



RACE PACKET 2018

Welcome to the first SEVENTY48!

Does it feel like we're making history? Here at SEVENTY48 HQ we're too busy to hear the sweeping Ken Burns soundtrack, but there is definitely a sense of epic in the air. Sooner than any of us realize it will be 5:30 PM on June 11th and the scene we've all imagined will downshift into reality: dozens of boats of all shapes and sizes crossing the starting line for the first in what we hope is a long series of SEVENTY48 — and you will be a part of it. Good job throwing down the time and resources to be a part of the first one ever. Into the breach and all that.

What's enclosed in the following pages are the long-awaited specifics written to help racers dial in their plans. Also included are as many of the details of shoreside events and logistics that we could nail down as of today. We'll keep you updated on that info as we get it all firmed up. The shoreside logistics are evolving, but the rules offered in this document are finalized, including:

- Details on starting sequences
- Details on finish lines
- Waypoint specifics
- Elaboration of some finer points
- Registration and payment deadlines
- A rule about lawyers (Rule 8)

If you read the whole thing and it's still not clear, or if you simply never learned to read, please feel free to contact us directly.

Best of luck to you in your race preparations, and we look forward to seeing you in the moments leading up to the race.

Onward!

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SEVENTY48

Race Instructions and Logistics Manual

(alternate title: "14 odd pages explaining a simple idea")

Incomplete summary of the next untold pages:

- No motors
- No support
- No sailing
- No limit to vessel size
- No limit on number of crew
- Lots of opportunity to meet other racers and go to parties
- First place team gets the pot
- All other team get fame and glory
- More logistics than you realized
- Any teams that complete the course in 48 hours are victorious
- Beware of: big boats, hypothermia, driftwood, fatigue, other boats, hubris, irony, customs, everything else, and Rule 8

Start date: Monday 11 June, 2018

Start time: 5:30 (PM, like in the evening)

SPOT orientation: 10 June, anytime between noon & 6 PM

Skippers meeting: 10 June, 3-4 PM

Safety Equipment Check: 10 June, anytime between noon & 6 PM

Pre-Funk!: 10 June kicking off at 3 PM

Music: 4-6 PM

Presenter Talks: Between 1-3 PM

Application deadline: All teams must apply by **April 15th**

(full registration & payment due by April 30th)

Part 1: Rules and Sailing Instructions

Responsibility: Competitors in this event are participating entirely at their own risk. The responsibility for a boat's decision to participate in the race, or to continue racing, is hers alone. By participating in this event, each competitor releases the race organizers and officials from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law. Short version: This is really dangerous, and all of us at SEVENTY48 central advise you not to do it. Really, turn around and go home to your labrador and a book, unless you are allergic to dogs, and then just the book.

Overarching rules for the SEVENTY48:

- **Every team must have a vessel without a motor.** No motors onboard, at all, even if they're not hooked up, disabled, etc. This includes motors and engines of any fuel type — and that includes fossil fuel powered generators. Human power only for propulsion. Solar, wind and human are ok for charging things —and no, not for charging a battery that powers propulsion of any kind. Bilge pumps are ok, unless it's really big and pointed aft (see Rule 8)
- **No sailing.** We're saying it again. No sails, tarps, giant flying squirrel costumes. Human powered only.
- **Vessels are to be self-supported.** That means no pre-arranged support during the race. If the support is available to everyone then you can avail yourself of it, otherwise you are to rely on your wits and everything you brought at the start. You can buy things along the way, but no pre-mailed supply drops, staged personnel to assist you along the shoreline, and especially no chase boats —even if they end up not giving you any help they are still supporting you by offering a safety net that other racers won't have. Same goes for getting a shore support team to fax you weather maps, Google search repair places, arrange repairs, give you updates on other racers positions, etc: don't do it! Your team is to be free range, free falling, independent souls. In general, if the help would be available to anyone in the race (weather radio updates, supermarkets, random grandma's walking down the beach with apple pies, etc) then it's fair game. Any doubts? See Rule 8.
- **No adding people to your team along the way.** You can subtract them if they need to exit the race for medical reasons or if you decide you hate a crew member. Also, a team member cannot leave the race and return at a later date or time. And if you do not notify the Race Boss as soon as possible about ditching crew you may be disqualified.
- **Full race participants must go through the waypoints off Owen Beach and Port Townsend canal.** Other than that you can choose your own course. Except...

