



2010 PACIFIC CUP THE FUN RACE TO HAWAII!



2010 Pacific Cup



San Francisco to Oahu 07.05.10
The FUN Race to Hawaii



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Preface

This is the Notice of Race for the 2010 Pacific Cup race from San Francisco to Hawaii. With its appendices, it defines the rules and requirements for entering and preparing for the race.

The Sailing Instructions, published about a month before the start of the race, will set out the rules and procedures applicable during the race itself. In these documents, the words “shall” and “must” are mandatory: you must comply with them. The word “should” indicates something recommended but not mandatory. The words “can” and “may” are permissive: you may take it or leave it. If this is the first time you have participated in a long distance ocean race, you may have questions about the following information.

We encourage you to contact us with any and all of your questions. Visit our website (www.PacificCup.org) for advice. Contact us at the contact link on the site or in person. We are happy to help and enjoy talking to fellow sailors pursuing the adventure of the fun race to Hawaii.

1. The Race

The Pacific Cup is a biennial 2070 nm race from the starkly beautiful coastline of San Francisco, California to the lush, tropical paradise of Kaneohe, Hawaii. The course will start at or near the St. Francis Yacht Club in San Francisco and finish outside Kaneohe Bay in Oahu, Hawaii. The starts will be between July 5 and July 10, 2010.



2. The Rules

The organizing authority for the Race is the Pacific Cup Yacht Club.

The Race will be governed by:

- the **2009-2012 Racing Rules of Sailing** including the US Sailing Prescriptions (“RRS”), except as modified by this Notice of Race and its appendices. Specific alterations to the RRS are listed in Appendix I.
- the **2008-2009 ISAF Offshore Special Regulations** Governing Offshore Racing for Monohulls & Multihulls including US Sailing prescriptions (“OSR”), except as modified by this Notice of Race and its appendices. This is a Category 1 long distance race where yachts will be well offshore and must be completely self-sufficient for long periods of time. Specific alterations to the OSR are listed in Appendix IV.
- the **Sailing Instructions** (“SI”), to be published in May, 2010

This is an invitational race designated Advertising Category “A” under ISAF Regulation 20. Notwithstanding the foregoing, yachts may display materials and signage promoting only a *bona fide* 501(c)(3) charitable or educational organization.

Yachts must, except as specifically exempted by the NOR or Sailing Instructions, comply with all requirements imposed by their rating certificates or, if racing as a class, class rules.

Yachts may disregard maximum crew and sail number limits.

All yachts are strongly encouraged to follow the STC Safety Guidelines and STC Guidelines for Rendering Assistance. These guidelines are available on the website: www.stormtrysail.org.

3. Eligibility

The Race is open to seaworthy monohull and multihull yachts. Yachts must enter under the burgee of a yacht club recognized by US Sailing or other national authority. As further specified in Appendix II (“Eligibility”), certain length, stability and other requirements apply.



4. Divisions

Based on the composition of the fleet, the entries will be divided into several divisions.

Division assignments will be announced after the deadline for entries. In addition to overall and division competition, yachts may be entered in special classes based on common characteristics. These classes may span divisions.

A class may be formed by PCYC or by a group petitioning PCYC for such a class. If a special class is formed, PCYC may include or exclude any yacht from it.

Double-handed and fully-crewed monohull yachts will compete for all yacht awards listed in paragraph 12.

Multihulls will compete for all yacht awards other than the Pacific Cup.

5. Skipper and Crew

Each yacht shall designate a Skipper and a Navigator. These may be the same person. The skipper is the person ultimately responsible for the yacht and represents the yacht for the purposes of race entry, protests, trophies, etc.

The minimum number of crew is two persons for monohulls and four persons for multihulls.

Attention is called to training required under OSR 6.01. For purposes of this rule “training” is a US Sailing sanctioned Safety at Sea Seminar.

6. Ratings and Certificates

Yachts will compete on corrected time using a time-on-distance Pacific Cup Rating (PCR) rating.

