

# CLIPPER 2019-20 RACE EXTENDED SCHEDULE

## WEATHER COMPARISON

With the race restart in August 2021, Legs 6, 7 and 8 have been rescheduled to approximately six calendar months later than the months originally scheduled. For rejoining Race Crew, we want to outline the likely weather conditions for the legs that are now running at a different time of year.

Many of the conditions to be faced on the new schedule will be very similar to the original one but there are some marked differences. Ocean sailing is demanding and weather conditions can change very quickly wherever you are in the world, regardless of the season. This document gives a general weather comparison between the original and new schedules and what to expect.

All conditions, however, should be prepared for in ocean sailing and this is what Race Crew have been trained for. All Race Crew, regardless of the leg they have chosen, have the right training to cope with any weather conditions. The Race Skippers and First Mates have the training and experience to manage any expected weather conditions and the Clipper 70s are built for it too.

### LEG 6

#### Race 9A: Subic Bay to Sanya

#### Race 9B: Sanya to Zhuhai

Races 9A and 9B will take place late August to mid-September 2021 whereas the original races were scheduled to take place in mid-February to early March 2020.

Summary: the prevailing weather conditions at this time of year and in this area are still predicted to be similar to the original race schedule and not to be significantly different.

#### *Temperature:*

- Air and sea temperatures are very similar.
- Average temperatures in Subic Bay in September are predicted to be very similar to March.
- Average temperatures in Sanya in September are predicted to be slightly warmer (approx. 4° C) than in March.
- Average temperatures in Zhuhai in September are predicted to be significantly warmer (approx. 10° C) than in March.

#### *Weather conditions:*

- The new schedule is in the rainy season in the Philippines. Average rainfall in Subic Bay is very high in August and September compared with that in March.
- Average rainfall in Sanya in September is significantly higher than in March.
- Average rainfall in Zhuhai in September is significantly higher than in March.
- The new schedule is very much in the latter part of the typhoon season across the general area.

- Typhoons can hit the Philippines any time of the year. Typhoons usually move east to west across the country, heading north or west as they go.
- We have great forecasting capability and accuracy in this area and will routinely have three to four days warning of an approaching typhoon.
- Races are very short in duration therefore we have the ability to plan around the forecasts and / or delay if appropriate.
- Prevailing winds should still be from the north and east sectors as per the original race schedule.

### **Race 9C: Zhuhai to Qingdao**

Race 9C will take place in mid-September 2021 whereas the original race was scheduled to take place in mid-March 2020.

Summary: Generally, the prevailing weather conditions at this time of year in this area are still predicted to be similar to the original race schedule and not to be significantly different.

#### *Temperature:*

- Air and sea temperatures will be similar in the southern section of the race but significantly warmer in the northern section of the race than the original race schedule.
- Average temperatures in Zhuhai in September are predicted to be significantly warmer (approx. 10° C) than in March.
- Average rainfall in Zhuhai in September is significantly higher than in March.
- Average temperatures in Qingdao in September are predicted to be significantly warmer (approx. 17° C) than in March.

#### *Weather conditions:*

- Average rainfall in Zhuhai in September is significantly higher than in March.
- Summer months in Qingdao are generally wetter than winter months and we can expect more rainfall during September than March, but not significantly so.
- The new race schedule is very much in the latter part of the typhoon season across the general area.
- From July to early October (and occasionally also in the second half of June), Qingdao can be affected by typhoons, the tropical cyclones of South-East Asia. Typhoons are less prevalent further north (where Qingdao is situated) later in the season.
- We have great forecasting capability and accuracy in this area and will routinely have three to four days warning of an approaching typhoon. As with all previous Clipper Race editions we will have safe haven ports planned for each race route, should they be needed.

- With milder air temperatures and warmer currents in autumn there is much less chance of fog further north.
- Prevailing winds should still be from the north and east sectors as per the original race schedule.
- The North East monsoon should be in play and actually increasing for this period as Asia cools off.
- Heavy upwind conditions, with increased sea states, will still be experienced east of Taiwan due to wind over tide (current) conditions.

### **Race 10: Qingdao to Seattle**

Race 10 will take place in late September to late October 2021 whereas the original race was scheduled to take place in late March to late April 2020.

Summary: Generally, the prevailing weather conditions at this time of year in this area are still predicted to be similar to the original race schedule and not to be significantly different.

#### *Temperature:*

- Air and sea temperatures are significantly warmer (approx. 7° C) in October (after the Northern Hemisphere summer months) than April (after the Northern Hemisphere winter) as per the original race schedule.
- Average temperatures in Qingdao in September are predicted to be significantly warmer (approx. 17° C) than in March.

#### *Weather conditions:*

- Summer months in Qingdao are generally wetter than winter months and we can expect more rainfall during September than March, but not significantly so.
- Average temperatures in Seattle in November are predicted to be slightly cooler (approx. 2° C) than in April but will generally feel similar.
- It is predicted that there will be more rainfall in Seattle in November than April but not significantly.
- The new schedule is very much in the latter part of the typhoon season across the East China Sea and Western North Pacific.
- The typhoon season can run all year round but is most active May to October.
- Typhoons are less prevalent further north later in the season.
- We have great forecasting capability and accuracy in this area and will routinely have three to four days warning of an approaching typhoon.
- With milder air temperatures and warmer currents in autumn there is less chance of fog.

