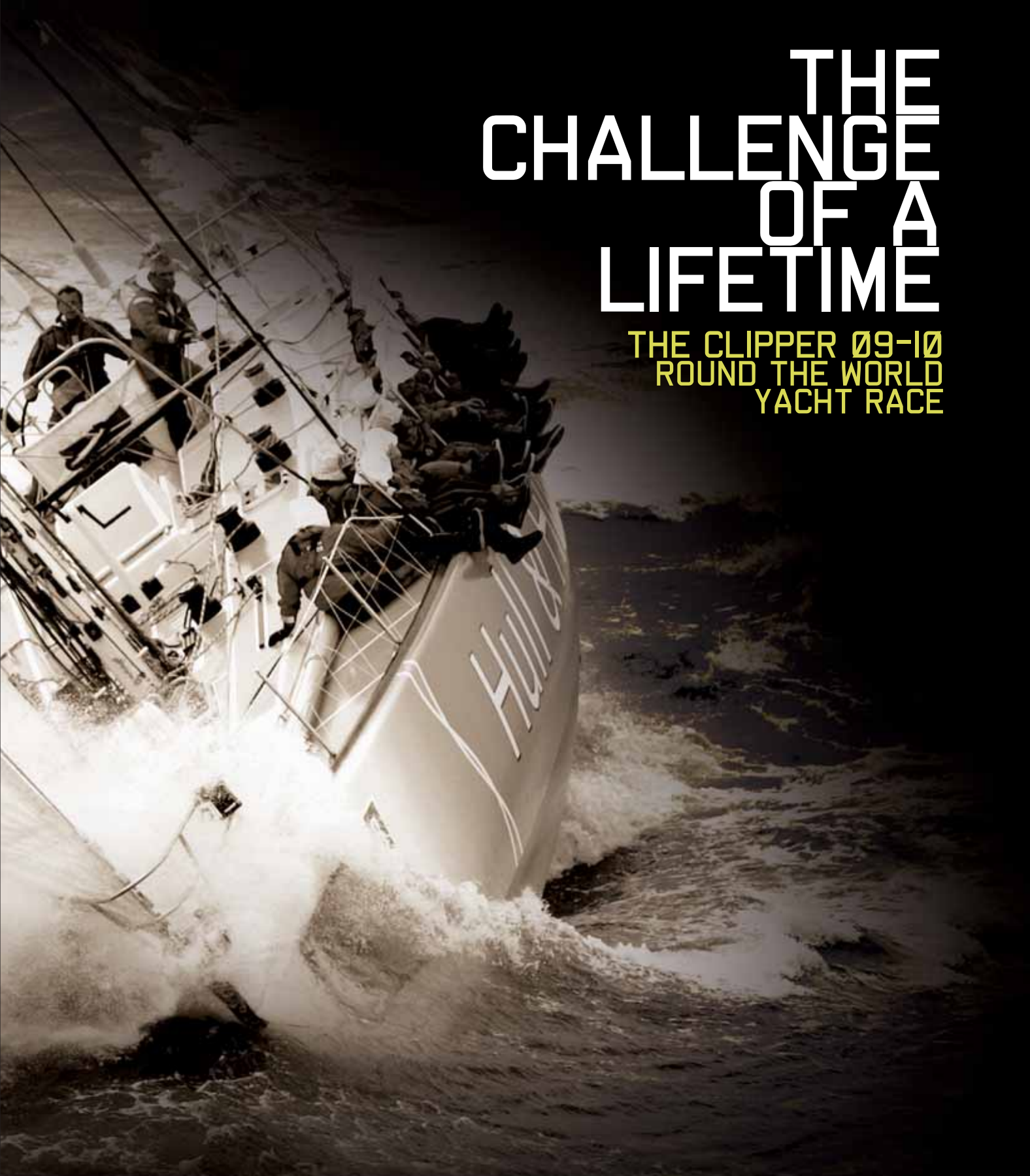
