

**SINGLEHANDED SAILING SOCIETY  
GREAT PACIFIC LONGITUDE RACE**

*(LongPac)*

**JULY 20-26, 2005**

**NOTICE OF RACE**

**1. GENERAL**

**1.1** The Race is intended to be a sporting event, and to encourage the development of suitable boats, gear, supplies and techniques for shorthanded ocean crossings under sail.

**1.2** There will be Singlehanded and Doublehanded divisions in the Race.

**1.3** The course is from the Golden Gate Yacht Club in San Francisco, California, to any point on longitude 126°40' west, then returning to the Golden Gate Yacht Club. The calculated race distance is 400 miles.

**2. ELIGIBILITY**

**2.1** The Race is open to seaworthy cruising or racing boats of any type or nationality, capable of safe ocean passages, provided the length on deck is between 19 feet and 60 feet.

**2.2** Monohulled boats shall be self-righting, with essentially watertight enclosed accommodations, and with self-bailing cockpits.

**2.3** Multihulled boats shall have the ability to float indefinitely in an inverted position, with essentially watertight enclosed accommodations, and with self-bailing cockpits.

**3. MANAGEMENT**

**3.1** The Race will be under the management of the Race Committee of the Singlehanded Sailing Society, which shall have the full power to establish and interpret the rules and conditions governing the Race, to decide all protests, and to exclude any boat that it regards as unseaworthy or a boat with inadequate equipment.

**3.2** The Race Committee reserves the right to amend or add to these Rules at any time up to the first Warning signal of the Race, such amendments being immediately promulgated to all entrants.

**4. RACING RULES**

**4.1** The Racing Rules of Sailing 2005-2008 (RRS), including US Sailing Prescriptions and as amended by this Notice of Race and the Sailing Instructions, shall govern the Race.

**4.2** Between the hours of sunset and sunrise, the Steering and Sailing Rules of COLREGS (International Rules for the Prevention of Collisions at Sea) and of the Unified Inland Rules shall replace Part 2 of RRS.

**4.3** The following exceptions to RRS are allowed:

- (a)** One or more whisker poles may be used to pole out the head sail(s) (modifies RRS 50.2). These poles may not be longer than the LP of the largest rated headsail, and may not be used for setting the spinnaker.
- (b)** Mechanical and/or electronic self-steering devices may be employed (modifies RRS 52).
- (c)** Boats may be fitted with tanks permanently secured to port and starboard with provision for the athwartship transfer of liquid ballast through permanently fitted pipes (modifies RRS 51), if the installation is declared on the PHRF certificate. Such transferable liquid must have a density no greater than that of sea water. No form of solid or granular transferable ballast may be used apart from any ordinary stores or provisions appropriate to the Race.
  - (i)** In such cases, all tanks for transferable ballast and stowage for transferable stores must be inside the hull(s) and below decks.
  - (ii)** Competitors must be able to demonstrate an efficient and safe manual method of discharging, transferring, or taking on liquid ballast with the boat heeled at up to 50 degrees to port or starboard of the normal laden trim.
  - (iii)** Competitors must be able to demonstrate that, with all such ballast transferred to one side to its maximum possible extent, the static angle of heel of the boat will not exceed 10 degrees to port or starboard of the normal laden trim.
  - (iv)** If boats are fitted with fresh water or fuel tanks to port or starboard, such tanks will be considered as part of the transferable ballast system and must be completely full and empty on the appropriate sides during the inclining test.
  - (v)** Owners intending to use other forms of transferable water ballast not covered by these rules should clear the project for eligibility with the Race Committee.
- (d)** Other forms of transferable ballast will be considered on a case by case basis by the Race Committee.

4.4 For the terms of the ISAF Advertising Code, Regulation 20, the Race is a Category C event.

## 5. ENTRIES

**5.1 Singlehanded:** A singlehanded entry shall consist of a sailing boat plus a named Skipper who shall be at least 18 years of age by the start of the Race.

The singlehanded entry fee is \$60.00 for members of the Singlehanded Sailing Society, and \$70.00 for non-members.