Formulae used to calculate PCR ratings may be found at www.pacificcup.org/

The PCR rating will be calculated from the yacht’s official rating certificate which shall be

For **Multihulls**, a PHRF certificate issued by the Bay Area Multihull Association (“MPHRF”)

For **Monohulls**, a PHRF certificate issued by Northern California PHRF Committee (“PHRF”), or an ORR Measurement Certificate issued by US Sailing (“ORR”).

Specific requirements for when PHRF or ORR may be used are detailed in Appendix III. Any yacht failing to submit a valid certificate by the deadline in paragraph 13 will be penalized ten minutes of elapsed time for every day the valid certificate is late past the deadline. A yacht shall race only in the configuration specified by the certificate under which she is racing, including carrying on board all equipment, furniture, and so on as required. A yacht shall carry a copy of her current valid rating certificate onboard during the race.

7. Skipper's Meeting

A mandatory Skipper's Meeting will be held on Saturday, July 3, 2010, at a time and place to be announced in the Sailing Instructions. This meeting may include announcement of final amendments to divisions, ratings, the NOR or Sailing Instructions. At least one crew member from each yacht must be present. Nothing relieves the skipper from responsibility for material presented at this meeting.

Attendance of both Skipper and Navigator is recommended. Each yacht must identify to the Race Committee the person(s) attending on her behalf.



8. Inspections

The Equipment Requirements of this Race exist to foster greater safety afloat and to discourage the sacrifice of safety to considerations of weight or competition. It is the duty of the Skipper and crew of each yacht to assure compliance with the Equipment Requirements.

Each yacht will be assigned an Inspector whose role is to attempt to identify any omitted requirements, review the proper installation of required equipment, and review any proposed variations with the Technical Committee.

The Inspector may additionally provide informal advice and coaching on safety and other factors affecting a successful race. These inspections in no way relieve the Skipper of ultimate and full responsibility for the safety of his or her yacht and crew.

The Skipper must arrange with the Inspector a mutually acceptable time and place for the pre-race Inspection of his or her yacht. Inspection scheduling deadlines and late fee can be found in section 13 "Schedule of Events, Fees, and Deadlines".

A yacht that fails to complete and pass her inspection prior to starting is not an entrant. PCYC may re-inspect any yacht before the start and after finish. A yacht racing and found not to comply with the Equipment Requirements may be disqualified, otherwise penalized, and/or excluded from future Pacific Cup participation.

There will be inspections following the finish.

9. Entries

Yachts may enter online at www.pacificcup.org. To be complete, an entry must include the following items:

1. Completed Part One (Basic Yacht Information)
2. Completed Part Two (Supplemental Information and Waiver).
3. Each person to be on board must register their personal and contact information online and must submit a signed waiver. The Skipper must also submit a completed and signed Skipper's Certificate.
4. Signed copy of the appropriate rating Certificate
5. Life-raft Certificate (as per OSR 4.20.4, copy to be submitted to inspector).
6. The Entry Fee and any Late fee(s) (if required under NOR 5 and/or NOR 8).

Forms and instructions may be found at www.pacificcup.org. Each yacht must provide an email address where it may be contacted for inquiries, updates, and notices.

Facilities at Kaneohe Yacht Club are limited. Only a limited number of entries can be accepted. Priority for entry will be accorded to yachts pre-entered and who have completed entry Part One with the entry fee.

Completed entries received after the entry limit is reached may remain on a waiting list in the order of receipt. Historically, wait-listed yachts have a very good chance of participating in the race.



10. Contacts & Information

Changes to the NOR, Sailing Instructions and other documents will be posted on the PCYC website (www.pacificcup.org).

PCYC additionally intends to announce changes by mass e-mail.

Entry-Related Submissions to PCYC shall be made in the following ways, as may be further updated by notice posted on the PCYC website:

1. By online submission using the forms provided at www.PacificCup.org
2. By fax sent to (415) 223-4506
3. By a file attachment (such as a scan or pdf) sent to entries@PacificCup.org
4. By mail sent to
PACIFIC CUP YACHT CLUB
Bobbi Tosse
817 Hawthorne Dr.
Walnut Creek, CA 94596

Checks payable to “Pacific Cup Yacht Club” if not paid online should be mailed to the above address.

All submissions will be deemed *sent* as of the date submitted or (if physical) postmarked. Submissions are deemed received as of the actual receipt date. Entrants are encouraged to use the links and forms on the PacificCup.org website to avoid errors in document submissions and subsequent penalties.

