

**Singlehanded Sailing Society**  
**2013 GREAT PACIFIC LONGITUDE RACE**  
**("The LongPac")**  
**June 19 - June 25, 2013**  
**Race Rules and Conditions**

**1 AUTHORITY**

- 1.1 These Race Rules and Conditions [RRC] dated April 5, 2013 are published by the 2013 LongPac Committee of the Singlehanded Sailing Society [SSS] which reserves the right to amend or add to these rules at any time up to the start of the Race, such amendments being immediately promulgated to all entrants.

**2 ELIGIBILITY**

- 2.1 Monohulled yachts shall be self-righting, with essentially watertight enclosed accommodations, and with self-bailing cockpits.
- 2.2 Multihulled yachts shall have the ability to float indefinitely in an inverted position, with essentially watertight enclosed accommodations, and with self-bailing cockpits.

**3 RACING RULES**

- 3.1 In addition to those exceptions specified in the Notice of Race, the following exceptions to RRS are allowed:
- (a) Yachts may be fitted with transferable water ballast [this modifies RRS 51]. Such transferable water ballast shall have a density no greater than that of sea water. No form of solid or granular transferable internal ballast may be used. No ballast may be carried above the level of the working deck with the yacht in normal laden trim.
    - (i) All tanks for transferable ballast shall be inside the hull(s) and below decks.
    - (ii) Competitors shall be able to demonstrate an efficient and safe manual method of discharging, transferring, or taking on liquid ballast with the yacht at up to 50 degrees angle of heel to port or starboard of the normal laden trim.
    - (iii) Competitors shall 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 yacht will not exceed 10 degrees to port or starboard of the normal laden trim.
    - (iv) If yachts are fitted with fresh water or fuel tanks to port or starboard, such tanks will be considered part of the transferable ballast system and must be completely full and empty on the appropriate sides during any inclining test.
  - (b) Owners intending to use other forms of transferable ballast not covered by these rules should clear the project for eligibility with the Race Committee.

**4 MINIMUM EQUIPMENT REQUIREMENTS**

- 4.1 All required equipment shall:
- [a] Function properly
  - [b] Be readily accessible

- [c] Be of a type, size and capacity suitable and adequate for the intended use and size of the yacht.
- 4.2 Cockpits shall be structurally strong, self-draining quickly by gravity at all angles of heel and permanently incorporated as an integral part of the hull. They must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured.
- 4.3 Storm coverings for all windows more than two square feet in area, unless the windows are constructed of material at least as strong as the surrounding superstructure.
- 4.4 Sea cocks or valves shall be attached to all thru-hull openings below LWL excepting integral scuppers, shaft logs, speed indicators, depth finders and the like. Softwood plugs, tapered and of the appropriate size shall be tied to, or tied adjacent to the appropriate fitting with light string, for every thru-hull opening.
- 4.5 Toe rail of minimum 3/4" height around the foredeck from abreast the mast to the bow pulpit or an additional lifeline that is 1 to 2 inches above the deck.
- 4.6 Lifelines must be uncoated stainless steel wire or Dyneema/Spectra line with spliced terminations. A knotted multipart lashing segment not to exceed 6" tying lifelines to pulpits is allowed.
- [a] Maximum spacing between the bases of lifeline supports (e.g. stanchions) is 87".
- [b] Boats 30' and under must have at least one lifeline with 18" minimum height above deck, a maximum vertical gap of 18" (a taller enclosure requires second lifeline) and a minimum diameter of 1/8".
- [c] Boats over 30' must have at least two lifelines with 24" minimum height above deck, maximum vertical gap of 15" and a minimum diameter of 5/32" for boats to 43', and 3/16" for boats over 43'.
- [d] Trimarans are exempted from the lifeline requirement where there is a trampoline outboard of the main hull, except that a lifeline must run from the top of a bow pulpit to the forward crossbeam at the outboard edge of the bow net or foredeck. Catamarans with trampoline nets between the hulls are exempted from the lifeline requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.
- [e] Bulwarks, solid rails, or any similar solid enclosure meet the lifeline requirement if of similar height.
- 4.7 Jacklines shall be fitted on deck, port and starboard of the yacht's center line to provide secure attachments for a safety harness. Jacklines shall be attached to through-bolted or welded deck plates, or other suitable and strong anchorages. The jacklines shall be fitted in such a way that the skipper can, when clipped on, move readily between the working areas on deck and the cockpit[s] without unclipping the harness including coming from below. Jacklines shall stop short of the transom a distance equal to the length of the safety harness tether. Jacklines shall have a minimum breaking strength of 4500 pounds.
- 4.8 Safety harness(es) for skipper, and crew if doublehanded, with a minimum 3300 pound breaking strength. Safety harness tether with a minimum breaking strength of 4500 pounds. The safety harness tether shall have a method for quick release at the harness end.
- 4.9 US Coast Guard approved Personal Flotation Device(s) [PFDs] bearing the yacht's name, and a whistle, a knife and strobe light attached for skipper, and crew if doublehanded.
- 4.10 Galley facilities suitable for use at sea.
- 4.11 Food for 7 days.
- 4.12 Water containers, securely installed, capable of holding a total of at least 7 gallons of fresh water per person, in two or more separate containers, no more

