 Fleet transit to Start Area (Dunstaffnage)
- 1430 Clipper Race Committee time check
- 1500 Race 14 Start

START AND STARTING SIGNALS

Race 14 start will be at 1500 LT on Sunday 21 July 2024

Sequence for the start will be:

- | | | |
|------|-----------------------------|---|
| 1450 | 10-minute warning signal | Clipper Race class flag and air horn blast. |
| 1456 | 4-minute preparatory signal | 'P' flag raised and air horn blast (engines off). |
| 1459 | 1-minute warning signal | 'P' flag lowered and air horn blast. |
| 1500 | Race 14 Start | All flags lowered and air horn blast. |

The Class Flag shall be the Clipper Race Flag.
All flags will be shown on the Committee Vessel.
Sound signals shall be made by an air horn blast and are made to draw your attention to the flags.
The start will be signaled by an air horn blast.
The start sequence shall be called on VHF CH 72
Engines are permitted to be used until the 4-minute preparatory signal.

STARTING LINE

- The start line will be located in the vicinity of Ardmucknish Bay, off Dunstaffnage (approx. 4nm north of Oban).
- The start line shall be between two Yellow Cylindrical Inflatable Marks in the following approx. positions:
 - Northern End (approx. position) 56°27.800N, 005°27.300W
 - Southern End (approx. position) 56°27.500N, 005°27.000W
- The Committee Vessel will be a blue hulled chartered motor vessel named “MV Creagallan”. This vessel may not be on the line.
- The Committee Vessel will be on station in approx. position 56°27.500N, 005°27.000W (near to the Southern end of the line).
- The start line will be approx. 650m in length.
- The start line is to be crossed in an east to west direction.
- There will be an exclusion zone of 25m all around the Committee Vessel and no Clipper Race yacht shall roam into this area at any time.
- The exact location of the start course and any marks will be determined by the Race Director and briefed at the pre-race skippers briefing.
- Any alterations to the proposed start course shall be made on VHF CH 72.
- The Clipper Race Committee reserves the right to change or adjust the published starting procedures or start course and any aspect of the race course to ensure the overall objectives of the Clipper Race are achieved.

START COMMUNICATIONS

The Race Officer will communicate on VHF CH 72. The back up channel will be VHF CH 77. All yachts are to check in with Clipper Race Control on VHF prior to the 10-minute warning signal.

The final 10 seconds before the start will be counted down on VHF. This shall not count as outside assistance; failure to hear the transmission will not be cause for redress.

INFRINGEMENTS

Reference SI 5 (extracts reprinted below)

- RRS 30.1 (Round – an – End Rule) will be in force for all starts but flag ‘I’ will not be flown.
- Yachts on the course side of the starting line (OCS) at the start will be penalised by a time penalty of 1 hour plus a further minute for every second over the line at the start signal.
- Whenever possible yachts over the line will be advised by the starting authority on the designated VHF channel.

- Yachts may avoid a penalty by returning around the pin end of the start line and then re-crossing the line.
- Entering a TSS – a minimum 6-hour time penalty will be applied to that yacht's finishing time.

RACE MARKS

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

COURSE

Ref	Mark	Rounding	Comments
1	START		Briefed at the pre-race Skippers briefing
2	Virtual Mark Blyth	STARBOARD	56°05.000N, 006°35.000W Virtual Waypoint
3	Virtual Mark de Hartog	PORT	55°20.000N, 008°20.000W Virtual Waypoint
4	Virtual Mark Pearce	PORT	54°20.000N, 010°30.000W Virtual Waypoint
5	Virtual Mark Ponting	PORT	54°05.000N, 010°35.000W Virtual Waypoint
6	Virtual Mark Beesley	PORT	52°00.000N, 011°15.000W Virtual Waypoint
7	Virtual Mark Fastnet	PORT	51°00.000N, 010°00.000W Virtual Waypoint
8	Virtual Mark West Scilly	PORT	49°35.000N, 006°35.000W Virtual Waypoint
9	Virtual Mark East Scilly	PORT	49°35.000N, 006°15.000W Virtual Waypoint
10	Virtual Mark Wood	PORT	50°05.000N, 003°45.000W Virtual Waypoint
11	Virtual Mark Buzzard	STARBOARD	50°25.000N, 002°30.000W Virtual Waypoint
12	Virtual Mark Robson	STARBOARD	49°45.000N, 001°05.000W Virtual Waypoint
13	Cussy West Cardinal Mark	PORT	Approx. Position 49°29.449N, 000°43.008W
14	Virtual Mark South East Wight	PORT	50°34.000N, 001°08.000W Virtual Waypoint
15	In addition to the above, NO yacht is to be within 2nm of any coastline, island or off lying hazard (awash or above the water at chart datum) and not in water of less than 10m deep (chart datum)	SEE NOTE BELOW	Between Mark No. 2 Virtual Mark Blyth & Mark No. 14 Virtual Mark South East Wight
16	Finish Line	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 the Oban Bay area, in the Firth of Lorn and around Kerrera, and also in particular the fishing areas of the South West approaches and the English Channel.
- Skippers are warned to beware of recreational boaters, in particular around the West coast of Scotland and the South coast of the UK and around the race start and finish areas.
- Great care must be taken around the many and varied headlands of the UK and Ireland and in particular around Portland Bill and the Cherbourg Peninsula where the tides can run very strongly. The potential for a dangerous wind over tide situation, especially at night, exists.
- Skippers should be aware of the shoal area in the vicinity of the Finish Line and to the West of Bembridge Ledge ECM.
- Skippers should be aware of and must not impede the safe passage of any commercial traffic particularly around the approaches to the Nab Channel.
- Skippers shall not rely on GPS alone when navigating near coastlines and hazards and shall establish visual or radar fixes.
- Skippers shall review the warnings on charts and pilot books relevant to the area to be sailed. During daylight skippers shall avoid navigating too closely to any marked obstruction and at night significantly more sea room shall be given.