- **You are not allowed in the Vessel Traffic Lanes for any reason.** It's a big fat DQ if you enter the lanes. And why would you want to? It would mean that you are making the race longer for yourself.
- **You're out of the race if you don't land on City Dock within 48 hours..** See later section.
- **Portaging your boat is OK** but no other vehicle can be involved, not even a bike.
- **Rule 8: If we decide it's necessary to consult a lawyer to figure out if you are disqualified or not, you are automatically disqualified.** Play by the rules and live up to the spirit of the race. If you get cute and push the boundaries we'll bring down the hammer.

Required equipment

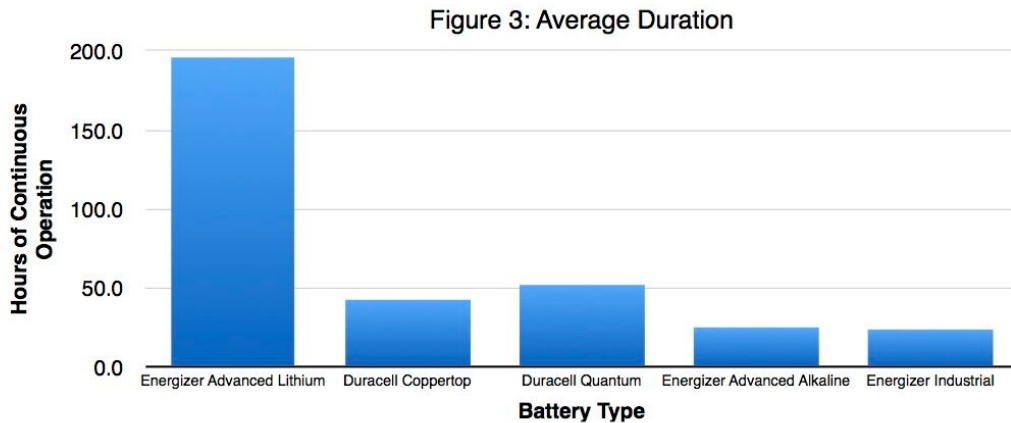
Other than the SPOT tracker, the only equipment that is required for the race is the equipment that is legally required by each of the state and federal governments.

- VHF radio (handheld is fine)
- Sound signaling device
- Navigation lights
- Flares and/or waterproof flashlight for signaling at night
- An approved PFD (lifejacket) for everyone onboard, with whistles
- SPOT tracker (supplied by SEVENTY48)

Know the laws. Depending on your boat type you may be required to carry additional items, such as: radar reflector, fire extinguisher, boarding ladder, anchor and rode, bailer/bilge pump or compass. (Really. Some nincompoop made a compass optional on some boats.)

You will be required to undergo a safety equipment inspection during pre-race orientation on June 10.

SPOT tracker: Every participant is required to carry a SPOT tracker provided by us. It will come with new lithium batteries installed. Below is results from a 2015 test on batteries for these trackers.



The Lithium Primary Batteries provided by far the best performance, but nothing like the 10x performance gain over Alkaline batteries that the marketing hype brags about. This is because of the high current pulses pulled by the SPOT Transmitters. Depending on the environmental conditions, and on how well the user remembers to 'reset' the transmitters we can expect between four and eleven days of continuous operation when using a Lithium Battery.

