



CLIPPER 2025-26 RACE

SAILING INSTRUCTIONS

Version 2.0 – 14 October 2025

**THE RACE
OF YOUR LIFE**



SECTION 1 INTRODUCTION

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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 18

This section will contain the course instructions for each of the individual races that make up the Clipper 2025-26 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 19-61

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, First Mates and Race Crew,

This will be the fourteenth 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 organization 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, First Mate 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 2025-26 Race are fulfilled. All Race Skippers and First Mates 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.

A handwritten signature in black ink, appearing to read "Peter H. ...".

RACE SKIPPER SIGNING SHEET

I have read and understood the Clipper 2025-26 Round the World Yacht Race Sailing Instructions.



PRINT NAME	SIGNATURE	DATED

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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 2025-26 Round the World Yacht Race in its entirety.
- c. **the race** is one of the individual races that together make up the Clipper 2025-26 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 Management** is a team nominated by the Race Committee for the purpose of Clipper Race administration and operations. All email correspondence shall be sent to racemanagement@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, First Mate and Race Crew on board one of the Clipper 70 yachts.



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2. GOVERNING RULES

The race will be governed by:

- a. The World Sailing (formerly ISAF) Racing Rules of Sailing 2025-28 (RRS) and any subsequent amendments,
- b. The International Regulations for Preventing Collision at Sea (IRPCS),
- c. Clipper 2025-26 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 or Course 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 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 penalized 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 authorize 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 for 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 2025-26 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 2025-28. A yacht is in the zone when any part of her hull is in the 'zone'.



7. REPORTING POSITIONS

The Skippers are required to make two reports each day to the Clipper Race Management via email to racemanagement@clipper-ventures.com. Reports are to be sent at the following times:

- a. **0600UTC** Schedule should be sent to the Race Management no later than **0545UTC**.
- b. **1800UTC** Schedule should be sent to the Race Management no later than **1745UTC**.

0600UTC Schedule

The report should contain:

- a. The position report:
 - I. Latitude and Longitude at the relevant time – 0600 UTC and 1800 UTC
 - II. Distance travelled in last twelve hours i.e. since last report, straight line point to point
 - III. Distance to next waypoint/finish
 - IV. Current speed (SOG)
 - V. Course over the ground (COG)
- b. A weather report – true wind speed, true wind direction, sea state, cloud cover, barometer reading
- c. Crew report – status of injured crew, crew who have missed watches etc. in past 12 hours.
- d. Major equipment breakages in past 12 hours.
- e. Race Report (when required).

1800UTC Schedule

The report should contain:

- a. The position report (as above)
- b. A weather report (as above)
- c. Crew report – status of injured crew, crew who have missed watches etc. in past 12 hours.
- d. Major equipment breakages in past 12 hours.

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

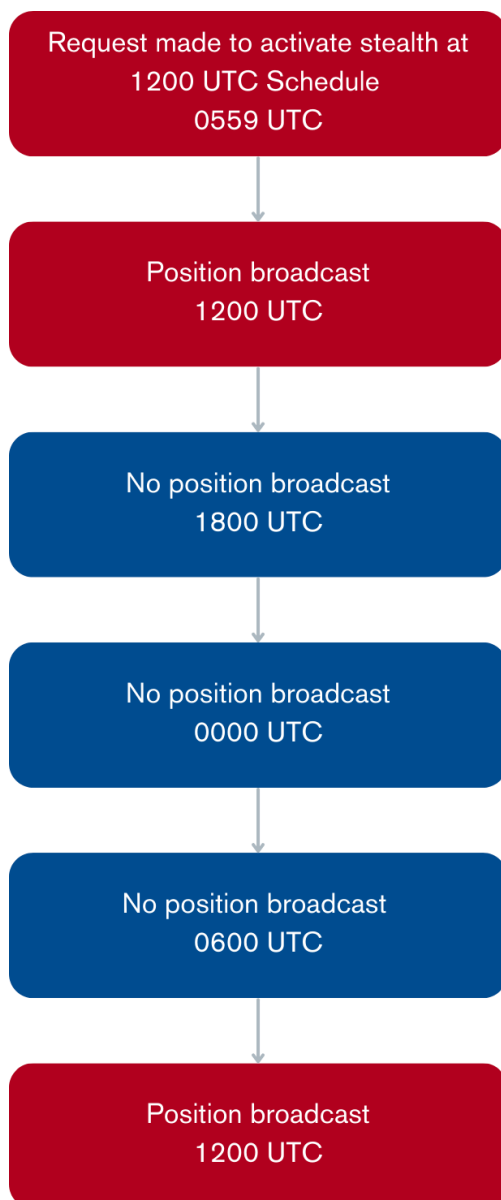
instructed to appoint a suitable regular daily time to conduct a radio schedule.