Inquiries by email www.pacificcup.org/contact

Inquiries by mail or phone:
PACIFIC CUP YACHT CLUB
Mary Lovely
2269 Chestnut Street #111
San Francisco, CA 94123
Phone: (415) 441-4461





11. Awards

Awards will be presented at the Awards Banquet. The distribution of awards at the Awards Banquet is final. The awards shall include at least the following:

Yacht Awards:

The Pacific Cup, a bronze cup awarded as a perpetual trophy for first place monohull on corrected time.

The Latitude 38 Performance Trophy, a trophy awarded for statistically best performance relative to division, as compared to winners in other divisions.

The Fastest Passage Trophy, awarded as a perpetual trophy for the shortest elapsed time without time allowance.

For a New Record Passage, the "Merlin" half-model awarded as a perpetual trophy for the fastest passage on record from San Francisco to Hawaii. The time to beat is Mari-Cha IV's 5 days, 5 hours, 38 minutes and 10 seconds set in 2004 by Robert Miller.

For each Division: First, Second and Third place trophies on corrected time (depending on the number of entries in each division).

Best First Passage, awarded to the best passage by a "rookie" yacht and crew as identified by the Race Committee

Best Prepared Yacht, awarded to the yacht which, as identified by the Chief Inspector with input from all Inspectors, best demonstrates a thorough, thoughtful, and seamanlike preparation for the race, including implementation of the Equipment Requirements.

The First Hawaiian Yacht to Finish Trophy is a 3 foot high carved wooden statue of King Kamehameha, awarded to the first yacht to finish on corrected time, skippered by a resident of Hawaii.

The Carl Schumacher Trophy, a perpetual trophy awarded to the first Carl Schumacher-designed yacht to finish on corrected time.

Team Trophy A trophy will be awarded to the three-yacht team with the best total performance. Any three yachts from the same yacht club may register as a team entry.

Valuable and Invaluable Prizes for FUN and Significant Accomplishments during the race will be awarded and announced at the awards presentation.

Individual Awards:

- **The Henri Lloyd Navigator's Award**, presented to the navigator who demonstrates the highest level of skill at the art of navigation by classical as well as modern methods. The winner will be chosen based on logs and charts submitted to the Race Committee, as well as on the finish position of the yacht.

- **The George R. Barrett Memorial Trophy**, a teak sailboat awarded as a perpetual trophy to an individual, chosen by the PCYC Commodore, who has exhibited outstanding seamanship as well as distinguished service, dedication and enthusiasm for the Pacific Cup Yacht Race.

- **The Doug Vann Memorial Trophy**, five silver dolphins leaping over a cresting sea awarded as a perpetual trophy to an individual chosen by Kaneohe Yacht Club, who through his/her enthusiasm and dedication best exemplifies the spirit of the "Fun Race to Hawaii".



12. Schedule of Events, Fees, and Deadlines

Nov 1, 2009	<ul style="list-style-type: none"> - Entry fee of \$675+ \$6/ft LOA - Last day for full refund upon withdrawal
Feb 1, 2010	<ul style="list-style-type: none"> - Deadline for application for a new PHRF certificate
March 1, 2010	<ul style="list-style-type: none"> - Last day to submit a photo of your yacht. - \$150 late fee added to entry fee - Last day to withdraw and obtain a partial refund (75% of entry fee)
May 1, 2010	<ul style="list-style-type: none"> - Entry deadline (Part One with entry fee)
May 30, 2010	<ul style="list-style-type: none"> - Last day to make an inspection appointment without fee. Scheduling an inspection after this date incurs \$200 fee
June 12, 2010	<ul style="list-style-type: none"> - Deadline for completion of entries. - Final valid rating certificate must be <i>sent</i> by this date (Note penalty for late certificate submission in paragraph 6.)
June 26, 2010	<ul style="list-style-type: none"> - Inspection Deadline. Any inspections after this date incur \$300 fee, in addition to late scheduling fee.
July 3, 2010	<ul style="list-style-type: none"> - Skipper's Meeting. - Last day to submit Skipper's Certification. - Last day to correct inspection deficiencies. - Bon Voyage Party.
July 5, 2010	<ul style="list-style-type: none"> - Earliest Race Start (slowest-rating yachts).
July 10, 2010	<ul style="list-style-type: none"> - Latest Race Start (fastest-rating yachts).
July 23, 2010	<ul style="list-style-type: none"> - Awards Dinner and Trophy presentations at Kaneohe Yacht Club. - Rating Certificates must be valid through this date.