We cannot integrate any other trackers into the tracking system: If you have your own SPOT tracker, you still must lease a tracker from us to be included in safety and results tracking. We'll deal with teaching you how to use it when you are here for pre-race orientation on June 10. **At that time you will need to pony up a \$200 refundable deposit. Credit card is best and you'll get it back after the race.**

Equipment not required, but probably a good idea

Be safe, be warm, be visible!

In addition to what is required, prudent racers will consider at least the following equipment:

- **PLB - Personal Locator Beacon - this is a really good idea**
- Emergency smoke signals and dye markers
- Radar reflectors
- Emergency shelter
- Sufficient water and food
- Camp stove or some other way to make food hot (fossil fuels totally allowed here)
- Clothing and shelter systems that will retain heat when wet
- Adequate first aid supplies
- Charts and navigation equipment

- Anchor and line
- Redundant systems for safety, navigation, and emergencies
- Hypothermia recovery gear
- Compass!!
- Phone

While our litigious society prohibits us from saying what we would bring or offering any useful advice, we encourage you to talk with fellow racers, boating education institutions, other adventure races, and life saving organizations as to what you should bring.

Here is what we have distilled from safety requirements. We are not the government! We could be wrong, check it out for yourself.

Item	Notes
VHF Radio	Reminder to carry lots of batteries and you must have one.
Sound Signaling Device	A vessel of less than 12 meters in length shall not be obliged to carry the sound signaling appliances prescribed in Rule 33(a) but if she does not, she shall be provided with some other means of making an efficient signal. So, yes. Horn works.
Nav lights	A sailing vessel of less than 7 meter in length shall, if practicable, exhibit the lights prescribed in Rule 25(a) or (b), but if she does not, she shall exhibit an all around white light or have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. A vessel under oars may exhibit the lights prescribed in this rule for sailing vessels, but if she does not, she shall exhibit an all around white light or have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision
Flares and/or Watertight flashlight	Yes, you must carry visual distress signals. Super bright lights work. Red flares, by law, meet requirements as a day or night signal...though that is stupid.
PFD's for all	Duh
Throwable floatation w/line and/or life ring	No, but it's a good idea
Compass	A magnetic compass is not required if the boat is 8 m (26'3") or less and you operate it within sight of navigation marks. But what fool would do this trip without a compass or three. Bring it.

Radar Reflector	<p>Radar reflectors are required for boats under 20 m (65'7") and boats built of mostly non-metallic materials. A radar reflector is not required if:</p> <ul style="list-style-type: none"> ● the boat is used in limited traffic conditions, daylight and favourable environmental conditions, and where having a radar reflector is not essential to the boat's safety; or ● the small size of the boat or its operation away from radar navigation makes it impossible to install or use a radar reflector.
Bilge pump or bailer	<p>A bailer or manual bilge pump is not required for a boat that cannot hold enough water to make it capsize or a boat that has watertight compartments that are sealed and not readily accessible. Row boats...have to have them.</p>
Anchor and Rode	<p>If you are a SUP or OC it can be a "manual propelling device". Row boats should have some kind of anchor.</p>
Reboarding device	<p>A reboarding device is <u>only required</u> if the vertical height that a person must climb to reboard the boat from the water (freeboard) is over 0.5 m (1'8").</p>
No Motor & No Engine (this is our law)	<p>No motors onboard, at all, even if they're not hooked up, disabled, etc. This includes motors and engines of any fuel type — and that includes fossil fuel powered generators. Human and wind power only for propulsion. Solar, wind and human are ok for charging things —and no, not for charging a battery that powers propulsion of any kind.</p>

There are some links on our website you will find helpful.