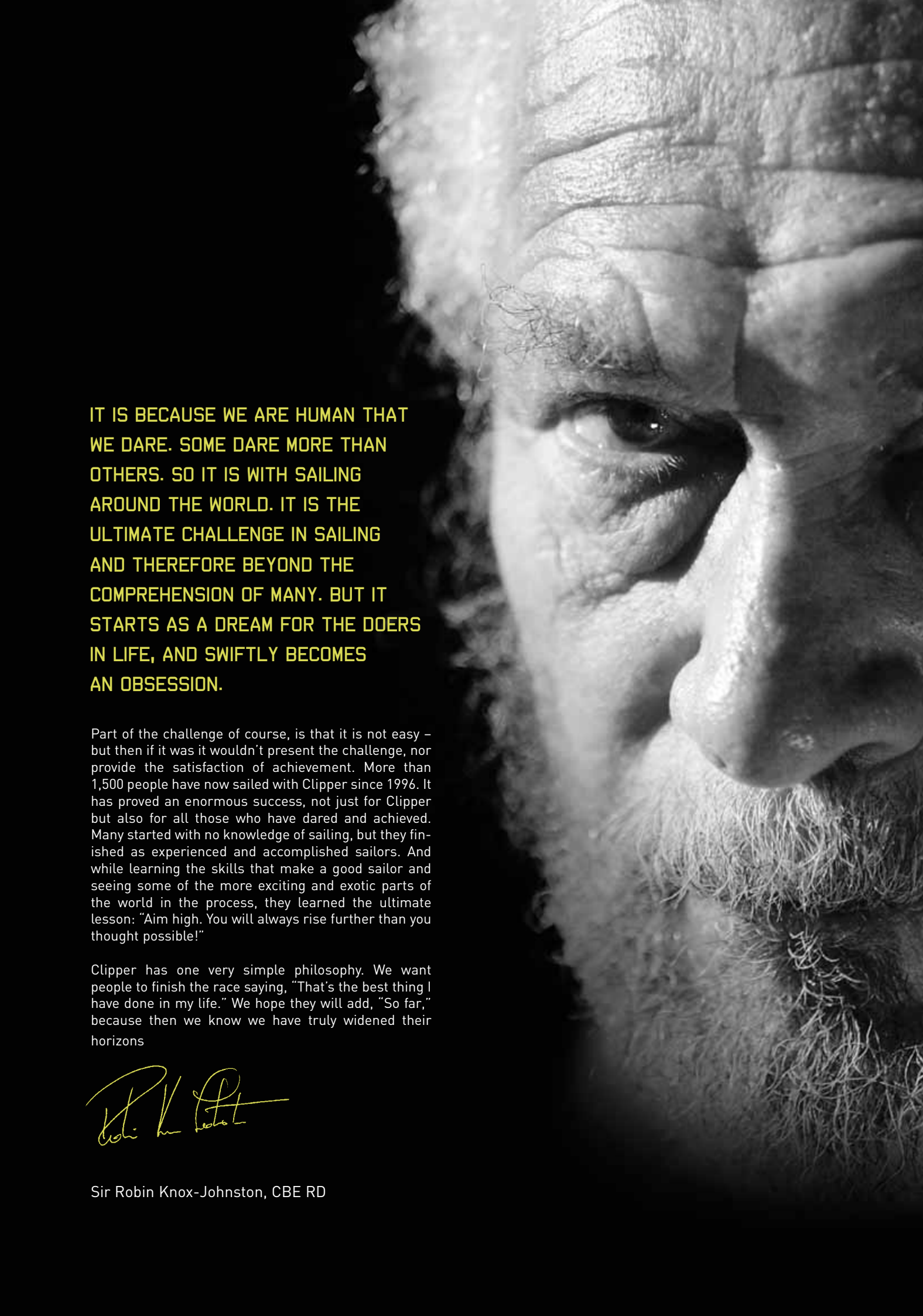