**5.2 Doublehanded:** A doublehanded entry shall consist of a sailing boat plus a named crew of two people, at least one of whom shall be at least 18 years of age by the start of the Race.

The doublehanded entry fee is \$70.00 for members of the Singlehanded Sailing Society, and \$80.00 for non-members.

**5.3 Sponsored entries:** An additional fee of \$100 will be assessed for sponsored entrants. An entry is sponsored if the boat carries advertising that would not be allowed in a Category A event (per ISAF Advertising Code, Regulation 20), or if the entrant declares that the entry is sponsored.

**5.4** Applications for entry shall be made on the published Entry Form. Hard copies are required; applications via e-mail or fax will not be accepted. The following items must be delivered to the Race Committee no later than Friday, July 1, 2005:

- (a) A completed Entry Form.
- (b) Signed waiver form(s).
- (c) Entry fee, in the form of check or money order payable to Singlehanded Sailing Society.

The following items must be delivered to the Race Committee no later than Wednesday, July 13, 2005:

- (a) A copy of the entered boat's current Northern California PHRF certificate (for monohulls) or MPHRF certificate (for multihulls). (This modifies RRS 78.2.)
- (b) Details of the qualifying sail specified in Rule 11 below.
- (c) EPIRB serial number and registration information.
- (d) Life raft serial number and copy of its certification.

**5.5** Forms may be downloaded from the SSS website [www.sfbaysss.org](http://www.sfbaysss.org) or requested by mail.

**5.6** The mailing address for the Race Committee is:

LongPac 2005  
c/o Singlehanded Sailing Society  
Post Office Box 457  
Alameda, CA 94501  
USA

## 6. CLASSES AND SCORING

**6.1** Classes will be established based on the number and distribution of entries, and will be announced no later than the skippers' meeting.

**6.2** Multihulls and monohulls will be in separate classes.

**6.3** One-design classes may be established if at least three similar boats enter in the same division.

**6.4** Entrants whose boats meet the definition of Sportboat, i.e.  $D \leq (2.24 \times (LWL - 10)^3) \leq 105$  (where D is displacement in pounds and LWL is waterline length in feet), are requested to so indicate on the entry form.

**6.5** Singlehanded and Doublehanded divisions will be scored separately.

**6.6** Time on Distance scoring will be used.

## 7. REQUIRED EQUIPMENT

**7.1** All equipment shall:

- (a) Function properly.
- (b) Be readily accessible.
- (c) Be of a type, size and capacity suitable and adequate for its intended use and the size of the boat.

**7.2** Cockpits must be strong, self-bailing and permanently incorporated as an integral part of the hull. All openings above the waterline into the hull below must be capable of being strongly secured.

**7.3** All windows more than two square feet in area must have storm coverings, unless the windows are made of a material at least as strong as the surrounding superstructure.

**7.4** All through hull openings below the waterline (except integral scuppers, shafts, log impellers, depth transducers, and the like) shall be equipped with seacocks or valves. Softwood plugs tapered and of the correct size shall be attached to or adjacent to all such through hull openings.

**7.5** Multi-strand stainless steel wire lifelines must be fitted continuously all around the working deck with a minimum height of two feet above the local deck, with an intermediate lifeline. For boats less than 28 feet in length the minimum height is reduced to 18 inches, and an intermediate lifeline is not required.

A taut lanyard of synthetic rope may be used to secure lifelines, provided that it does not span a gap of more than four inches. These lifelines shall enclose all permanent stays, and shall be supported by pulpits and stanchions at intervals of not more than 7 feet, which shall be securely mounted.

**7.6** Jacklines must be fitted on the deck to port and starboard of the boat's centerline to provide secure attachments for safety harness tethers. Jacklines must be attached to through-bolted or welded deck plates, or other suitable and strong anchorages. The jacklines must be fitted

in such a way that crewmembers when clipped on can move from the cockpit to the forward and to the aft end of the deck without unclipping the harness. Crewmembers must be able to clip on before coming on deck, unclip after going below, and remain clipped on while on the foredeck, the afterdeck, and amidships. Jacklines should be sited in such a way that the tether can be kept as short as possible. The jacklines shall stop short of the transom a distance equal to the length of the tether. The jacklines shall have minimum 4500 pound breaking strength.