- Hurricanes in the North Pacific are generally a lot further south than the latitudes of our race course and Seattle (mainly down nearer to California and Central America).
- There will still be a Northern Limit applied to the course on this race (the same as all previous North Pacific Races).
- Prevailing winds will still be driven by low pressure weather systems heading from west to east across the North Pacific Ocean.
- The Western Pacific is still prone to Tropical Revolving Storms, but once the fleet is about a third of the way across it's dominated by the usual North Pacific depressions and storms.
- Large sea states and gale force conditions are still as likely to prevail as the original race schedule but not predicted to be significantly different.
- The North Pacific will be generally warmer ( approx. 3 to 4° C).

## LEG 7

### Race 11: Seattle to Panama

Race 11 will take place in early November to early December 2021 whereas the original race was scheduled to take place in late April to late May 2020.

Summary: Generally, the prevailing weather conditions at this time of year in this area are still predicted to be similar to the original race schedule and not to be significantly different.

#### *Temperature:*

- Air and Sea temperatures are very similar in November compared to April as per the original race schedule.
- Average temperatures in Seattle in November are predicted to be slightly cooler (approx. 2° C) than in April but will generally feel similar.
- Average temperatures in Panama in December are marginally cooler than in May (this is a good thing!) On the whole it will feel very similar.
- Overall temperatures will be cooler throughout this race from start to finish but the benefit will be that the heat will be more manageable as the fleet heads south towards the tropics.

*Weather conditions:* Generally, the prevailing weather conditions at this time of year in this area are still predicted to be similar to the original race schedule and not to be significantly different.

- It is predicted that there will be more rainfall in Seattle in November than April but not significantly.

- Much less rainfall is predicted in Panama in December (approx 40% less) compared with May.
- It will be wintry at the start in Seattle, but as the high pressure will be further south it is likely that the winds should hold for longer - this is probably the best chance (versus previous editions) of actually sailing the whole race!
- However, it is still likely that the light winds on this race much further south towards Panama will prevail and therefore there is still the high chance of motoring to the finish line (after refuelling) and this has been the normal situation on previous races.

### **Race 12: Panama to Bermuda**

Race 12 will take place in mid-December 2021 whereas the original race was scheduled to take place in mid-May 2020.

Summary: Generally, the prevailing weather conditions at this time of year in this area are still predicted to be similar to the original Race schedule and not to be significantly different.

#### *Temperature:*

- Air and Sea temperatures are very similar in December compared to May as per the original race schedule.
- Average temperatures in Panama in December are marginally cooler than in May (this is a good thing!) however on the whole it will feel very similar.
- Average temperatures in Bermuda in December are significantly cooler (approx. 8° C) than in May.

#### *Weather conditions:*

- Much less rainfall is predicted in Panama in December (approx. 40% less) compared with May.
- Average rainfall in Bermuda in December is very similar compared with May.
- This race is scheduled to take place outside of the Caribbean hurricane season which typically runs from 1st June to 30th November. Most hurricanes occur in this area between mid-August and late October.
- The new schedule should ensure that we do not arrive into Panama before 1st December therefore keeping out of the defined hurricane season.
- Winter storms are a distinct possibility of course but we are most unlikely to have Tropical Revolving Storms

## LEG 8

### Race 14: Bermuda to Northern European stopover TBC

Race 14 will take place in late December 2021 to mid-January 2022 whereas the original race was scheduled to take place in mid-July 2020.

Summary: Generally, the prevailing weather conditions at this time of year in this area are still predicted to be similar to the original race schedule and not to be significantly different.

#### *Temperature:*

- Air and Sea temperatures will be significantly cooler in December compared to July as per the original race schedule.
- Average temperatures in Bermuda in December are significantly cooler (approx. 8° C) than in May.
- Average temperatures in Northern Europe in January are generally cooler (approx. 10° C) than in July.

#### *Weather conditions:*

- Average rainfall in Bermuda in December is very similar compared with May.
- Average rainfall in Northern Europe in January is generally similar compared with July.
- This race is scheduled to take place outside of the North Atlantic hurricane season which typically runs from 1st June to 30th November. Most hurricanes occur in this area between mid-August and late October.
- Race 14 from Bermuda to Northern Europe is naturally much later in the calendar year (December /January) and therefore we will keep the fleet south and will potentially put in a waypoint /race mark near the Azores. This has the impact of adding approx. 400 nm to the race distance giving an extra two days at sea. Overall, this is a safety measure as it keeps the fleet clear of ice and fog further north and also gives us the contingency of a port of refuge in the Azores if required.
- This race is scheduled to take place in the Northern Hemisphere winter where the prevailing SouthWesterly winds will be stronger. There is much less chance of calms and light patches (which is an advantage).
- Depressions are likely to be larger and stretch over a greater area. Winds may reach hurricane force at times, similar to wind speeds possible in the North Atlantic in July
- Sea states are likely to be increased due to stronger winds and wind over tide situations are likely to be more confused.

## **Race 15: Northern Europe TBC to London**

Race 15 will take place in late January 2022 whereas the original race was scheduled to take place in early August 2020.

Summary: Generally, the prevailing weather conditions at this time of year in this area are still predicted to be similar to the original Race schedule and not to be significantly different.

### *Temperature:*

- Air and Sea temperatures will be significantly cooler in January compared to July as per the original race schedule.
- Average temperatures in Northern Europe in January are significantly cooler (approx. 10° C) than in July.
- Average temperatures in London in January are significantly cooler (approx. 11° C) than in August.

### *Rainfall:*

- Average rainfall in Northern Europe in January is very similar compared with July.
- Average rainfall in London in January is very similar compared with August.

### *Weather conditions:*

- This race is scheduled to take place in the Northern Hemisphere winter where the prevailing south-westerly winds will be stronger. There is much less chance of calms and light patches (which is an advantage).
- Depressions are likely to be larger and stretch over a greater area.
- Sea states are likely to be increased due to stronger winds and wind over tide situations are likely to be more confused.