

# SEVENTY48

## 2024 RACE PACKET

Racers:

SEVENTY48, a harebrained brainchild of The Northwest Maritime Center, is coming back at you for the 6th time.

Here in these pages, you will find an abundance of specifics, tailored to your needs, so that you might find ease and comfort in your preparations for the 2024 SEVENTY48, since neither may be found during the race itself.

Any changes to what is below will be communicated either by email to Team Captains (and only Captains), or related at the Skipper's Meeting prior to the race start.

Shoreside logistics are ever-evolving, but the rules in this document are final, binding, and we like 'em a whole lot. They include:

- Equipment Requirements
- Route Details
- Classes and Payouts
- Registration and Payment Deadlines
- A rule about lawyers (Rule 8)

If you read the whole thing and it's still not clear, 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!

**Jesse Wiegel**

Race Boss

[raceboss@seventy48.com](mailto:raceboss@seventy48.com)

SEVENTY48 takes place on lands and waters that are loved, cared for, and reverently stewarded by the Indigenous people of the Salish Sea and have been since time immemorial.

Today, Indigenous people are our neighbors, colleagues, and partners in a shared love and respect for the sea and its teachings.

We are grateful to respectfully live and work in this place. This acknowledgment is one act in the ongoing process of working to deepen our relationship with the people of these lands and waters.

# Table of Contents

RESPONSIBILITY.....	3
CALENDAR OF EVENTS.....	4
THE RULES AGAIN, WITH MORE WORDS.....	5
REQUIRED EQUIPMENT.....	6
RECOMMENDED EQUIPMENT.....	8
Logistics.....	9
WHO GETS THE CASH.....	12
HOW OUR CLASSES WORK.....	13
GRIEVANCES.....	13
FERRIES.....	14
DISQUALIFICATION.....	14
RETURNING TO YOUR SENSES (Quitting Mid-race).....	14
A COUPLE OTHER DISORGANIZED THINGS, BUT MAY BE IMPORTANT, SO GO AHEAD AND READ IT.....	15
CHANNELS TO MONITOR.....	17

## **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 once they've begun, 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.

SEVENTY48 Racers are operating vessels within Navigable Waters of the United States, and as such, are subject to any and all regulations contained in COLREGS and other Federal, State, and local statutes. It is their responsibility to know and adhere to these laws.

While SEVENTY48 maintains a basic level of watchfulness over the race course by utilizing GPS tracking devices and a small fleet of volunteer support vessels, these measures only help provide good samaritan assistance on the water, and we make no guarantees of safety or the presence of rescue vessels in case of emergency.

Sound good? Then read on.

## CALENDAR OF EVENTS

*All times Pacific Standard and subject to change due to: weather, whimsy, bad omens.*

Pre-Race		
November 15		Application Period Opens
February 15, April 1		Slacker Taxes Kick In
April 1		Applications Closed
April 15		Registration Deadline
Race Week		
May 28	6 PM	Skipper's Meeting
May 31	12-5 PM	Race Registration
May 31	7 PM	Race Start
June 2	4 PM	SEVENTY48 Celebration
June 2	7 PM	Race End
June 2	7 PM	SEVENTY48 Awards

## THE RULES

- No motors. No support. No sailing.
- No limit on vessel size.
- No limit on crew number.
- 48 hours to reach the finish.

## THE RULES AGAIN, WITH MORE WORDS

- 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. Direct 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.
- No sailing. We're saying it again. No sails, tarps, or giant flying squirrel costumes. Human power only.
- Teams must be self-supported. This means while you can stop along the way to buy food, resupply, or even get a fancy hotel room—anything that isn't available to EVERYONE is out of bounds. No shore support teams may feed you weather info, or drop supply caches along the way. And definitely no personal chase boats.
- No adding or changing of crew along the way. If you decide you need to subtract a team member for some reason—medical or otherwise—you MUST contact the Race Boss.
- Race participants must go through a single waypoint: a transit through the Port Townsend Ship Canal. Other than that, you can choose your own course. Except...
  - A team entering the Vessel Traffic Lanes will be automatically disqualified. If you're unfamiliar with the Vessel Traffic Lanes, then you have some studying to do. If you enter the Lanes without knowing it, that's on you. And no, there's no painted stripes.
- You've got 48 hours to finish. I mean... it's right there in the name of the race.
- 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.