www.clipperroundtheworld.com

THE CHALLENGE OF A LIFETIME

THE CLIPPER 09-10
ROUND THE WORLD
YACHT RACE





IT IS BECAUSE WE ARE HUMAN THAT WE DARE. SOME DARE MORE THAN OTHERS. SO IT IS WITH SAILING AROUND THE WORLD. IT IS THE ULTIMATE CHALLENGE IN SAILING AND THEREFORE BEYOND THE COMPREHENSION OF MANY. BUT IT STARTS AS A DREAM FOR THE DOERS IN LIFE, AND SWIFTLY BECOMES AN OBSESSION.

Part of the challenge of course, is that it is not easy – but then if it was it wouldn't present the challenge, nor provide the satisfaction of achievement. More than 1,500 people have now sailed with Clipper since 1996. It has proved an enormous success, not just for Clipper but also for all those who have dared and achieved. Many started with no knowledge of sailing, but they finished as experienced and accomplished sailors. And while learning the skills that make a good sailor and seeing some of the more exciting and exotic parts of the world in the process, they learned the ultimate lesson: "Aim high. You will always rise further than you thought possible!"

Clipper has one very simple philosophy. We want people to finish the race saying, "That's the best thing I have done in my life." We hope they will add, "So far," because then we know we have truly widened their horizons



Sir Robin Knox-Johnston, CBE RD

THE CLIPPER 09-10 ROUND THE WORLD YACHT RACE: FOR THE ULTIMATE CHALLENGE JUST ADD WATER.

ARE YOU FED UP OF PLODDING ON THROUGH LIFE IN YOUR COMFORT ZONE? WOULD YOU LIKE TO FIND OUT JUST HOW MUCH YOU CAN TAKE? INTERESTED IN FINDING OUT WHAT'S JUST OVER THE HORIZON? TAKE A LOOK AT CLIPPER VENTURES AND DISCOVER MORE THAN YOU COULD POSSIBLY IMAGINE.



CLIPPER VENTURES IS UNIQUE. WE ARE THE ONLY ORGANISATION ON THE PLANET WHICH OFFERS THE OPPORTUNITY FOR NON PROFESSIONAL SAILORS TO COMPETE IN A ROUND THE WORLD YACHT RACE.

But that's not all. We are now the only crewed race to sail through the Southern Ocean – one of the ultimate testing grounds for sailors.

This is the only place that you'll find vicars racing against weather girls, farmers against teachers, doctors against students, housewives against chief execs. And as if that wasn't enough – they will all be taking on the elements, braving the icy conditions of the North Pacific, the energy sapping heat of the tropics, the mountainous seas of the Southern Ocean and the frustrating calms of the Doldrums.

Their occupations may be different, their ages span generations, but the adventure in their hearts and steely determination in their eye identifies them as Clipper Crew. The challenge of a lifetime, the opportunity to break away from the shackles of every day life, to pit your wits against the elements, the oceans and all that they can throw at you.

You will be challenged mentally as you fight to keep these 68-foot long ocean racing grand prix yachts moving through the Doldrums, struggling to eek out another quarter of a knot, which can make all the difference between first and tenth.

The next day you may be challenged physically as 70 mph gusts heel the boat and shake the strength from your tired and aching muscles.

People from all walks of life, all ages, all social backgrounds, all countries joined in one common goal. To achieve something fantastic and something memorable.

**The Clipper Race isn't easy.
But then what important
things in life are?**

THE CREW

THE ONLY QUALIFICATION YOU NEED
IS A THIRST FOR ADVENTURE.



Bridget Carter
Housewife



Liza Moran
Businesswoman



Judith Sharp
Farmer



Neil Withers
Fireman



Gary Jessop
Broker



Paul Craig
Builder

Martin Hillier
Buildings
Surveyor



Nick Goodwin
Student



Shaun McGlue
Retired



Andrew Wyborn
Company
Director

THE CREW

THE ONLY QUALIFICATION YOU NEED
IS A THIRST FOR ADVENTURE.