- than half of which may be carried in any one container. At least 7 gallons of water must be in the tanks for the race start for each member of the crew.
- 4.13 Fire extinguishers of the type and number required by the United States Coast Guard.
  - 4.14 One manually operated bilge pump securely fitted to the yacht's structure, operable from above decks with hatches and companionway closed. The bilge pump shall be capable of pumping at least 10 gallons per minute. A second bilge pump, which may be manual or electric.
  - 4.15 Suitable anchor, chain and cable, as determined by the anchor manufacturer's recommendation for the size and type of yacht.
  - 4.16 Two waterproof flashlights, with spare batteries and bulbs.
  - 4.17 Suitable first aid kit and manual.
  - 4.18 Manually operated horn.
  - 4.19 Radar reflector properly mounted at least 13 feet above the water. If a radar reflector is octahedral it shall have a minimum diagonal measurement of 11.5 inches. If the reflector is not octahedral it shall have a documented radar cross section [RCS] of not less than 10 meter squared.
  - 4.20 Running lights as required by the COLREGS. Navigation lights shall be mounted so that sails or the heeling of the yacht will not mask them. Navigation lights shall not be mounted below deck level.
  - 4.21 A minimum of 1 battery with a capacity of at least 80 amp-hours.
  - 4.22 A means of charging the battery at sea at a rate that will allow the running lights to be used during the period of darkness each day.
  - 4.23 Very High Frequency [VHF] radio transceiver with a minimum output of 25 watts, capable of operating on Channels 6, 16 and 71. One antenna shall be permanently mounted at the masthead. A second emergency antenna shall be provided to allow the VHF radio to be operated in the event of a dismasting.
  - 4.24 An automatic vessel detection system capable of alerting the skipper. Acceptable devices include: an active radar, or an AIS receiver. Any other vessel detecting and alert system must be approved by the race committee.
  - 4.25 A powerful spotlight capable of illuminating the sails at night in case of complete electrical failure.
  - 4.26 A properly installed and adjusted mechanical marine compass, with a deviation card and spare mechanical marine compass.
  - 4.27 Plotting instruments and current appropriate charts, or charts corrected to the latest Notice to Mariners, which must include NOAA chart numbers 18020, 18645 and 18649.
  - 4.28 Depth sounder or lead line.
  - 4.29 Knot meter or log.
  - 4.30 Two Global Positioning System [GPS] receivers, at least one of which must be operable independently of the yacht's main electrical system.
  - 4.31 Tools and spare parts, including adequate means to disconnect or sever the standing rigging from the hull.
  - 4.32 An emergency tiller capable of being fitted to the rudderstock.
  - 4.33 Sail repair kit.
  - 4.34 Emergency Position Indicating Radio Beacon [EPIRB] broadcasting on 406.0 MHz, with a battery whose expiration date is no earlier than June 25, 2013.
  - 4.35 Life raft designed specifically for saving life at sea that will remain afloat and support the skipper and crew even when filled with water. The life raft shall include a canopy or cover which shall automatically be set in place when the liferaft is inflated. The cover shall be capable of protecting the occupant against injury from exposure. The cover of the liferaft shall be a highly visible color.  
[a] Life raft stowage shall be one of the following:

- [i] On the working deck
    - or---
  - [ii] In a compartment opening immediately to the working deck containing the liferaft only provided that:
    - [A] The compartment is watertight or self-draining.
    - [B] The cover of the compartment is capable of being easily opened under water pressure.
    - or---
  - [iii] Packed in a valise or canister not exceeding 88 pounds in weight, securely stowed below deck adjacent to the companionway.
    - [A] And the life raft shall be capable of being brought to the lifelines within 15 seconds.
  - [b] The life raft shall have a valid certificate from the manufacturer or an approved servicing agent certifying that it has been inspected, that it complies with the above requirements and stating the official capacity of the raft. The certificate shall indicate that the life raft's next inspection will not be required before June 25, 2013. The certificate shall be carried on the yacht.
  - [c] The life raft shall contain the following minimum equipment:
    - [i] Sea anchor
    - [ii] Repair kit with inflation pump
    - [iii] A kit attached securely to the raft, but not necessarily packed inside it, containing the following:
      - [iv] Flares
        - [A] Two SOLAS red parachute flares with expiration date no earlier than June 25, 2013.
        - [B] Two SOLAS handheld red flares with expiration date no earlier than June 25, 2013.
        - [C] One SOLAS orange smoke flares with expiration date no earlier than June 25, 2013.
      - [v] Bailer
      - [vi] Knife
      - [vii] Flashlight
      - [viii] Water and emergency food for 4 days
- 4.36 All companionway hatch boards [washboards] shall be capable of being secured in position with the hatch open or shut, and shall be secured to the yacht by a lanyard. The hatch shall be able to be secured in position by the skipper whether inside the yacht, or on deck.
- 4.37 Shut off valves shall be fitted on all fuel tanks.
- 4.38 Two buckets of stout construction with at least 2.0 US gallons capacity. The buckets shall each have a lanyard.
- 4.39 No mast shall have less than two halyards, each capable of hoisting a sail.
- 4.40 Fixed berth suitable for use at sea, permitting a prone sleeping position.
- 4.41 Storm sails
- [a] Mainsails and Trysails
    - [i] A storm trysail capable of being sheeted independently of the boom and of area not greater than 17.5% mainsail luff length x mainsail foot length. It shall have neither headboard nor battens. A method of attaching the trysail to the mast shall be provided. The yacht's sail number and letter(s) shall be placed on both sides of a trysail in as large a size as is practicable,