- 7.7 For each person, a safety harness with minimum 3300 pound breaking strength, and a safety harness tether with minimum 4500 pound breaking strength.
- 7.8 US Coast Guard approved Personal Flotation Device (PFD) for each person, each bearing the boat's name with a whistle and strobe light attached.
- 7.9 At least two halyards, each capable of hoisting a sail.
- 7.10 Mainsail reefing to reduce the luff by at least 40%, or a trysail with an area not greater than 17.5% of the mainsail area.
- 7.11 Tethers securing all hatch boards to the boat.
- 7.12 Shutoff valves on all fuel tanks.
- 7.13 A fixed berth suitable for use at sea.
- 7.14 Galley facilities suitable for use at sea.
- 7.15 Food for seven days.
- 7.16 Seven gallons of fresh water per person, plus at least one gallon of emergency reserve water for each person, carried in a separate container.
- 7.17 Fire extinguishers of the type and number required by the United States Coast Guard.
- 7.18 One manually operated bilge pump permanently fitted and operable from the helm, with hatches and companionway closed, that is capable of pumping at least 10 gallons per minute; plus a second bilge pump operable from inside the boat, and a bucket.
- 7.19 Suitable anchor with chain and rode.
- 7.20 Two waterproof flashlights with spare dry cells.
- 7.21 First aid kit and manual.
- 7.22 Manually operated horn.
- 7.23 Radar reflector properly mounted at least 13 feet above the water. If the radar reflector is octahedral it must have a minimum diagonal measurement of 12 inches; if not octahedral it must have a documented 'equivalent echoing area' of not less than 6 square meters.
- 7.24 Running lights as required by the current International Regulations for Preventing Collisions at Sea (COLREGS).
- 7.25 A masthead strobe light.

- 7.26 A minimum battery capacity of at least 80 amp-hours. Batteries are to be securely anchored in place.
- 7.27 A means of charging the battery or batteries at sea at a rate that will allow the running lights to be used during the period of darkness each day.
- 7.28 VHF radio transceiver with a minimum output of 25 watts, capable of operating on channels 9, 12, 13, 14, 16, and 69. One VHF antenna shall be permanently mounted at the masthead. An emergency VHF antenna is to be carried, to allow the VHF radio to be used in the event of dismasting.
- 7.29 For doublehanded entries, a man overboard pole handy to the helmsman. The pole must be equipped with the following:
  - (a) Horseshoe buoy
  - (b) Whistle
  - (c) Strobe light
  - (d) Sea anchor
  - (e) 12" x 12" highly visible flag.
- 7.30 The following pyrotechnics (flares) which shall be SOLAS-certified with expiration date no later than July 26, 2005:
  - (a) Three parachute flares
  - (b) Three red handheld flares
  - (c) One smoke signal.
- 7.31 A properly installed and adjusted mechanical marine compass with deviation card; and a spare compass operable independent of the boat's main electrical system.
- 7.32 Plotting instruments and current charts, or charts corrected to the latest Notice to Mariners, which must include chart numbers 18020 (San Diego to Cape Mendocino), 18645 (Gulf of the Farallones) and 18649 (San Francisco Bay Entrance).
- 7.33 Depth sounder or lead line.
- 7.34 Knot meter or log.
- 7.35 Two Global Positioning System (GPS) receivers, at least one of which must be operable independently of the boat's main electrical system.
- 7.36 Tools and spare parts, including adequate means to disconnect or sever the standing rigging from the hull.
- 7.37 An emergency tiller capable of being fitted to the rudder stock.
- 7.38 An alternative method of steering the boat in any sea condition in the event of rudder failure. The Race Committee may require that this method be demonstrated.
- 7.39 Sail repair kit.
- 7.40 Emergency Position Indicating Radio Beacon (EPIRB) that will broadcast on 406 MHz, with a battery whose expiration date is no earlier than July 26, 2005. The EPIRB must be registered with NOAA and a copy of the

serial number and emergency contact information provided to the Race Committee.