EXCLUSION ZONE

- There will be a 2nm exclusion zone from all coastline, islands and off lying hazards (awash or above the water at chart datum) between Mark No. 2 Virtual Mark Blyth and Mark No. 14 Virtual Mark South East Wight. This will apply when Mark No. 2 Virtual Mark Blyth (in position 56°05.000N, 006°35.000W) bears 270° True until Mark No. 14 Virtual Mark South East Wight (in position 50°34.000N, 001°08.000W) bears 270° True.
- In addition to the above, no Clipper vessel is to roam into an area of less than 10m deep (chart datum) between Mark No. 2 Virtual Mark Blyth and Mark No. 14 Virtual Mark South East Wight. This will apply when Mark No. 2 Virtual Mark Blyth (in position 56°05.000N, 006°35.000W) bears 270° True until Mark No. 14 Virtual Mark South East Wight (in position 50°34.000N, 001°08.000W) bears 270° True.
- 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

There will be no Stealth Mode in Race 14.

SCORING GATE

There will be no Scoring Gate in Race 14.

OCEAN SPRINT

There will be no Ocean Sprint in Race 14.

JOKER

As per Clipper SI 12, each team is allowed to play their 'Joker' once only during the Clipper 2023-24 Race. It can be played in any individual race and in order to be eligible this request must be submitted to the Race Office in writing at the pre-race Skippers briefing on the day before departure of the nominated race. In the event that there is no planned Skippers briefing then a team must inform the Race Office in writing no later than 24 hours before departure of the nominated race.

The 'Joker' means that all points gained from the yacht's finishing position at the end of the nominated race will be doubled. e.g. if a team finishes 1st then they will be awarded 22 points and if a team finishes 11th then they will be awarded two points.

Any points gained from Scoring Gates or Ocean Sprints will be unaffected.

REPORTING POSITIONS

Lead Skipper:

- 21/07 – Finish Hannah Brewis CV30

- As per Clipper SI 7, each skipper shall report the position of their yacht to the Race Office by email at 0600 and 1800 UTC each day at sea (whether racing or not). Amongst other things, this email shall contain DTF. The email shall be sent to raceoffice@clipper-ventures.com (do not copy in the Lead Skipper or other yachts).
- In the event of Satcom email failure the skipper shall endeavour to pass the scheduled reporting information and daily report back to the Race Office via the sat phone or the Lead Skipper or any other Clipper yacht on VHF.

FINISH LINE

- Skippers are to report their position, and ETA at the finish line, to the Race Office by phone or email when approx. 20 miles (or 2 hours) away from the line.
- The finish line is in an area approx. 0.8nm due east of the Isle of Wight in the vicinity of Bembridge Ledge East Cardinal Mark.
- Each yacht will have deemed to have finished when Bembridge Ledge ECM in approx. position 50°41.149N, 001°02.817W bears 270° True (within 500 metres of the mark).
- The finish line is approx. 500m 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

- Once finished, each team shall navigate with caution to a safe anchorage (if time allows) before heading to the vicinity of the Final Sprint Race Start Area.

FINAL SPRINT RACE

- Each team must RV in the vicinity of Bembridge Ledge in approx. position 50°41.149N, 001°02.817W by 0900 LT on Saturday 27 July and prepare for the Final Sprint Race to Portsmouth.
- Full instructions will be issued by the 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

19 July 2024