WA Boating [Portal](#)

Online boating [handbook](#)

Chapter 2: PARTIES AND LOGISTICS STARTING JUNE 10TH

Tacoma Check-in & Skippers' Meeting - June 10

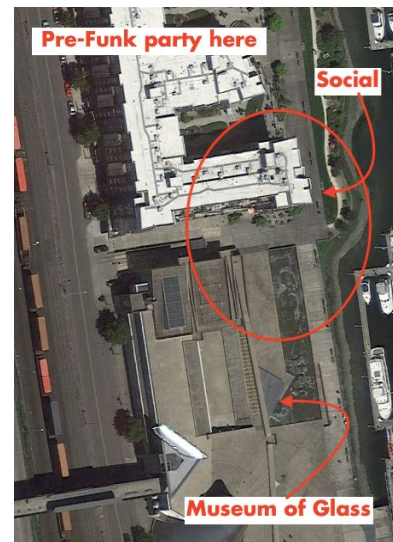
Check-in is June 10th and everything happens around the [Social Bar & Grill](#) and the adjacent [Museum of Glass](#) from Noon to 6 PM. (See map below) During that time you will be given individual SPOT training at the under a random tent by Social.. It is a requirement that all racers from each vessel attend the training. As a team, we'd like you to show up together sometime between Noon and 6 PM for training and registration at another random tent. The Skippers' Meeting will be from 3 PM to 4 PM at the Museum of Glass

You must have your vessel and safety gear inspected on June 10th by a Race official. You will be contacted by an inspection team in the first week of June.

SEVENTY48 Pre-Funk! - June 10 from Noon to 6 PM

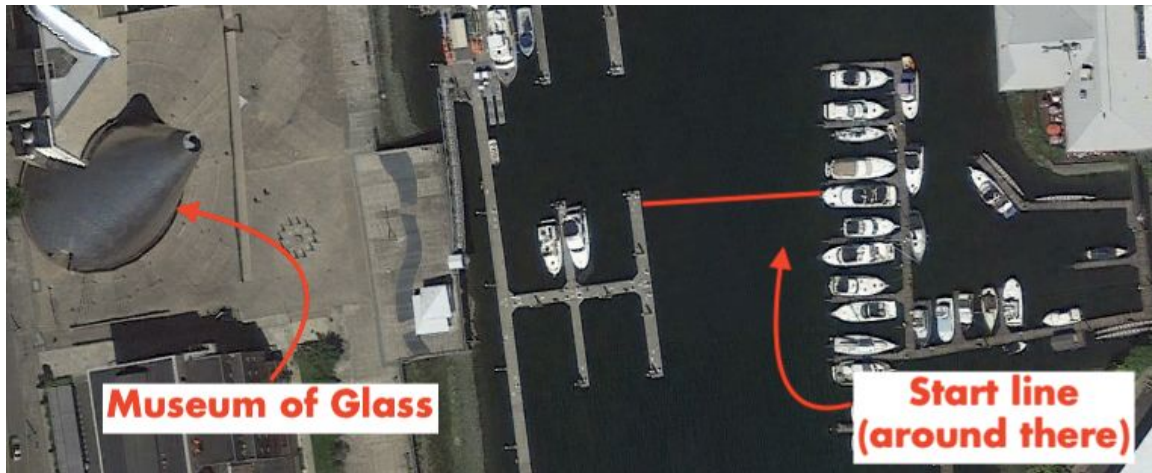
There will be a little shindig held in your honor. Some info [here](#). This is a chance for you to enjoy a drink, eat some fine food and meet the other intrepid adventurers who have decided that this one-of-its-kind race cannot be passed by.

There will also be some townies and/or SEVENTY48 groupies who come and join us, a red carpet fashion boat walk, beer garden, a band, some dancing — who knows! We call it the Pre-Funk!



Race Start

Race start is off the Dock Street Marina. There will be a starting sequence. The starting sequence begins at 5:30 PM June 11th. All boats must cross the line within 30 minutes after the official start, but why the hell would you wait?! Get going! The race line will be between the dock and a race buoy.