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 Management 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.
- g. For example, a Skipper sends an email to the Race Management 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).

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- h. Once the Skipper has notified the Race Management of their decision to activate Stealth mode the request can't be withdrawn and 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 they contact the Race Management prior to the requested start of the Stealth mode period.
- i. Whilst the yacht is in Stealth mode, the Skipper shall not prevent the automatic tracking units from providing data to the Race Management and shall continue to send the reporting emails to the Race Management at the appropriate time.
- j. The Race Director reserves the right to cease Stealth mode for any team before the 24-hour period has expired for any reasons of safety. This is not grounds for redress.
- k. When a yacht in Stealth mode passes a reporting position or a Scoring Gate, her time of rounding or passing may be made public.
- l. Accidental releasing of a yacht's position will not be grounds for redress. This is an amendment to RRS 61.4.

10. SCORING GATES

- a. On certain 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 Management 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 Management 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 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 Management, 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 Management 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 Management 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 must be taken clearly showing the position and time in UTC as displayed on the GPS, as the yacht passes the start and 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.
- e. 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 to play their Joker once.
- b. Playing 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 20 points and if a yacht finishes tenth 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 Race Management in writing by, at latest, the end of 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 Management 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 Management this cannot be rescinded.
- f. 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 and informing the Race Management as soon as practicable but no later than 30 minutes after finishing. The Race Management shall be informed by email.
- c. A photograph 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 Management, if necessary.
- d. The Race Committee may authorise outside personnel to be transferred to yachts up to one hour before the expected time of the finish for purposes of Race Administration and Public Relations.
- e. 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.
- f. 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 Management.

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 First Mate and submitted to the Race Manager (or person delegated by the Race Manager) by 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 First Mate 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 one-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 one-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 one-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 First Mate in every stopover. Rig checks must be fully supervised by the Skipper, First Mate 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 Management 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 First Mate. This must be submitted and approved by 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 Management Team who will seek approval from the Race Committee.
- b. Full reasons for retirement should be detailed 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 ten points, the second will receive nine points and so forth, with the tenth 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 ten teams start or complete a race, the above scoring system will remain in place with the first team still being awarded ten 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 60 is to be followed.
- b. RRS 60.2. In addition to the requirements listed, the protesting team is to inform all the interested parties and the Race Management by email of the intended protest within six hours of the incident.
- c. Amendment to 60.2. This rule is amended such that a red flag is not required.
- d. 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.
- e. Protests will only be considered once a fee of £100 is paid to the Race Management. 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. If the protest is upheld the £100 will be returned.

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 Race Management 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 or First Mate 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 may be obtained by the Skipper, First Mate 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 Management immediately. Full details are to be submitted with the post-race declaration (Annex C).
- d. Should genuine unsolicited advice be received by any means to any crew member, First Mate 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 Management, there will not normally be a penalty. The information received shall be distributed by the Race Management to all teams. The details are to be recorded on the post-race declaration form (Annex C).
- 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 Management (or person delegated by the Race Management).
- g. Whilst racing, mobile devices may not be used in any form to gain a tactical advantage. To prevent this eSIMs must be switched off and SIM cards removed, prior to the 10 minute warning signal at Race Start. Any connection to the internet, particularly to receive weather or tactical information 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, First Mates 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 safety or security reasons, 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 Management 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 61.
- 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

- a. In the light of experience and to minimise damage, the following instructions amplify the regulations set out in RRS 55:
 - I. 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).
 - II. Only one headsail can be hoisted on the forestay at any one time (amendment to RRS 55.1).
 - III. Headsails must be fully hanked to the forestay at all times when it is hoisted using all the available hanks. The bottom two hanks may be taken off the forestay prior to racing headsail changes.
 - IV. The staysail must be hanked to the inner forestay at all times when it is hoisted.



- V. No headsail, except the staysail, may be set at the same time as the spinnaker except when handing or setting the spinnaker.
- VI. No sails other than the mainsail or the trysail may be set aft of the mast.
- VII. If carried, promotional spinnakers may not be used whilst racing.
- VIII. The windseeker must not be flown at the same time as a headsail, except the staysail, unless it is during a sail change evolution.
- IX. For the purpose of these rules, the windseeker is classed as a spinnaker not a headsail

27. SAIL INVENTORY

- a. 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):
 - I. Mainsail
 - II. Windseeker
 - III. Number 1 Yankee
 - IV. Number 2 Yankee
 - V. Number 3 Yankee
 - VI. Staysail
 - VII. Code 1 Asymmetric
 - VIII. Code 2 Asymmetric
 - IX. Code 3 Asymmetric
 - X. Trysail
 - XI. 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, First Mates 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 team's overall points tally and will not affect the published finishing position for any individual race.
- f. In making any decisions regarding penalties, the Race Committee will consider all factors, including the variance of repair costs in the different ports.
- g. 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 sail 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 2025-26 Race and are to be read in conjunction with these Sailing Instructions.