Appendix I: RRS Alterations and other rules

1. For determination of the right of way between contestants, Part 2 of the racing rules shall govern, except between sunset and sunrise, the following shall be substituted for Rule 17: "When two yachts are on the same tack and within three overall lengths of the larger yacht, the yacht being overtaken shall maintain her proper course. The overtaking yacht shall keep clear and neither yacht shall bear away toward or luff the other."

2. The forestay of a yacht may be temporarily removed for the purpose of jibing and must be reattached at the first opportunity after the jibe is completed.

3. Delete RRS 55.

4. Powered Winches: No restriction is placed on the use of powered winches, powered hydraulics, powered pumps, or powered furling devices (amends RRS 52).

5. Moveable ballast: RRS 51 is modified to allow entry of yachts employing moveable-ballast (e.g. water ballast or canting keel), providing such ballast shift is accurately represented on their ORR certificate. RRS 51 will be enforced for all yachts not rated for moveable ballast. Portions of RRS 51 not related to moveable ballast will be enforced for all yachts.

- All moveable ballast systems shall be capable of full manual operation from inside the yacht, no matter what her position in the water.
- Water ballast tanks shall be integral to and within the hull. Fill, drain, and transfer plumbing must be permanently fitted.
- Yachts with canting keels or other moveable solid ballast must be fitted with a mechanism to fix the ballast on centerline should the shifting mechanism fail

6. RRS 50.2 is modified to allow the use of two spinnaker or whisker poles when no spinnaker is set. This is to allow twin jibs to be set wing and wing. Poles shall not be longer than JC.

7. Weather information

Competitors may receive publicly available weather data during the race. Private weather data and routing is not allowed during the race and will be considered a violation of RRS 41 (Outside assistance). Prior to a yacht's preparatory signal, there is no limitation on private weather forecasts.

"Publicly available" data includes:

- broadcasts or weather fax transmissions from NOAA, USCG, WWV, NMC, KVM70, or from the race communications vessel
- imagery from satellites, such as NOAA, APT satellites
- data retrieved from the Internet (e.g. grib files or similar from the web, from ftp sites, from email responders), provided that those data are intended for public use without charge, are routinely available throughout the year, and are publicly indexed (e.g. can be found via www.google.com).



Appendix II. Eligibility

Yachts are eligible to compete in the 2010 Pacific Cup race as follows:

1. To be eligible, a yacht must be seaworthy and capable of making a safe passage from San Francisco to Hawaii and return. Additionally, the skipper and crew must be prepared and committed to handle serious breakdowns (e.g., loss of rudder or mast) without outside assistance. The Race Committee will scrutinize (and may exclude) entries from yachts (or skippers) that in the past have required outside assistance to complete an offshore race (and in particular a previous Pacific Cup Race).
2. All yachts must be prepared to anchor out at Kaneohe if requested to do so. Those exceeding 40 feet or draft over 7.0 feet and all multihulls should expect to be required to anchor out.
3. Each yacht shall have a current and valid rating certificate as described in this document.
4. All yachts shall be equipped as minimally specified in Appendix IV.
5. The Race Committee reserves the right to require additional documentation from a naval architect that the yacht is seaworthy and capable of making a safe passage from San Francisco to Hawaii and return.
6. ISAF Regulation 22 (Definitions for Competitor Classification) applies to this event. All classifications in any composition are eligible to race.
7. If supplied by the race management organization, all yachts will be required to carry a position transponder (rented from the provider specified by the race management organization) on board to aid in the tracking of vessels. A security deposit will be required by the provider and will be refunded in full upon return of the undamaged transponder.
8. Yachts shall exhibit a negligible port or starboard list when in measurement trim (i.e. with no crew, sails, life rafts, provisions, gear or personal gear aboard). Upon departure to start the Race, a yacht shall exhibit at the dock in sheltered water, fully loaded, fueled and provisioned but with no crew aboard, no more than a 2-degree list. Except as noted in this NOR, RRS 51 shall apply from departure from the dock.
9. Monohull length and stability limits
 - Minimum overall length (not including overhanging spars) is 24 feet. The technical committee may grant an exception to this limit for boats of exceptional proven ocean capability.
 - For the purpose of OSR 3.04.3, a minimum limit of positive stability of 105 degrees is required.
 - Appendix K of the ISAF Offshore Special Regulations, Category 1 regarding moveable and variable ballast boats shall apply except as follows: In lieu of Special Regulations Appendix K paragraph 2, ORR 2.02.2 where applicable, each movable ballast yacht shall have a Pacific BLRI = $0.75 + 0.007 * (LSM1 - 5)$. Pacific BLRI shall be calculated the same as BLRI in ORR 2.02.2 except that the mainsail area shall be taken as $P * E / 2$ and the mainsail center of effort taken at $P / 3$ above BAS.
10. Multihull length and stability limits
 - Minimum overall length (not including overhanging spars) is 33 feet.
 - The ratio $(Displacement * LOA) / (SAd * RigHeight)$ must exceed 2.1, where overall length is as defined above, Displacement is in pounds without crew or consumables, SAd is downwind sail area (sum of main and spinnaker), and RigHeight is rig height above water.
11. The Race Committee reserves the right to refuse any entry.



Appendix III. Ratings and Certificates

The PCYC technical committee will make the final determination whether a yacht's PCR will be based on MPHRF, PHRF, or ORR.

Attention is called to deadlines in Paragraph 13, and penalties in paragraph 6.

An ORR certificate will be required of monohulls fitting any of the following categories:

- Any yacht with a PHRF rating less than 40
- Any yacht sailing with moveable ballast
- Any yacht with a keel change or spinnaker area change of more than 10% in the 6 months prior to the start.
- Any yacht identified by either the Northern California PHRF committee or the Pacific Cup Technical Committee as having an unreliable PHRF rating. This may include yachts having a short PHRF rating history with Northern California PHRF, or other unusual or extreme designs. "Short rating history" includes yachts with recent spinnaker area changes of greater than 10%.

Yachts not fitting these categories may submit an ORR certificate and request that their PCR be based on ORR.

All yachts holding both ORR and PHRF certificates are requested to submit both. This is to facilitate improved ratings for future races.

Requirements for PHRF certificates:

- Any application for a new PHRF certificate must be filed with the Northern California PHRF committee no later than Feb 1, 2010.
- Note that if this yacht type has not been rated before 2010 by Northern California PHRF, then "short rating history" will probably apply.
- Requests for a rating application form should be sent directly to: YRA, Quarters 35 S, Fort Mason, San Francisco, CA 94123. Information is available on the web at: <http://www.yra.org/PHRF/>

Appendix IV Safety and Equipment requirements

Additions and modifications to the 2008-2009 ISAF Special Regulations for Category 1 Races (OSR):

1. Scantlings (OSR 3.03.1): The requirements of OSR 3.03.1 are waived except that the Race Committee reserves the right to require that the architect and/or builder of a yacht to which this Section would apply provide a certification that the yacht was designed and built in accordance with the requirements of OSR 3.03.1.

2. Toilet (OSR 3.18): A fitted bucket or other suitable head will meet the toilet requirement.

3. Water Tanks and Drinking Water (OSR 3.21): OSR 3.21.1 & 3.21.2 are amended to read:

Each yacht shall start with at least 15 gallons of drinking water per person on board. At least one third of the water shall be stored in properly installed tanks.

Water storage shall be arranged so that failure of any component (tank, pump, hose) will not cause loss of more than half the total supply. The remaining water may be stored in suitable and properly stowed portable containers, such as plastic bottled water.

The water required by SR 3.21.3 (amended below) is included in the required 15 gallon total per person. Whether or not there is an onboard water maker, each yacht shall consume its potable water in a prudent and timely fashion, and shall not rely on a water maker as an alternative supply of potable water, except in emergencies.