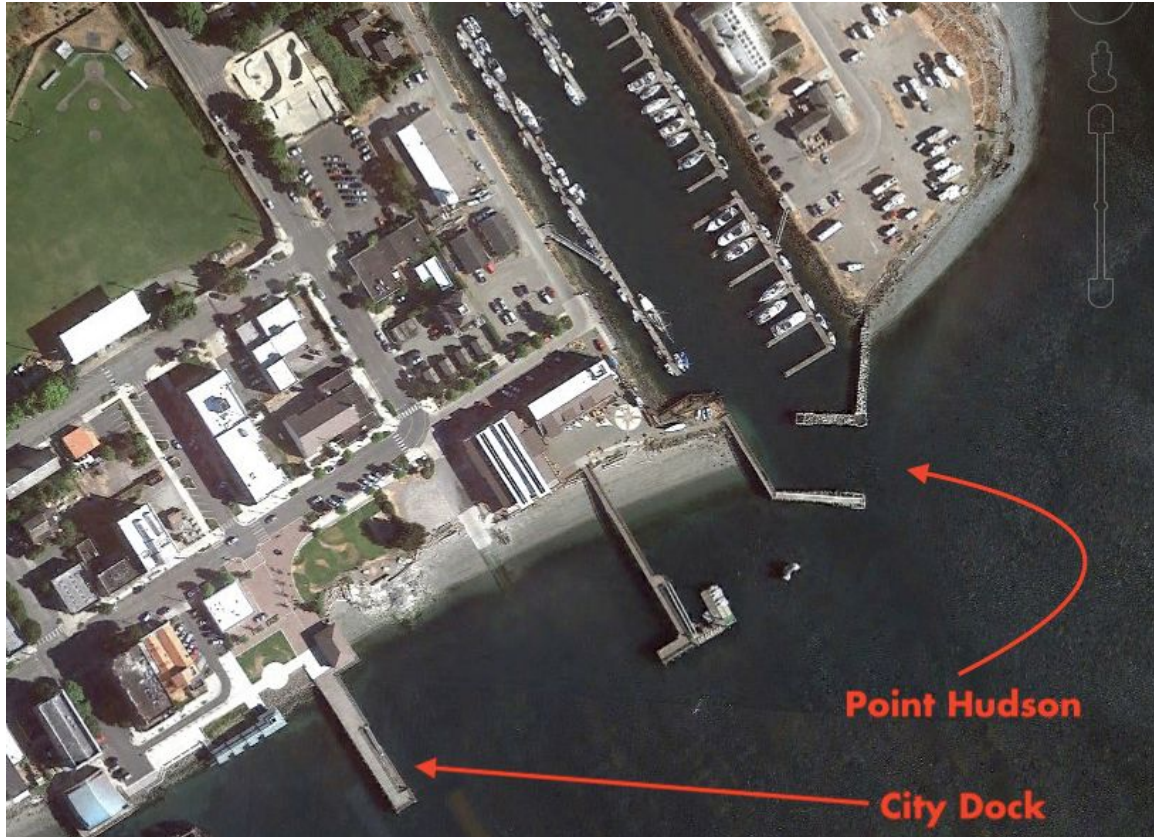


You'll get the starting sequence at the Skipper's Meeting

Race Finish

City Dock

A vessel's finish is declared when one of the crew members pull a number from the number machine on City Dock.



Time limit: All racers must finish by 5:30 PM on Wednesday, June 13th. Finishing means you (or us for you) pulled a number.

Here you will be looked upon in awe by your welcoming committee. If you happen to be first you get the pot. All others get honors and regards and a free beer at the Pre-Race Ruckus. What's that you ask?

R2AK Ruckus! - June 13 from Noon to 8 PM

There will be a little shindig for both racers of SEVENTY48 and R2AK. This is a chance for you to enjoy a drink, eat some fine food and get your dance groove on.

There will also be some townies and/or groupies who come and join us, a red carpet fashion boat walk, beer garden, a band, some dancing — who knows!

Awards Ceremony: At 6 PM, on the Ruckus stage, we will announce the winner, give out the pot and have a moment to recognize all the incredible yous that finish this race.

