



CLIPPER 2025-26 RACE

SECTION 3 – COURSE DETAILS

STAGE 9 – TONGYEONG TO SEATTLE

REFERENCES

The race will be sailed in accordance with the instructions below and the references included in them to:

- Clipper 2025-26 Race Notice of Race, FINAL dated 25 July 2025
- Clipper 2025-26 Race Sailing Instructions, FINAL V2.0 dated 14 October 2025

GENERAL INFORMATION

- All times are local, Tongyeong (UTC +9 hrs) unless otherwise stated.
- Tidal Information on Sunday 22 March 2026 at:
 - Tongyeong HW 1055 2.47m
- Race distance is approximately 5,088 nautical miles
- The estimated finishing date is 15 – 20 April 2026
- All bearings shown are relative to True North.

ARRANGEMENTS PRIOR TO THE START

22 March 2026

- 1000 - 1100 Departure Ceremony
- 1100 All Leg 6 Crew on Board Yachts
- 1100 Skippers / AQPs Dockside Briefing
- 1115 - 1150 Individual Team photos onboard
- 1200 First Yacht Slip Lines from Kumho Marina
- 1230 Final Yacht Slip Lines from Kumho Marina
- 1300 - 1330 Parade of Sail
- 1330 - 1430 MOB Practice Drills
- 1430 Race Committee time check
- 1500 Stage 9 Start

START AND STARTING SIGNALS

Stage 9 start will be at 1500 LT on Sunday 22 March 2026

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 | 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 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 shall be between two orange cylindrical inflatable marks.

- The start line will be located to the East of Ogokdo Island in approx. position 34°43.250N, 128°26.000E
- The start line will be approx. 500m in length.
- The start line is to be crossed in a North to South direction.
- 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 courses 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 Eastern 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 Skipper and First Mate Briefing
2	Virtual Mark Rushton	PORT	34°38.000N, 128°27.000E Virtual Waypoint
3	Virtual Mark Ward	STBD	34°27.000N, 128°31.000E Virtual Waypoint
4	Virtual Mark Knox-Johnston	PORT	32°36.000N, 128°31.000E Virtual Waypoint
5	Mandatory Gate Marc Bow	BETWEEN	31°05.000N, 129°25.000E MG1 North and 30°56.000N, 129°25.000E MG1 South
6	Mandatory Gate Matt Bow	BETWEEN	30°52.000N, 130°28.000E MG2 West and 30°58.000N, 130°36.000E MG2 East
7	Mandatory Gate Loader	BETWEEN	32°55.000N, 139°50.000E MG3 North and 32°35.000N, 139°46.000E MG3 South
	OR		
8	Mandatory Gate Rance	BETWEEN	33°45.000N, 139°40.000E MG4 North and 33°15.000N, 139°45.000E MG4 South
9	Northern Limit (no vessel to be more than 45°N between 180°W and 150°W)	BETWEEN	45°00.000N, 180°00.000W NL West and 45°00.000N, 150°00.000W NL East
10	In addition to the above, NO yacht is to be within 3nm of any coastline, island or off lying hazard (awash or above the water at chart datum) and not in water of	SEE NOTE BELOW	Between VM Ward and the Finish Line

	less than 20m deep (chart datum)		
11	Finish	WEST EAST	to 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 Tongyeong and also in the vicinity of the finish line at the entrance to the Strait of Juan De Fuca.
- Skippers are warned to beware of recreational boaters, in particular around the race start and finish areas.
- Skippers should be aware of the high volume of commercial traffic in the Korea Strait and also when approaching the US west coast in the vicinity of the finish line.
- Skippers should keep a good lookout for fishing craft and fishing buoys of all shapes and sizes in the Korea Strait, especially at night.
- Skippers are warned to be vigilant within the Korea Strait and East China Sea as the visibility can be significantly reduced by fog.
- Skippers are advised that the strong easterly flowing Japan (Kuroshio) Current combined with either a northerly or easterly headwind can produce a wind over tide effect which can create short, sharp, steep waves with no backs.
- It should be noted that the charted positions of some reefs and underwater obstructions cannot be relied on as being accurate.
- Skippers shall not rely on GPS alone when navigating near coastlines and hazards and shall establish visual or radar fixes.
- Skippers shall review the warnings on charts and pilot books relevant to the area to be sailed. During daylight skippers shall avoid navigating too closely to any marked obstruction and at night significantly more sea room shall be given.



