



RACE PACKET 2020

Welcome to the SEVENTY48 year three!

It's time to admit we're not making the start line any bigger and Sammy Haggard isn't going to show up to reprise the classic title track [Heavy Metal](#) from the immortal animation of the [same name](#). Because we don't want to ruin a good thing. You've got bigger things to gnaw your nails over. 7 PM on June 5th is essentially here, give or take some months, and all our wishes and hopes will downshift into reality: a gaggle of boats of all shapes and sizes crossing the starting line, and you will be a part of it. Good job throwing down the time and resources to be a part in this race. 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
- Payouts
- 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 opportunities to meet other racers and go to parties
- Classes
- All teams 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: Friday June 5th, 2020

Start Time: 7 PM (like in the evening)

SPOT Orientation: June 5th, anytime between noon & 5 PM

Skippers' Meeting: June 5th, 3-4 PM

Safety Equipment Check: June 5th, anytime between noon & 5 PM
or by appointment before that(maybe)

Pre-Funk: June 5th happening from 3-7 PM

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

Tax day baby! If you live in the ol' U S of A
(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. A team's decision to participate in the race, or to continue racing, is theirs 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 race can really suck, 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 power are okay for charging things—and no, not for charging a battery that powers propulsion of any kind. Bilge pumps are okay, 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 power 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 or changing of crew 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 or Marshal as soon as possible about ditching crew, you may be disqualified.
- **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 pass by 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.

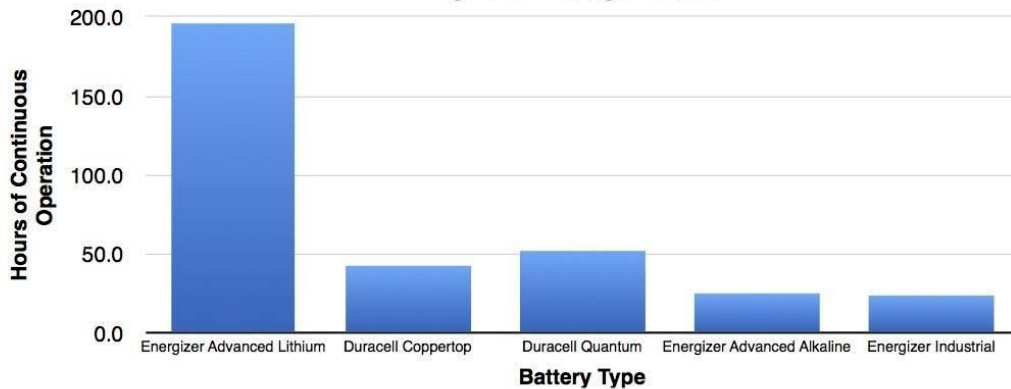
- VHF radio (handheld is fine)
- Sound signaling device
- Navigation lights
- Flares and/or waterproof flashlight for signaling at night
- An approved PFD (lifejacket) for everyone onboard, with whistles
- SPOT tracker (supplied by SEVENTY48)

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 5th.

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

Figure 3: Average Duration



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 teach you how to use it when you are here for pre-race orientation on June 5th. **At that time you will need to pony up a \$200 refundable deposit which you'll get back after the race. Credit card is best.**

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	You must have one. Reminder to carry lots of batteries.
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 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.
PFDs 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	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: <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

	<ul style="list-style-type: none"> 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	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.
Anchor and Rode	If you are a SUP or OC it can be a “manual propelling device”. Row boats should have some kind of anchor.
Reboarding device	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”).
No Motor, No Engine, & No Wind (this is our law)	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 power are ok for charging things—and no, not for charging a battery that powers propulsion of any kind.

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

WA Boating [Portal](#)

Online Boating [Handbook](#)

Chapter 2: Parties and Logistics Starting June 5th

Tacoma Check-in & Skippers' Meeting: June 5th

Check-in is June 5th and everything happens around the [Social Bar & Grill](#) and the adjacent [Museum of Glass](#) from Noon to 7 PM. (See map below). During that time you will be given individual SPOT training under a random tent by the Social Bar & Grill. 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 to 4 PM at the Social Bar & Grill.

You must have your vessel and safety gear inspected on or before June 5th by a race official. You will be contacted by an inspection team in May. In May we will be offering "inspection parties" in locations around the Puget Sound so you can get inspected before June 5th. At least we hope too. Stay tuned!