Lucy Mayo
PR Director



Lisa Duffin
Supply Chain
Consultant



**Valerio B.
Ramos Jr**
Coast Guard



**Could this
be you?**

**1 CIRCUMNAVIGATION, 7 LEGS, 10 YACHTS, 35000 MILES
14 RACES, 5 CONTINENTS, 400 PEOPLE.**

134,400 TEA BAGS, 6,000 LOAVES OF BREAD, 12,000 ONIONS,
108,000 HIGH ENERGY SNACK BARS, 450 KG OF PASTA,
2 MILLION LITRES OF WATER, 375,000 SHEETS OF TOILET PAPER,

1 AMAZING EXPERIENCE

THE TRAINING

COULD YOU TAKE ON THE WORLD? ARE YOU LOOKING FOR SOMETHING UNFORGETTABLE?



The success of the Clipper Round the World Race has been nothing short of incredible. Over 1,400 crew have sailed around the World or part of it since its inception in 1996. This success has not just been for Clipper but also for all those who dared and achieved so much, especially those who started with no knowledge of the sea and who finished as experienced sailors.

For so many people the Clipper Training program has been the bedrock of this success. The Clipper training program has been developed from the experience gained from 10 round the world races over the past 13 years. 25 days of training is mandatory for round the world crew and 19 days for leggers. This is split into 3 courses consisting of both practical experience and theoretical assessments in conjunction with Falmouth Marine School, one of the worlds leading marine schools and part of the Cornwall College group, the largest college in the UK.

Big Boat Sailing

Working with our professional skippers and mates, this 8-day course is designed to show you the basics of living on and sailing an ocean-going yacht. The course is designed to introduce everyone from the complete beginner or amateur small boat sailor to all of the personal safety, seamanship and helmsmanship skills necessary to be a useful member of crew onboard a large ocean going yacht.

Big Boat Racing

This course builds on the Big Boat Sailing module, taking the initial skills of being a safe and competent crew member and transforming them to those of being a safe, efficient racing sailor. The emphasis is on preparation, briefing and teamwork, with direct competition (either yacht on yacht or watch on watch) to illustrate the effect that a slow headsail change, for example, has on the yacht's progress. Fast does not mean dangerous though; it means doing things efficiently once rather than making a hurried hash of the process three times before finally getting it right.

THE TRAINING



Sail Strategy

Sail Strategy is a very exciting and exhilarating course both for skipper and crew. It puts into practice the skills learnt during the previous courses. Up until now the objective for students has been to learn evolutions and skills, for example, a headsail change or a spinnaker hoist. The whole point of these can be summed up in one question: "Does it make the boat go faster?" This is the skill of yacht racing, and everything up to now is designed to equip students with the tools to be able to do this safely. The Sail Strategy course aims to bring a group of students together as a working crew, enabling them to maximize the performance of their yacht.

CLIPPER TRAINING IS PLEASED TO ANNOUNCE THAT ALL THEIR COURSES ARE NOW AVAILABLE TO NON RACE CREW MEMBERS AS STAND ALONE TRAINING.

Please contact Clipper Training for more information.
www.clipper-training.com

THE BOATS

WHO DOES WHAT ON A CLIPPER 68? BOAT POSITIONS



1 Bowman

Runs the foredeck, is involved in most manoeuvres during racing, calls the distance to the start line and can be seen climbing out to the spinnaker pole. The bowman gets colder and wetter more often than anyone else. This is the high adrenaline, all action roll on the boat.



2 Mid Bow

Backs up the bowman, prepares the sails pre-hoist, is involved with all sail changes. Imagine being on a rollercoaster while icy water is thrown in your face – that's mid bow. Anticipates what those in the cockpit are doing and what the bowman needs.



3 Mastman

Passes communication from the cockpit to the bow, hoists the sails, works the grinder, grunts, sweats, lifts, carries – never complains. The hired muscle – with added intellect.



4 Pit

The person that makes everything happen. They control the halyards, anticipate the bowman, mastman, mid bow. The boat psychic. Great organisationally, always calm under pressure, can do ten things at once. Guess what kind of person works best in the pit...?.



5 Grinder

The power house. The grinders control the sheets, trimming the sails constantly with every wind shift, every course alteration. They work the coffee grinder, which turns the winches, which pulls the sheets (ropes) which alter the shape of the sail. They are the people that you see with their hands on their knees, with bright red faces after every tack.