4. Emergency Water (OSR 3.21.3): OSR 3.21.3 is amended to read: For emergency use, at least one gallon of clearly labeled emergency potable water per crew member in factory sealed containers is required, to be available for inspection at the end of the race." This water is for emergency use only. If the factory seal is broken, the yacht must withdraw from the race for noncompliance with this section, or be subject to disqualification or protest. Note that water stored in a "grab bag" will be counted towards this requirement, but that any water packed in the life raft will not be counted.

5. Halyards (OSR 3.25): OSR 3.25 is amended to require, in addition, that each yacht shall have a halyard that may be led to a winch and still be of sufficient length to reach the yacht's waterline. The strength of this halyard and winch shall be more than sufficient to safely hoist the heaviest crew member in water-soaked clothing aboard the yacht.

6. Emergency Navigation Lights and Power Source (OSR 3.27): A masthead tricolor is recommended for the primary navigation lights offshore due to its superior visibility by ships. When used in this manner, the normal bow and stern lights will suffice for emergency navigation lights if of suitable power and if coupled with more than one battery and separate wiring. The common battery selection switch does not disqualify this arrangement.

7. Engine and Fuel (OSR 3.28): OSR 3.28 is amended to permit, as an alternative to the inboard engine required by 3.28.1, an outboard engine which may be carried on the transom or securely stowed below decks in such a way that it is available for immediate deployment. The requirements of 3.28.3 apply, except that a sealed and approved portable container may be carried above the working deck or in a vented locker such that there is no possibility of leakage into the bilges or interior of the yacht.

8. Battery (OSR 3.28.3 d): If an inboard engine (with a separate starting battery per OSR 3.28.3d) is not provided, then a separate battery (fully charged) of at least 50 amp hours capacity shall be provided, the primary purpose of which is to act as a reserve for the SSB marine radio. If an inboard engine is fitted, then there must be a provision for powering the SSB radio from the separate battery required by OSR 3.28.3(d). Note that a robust electrical system and radio installation is advisable because there is a severe penalty for every failure to report at daily roll call.

9. Marine Radio (OSR 3.29): OSR 3.29 is amended to require, the following:

a. Each yacht shall be equipped with a fixed Marine VHF as specified in OSR3.29.1(b), 4615567 together with a spare antenna.

b. In addition, each yacht shall be equipped with long-range communication equipment consisting of:

i. An installed marine SSB transceiver pre-programmed to receive all relevant weather and race communication channels, with a spare antenna

ii. For boats in the **double-handed division(s)**, as an alternate

(1) An installed radio receiver equipped with an external antenna and adequate power sources, furnished with digital tuning, channel memory, and a headphone jack, and demonstrated as installed to be capable of receiving specified transmissions, of a model type to be approved by the Race Committee. Plus

(2) An Iridium or Inmarsat satellite telephone, pre-programmed with certain race and safety telephone numbers and provisioned with airtime such that it can be operated for at least 200 minutes, either through prepaid minutes or the provider's billing. The telephone shall be powered by or re-chargeable from the vessel's electrical system, and operable below decks using an external antenna.

10. Medical training requirement in OSR 4.084 is waived. Nevertheless, participants are reminded that they will be a long way from outside help. First aid training available from Pacific Cup seminars, American Red Cross, and a variety of other sources is strongly advised.

11. Vessels that do not comply with OSR 3.08.2a may be deemed to comply by securely closing the offending hatches for the entirety of the race.

12. Sail Numbers (OSR 4.01): The requirements for sail numbers described in OSR 4.01 and in RRS Rule 77 and RRS Appendix G are amended to require as a minimum, that each yacht must have a number of the specified size (but not necessarily style) on her mainsail. The required number does not need to be an officially assigned sail number but shall be unique within the Pacific Cup fleet. In the event of duplicate numbers, priority will be given to (1) officially assigned numbers, and (2) the earliest entry. A subsequent entry with duplicate numbers will be required to change. Also, class insignia and nationality letters (as per RRS G1.1, G1.3) are not required. Contravening nationality letters (as per RRS G3) are allowed.