## REQUIRED EQUIPMENT

SEVENTY48 takes place upon the Navigable Waters of the United States, and as such, race vessels are required to follow the COLREGs, as well as local regulations. This means that there are specific pieces of safety equipment that you must have on board. And we at the Northwest Maritime Center think that being safe on the water is just as important as having a good time.

It is your responsibility to research and understand the requirements for your specific vessel.

You will be required to undergo a safety equipment inspection. You will be contacted by an inspector to schedule this.

**GPS Tracker** Every participant is required to carry a GPS tracker that we provide.

We'll teach you how to use this tracker when you show up for registration at the Foss Waterway Seaport on May 31. We will collect a refundable \$200 tracker deposit from you either online prior to race day or during race day registration on May 31.

**Trackers are not perfect.** We have experienced issues in the past with interruptions to satellite networks, as well as faulty connections, and while we work hard to mitigate these outcomes, ultimately we cannot 100% guarantee the efficacy of this system.

Friends and family should not rely on the tracker for their peace of mind. If this is a concern, we suggest that you set up regular check-ins via cell phone or backup device.

## **SPECIAL NOTE ON PERSONAL FLOATATION DEVICES (PFDs)**

Over the past few years, our inspection standard for PFD carriage has fluctuated. This results from recent efforts by the USCG, the Canadian Coast Guard, and other international bodies to create an international standard.

The United States Code of Federal Regulations (CFRs) states that a recreational vessel must carry an approved PFD for each person aboard. Approval, in this case, means a Type 1, 2, or 3 Personal Floatation Device, as regulated by the USCG.

Additionally, the USCG has circulated [a memo](#) stating that ISO Level 70 PFDs meeting the requirements of UL 12402-5 will be accepted as equivalent to USCG-approved devices.

Vaikobi (and similar brand) PFDs are rated ISO Level 50, and therefore do not satisfy USCG regulations. One *may wear* a Level 50 PFD during SEVENTY48, however, they must carry aboard one accepted PFD ([check this one out!](#)), to fulfill the requirement for carriage. However, we strongly recommend that you wear an approved PFD at all times. Individuals under 12 years old are required by law to wear an approved PFD while underway.

Lastly, in the CFR's, there is an exemption which states: "(b) Racing shells, rowing sculls, racing canoes, and racing kayaks are exempted from the requirements for carriage of any PFD required under § 175.15."

SEVENTY48 is not a typical rowing race. This race involves considerably more hazards arising from times of darkness and limited visibility, exposure to weather and tide, and proximity to commercial vessel traffic—and as such, we are taking it upon ourselves to eliminate that exemption so that all racers are beholden to the PFD carriage requirements. Because DUH.

**WE DON'T CARE IF OTHER RACES DO IT DIFFERENTLY.**



## RECOMMENDED EQUIPMENT

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) is a really good idea
- Emergency smoke signals and dye markers
- 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
- Navigation lights that greatly exceed what is legally required. (\*A ferry captain transiting north of Blake Island will NOT see your Black Diamond headlamp, even if the Coast Guard won't ding you for it in the accident report.)

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.

## **Logistics**

### **Registration**

Assuming you're reading this because you've already applied and been accepted by the Vetting Team, you need to register. (You've been emailed a link by our Registrar, Verity.) Registration must be complete by April 15, and you may be wondering why the hell do we need to do this a full MONTH AND A HALF before the race starts? Well, it largely has to do with the fact that the same team is also preparing for Race to Alaska and about a billion other programs for the public good, as well as the fact that when we don't get you your racer t-shirts, you become a nasty horde of customer service experts. And supply chain sucks. Also, we do quite a bit of footwork to make clear to Emergency Response entities in and around the race area just who you are and what you look like.