THE BOATS

WHO DOES WHAT ON A CLIPPER 68? BOAT POSITIONS



6 Trimmers

They are pictures of concentration, watching the sails and commanding the grinders. They keep the boat moving fast – constantly fine tuning the sails and bringing them in and easing them out to make the most of every change in wind speed and direction.



7 Running backstay

A vital and often under valued job. The running backstays keep the mast up and also impact on sail trim. If the people in charge of them don't time everything right – the mast comes down. It's that simple.



8 Helmsman

In constant communication with everyone on deck, anticipating boat movement, waves, wind and doing everything they can to keep the boat moving fast. They need to be at one with the boat and with the ocean. It takes a mix of strength, delicate touch, concentration and anticipation.

**AS CLIPPER CREW YOU WILL WORK EVERY POSITION.
THE EXPERIENCE IS TOTAL.**

That's the above deck positions covered. You will also need to be a chef, plumber, electrician, tactician, navigator, cleaner, IT specialist, baker, sail repairer, store man, weather forecaster and medic. Each crew needs to be a self-sufficient unit, capable of taking care of any situation - no matter what the conditions.

**THERE IS NO YELLOW PAGES IN THE MIDDLE OF THE OCEAN.
IF SOMETHING NEEDS DOING – YOU DO IT.**

THE BOATS

THE CLIPPER RACE IS THE ULTIMATE IN MATCH RACING.
EACH POWERFUL CLIPPER 68 IS IDENTICAL.



THE CLIPPER RACE IS THE ULTIMATE IN MATCH RACING. EACH POWERFUL CLIPPER 68 IS IDENTICAL. THEY CARRY THE SAME SAIL WARDROBE - HEADSAILS, SPINNAKERS, STORM SAILS - RECEIVE THE SAME WEATHER INFORMATION, ARE KITTED OUT TO THE SAME LEVEL AND ARE CREWED BY AMATEUR SAILORS WHO HAVE RECEIVED THE SAME TRAINING. SO WHAT MAKES THE DIFFERENCE?

That's easy. As anyone who has ever been to sea on a yacht will know, teamwork is key. One person cannot sail one of these 68-foot yachts. It takes communication, coaching, motivation, leadership and teamwork to power up one of these yachts and to sail it at its maximum potential, 24/7. Buzz words that get bandied around in offices and in boardrooms really mean something here. There is no hiding place, there is no getting away from it. Every task, no matter how large or small, needs a motivated and high performing team to complete it.

The skipper is the driving force, but the quicker the crew gel and learn to sail as a cohesive team the better the results. It's no surprise that the crews that have the most fun also tend to do the best.

People ask if this is a real race, if it's competitive, if whether winning matters. Ask the crews as they step off the boat after taking on the North Pacific, facing blizzards and -20 wind chill. Ask them after they have struggled through the tropics in stifling heat and little or no wind. Ask them as they sail past the Statue of Liberty and head into Lower Manhattan after working tirelessly to make the best of every wind shift up America's eastern seaboard.

The elements don't know if you are a professional sailor who's been racing around the world for ten years, taking part in your third Volvo race or Vendee Globe, or if you're a nurse joining your first leg of the Clipper Race with just over four weeks of sailing experience under your belt.

The 09-10 Race will be the seventh in the Clipper series. It promises to be tougher, faster and more demanding than the previous races. It will receive even more coverage worldwide, will attract crews and skippers from across the globe and will turn out experienced sailors, worldly people, people who are comfortable with themselves.

As Colin de Mowbray, the Operations Director and 1996 Clipper skipper famously quoted "You can tell the Clipper crews when they return from this adventure. They are six inches taller."

RACING



MATCH RACING IS VERY SIMPLE. THERE IS A FLEET OF TEN IDENTICAL BOATS, THE ONLY VARIABLE IS THE CREW AND HOW HARD THEY WORK. ONE WILL WIN – NINE WILL LOSE.

The Clipper Round the World Yacht race is broken down into 14 individual races. Scored like a grand prix, each race gives every boat the opportunity to come first, second, down to tenth. And, with the mix of crew and balance of round the worlders and leggers on each boat, a boat's performance can change dramatically. This keeps the

whole race interesting. We tend not to have a runaway leader. Sailing into Durban in 2005, after 4,500 miles of ocean racing, we had a photo finish for fourth and fifth.