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CLIPPER RACE LE MANS START PROCEDURE

ANNEX A TO CLIPPER 2025-26 RACE SAILING INSTRUCTIONS

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 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 will 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 checked, but NOT hoisted.
3. All yachts motor slowly (speed set by the Skipper), approx. two to three boat-lengths apart in a line abreast on a pre-arranged heading. This heading is usually closest towards the mark, but the wind forward of the beam.
4. Once the fleet is in a 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 according to the agreed heading (either reverse or forward).
5. At the four-minute signal, 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, yachts 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 sails other than the mainsails can be hoisted for the first ten minutes after the start signal.
- The pre-determined headsail may not be un-hanked for the first ten minutes after the start signal.

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PRE-RACE DECLARATION FORM
ANNEX B TO CLIPPER 2025-26 RACE SAILING INSTRUCTIONS



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 tanks and spare jerry cans)
- I have received the latest Notice to Mariners (supplied by the Race Management) 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) and briefed all crew
- I have received and understand the Course Instructions (including the warnings)
- I have briefed my First Mate, 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 Management on completion of the man overboard drill

	NAME	SIGNATURE	DATE	TIME
SKIPPER	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
FIRST MATE	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
YACHT	<input type="text"/>			

01 // ANNEX B PRE-RACE DECLARATION FORM / V1.0



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POST-RACE DECLARATION FORM
ANNEX C TO CLIPPER 2025-26 RACE SAILING INSTRUCTIONS



RACE:

FROM: **TO:**

YACHT NAME

DEPARTURE PORT

DATE & TIME OF RACE START (UTC)

ARRIVAL PORT

DATE & 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	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
FIRST MATE	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

01 // ANNEX C POST-RACE DECLARATION FORM / V1.0





PROTEST FORM

REQUESTS FOR REDRESS & REOPENING

ANNEX D TO CLIPPER 2025-26 RACE SAILING INSTRUCTIONS



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 REFRESH OR REOPENING

Yacht name:

4. YACHT PROTESTING, 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?
- Informing the protestee in some other way? Details:

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





PASSAGE PLAN CLIPPER 2025-26 RACE

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



SECTION 1

PASSAGE DETAILS

START DATE	<input type="text"/>	VESSEL CV	<input type="text"/>	RACE	<input type="text"/>
FROM	<input type="text"/>				
TO	<input type="text"/>				
SKIPPER NAME	<input type="text"/>				
FIRST MATE NAME	<input type="text"/>				

PASSAGE NARRATIVE (Please give a detailed description of the passage)

TOTAL DISTANCE	<input type="text"/>	ESTIMATED DURATION	<input type="text"/>
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SECTION 2

PUBLICATIONS (Please list all appropriate publications e.g. Almanacs/Pilots/Sailing Directions/Atlases)

NAME	PAGES	NAME	PAGES

01 // PASSAGE PLAN / V1.0

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CLIPPER 70 RIGGING & MAST CHECKLIST

**THIS CHECKLIST SHOULD BE COMPLETED
WHILST SOMEBODY IS ALOFT PHYSICALLY
CHECKING EACH COMPONENT OR AREA**

- 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 or 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. Contact with the hafe and damage to the line and spreaders could result - which might endanger the crew.
- Any defects or concerns should also be reported in the regular damage and defect reports any serious damage or concerns should be reported to the head of rigging immediately.
- Please note silicone missing from split pins is a defect and should be carried out by the person completing the rig check.

Yacht

Date

dd/mm/yy

Rig & mast check list completed by

First and last

Signature

Skipped name

First and last

Skipped Signature

CLIPPER 70 RIG & MAST CHECKLIST / V1.0

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CLIPPER 70 SAFETY & EQUIPMENT CHECK LIST

THIS CHECKLIST MUST BE COMPLETED AND SUBMITTED BEFORE VESSEL DEPARTURE

Port at which completed

Yacht

Date *dd/mm/yy*

Safety check list completed by *First and last*

Signature

Thru hull and valve checklist completed by *First and last*

Signature

Skipper Name *First and last*

Skipper Signature

Engine hrs

Gen hrs

Water maker hrs

Please return this cover sheet together with the completed checklists to the Technical Director. Please note throughout items may be stored at the skippers discretion

CLIPPER 70 SAFETY & EQUIPMENT CHECK LIST / V1.0

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