**7.41** Life raft designed specifically for saving life at sea that will remain afloat and support the skipper and crew even when filled with water.

Stowage shall be one of the following:

- (a) On the working deck.
- (b) In a compartment containing the life raft only and opening immediately to the working deck, provided that:
  - (i) The compartment is watertight or self-draining
  - (ii) The cover of the compartment is capable of being easily opened under water pressure.
- (c) Packed in a valise not exceeding 88 pounds in weight, and securely stowed below deck adjacent to the companionway. The life raft shall be capable of being brought to the lifeline within 15 seconds.

The life raft shall have a valid annual certificate from the manufacturer or an approved servicing agent certifying that it has been inspected, that it complies with the above requirements and stating its official capacity. The certificate shall be carried on the boat. When a manufacturer so specifies, a raft may be externally inspected (i.e., not unpacked) and certified annually by a manufacturer's agent. The certificate shall be dated no earlier than July 26, 2004.

The raft shall contain the following equipment:

- (a) Sea anchor.
- (b) Repair kit, inflation pump and oral inflation tube.
- (c) An integral canopy or cover to protect occupant(s) from the elements.
- (d) A kit attached securely to the raft, but not necessarily packed inside it, containing the following:
  - (i) Four red parachute flares
  - (ii) Four hand held red flares
  - (iii) Two orange smoke flares
  - (iv) Bailer
  - (v) Knife
  - (vi) Flashlight
  - (vii) Water and emergency food for four days.
- (e) Pyrotechnics (flares) shall be SOLAS-certified with an expiration date no earlier than July 26, 2005.

## **8. MULTIHULL REQUIREMENTS**

**8.1** In addition to the requirements of sections 2 and 7 of this Notice, multihull entries must meet the following requirements:

- (a) A combined length and beam of at least 40 feet, with a minimum beam of half the length.

- (b) A watertight bulkhead within 15 percent of the boat's overall length from the bow of each hull and abaft the forward limit of the waterline.
- (c) A safety harness anchorage point that is accessible should the boat be capsized.
- (d) An access hatch to the living quarters that is accessible should the boat be capsized.
- (e) Quick release cleats or self tailing winches for all sheets.
- (f) The backstay(s) must be permanently mounted. No permanent backstay shall interfere with the boom in a jibe. This requirement is not applicable to certain types of rigs, e.g., rotating, unstayed, etc.
- (g) Adequate safety netting shall be installed over open spaces between the cross beams.
- (h) A survival suit or full body wet suit for each person.
- (i) At least half of the qualifying sail specified in section 11 of this Notice shall have been downwind.

**8.2** For multihulls, a single anchorage point for safety harness tethers will be considered as an alternative to a system of lifelines and jacklines. The skipper must receive written approval from the Race Committee.

## **10. ENGINES AND POWER**

**10.1** No means of propulsion may be employed other than the force of the wind.

**10.2** An internal combustion engine may be used to generate electricity, water, heat, etc., as long as it is not used to propel the vessel.

## **11. QUALIFYING SAIL**

**11.1 Singlehanded entries:** No later than July 13, 2005, the skipper shall have completed a qualifying sail in the entered boat of not less than 40 miles, entirely under sail, non-stop, singlehanded. This sail may be between two ports or may start and finish at the same port. One point of the passage must be at least 20 miles offshore.

**11.2 Doublehanded entries:** No later than July 13, 2005, the skipper and/or crew shall have completed a qualifying sail in the entered boat of not less than 40 miles, entirely under sail, non-stop, singlehanded or doublehanded. This sail may be between two ports or may start and finish at the same port. One point of the passage must be at least 20 miles offshore.

## **12. INSPECTION**

**12.1** The Race Committee reserves the right to inspect any boat and reject its entry if it finds the boat does not meet the requirements of the Race. The object of the inspection is to verify that the required equipment detailed in sections 7

and 8 of this Notice has been properly installed, and that no part of the boat's design, construction, or equipment impairs the seaworthiness of the boat to participate in the Race.