In 2006, after almost 35,000 miles of racing, third place was eventually decided on the final race into Liverpool.

RACING LINGO

PORT: ————— left (when facing forward)

STARBOARD: ————— right (when facing forward) – or the opposite of port!

BOW: ————— the pointy end.

STERN: ————— the blunt end.

STARBOARD TACK: — when the wind is blowing over the starboard side of the boat. Good when racing.

PORT TACK: ————— when the wind is blowing over the port side of the boat. Bad when racing.

WINDWARD: ————— where the wind blows from.

LEEWARD: ————— where the wind blows to.

UPWIND: ————— sailing at angles towards the wind.

DOWNWIND: ————— sailing at angles away from the wind.

TACK: ————— turning the bow of the boat through the wind.

GYBE: ————— turning the stern of the boat through the wind.

RACING

AN EXAMPLE ROUTE – TAKEN FROM THE CLIPPER 07-08 ROUND THE WORLD YACHT RACE



Leg 1: Liverpool – La Rochelle – Salvador da Bahia

The first leg of the race comprises two races. A sprint to La Rochelle in France which will involve a large number of tactical decisions to deal with the tides and weather through the Irish Sea, past Land's End and into the Bay of Biscay. From La Rochelle the fleet will take on their first Atlantic crossing. Important tactical decisions include whether to go through or around the Canary Islands and at which point to cross the Doldrums. In that infamous area of light airs and dead calm, crews will be using all their skills to wring out every last drop of speed from the sails.

Leg 2: Salvador da Bahia – Durban

From the colourful and historic city of Salvador another ocean crossing beckons for the Clipper crews, this time across the South Atlantic. Again some tactical decisions have to be made – whether to take the shortest route straight through the middle of the South Atlantic high pressure system and risk being becalmed in the middle, or skirt round the outside, travelling further but keeping the wind for longer. Albatrosses will be the fleet's constant companions as it dips below the Cape of Good Hope and into the fringes of the Southern Ocean before turning north towards Durban.

Leg 3: Durban – Fremantle

Many sailors see this leg from Durban in South Africa to Fremantle in Western Australia as one of the biggest challenges of the race. Undoubtedly the conditions will be

hugely challenging and crews must endeavour to stay in a channel between light airs to the north and rapidly - deteriorating weather conditions to the south. Those who get it right will see exactly what the Clipper yachts are made of, surfing at more than 25 knots on waves bigger than buildings.

Leg 4: Fremantle – Singapore – Qingdao

The first of the two races on this leg, Fremantle to Singapore, will be one of the hardest to plan and execute. If the yachts sail too close to the shore leaving Fremantle they will be affected by the sea breeze. Light winds approaching the Equator and Indonesia will mix up the fleet and, with the possibility of tropical cyclones too, this will be an interesting race. A colourful and warm welcome awaits the Clipper fleet in Singapore, where the yachts will be moored in the brand new Marina at Keppel Bay.

The race from Singapore to Qingdao is one of extremes. The heat below decks as the fleet beats away from Singapore will be difficult to cope with and this will stay with the yachts until near Taiwan and the entrance to the Yellow Sea, where south easterly winds kick in, allowing spinnakers to be raised again. As the fleet races towards China temperatures begin to drop and the crews will pull into Qingdao to a warm welcome in the chilly late spring where temperatures will be into single figures. The fleet will be staying in the marina that has been specially constructed for the sailing events of the Beijing 2008 Olympic Games.

RACING



Leg 5: Qingdao – Hawaii – west coast North America

Leaving stunningly colourful China, fog and fishing boats are in store for the Clipper fleet as the yachts set out for the warmth of Hawaii. Fast sailing and good trimming will be essential racing towards the south of Japan, then tactics come into play again as the skippers are faced with the age-old dilemma: take the shortest, warmest route across the Pacific and risk light airs, or go round to the north where it will be much colder but the winds will be stronger. They'll face a similar decision on the race from Hawaii to the west coast of North America.

