



PACIFIC CUP 2024

The FUN Race to Hawaii



Sailing Instructions

**SAN FRANCISCO TO
KANEOHE, HAWAII**

JULY 15, 2024

PACIFIC CUP YACHT CLUB

<https://pacificcup.org>

1 RULES

- 1.1** This race will be governed by the Racing Rules of Sailing, except as modified herein or in the Notice of Race. US Sailing Prescription to RRS 63.2 is deleted.
- 1.2** In place of other penalties, the Protest Committee may impose an corrected time penalty or loss of place penalty, or none. This changes RRS 64.2.
- 1.3** Boats may utilize integral movable ballast systems (water ballast or canting keels) if declared in their rating certificate. See NOR Appendix II, Paragraph 9.
- 1.4** Times in this race are stated in Pacific Daylight Time (PDT) in 24-hour format except finish times, which are in Hawaiian Standard Time (HST). VHF channels are US VHF channels.

2 NOTICES TO COMPETITORS/AMENDMENTS TO SAILING INSTRUCTIONS

Notices to competitors, including amendments to these Sailing Instructions (SI), will be posted on the PCYC website (pacificcup.org) and, if issued less than 12 hours before any start, will also be broadcast on VHF 69 approximately 30 minutes before the scheduled first start for that day.

3 THE COURSE

The course will be from the starting line off the St. Francis Yacht Club, San Francisco to the finish line off Kaneohe Bay, Oahu.

4 THE START

- 4.1** PCYC will distribute participation flags and division/sponsor flags to each boat. These flags shall be displayed, participation flag above division flag, from the backstay (or other visible location if no backstay), from a boat's check-in until 25 miles from the start
- 4.2** The starting line will extend from an orange panel on the St Francis Yacht Club (StFYC) race deck to Buoy "A". All signals will be displayed from the StFYC race deck.
- 4.3** The Race Committee may place a temporary orange inflatable buoy North of Buoy "A". This will replace Buoy "A" as the pin end of the starting line.
- 4.4** A second buoy may be in place on the starting line as a limiting mark. No boat may pass between this buoy and the nearest point ashore.
- 4.5** Each boat shall monitor VHF 69 from one hour before her scheduled warning signal until one hour after her start. The starting line race committee intends to monitor VHF 69 from one hour before the scheduled first start each day until one hour after the last start for that day or until all starters pass under the Golden Gate Bridge, whichever is later.
- 4.6** Boats shall check in with the race committee on VHF 69 when in sight of StFYC and within one hour prior to their warning signal. At check-in, boats shall confirm the number of persons onboard, that the persons onboard match the entry documents on file with PCYC, and respond to any question asked by the race committee. Boats that intend to start late shall comply with SI 4.8. A boat shall not start until it has successfully checked in.
- 4.7** The race committee may attempt to hail boats that were on the course side of the starting line at their starting signal via VHF 69. The failure to hail, the failure to hear the hail, and the order of hails shall not be grounds for redress.
- 4.8** Boats that are delayed shall contact the race committee for instructions on how to check in prior to starting. A boat starting late, after the race committee has left station, must take her own starting time and report it when she makes her first Daily Report as set out in SI 6.
- 4.9** A boat starting more than half an hour after her scheduled starting time may motor to within one half mile of the starting line before starting.
- 4.10** Appendix A listing Divisions, Starting Schedule, and Scheduled warning signals will be issued in late May 2024.

5 RESTRICTED AREAS

Each line bound by the following points is designated as an obstruction. Boats are prohibited from crossing any of these lines while racing.

- (a) The "H" Beam piling (located approximately 200 yards west of the StFYC) and the closest point ashore.
- (b) Anita Rock Light located approximately 0.30nm west of StFYC ("Anita Rock" Q 20ft 5M) and the closest point ashore.
- (c) Anita Rock Light located approximately 0.30nm west of StFYC ("Anita Rock" Q 20ft 5M) and a yellow buoy "AR" (located approximately 100 yards northwest of the Anita Rock Light), if set.
- (d) Yellow buoy "AR" (located approximately 100 yards northwest of Anita Rock Light), if set, and the closest point ashore.
- (e) The South Tower of the Golden Gate Bridge and the closest point ashore.
- (f) Mile Rocks, approximately .4nm west of the Golden Gate Bridge, and the closest point ashore.
- (g) Unmarked way-point approximately three nm north of Kaneohe Bay at 21°31.0'N, 157°44.1'W (the Finish Approach Way-Point) and all points south shall be left to port. This area defines the "Danger Zone" shown on chart 19357, which is a pie-shaped live-fire military zone extending north approximately 3.8nm from Mokapu Point and east, and includes Moku Manu Island. A chartlet showing the Danger Zone is attached as Appendix B. See also 33 CFR 334.1380 for the Federal Regulations governing the Danger Zone.
- (h) The area south of 21°29.0'N, east of 157°46.0'W, and west of 157°44.0'W (Wave Test Restricted Area). This defines a cluster of experimental buoys east of the finish area. A chartlet showing the Wave Test Restricted Area, Pyramid Rock, Puu Hawailoa, and the finish line is attached as Appendix C. Note that some of these buoys may have been removed.