SEVENTY48 Pre-Funk: June 5th, 3-7 PM

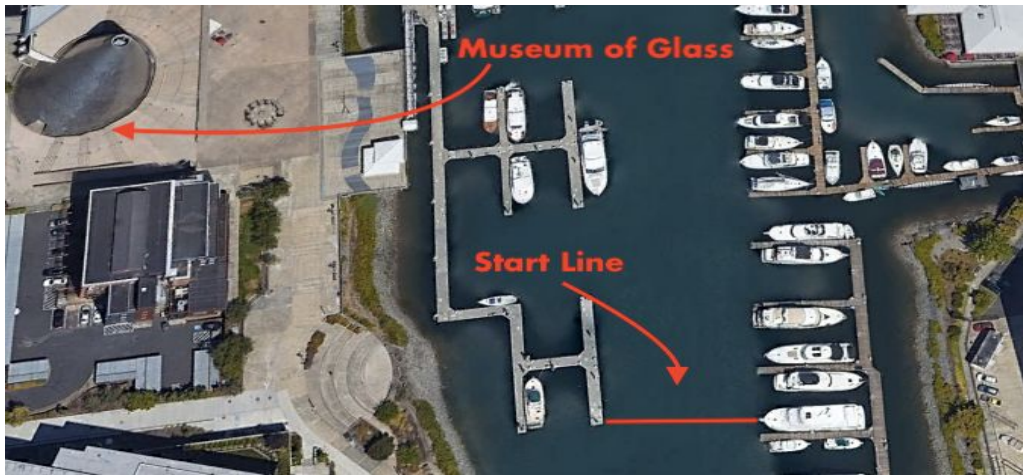
There will be a little shindig held in your honor. Some info [here](#). This is a chance for you to enjoy a drink, eat some fine food, and meet the other intrepid adventurers who have decided that this one-of-its-kind race cannot be passed by.

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



Race Start

Race start is off the [Dock Street Marina](#) in Tacoma. There will be a starting sequence that begins at 7 PM on June 5th. 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.