Leg 6: West coast North America – Panama – Jamaica

Thermal layers give way to sunscreen on this highly tactical leg. The big question facing the crews is whether to take the inshore or the offshore route. The Californian current flows south, but the helping hand this gives the fleet can be counteracted by the North American land mass heating up and changing the winds. The first race down to Panama will be a fast one: the Clipper 24-hour speed record was set by New York on this part of the course during Clipper 05-06 when they travelled 287 miles in 24 hours. But it's not over until the finishing line is crossed in the Gulf of Panama as changeable conditions could decide the finishing positions in the final stages of the race. That holds true once the fleet has transited the 51 miles of the Panama Canal and sets off on an upwind battle to Jamaica where the winds become very fluky and positions can alter in seconds.

Leg 7: Jamaica – New York – Halifax – Europe – Liverpool

Homeward bound and the last leg of the Clipper 07-08 Race which comprises four races. Sail changes will be the order of the day for the first one from Jamaica to New York as winds come at the fleet from every point on the compass. Sea temperatures will give a clue to the tacticians on board as the warm Gulf Stream mixes with the cold water of the Labrador Current producing fog banks and unpredictable calms. Leaving Canada on the classic race route back across the Atlantic there is potential for some very fast sailing. If the yachts can clear Newfoundland without going too far north, staying over the lower third of the Grand Banks and in the Gulf Stream they will sail over the Flemish Cap, made famous in the book and film, *The Perfect Storm*, before having a clear run back to Europe. There is always a chance their progress will be blocked by light winds in the last 500 miles, though.

Finally, after a short European pit stop, it's a quick sprint home to Liverpool where the arrival on 5 July will play a major part in the city's European Capital of Culture 2008 celebrations. The winning crew will have cause for their own celebrations when they lift the prestigious Clipper Trophy cheered on by more than 50,000 spectators, family and friends.

PORT VISITS

WHETHER IT'S ASIA, SOUTH AMERICA, AFRICA, NORTH AMERICA OR AUSTRALASIA, CLIPPER CREW MEMBERS WORK HARD TO ARRIVE AT SOME OF THE MOST BEAUTIFUL DESTINATIONS IN THE WORLD.

ONCE IN PORT, THE FIERCE COMPETITION RELAXES AS THE FLEET COMES TOGETHER TO CELEBRATE ITS ACHIEVEMENTS.



Port time is a vital part of the race. Here the focus is getting the boat ready to race again. Once that's done, you get some down-time and the chance to explore. If the Clipper Race teaches anything it's to make the most of every moment, savour every opportunity and take nothing in life for granted. And so the crew work hard at having fun in port.

Prize giving is always a highlight. Crews come together to toast the victor and to recount their own stories. It makes no difference if this is live on national television in China,

set in the yacht club in Salvador being entertained by traditional Brazilian dancers, or in New York with the iconic Statue of Liberty as your back drop. This is truly a celebration of human achievement, of team work, of endurance and of accomplishment.

AND THEN BACK TO BUSINESS. THE BOATS ARE RE-PROVISIONED WITH FOOD AND SPARES AND MADE READY TO RACE. THE CREWS ARE WELL RESTED AND RARING TO GO.

THE CITY SPONSORS



This international sailing event brings together people and cultures from around the globe. Clipper 07-08 crew from Pakistan, Costa Rica, Canada, Australia, the US, Sweden, South Africa, Singapore, China, Russia and Australia raced alongside selected UK crew.

With TV coverage in 202 countries worldwide, and more than 200 million people watching coverage of the Clipper Race world wide, it certainly puts both competing cities and crew members in the spotlight. Whether it's the race re-start in Qingdao, the Olympic sailing venue for the 2008 Beijing Olympics – which is shown live on national television to 50 million people, or the awe-inspiring welcome crew receive back into the UK after ten long and arduous months, this truly is an event which takes ordinary people, and gives them the chance to do something extraordinary.

DO YOU HAVE WHAT IT TAKES TO COMPETE IN THE CLIPPER ROUND THE WORLD YACHT RACE?