Boats entering a restricted area as described in this section are subject to protest. If the protest committee determines that a boat has broken this sailing instruction, it shall add two hours to her corrected time for each infraction. A boat may not "cure" the entry into a restricted area by reversing course out of it.

6 POSITION REPORTING

- 6.1** Each day, no later than 1200 PDT, boats shall transmit a Daily Report to PCYC by email to pos@pcup.org, or by SMS to +1-415-BE-SALTY (415-237-2589). The report shall be human-created (not automatic) and shall include:
 - (a) The boat's 0800 position rounded to the nearest minute of latitude and longitude,
 - (b) Any mandatory reports required by the race, and
 - (c) Any optional messages, including interesting and informal news about the boats crossing that may be included in a fleet wide newsletter.
- 6.2** PCYC intends to configure an automatic acknowledgement of the Daily Report. Participants are cautioned that reports are not monitored until later in the day, and health or safety messages may not be immediately noted. Emergency or urgent traffic should be directed to US Coast Guard and, secondarily, to PCYC at the contact information to be provided at the skippers meeting.
- 6.3** If PCYC notifies a boat that its tracker has failed, the boat shall, as instructed by PCYC, (a) activate its AIS transponder transmission and/or (b) report its position as of and within an hour of 0800 and 2000 PDT each day.
- 6.4** A boat failing to make a successful Daily Report on time will be penalized as set out in the NOR. A boat unable to make her position report directly, may relay her position by any practicable means to another station which may relay the report to the PCYC by email or text.
- 6.5** Each boat shall check its email at least once a day for messages sent by the race organizers.
- 6.6** A boat retiring shall provide notice by text or email no later than the next check-in period.

7 MEDICAL AND SAFETY COMMUNICATIONS

- 7.1 A boat may seek and receive help from any source in the form of any information, including medical advice, solely for purposes of physical safety and/or crew health but not for the purpose of enhancing her performance or gaining a competitive advantage. See also NOR Appendix II Paragraph 14.1 for advice on repairing of equipment. This changes RRS 41.
- 7.2 PCYC has engaged a medical support provider to provide medical advice to boats in the race. Contact details will be provided at or before the Skippers' meeting.
- 7.3 Outside communications relating to safety, medical, and/or repair of equipment shall be logged and reported to PCYC or race committee by the boat requesting help or advice at the soonest reasonable opportunity, but not later than her next daily check-in.

8 FLEET POSITION REPORTS

- 8.1 Each day PCYC intends to email the fleet positions and standings in a plain text format (Fleet Position Reports) and a fleet wide newsletter to the fleet.
- 8.2 A boat may opt out of receiving either of these reports.
- 8.3 These reports will be available to all racers and do not constitute outside assistance for purposes of RRS 41. Failure of a boat to receive Fleet Position shall not constitute grounds for redress.

9 RACE TRACKING

All boats shall carry the race tracker transponder provided by PCYC. Skippers shall ensure that the transponder is installed according to supplied directions, and except in the event of tracker failure, that it is functional for the entire race. Transponder deposits will be collected on issuance of transponders and refunded when the transponder is returned after the finish or subsequent delivery back to the mainland.

10 PROPULSION

- 10.1 A boat which has used her engine for propulsion shall enter the time of day, number of minutes, and the reason she used her engine for propulsion in the boat's log and report these details in the boat's next position report, or promptly after finishing, whichever occurs first. This does not change RRS 42.1.

11 FINISH COMMUNICATIONS

- 11.1 The finishing race committee will likely not be on the water but intends to monitor VHF 71.
- 11.2 As she approaches the finish, each boat shall contact "KYC Base" with her position, distance to the finish (DTF), and estimated time she will finish (ETF) as follows:
 - (a) 100nm from the finish, enable AIS transponder transmission and email fin@pcup.org, stating: Vessel Name, Vessel Lat/Lon, DTF, and ETF. Should email fail, she shall call a provided phone number to report required information. As noted in NOR Appendix II Paragraph 5, a protesting boat should confirm to the race committee her intention to protest.
 - (b) 25nm from the finish, email fin@pcup.org, stating: Vessel Name, Vessel Lat/Lon, DTF, ETF, and whether she wishes to enter Kaneohe Bay via the Sampan channel or the Ship channel and the number of persons on board the vessel. Should email fail, call a provided phone number to report required information.
 - (c) 5nm from the finish, hail on VHF 71 with Vessel Name and ETF.
 - (d) Immediately after finishing, hail on VHF 71 with Vessel Name and Finish Time. Each boat's AIS shall remain active until she reaches the dock.
- 11.3 KYC phone number will be provided at the Skippers' Meeting.
- 11.4 Once the boat has made her 5 mile check in, she shall continue to monitor VHF 71, and leave her phone on, in case further communications are necessary.