Grievances

Grievances for perceived race infractions can be made directly to the Race Boss. Any decision made by the Race Boss is final.

As stipulated in Rule 8 (see Rule 8, page 3), if we have to consult a lawyer about your grievance (or anything else during the race) you are automatically disqualified. Don't try to win by pushing the rules; you're better than that.

Rules

In General

No motors - can't even be in the boat
No pre-planned support
No sailing

This race complies and adheres to the USCG Navigation Rules and Regulations; we do not employ special racing rules. These "Rules of the Road" exist to keep you and everyone else on the water safe, and U.S. authorities expect them to be followed. Up to date rules can be found at this link:

<http://www.navcen.uscg.gov/?pageName=navRuleChanges>

Vessel Traffic Services (VTS)

While racing you are prohibited from entering any part of the Traffic Separation Scheme. That's the big stripe down the middle of the Sound where the big boats go. Know where it is, since not knowing isn't an excuse. Violating this rule results in an automatic disqualification.

And really, why would you want to. The fastest route avoids the lanes and "Impeding" a fully loaded tanker is not just bad form it's really dangerous for the smaller boat. We call that the "law of asymmetrical consequences"...

Ferries

By law you're not allowed to get with 100 yards of them. That's a football field. And American football field. And if they are at a terminal and you can't tell if they are about to leave or not...take a water break. Wait and see. **Check the ferry schedule you brought with you.** They move at around 25 knots. Whatever the situation, you can't beat them.

Disqualification

Break your honor and one or more of our few rules

Any evidence of using outside help — for food drop-offs, swapping out team members, shipping parts to yourself ahead of time, it comes to light that your boat is actually a remotely operated drone, etc. — will be an automatic disqualification from the race. There is no way we can watch you all the time, but... cheating? Above all else this is a personal challenge, a record-making race, a good story to tell the young-uns you may one day bounce on your knee; please don't tarnish the spirit of this by cheating the actual challenge and giving yourself a false advantage over those who are legitimately trying. Resources available to all racers are available to you.

Again, if outside support can be obtained by anyone in the race then it's ok for you to have too. This includes weather radio, tide info from apps on your phone (or programs on your ship-board super-computer?), supermarkets, machine shops along the route, etc. It doesn't include your America's Cup buddy who just happens to be looking at the weather patterns online and doing some calculations while waiting for you to check in. True, if the other people in the race knew him and had his number they could call him too, but they don't so you shouldn't either. Same goes for your buddies from the rigging shop who just "happen" to be vacationing on Bainbridge coast in their shop van.

Cheating is for wimps, cowards, and the morally bankrupt. Any doubts whether you are cheating or not — see Rule 8. (page 3)

You did what?

If you turn your tracker off for anything but to change batteries the Race Boss must disqualify you. That signal getting through means the Search & Rescue teams don't have to go looking for you. So let's just keep it on all the time eh?

Returning to your senses (AKA "quitting mid-race")

This can happen. In fact, it's a more honorable option than pushing yourself into harm's way and burdening your family, the race, and lifesaving forces by taking

things too far. If you get tired of this crazy self-persecution of sleep deprivation, blisters, hypothermia, fatigue and pain you can quit at any time. It might also be that you realize you'd rather spend the next two days dinking around one inlet or another rather than completing the race. No judgement from us for why you are doing it, but whatever the reason, we only ask two things if you do self-select out during the race:

- 1) Notify us as soon as possible. (You'll get numbers at the Skipper's meeting.)
- 2) Press the "custom" button on your SPOT tracker to deliver the message to our Mission Control that you are dropping out of the race.

Once you have left the race you will no longer be part of our race management safety systems, but please continue to use the SPOT until it is returned to us; we are curious where you end up.

Remember: You can't add people to your team but you can subtract them if they need to exit the race for medical or any other reasons. And a race member cannot leave the boat and return at a later time or date.