### 13. RESPONSIBILITY

**13.1.** Boats must be fully independent and capable of carrying out their own emergency repairs at sea. Competitors have no right to expect or demand a rescue operation to be launched on their behalf.

**13.2.** Full responsibility for any mishap will rest with the owner or skipper under ordinary process of law. The organizers do not accept any responsibility towards the entrants nor towards third parties with whom the entrants may become involved.

### 14. OUTSIDE ASSISTANCE

**14.1** No outside assistance of any kind is permitted except as noted in Rules 14.3 through 14.6.

**14.2** Boats must sail the whole course independently and may not deliberately escort each other or arrange any other escort.

**14.3** No physical contact, except for the passing of written messages, may be made with other ships or boats at sea, and no stores except medical supplies may be received from any ship or aircraft during the Race.

**14.4** During the Race, no boat may receive private or publicly available internet-distributed information regarding weather, currents, course routing, or other tactical advice, with the following specific exceptions:

- (a) Receipt of publicly available weather broadcasts, including weatherfax.
- (b) Communication on open radio channels (without encryption) with other competitors, which may consist of information such as current position, weather, and sea conditions.
- (c) Solicitation and receipt on open radio channels of information about the repair of any equipment on board.

**14.5** During the Race, a boat may put in anywhere and anchor or moor for any purpose. It may be towed for a distance not exceeding two miles into, and for a distance not exceeding two miles out of any harbor or anchorage, provided that the result of such towage does not advance the boat in the direction of the finish line. (This modifies RRS 41 and 45.)

**14.6** While the boat is moored or anchored, other people may come aboard, stores or equipment may be embarked and repairs effected. (This modifies RRS 41.)

### 15. MEETINGS

**15.1** There is a skippers' meeting at 7:30 p.m. on Wednesday, July 13, 2005 at the Oakland Yacht Club. **Skippers must attend**; crew are also invited.

**15.2** The trophy presentation will be at 7:30 p.m. on Wednesday, September 7, 2005 at the Oakland Yacht Club.

### 16. START

**16.1** The first Warning signal will be made at 1200 hours Pacific Daylight Time on Wednesday July 20, 2005. The starting schedule and signaling system will be specified in the Sailing Instructions.

### 17. TIME LIMITS

**17.1** In order to qualify as a **starter** a boat must make a proper start within four hours of its Starting signal. A boat which has not cleared its mooring at the time of its Starting signal will not be considered to be racing for the purposes of RRS 41 (Outside Help) and 42 (Propulsion), until it has cleared its mooring and is within one half mile of the starting line. (This modifies RRS 41, 42, and 45.)

**17.2** In order to qualify as a **finisher** a boat must finish no later than 2400 hours Pacific Daylight Time on (at the end of) Tuesday, July 26, 2005. (This modifies RRS 35.) If 50% of the boats that started have not finished by that time, this deadline may be extended at the discretion of the Race Committee.

### 18. COMMUNICATIONS

**18.1** Every boat shall check in with the Race Committee via VHF radio before the start of the Race.

**18.2** Each boat that retires from the Race or does not finish within the time limit shall report to the Race Committee as soon as possible via VHF radio or other effective means.

**18.3** Refer to the Sailing Instructions for detailed communications requirements and penalties for non-compliance.

### 19. TROPHIES

**19.1** Trophies will be awarded for First to Finish and First on corrected time in each of the two divisions.

**19.2** Trophies will be awarded for placings on corrected time in each class of each division as follows: First place if three or more starters, Second if six or more starters, Third if 10 or more starters.

### 20. AMENDMENTS

**20.1** Amendments to this Notice of Race or to the Sailing Instructions dated prior to July 1, 2005 will be mailed and/or e-mailed to all entrants and posted on the SSS website, [www.sfbaysss.org](http://www.sfbaysss.org).

**20.2** Amendments dated July 1 through July 13 will be distributed at the skippers' meeting and posted on the SSS website.

**20.3** Amendments dated after July 13 will be posted on the SSS website (time allowing) and will be announced via VHF radio on the day of the start. Flag L will be flown if any such changes are announced.