AROUND 40 PERCENT OF THOSE PEOPLE WHO APPLY ACTUALLY MAKE IT ONTO THE RACE. NOT EVERYONE IS CUT OUT TO RACE AROUND THE WORLD ON A 68-FOOT LONG, OCEAN RACING YACHT. SOME WILL DISCOVER THAT THERE ARE FAR EASIER WAYS TO GO AROUND THE WORLD. THAT'S PART OF THE BEAUTY. WHAT'S THE POINT OF DOING SOMETHING THAT'S EASY?

IF YOU TRULY BELIEVE THAT YOU HAVE WHAT IT TAKES TO BECOME A CLIPPER CREW MEMBER COMPLETE THE APPLICATION FORM ATTACHED. WE'RE WAITING TO HEAR FROM YOU.



PLEASE ATTACH
PASSPORT SIZE
PHOTOGRAPH
HERE

APPLICATION FORM

Section 1 (PLEASE COMPLETE ALL SECTIONS IN BLOCK CAPITALS)

Name _____

Address _____

Town _____ County _____

Post Code _____ Country _____

Telephone (Work) _____ (Home) _____

I am happy for you to contact me at work Please only contact me at work in an emergency

Mobile _____ e-mail _____

Date of Birth _____ Male/Female (please delete)

Marital Status _____ Children Y N

Nationality _____ Passport No _____

Height _____ Weight _____

Any existing medical condition (eg. diabetes) _____

Medication for above, if applicable _____

Dietary Preference (eg. vegetarian) _____

Please indicate any foreign languages _____

Occupation _____ Company Name _____

Section 2 Sailing experience

Please give description of experience and any relevant qualifications, eg. RYA Coastal Skipper. Should you have additional qualifications or skills that you feel would be beneficial to your application e.g. medical, mechanical, electrical, computing, electronics, sail making etc, please state below.

Please describe your personality and temperament setting out your best and worst characteristics:

Further Comments:

Where did you first hear about the Clipper 09-10 Race?:

Section 3 CLIPPER 09-10 BERTH COSTS

PLEASE TICK BOX TO INDICATE WHICH PART OF THE RACE YOU WOULD LIKE TO BE CONSIDERED FOR

The Round The World Race

Includes training package as below plus 5 extra days training free of charge

£31,950

Total cost of berth

£

Individual Legs, training package (compulsory)

To include 19 days pre-race training and branded crew clothing pack

£2,950

Plus

Leg 1 UK – Western European port – Brazil

£4,660

Leg 2 Brazil – South Africa

£3,900

Leg 3 South Africa – Western Australia

£4,175

Leg 4 Western Australia – Singapore – China

£4,650

Leg 5 China – Hawaii – West Coast of North America

£4,175

Leg 6 West Coast of North America – Panama – Caribbean

£4,280

Leg 7 Caribbean – East Coast North America – Home
(via Western European stopover)

£4,660

Section 4

Please accept my application for a selection interview for a crew place on one of the Clipper yachts being entered in The Clipper 09-10 Round The World Yacht Race.

I enclose a cheque for £100 made payable to Clipper Ventures Plc and understand that the following will apply:

1. That in the event of my application being successful the £100 will be credited to my final invoice.
2. That in the event of my application being unsuccessful, the company will refund £75 with £25 being retained to cover administration costs.
3. That in the event of my being offered a place as a crew member on the race which I subsequently do not take up for whatever reason, I will forfeit the £100 registration fee.

I accept that all travel, accommodation and other costs incurred in attending the selection interview will be borne by myself.

Signature _____ Date _____

Name (block capitals) _____

Clipper Ventures Plc may occasionally share your details with other reputable third parties.

Please tick here if you do not wish this to happen



Clipper Ventures Plc, Unit 1A, Granary & Bakery, Royal Clarence Marina, Weevil Lane, Gosport, Hampshire. PO12 1FX
Tel: +44 (0) 2392 526000 Fax: +44 (0) 2392 526252 Email: info@clipper-ventures.com Registration No. 3087938