EXCLUSION ZONE

- There will be a 3nm exclusion zone from all coastline, islands and off lying hazards (awash or above the water at chart datum) between Mark No. 3 Virtual Mark Ward and the Finish Line. This will apply from when Mark No. 3 Virtual Mark Ward bears 270°T until crossing the Finish Line (in the vicinity of 48°20.000N, 125°00.000W)
- In addition to the above, no Clipper vessel is to roam into an area of less than 20m deep (chart datum) between Mark No. 3 Virtual Mark Ward and the Finish Line. This will apply from when Mark No. 3 Virtual Mark Ward bears 270°T until crossing the Finish Line (48°20.000N, 125°00.000W)
- There is a Northern Limit set at 45° North and no Clipper vessel is to be above 45° North latitude between 180°W and 150°W longitude.
- Penalties will apply for any infringements of these rules as directed by the Clipper Race Committee. Any penalties will be a minimum of 6 hours.
- The safe navigation of all Clipper Race Vessels is the responsibility of the Skipper or person nominated by the Skipper. All Skippers **MUST** navigate with caution using all available means at all times. Due regard must be taken given the prevailing conditions and circumstances at the time.
- Skippers are warned that marks of the course are not necessarily placed in safe navigable waters, in fact in some cases they are placed on land, and therefore, they should not be used as route waypoints. The safe navigation of the yacht is the sole responsibility of the Skipper and as such the Skipper shall ensure that when deciding on routing and selecting route waypoints consideration is given to all navigational hazards, crew strength, visibility and whether it is day or night.

STEALTH MODE

As per Clipper SI 9, each yacht shall have the opportunity to use two periods (of 24 hours each) of Stealth Mode during Stage 9.

These may be used separately or concurrently to give a continuous 48 hours of Stealth Mode. When requesting Stealth Mode each yacht shall make it clear as to whether they are requesting 24 or 48 hours.

SCORING GATES

As per Clipper SI 10, there will be one Scoring Gate during Stage 9. This is not a compulsory gate for the race but the first three yachts through the gate will be awarded three points, two points and one point respectively. Any other yachts that pass through the Scoring Gate will not be awarded any points. Skippers shall record the GPS time (UTC) of crossing the scoring gate and email / contact the Race Management Team with these timings within 3 hours.

The scoring gate shall be between SG9 North at position 41°00N, 165°00E and SG9 South at position 40°00N, 165°00E



A digital photograph clearly showing the exact position and GPS time (UTC) shall be taken when crossing the Scoring Gate and retained on board. This photograph will be used to confirm the timings, if required. The photographs from the first three boats to cross the scoring gate may be checked at the next stopover. Failure to produce the photographs when requested by a member of the Race Committee will result in disqualification from the scoring gate and the points will be awarded to the next team in line subject to examination of photographic evidence.

OCEAN SPRINT

As per Clipper SI 11, there will be an Ocean Sprint as part of Stage 9. The Ocean Sprint shall be in the North Pacific Ocean between the lines of longitude 146°W and 136°W. Skippers shall record the GPS time (UTC) of crossing each of these lines of longitude and email / contact the Race Management Team with these timings within 3 hours.

The first three teams with the shortest elapsed time between the two designated positions will receive three points, two points and one point respectively. The remaining yachts will receive no points for the Ocean Sprint.

A start and finish declaration must be submitted by each yacht regardless of whether it is the shortest elapsed time or not as this information is needed for a results table that will be published on the Clipper Race website

A digital photograph clearly showing the exact position and GPS time (UTC) shall be taken when crossing the Ocean Sprint Start and Finish lines and retained on board. These photographs will be used to confirm the timings, if required. The photographs from the fastest three boats in the Ocean Sprint may be checked at the next stopover. Failure to produce the photographs when requested by a member of the Race Committee will result in disqualification from the Ocean Sprint and the points will be awarded to the next team in line subject to examination of photographic evidence.