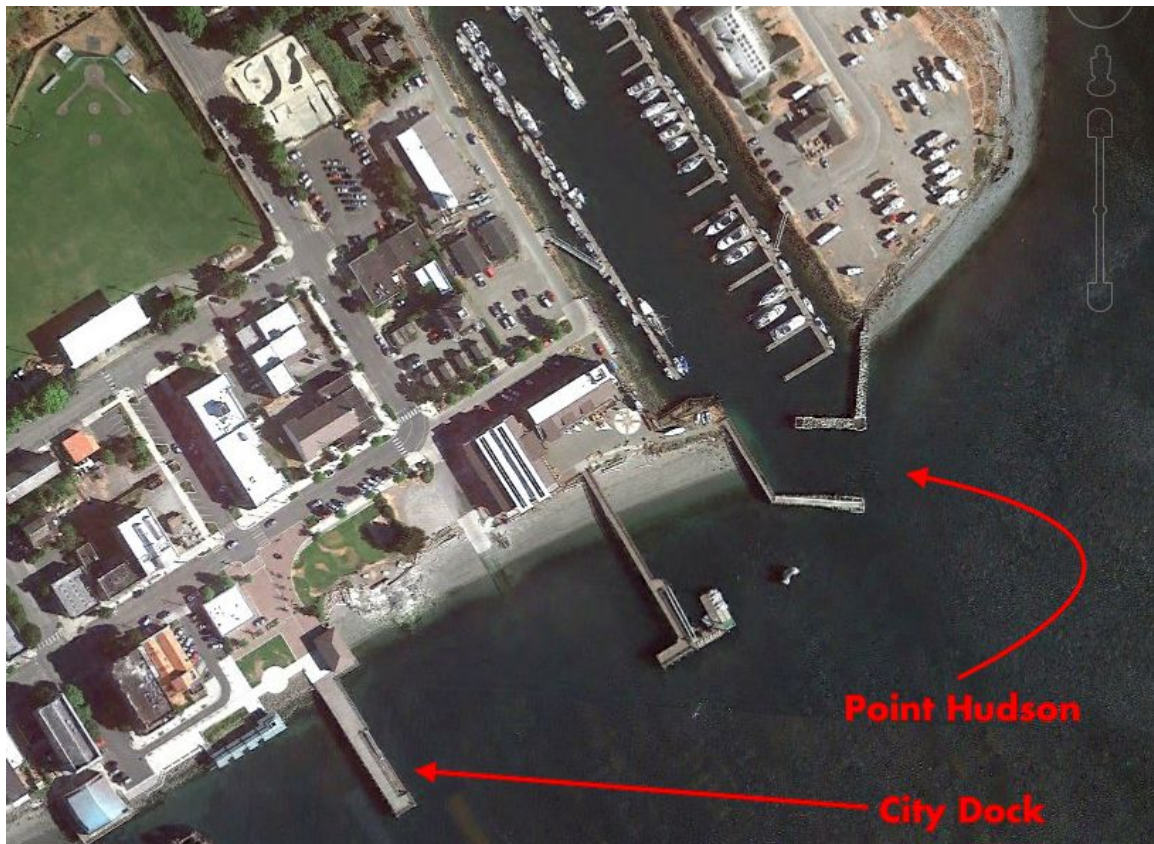


You'll get details on the starting sequence at the Skippers' Meeting.

Race Finish

City Dock

A vessel's finish is declared when one of the crew members pulls a number from the number machine on City Dock in Port Townsend. **Or it is pulled for you by a race official.** Some boats have a hard time getting near the dock. Don't worry we are here to help. Just tell us to pull it.



Time limit: All racers must finish by 7 PM on Sunday, June 7th. Finishing means you (or us for you) pulled a number.

Here you will be looked upon in awe by your welcoming committee. All finishing crew get honors and regards and oodles of praise at the Ruckus. What's that you ask?

R2AK Ruckus: June 7th from noon to 8 PM

There will be a little shindig for both the 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.

Awards Ceremony: At 7 PM(ish) on the Ruckus stage, we will announce the winner, give out the moolah, and have a moment to recognize all the incredible yous that finish this race.

Payouts

Classes

We are having four classes of the non-standard type. And you—and we—won't know what they are until April 16. All racers will be placed in a class.

First Place

First place still matters. And still gets a lot of money.

Mustang Random Hero Award

Everyone who finishes. We'll take all the teams names and throw them in a hat. There will be one lucky winner.

Here's the breakdown.

Each team kicks in 100 bucks to the kitty, and it's pipelined into five prizes:

1st Overall - 50% (aka 4/8th) of the total purse

Class Prize - 1/8th of the purse

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Class Prize - 1/8th of the purse

Mustang Random Hero Award - 1/8th of the purse and a Mustang Dry Suit. We'll take all the names of the teams that finish and throw them in a hat. There will be one lucky winner.

There are only 4 classes and only three awarded. Why? Because whoever wins overall 1st does not also get a freaking class prize. That would be ridiculous!!

More details can be found on the [website](#). But not really. Not till April 15 or so.

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 sailing

No pre-planned support

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: [amendments to the Inland Navigation Rules](#) (but it is no longer being updated). A really bad version is in electronic form [here](#).

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 within 100 yards of them. That's a football field. An American football field. 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 mean 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 okay for you to use them 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 oar house who just "happen" to be vacationing on the 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 Skippers' 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 reasons, or you are so sick of their whining. A race member cannot leave the boat and return at a later time or date.

Anytime you lose crew you will be re-vetted 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 (360.385.2828). They are right next door.

Otherwise feel free to haul it up on the beach anywhere between City Dock and the Northwest Maritime Center. There is also a ramp right by the finish line.

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 swamping, capsizing, hull delamination, medical issues, or running aground could all 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 5th 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 with 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

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 our dear ol’ US Code of Federal Regulations Chapter 46 — 2304. **Duty to provide assistance at sea.**

“(1)A master or individual in charge of a vessel shall render assistance to any individual found at sea in danger of being lost (means in distress buddy), so far as the master or individual in charge can do so without serious danger to the master’s or individual’s vessel or individuals on board.”

Lastly, you should know that this is International Law. If you do not properly respond to a distress call you can be fined \$1000 and imprisoned for 2 years. 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). And they know this race is going on and will have your information.

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 5th for the Pre-Funk and...oh, yeah...the race!