### **Safety Equipment Inspections**

You will be contacted by a volunteer race inspector sometime in the 6 weeks prior to the race. They will contact you at the email address or phone number you provide during registration. They will work with you to set up a time where you can connect virtually and perform a safety equipment inspection.

### **Skipper's Meeting: Tuesday, May 28, 6 PM**

This will be about an hour-long Zoom meeting. Race Command will do their best to be entertaining, but will do even better to outline the really critical things to know. Yes, it's called a skipper's meeting, but your team can (and should!) come too. Unless you want to feel like you know more than they do.

The Zoom link will be emailed to Team Captains sometime before the meeting. If you didn't get it, check that spam box.

### **Tacoma Check-in: Friday, May 31, 12 PM-5 PM**

Race-day registration will take place at [Foss Waterway Seaport](#). We will have big flags and all sorts of joyful noise to welcome you. Upon arrival, you'll check in, get your official racer shirts, any final information or changes, and then you and your entire team will receive the GPS tracker training. Maybe we already trained you. Maybe you've done it before. But we ask that you do it anyway. Remember: if you don't know how to use the tracker correctly, you may wind up DQ-ed.

## Getting Your Boat In the Water

Kayaks, SUPS, and really any boat that can be walked down an average marina ramp can be launched directly at the Foss Waterway Seaport (this ramp measures 46" wide by 90" high). Larger vessels requiring a trailer launch can splash at the [Point Defiance Boat Ramp](#). (This is about 7 miles north of the start, and makes a great warm up.) Hand launching can also take place at the [Tacoma Waterway Park](#).

## RACE START

Race start is off the [Foss Waterway Seaport](#) in Tacoma. There will be a starting sequence. Want to know what that will look like? Attend the Skipper's Meeting!

But we can tell you know it'll probably be crowded chaos, so plan on losing a little paint.

## THE WAYPOINT

### Port Townsend Ship Canal

Go through it. Sometimes race fans drop donuts to teams from the Marrowstone Bridge. Heads up!

*("What happened to the Owen Beach Waypoint?" They asked. "Dunno," we said.)*

## RACE FINISH

This year's race finish has been altered slightly from years past to accommodate a wedding on the NWMC campus. (Hear that, ya nutters!? Keep your cheering to 60dB!)

A vessel's finish is declared when they pass the end of the Port Townsend City Dock and a horn is sounded in their honor.

After the horn sounds, head straight into the beach, or stop right there at the City Dock. There will be some folks there to help drag your cramped and jelly-like body out of your boat. A shower is available to racers at NWMC - but we aren't providing towels! So be prepared!

## **SEVENTY48 Necktie Party and Awards Ceremony - June 2, 5-8 PM**

Now introducing: **The SEVENTY48 Necktie Party!** Now wait, what the heck is that? All 2024 racers who show up to celebrate the race will receive their very own brand-new (actually old and from a thrift store) necktie. The distance they made it on the race dictates how much we do or don't **cut off**. Make it the whole way, keep the whole tie - get it?

The celebration will take place on the Northwest Maritime Center campus, upstairs in the yellow building. Some food and drinks will be provided! Perhaps some swimming will ensue - care to be in instigator?

At 7pm (the official race end), awards will be presented!

Friends, family, fans - you're all invited!



## WHO GETS THE CASH

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

**First Place** - 1/2 of the pot

**Three Class Prizes** - 1/8 of the pot each.

**NRS Random Hero** - 1/8 of the pot PLUS a drysuit from NRS.

## HOW OUR CLASSES WORK

*Pay attention, this is weird.*

Here's the order of filters we use to determine your class: (whichever pertains to you first in the list is your class.)