- or -

[ii] Mainsail reefing to reduce the luff length by at least 40%, but which does not obscure the appearance of the yacht's sail numbers.

[b] Headsails

[i] If the rig such that a headsail is commonly used, then a storm sail shall be provided which attaches to a stay by a strong and secure method, and is of an area not greater than 5% of the height of the fore triangle, squared, and has a luff of maximum length of 65% of the height of the fore triangle,

- or -

[ii] A heavy weather jib of 85% LP or less, of non-aramid fiber construction, that does not contain battens.

4.41 Heavy equipment and items, including batteries, stoves, gas bottles, tanks, tool boxes, anchors and chain shall be secured such that they will remain in place in the event the yacht is capsized.

4.42 A man overboard pole handy to the helmsman, and a properly installed Lifesling. The man overboard pole must be equipped with the following:

[a] horseshoe buoy

[b] whistle

[c] strobe light

[d] sea anchor

[e] 12"x12" highly visible flag

4.43 An alternate means of propulsion capable of propelling the boat at a speed (in knots) of not less than the square root of waterline length (in feet) for a period of at least 4 hours.

4.44 These rules, exceptions, and minimum equipment requirements may be superseded by One Design Class rules at the discretion of the LongPac Race Committee.

## **5 MULTIHULL REQUIREMENTS**

5.1 Multihull yachts shall meet the requirements of RRC Rules 3 and 4 as well as the following:

[a] A combined length and beam of at least 40 feet, with a minimum beam of one half the length.

[b] A watertight bulkhead within 15% of the yacht'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 in the event the yacht is capsized.

[d] An access hatch to the living quarters in the event the yacht is capsized.

[e] Sheets shall lead to quick release cleats or self-tailing winches.

[f] No permanent backstay shall interfere with the boom's ability to jibe.

[g] Adequate safety netting shall be installed over open spaces between the cross beams.

[h] A survival suit or full body wet suit.

[i] A single point of attachment for the harness and tether will be considered by the Race Committee as an alternative to lifelines and jacklines. The skipper must receive written permission from the Race Committee to utilize this alternative.

[j] A Drogue that can effectively reduce boat speed.

## **6 INSPECTION**

6.1 A yacht shall be inspected prior to the start of the Race for compliance with the minimum equipment requirements of RRC Rule 4 and RRC Rule 5 and any

amendments, and that no part of the yacht's design, construction or equipment negatively impacts the seaworthiness of the yacht to participate in the Race.

- 6.2 It is the responsibility of the yacht's skipper to contact Race Committee and make arrangements for the yacht's inspection. The Race Committee shall appoint or approve an inspector for each yacht. Skippers are encouraged to arrange for yacht inspection at their earliest convenience. The yacht inspection shall be scheduled no later than June 10, 2013.
- 6.4 The Race Committee reserves the right to re-inspect any yacht after the finish. A yacht found not complying with the Rules and Conditions may be disqualified, otherwise penalized, and/or excluded from future participation in the LongPac.

## **7 OUTSIDE ASSISTANCE**

- 7.1 No physical contact except for the passing of written messages may be made with other ships or boats at sea, and no stores may be received from any ship or aircraft during the Race, except for the passing of medical supplies.
- 7.2 During the Race, no yacht 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 radio weather broadcasts
  - [b] Diagrams commonly referred to as "weatherfax" generated by the National Oceanographic and Atmospheric Administration of the United States of America or corresponding agencies of other countries.
  - [c] Communication on open radio channels [without encryption] with other competitors, which may consist of information such as current position, weather and sea conditions.
  - [d] Solicitation and receipt of information solely about the repair of any equipment on board, but may not include routing advice.
  - [e] Weather data commonly referred to as "grib" files derived from weather models operated by National Oceanographic and Atmospheric Administration of the United States of America.
- 7.3 During the Race, a yacht may put in anywhere and anchor or moor for any purpose. She may be towed or motor 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 towing or motoring does not advance the yacht in the race course [this modifies RRS 41].