12. Anchors (OSR 4.06): OSR 4.06 is amended to require, in addition, that the anchors be suitable for anchoring the yacht safely. "Suitable" as used in this paragraph and in OSR 4.06 will be satisfied by gear meeting the criteria published at <http://www.pacificcup.org/>

13. Charts (OSR 4.11.1): OSR 4.11.1 is amended to require, in addition, that each yacht shall carry on board a current copy of Chart No. 19359 for Kaneohe Bay. As of the publication of this NOR, the most current version of said chart is July, 2007.

14. Emergency Steering (OSR 4.15): OSR 4.15 is amended to require, in addition, that a yacht's skipper and crew shall test the alternative method of steering under sail in no less than 10 knots of wind and demonstrate the ability of the method to steer the yacht both upwind and downwind. Following a successful test and prior to starting the race, the skipper shall submit to the committee a written statement that such a test was performed successfully.

15. Tools and Spare Parts (OSR 4.16): OSR 4.16 is amended to require, in addition, that each yacht shall carry on board one of the following approved repair tools

- Band-It brand clamping tool with suitable supply of steel strap and clips. www.band-it-idex.com
- Similar steel/stainless steel banding tools. Note: "Feedwheel" style tools are not recommended because tension is usually lost when tool is removed.
- Spectra or similar lashing with several suitable levers to make Spanish windlass lashings. Spectra length of 4xLOA is recommended.

Each yacht shall also carry bolt cutters capable of cutting the yacht's heaviest stay or a minimum of two (2) hacksaws with carbide blades.



16. EPIRB (OSR 4.19): The EPIRB required by OSR 4.19 may not be packed inside a life raft, and must be accessible without opening a life raft canister or valise. If an EPIRB is packed with a life raft, then an additional unit will be required to meet this section.

17. Liferaft Stowage (OSR 4.20.3): OSR 4.20.3 is amended to read: A liferaft shall be stowed either on the working deck, in the cockpit, in an adjacent compartment, or below decks. Stowage must be in a secure location and accessible, such that deployment is not obstructed by other gear. Liferrafts not stowed on deck or in the cockpit may not exceed 40kg unless deployment does not require lifting. Trigger lanyard must be enclosed but readily accessible for rafts stowed below deck.

18. Life rafts (OSR 4.20, OSR Appendix A3.0): OSR Appendix A, Sect. 3.0 is amended to allow identification attached to the raft (or painter) and container, for example, by a label written on waterproof tape, with no size requirements, provided that the portable sail numbers are packed with a grab bag containing the rest of the abandon-ship gear (such as flares, water, EPIRB, etc).

19. Storm Sails (OSR 4.26.4 e&f) OSR 4.26.4 e&f are amended such that a yacht may carry *either* the storm jib *or* the heavy weather jib referenced.

20. Life Jacket (OSR 5.01.1 and 5.01.2): Yachts on which crew use inflatable PFDs to meet all or part of their lifejacket requirement under OSR section 5.01.1 and 5.01.2 shall carry re-arming kits (including CO2 cartridge, pin, and, if applicable, bobbin) for rearming each type of inflatable PFD on board, in sufficient number to re-arm not less than half of each type of inflatable PFD carried on board. Carrying more than the minimum required number of rearming kits is recommended.

21. Optional separate generator: OSR 3.28.2 a) is modified to allow a portable generator when it is securely fastened in both stowed and operating locations. Portable fuel container rules in NOR Appendix IV (7) apply. When in the operating location, a portable generator need not be securely covered nor meet 3.28.3 c). An operating location that does not direct exhaust or fuel fumes below deck must be demonstrated to the yacht's safety inspector. Sailors are cautioned to be prudent and run an exposed generator only in favorable weather.

Optional Permitted Equipment and Other Provisions

22. Each entrant is required to submit an energy management plan to the inspector. (A model will be available on the PCYC web site.)

23. Self-Steering Devices: No restriction is placed on the use of self-steering devices, including those using electrical power.

24. Cruising Spinnakers: The Pacific Cup will follow the Northern California PHRF Committee's restrictions regarding the use of asymmetric or "cruising" spinnakers. The use of asymmetric spinnakers, and of any associated pole is permitted, only to the extent that this use is allowed and documented on a yacht's PHRF or ORR certificate.