Anytime you lose crew you will be revetted to determine if it is safe for your team to continue the race.

Section 3- More Logistics and helpful hints

There are a few ins and outs of this race that aren't really part of the rules but we figured that you might find it useful if we brought up some subjects you should think about.

You should, for sure, verify any of the information that relates to laws and governmental regulations. Definitely don't take our word for it, we wouldn't.

We'll update this info as we fill in the blanks about race events, etc.

After you are done racing

If you need to tie up your boat contact Point Hudson Marina, they are right next door.

Otherwise feel free to haul it up on the beach anywhere between City Dock and the Northwest Maritime Center.

Emergencies and Emergency Assistance

If you break down and/or need emergency assistance you can go anywhere you like, but to continue the race you must begin where you left off and must use the SPOT to pinpoint that location— by pressing the "OK" button— before you receive assistance **and** before you begin to continue racing. Any instance requiring assistance must be well documented and recorded by your SPOT

tracker if you intend to continue racing. If you're quitting, you can do whatever you like... after you contact us, please.

Like we said, assistance in an emergency is understandable and you may restart the race after the emergency is ameliorated. Things like being dismasted on a lee shore in a gale, capsizing, hull delamination, medical issues or running aground all could be considered emergencies, or not. You know best what you, your team and your vessel are capable of handling. This race is about being bold, not foolhardy. You're in an unsupported race, but not alone, don't forget. Running out of food or water is not an emergency; it's poor planning. Get to town before that happens. (We know, it's a fine line.)

Each vessel will need to provide the following information for the vessel and every racer if indeed emergency response is required. This information will be collected at the race check-in on June 10th if we don't have it already.

- Name of crew
- Emergency contact name, number & relationship
- Age
- Gender
- Physical description
- Pertinent health info
- Vessel being raced upon (including description of vessel)

In the event of an emergency this is what rescue providers will want you to provide. You should just print this and laminate it somewhere by your VHF.

- Name of persons onboard, physical description and clothing, age, health info (underlying medical conditions?)
- Vessel description including color, length, registration numbers, etc.
- Next of Kin/emergency contact name/number/relationship
- Safety equipment carried on board
- Experience level of the racers

Info on helping others

Remember, this is only a race. If you find yourself considering what to do if you see a vessel in distress... let us take a page from the Canadian Shipping Act of 2001:

"Every qualified person who is the master of a vessel in any waters, on receiving a signal from any source that a person, a vessel or an aircraft is in distress, shall proceed with all speed to render assistance and shall, if possible, inform the

persons in distress or the sender of the signal.... The master of a vessel in Canadian waters and every qualified person who is the master of a vessel in **any** waters shall render assistance to every person who is found at sea and in danger of being lost."

Lastly, you should know that this is International Law. If you do not properly respond to a distress call you can be fined and even imprisoned. And it goes against the code of the sea...

A Note of the Use and Awesomeness of Vessel Traffic Services (VTS)

Vessel Traffic Services monitor and manage all commercial traffic along the race route — think of them as air traffic control for the sea. You can monitor their radio channels for information on approaching ships, tugs, and other commercial traffic. (See below). We'll be talking about how VTS is going to be supporting the race during our Skippers' Meetings.

Your VHF radio

Use it. Keep it on. You know it's a law that you monitor channel 16 while underway. You should probably be scanning 16, 13 and the local VTS channel as well. If space is an issue bring the spare batteries and leave the extra undies at home. One extra set of undies is not going to help, really.

For the race you will always use your team name for all VHF communication with race officials and search and rescue organizations.

Element 4: Contacts to know

VHF Ch 16 - for all distress and reaching the Coast Guard

Phone - 911 for LIFE THREATENING emergencies

Seattle Traffic (VTS) - VHF Channel 14 until you get past Port Townsend Canal then VHF Channel 5a

That's it! Good luck and we'll see you on June 10 for the Pre-Funk!