1. If you are a person that stands up when underway then you go into the **Standing Up** class.
2. If you are a solo competitor, you go into the **By Yourself** class.
3. If you face forward when underway, you go into the **Facing Forward** class.
4. If you face backward when underway, you go into the **Facing Backward** class.

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

For instance:

- If an OC6 takes First Place overall, then nobody gets the class prize for Facing Forward.
- If a sliding seat 8 wins First Place overall, then nobody gets the class prize for Facing Backward.
- If a solo team wins First Place overall, well then...we'll be agog, but then! We will not also award the By Yourself class prize.

Also, the first solo finisher (if they are not first overall) wins the By Yourself class, not either of the Facing Forward or Facing Backward classes.

## GRIEVANCES

Grievances for perceived race infractions can be made directly to the Race Boss. Any decision made by the Race Boss is final. If you complain that you were disqualified because you *didn't know you entered the Traffic Lanes*.... That's not on us. (Yes, it has happened.)

## 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, and you're out. And that means we'll put a little "DQ" by your name on the tracker for all of time.

Oh, and turning your tracker off is also a DQ.

## RETURNING TO YOUR SENSES (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 judgment from us for why you are doing it, but we ask one thing if you do self-select out during the race:

**Notify us as soon as possible by calling the Race Phone.** You'll get the number at the Skipper's Meeting.

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

## **A COUPLE OTHER DISORGANIZED THINGS, BUT MAY BE IMPORTANT, SO GO AHEAD AND READ IT**

- The logistics of getting your boat in the water, parking, and getting your vehicle to your end point are not always simple.
- Tacoma has limited parking, and it needs to be said: vehicular break-ins are not unheard of in the area around the race start, so be warned.
- It is 81 land miles from Tacoma to Port Townsend. We imagine your car and boat will need to reunite at some point. Think about that.
- Putting your boat in the water can take place at Foss Waterway Seaport (beginning at noon on May 30). You can also put in on the east side of the Thea Foss Waterway at the Tacoma Waterfront Park. You can also put your boat in at the Point Defiance Boat Ramp. (This is about 7 miles north of the start, and the trip makes a great warm up.)

## **YOUR BOAT IN PORT TOWNSEND**

If you need to tie up your boat overnight, 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. The GPS tracker will show where you were, so no funny business. 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 you're 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.)

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.

- Number 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

## **HELPING OTHERS, IT'S THE LAW**

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.”

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. You are not required to put yourself in grave danger to render aid.

## **A NOTE ON THE AWESOMENESS OF VESSEL TRAFFIC SERVICES**

Vessel Traffic Services (VTS or, “Seattle Traffic”) 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. And they know this race is going on and will have your information.



## YOUR VHF RADIO

Learn the appropriate use of a maritime VHF radio. And then use it. Keep it on. **You know it's a law that you monitor channel 16 while underway, right?** 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. Not your vessel name.

## CHANNELS TO MONITOR

VHF 16	DISTRESS and HAILING
VHF 13	Bridge to Bridge, Contacting Ferries
VHF 14	VTS South of Port Townsend Ship Canal
VHF 05A	VTS North of Port Townsend Ship Canal

## YOUR PHONE WORKS GOOD HERE

Carry your cell phone around your neck in a waterproof bag. This small detail has been a key factor in at least one successful rescue during SEVENTY48.

<b>911</b>	<b>EMERGENCY DISPATCH.</b> <i>It's easy to remember, and they're good buddies with the Coast Guard, and anyone else you might need in case of a problem</i>
<b>1-206-217-6002</b>	<b>COAST GUARD COMMAND CENTER.</b> <i>When you hail USCG on VHF, they most often ask you to call this number, since communication is better here.</i>
<b>XXX-XXX-XXX</b>	<b>RACE PHONE.</b> <i>This number is given out at the Skipper's Meeting. It's a direct line to the Race Boss or his designee. In</i>

	<i>an emergency, call 911 or use VHF 16 for distress before calling the Race Phone.</i>
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