JOKER

As per Clipper SI 12, each team is allowed to play their 'Joker' once only during the Clipper 2025-26 Race. It can be played in any individual race and in order to be eligible this request must be submitted to the Race Management Team 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 Management Team 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 20 points and if a team finishes 10th then they will be awarded two points.

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

REPORTING POSITIONS

Lead Skipper:

- 22/03 – 30/03 Oliver Irvine CV27
- 31/03 – 08/04 Ella Hebron CV26
- 09/04 – Finish Gavin Rees CV25
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- As per Clipper SI 7, each skipper shall report the position of their yacht to the Race Management Team 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 racemanagement@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 Management Team 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 Management Team by phone or email when approx. 20 miles (or 2 hours) away from the line.
- The finish line is located in an area due west of the entrance to the Strait of Juan De Fuca, due south of the TSS and approx. 11nm southwest of Tatoosh Island.
- The finish line is approx. 136nm from Bell Harbor Marina in Elliott Bay, Seattle.
- The finish line shall be between two virtual marks with the Northern end of the line being in position 48°20.000N, 125°00.000W and the Southern end of the line being in position 48°19.000N, 125°00.000W
- The length of the line is 1.0nm in length.
- The finish line shall be crossed in a West to East direction.
- Skippers must record their own GPS time of crossing the finish line (UTC) and they must send this time to the Race Management Team via email or any other means within 10 minutes of finishing or as soon as practicable.
- There may not be a finish boat on station at the finish line. A digital photograph clearly showing the exact position and GPS time (UTC) shall be taken when crossing the finish line. This photograph will be used to confirm the timings, if required.
- In the event of a photo finish the actual positions given above will be used to verify the line.
- Skippers are to be aware of the commercial traffic on the approaches to, and around the vicinity of the finish line.
- The Race Committee reserves the right to finish the race in whatever manner is deemed suitable to best achieve the aims of the race, due to weather conditions or safety considerations or for any reason.
- Typically, this will be either by changing the position of the finish line, or by introducing a time limit such that at the specified time of the finish, the distance (great circle) to the finish of each team shall be used to determine the overall finish order for that race, or a combination of both methods.
- In the event of a shortened course, the 'S' flag will not be flown and the sound signal will not be made (amendment to RRS 32).



- Additional gates may be added to the course after the start signal. Skippers will be advised by email of any such changes.
- In the event of a change to the course, the next mark on the leg currently being sailed may be changed (amendment to RRS 33)

ACTIONS AFTER THE FINISH

The finish line is located approx. 136nm from Seattle. It is estimated that this motor-sail will take approx. 20 hours to complete.

Once finished each team shall navigate with caution to the vicinity of Bell Harbor Marina, Elliott Bay in position 47°36.540N, 122°20.800W.

Skippers are warned to be aware of Duntze Rock, located just to the north of Tatoosh Island and which is marked by a Red Starboard Lateral marker in approx. position 48°24.899N, 124°45.110W. All yachts **MUST** pass to the north of this mark, thereby leaving it to Starboard when inbound.

If the Duntze Rock Red Starboard Lateral marker is not showing, then the position given above **MUST** be left to Starboard when inbound.

Skippers are warned to be vigilant between the finish line and Seattle due to the high volume of commercial traffic in the area and particularly at night.

Once ready, each team shall prepare their yacht for berthing and call 'Clipper Race Control' on VHF Ch 72 and follow instructions issued by the Deputy Race Director.

COMMUNICATIONS WITH OTHER CLIPPER RACE YACHTS AND RACE CONTROL

In addition to monitoring VHF CH 16 and relevant harbour channels, the Clipper Race yachts shall use the following VHF Channels:

- Primary VHF CH 72
- Secondary VHF CH 77

PASSAGE PLANNING

Passage planning is not only a legal requirement but is required under Clipper Race rules.

A complete and detailed passage plan on the form supplied at Annex E of the Sailing Instructions must be 'signed' by the Skipper and First Mate. This must be submitted to the Race Management Team 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.



Dale Smyth
Clipper Race Director

17 March 2026