12 THE FINISH

12.1 Boats shall display all flags as at the start, with protest flags if any at the bottom, from 25 nm to the finish until they have finished and docked or moored.

12.2 The finish line (see Appendix C) is approximately 1 nm long, between
21°30.2'N x 157°46.8'W (northwest end)
21°29.6'N x 157°46.2'W (southeast end)

12.3 Boats finishing shall record their time of finish and additionally:

- (a) Shall photograph a GPS device showing their position and time at the finish and make that image available to the race committee upon request,
- (b) May set a waypoint on their instrumentation to additionally record the finish time; and
- (c) Shall display their protest flag if filing a protest per SI 16.1.

12.4 Boats equipped with outboard motors are advised to deploy them either in calm water before finishing or after entering Kaneohe Bay after finishing.

12.5 A "follow-me" escort boat may be available to escort any boat desiring assistance through either the Sampan or Ship channel to the Kaneohe Yacht Club mooring and berthing area.
The escort meeting point is located outside of the Sampan Channel Entrance Lighted Buoy 2 (FL (1) R 2.5s) at approximately 21°28.166'N x 157°46.632'W. See Appendix C.
The escort board will provide an escort to either the Sampan or Ship channel. Note, unlike previous years, there will not be a temporary buoy.

12.6 After finishing, each boat should contact her escort boat on VHF 71, even if assistance is not desired. Whether or not assistance is offered or accepted, the safe pilotage of each boat remains solely her skipper's responsibility.

13 TIME LIMIT

The time limit for the race is 1600 HST, Friday August 2, 2024. Boats finishing after that time should record their own times as they cross the finish line and report them to the race committee. Such boats will be scored points equal to DNF and will be listed in the standings as "TLE" (Time Limit Expired) and are not eligible for division or overall trophies. This changes RRS A4.2, RRS 90.3, A5, and A10.

14 POST-RACE INSPECTIONS

14.1 The State of Hawaii requires all boats entering Hawaii to submit to an agricultural inspection. Additional information on this will be provided at the skippers' meeting.

14.2 A boat shall comply with the equipment requirements of this race and may be inspected for compliance at any time.

14.3 Inspection at the finish should be anticipated for all boats. Boats shall keep all safety gear in place and available for inspection until the boat has been inspected. A boat not in compliance with any part of the equipment requirements may be protested by the race committee based upon an inspector's report.

14.4 The protest committee may impose a penalty to a boat that has violated the equipment requirements; such penalties shall be weighted based on the severity of the infraction, ranging from a time penalty to disqualification from the race.

- (a) In the case of a severe omission including but not limited to a missing storm sail, anchor, or emergency water, or if a boat has been found to have falsely certified that a pre-race inspection deficiency has been corrected, the penalty may be disqualification and PCYC may refuse entry of that boat for future races.
- (b) Less severe omissions will be penalized by a corrected time or finish place penalty, taking into account whether an omission was inadvertent, afforded any advantage, and/or potentially compromised the safety of the boat.

15 SCORING

- 15.1 Scoring within each class and overall will be based on “corrected time” based on a boat’s rating and any penalties.
- 15.2 In case of a tie, the tie shall stand. Equal awards will be granted.
- 15.3 For divisions scored under PHRF, the time-on-time time correction factor (TCF) derived from their DW rating using a formula to be announced. This TCF will be used in calculating overall scores as compared to ORR divisions.
- 15.4 The race committee may designate a boat as “experimental” and shall assign it to a starting division. The experimental boat shall race in that division but will be scored separately, as “experimental”; it will receive a finishing place and an appropriate prize for its finishing place in that division. Scores and trophies for other boats in that division will be unaffected and will be computed as if the experimental boat was not racing.

16 PROTESTS AND PENALTIES

- 16.1 Competitors are directed to NOR App II, Paragraph 5 which states the following:
"A boat intending to protest another boat shall, in addition to a hail and protest flag at time of the incident and for one hour hereafter, inform the Race Committee at her next check-in of the intent to protest, identifying the time, nature of incident, and boat to be protested. The Race Committee shall relay the information to the boat identified who may either take the scoring penalty (if available) referenced above within 24 hours of the notice or face a protest after finishing. At its 100-mile check-in prior to the finish, the protesting boat shall confirm to the race committee its intention to protest and shall, from her finish to docking, display a protest flag. This changes RRS 61."
- 16.2 The protesting boat may hail the protested boat by VHF 16 where appropriate.
- 16.3 The protested boat may accept the scoring penalty by notifying the Race Committee at rc@pcup.org by email within 24 hours of being notified of the potential protest, in which case no hearing is required.
- 16.4 If the protested boat does not accept the scoring penalty, or does not retire but gains a significant advantage from the incident or causes injury or serious damage, either the other boat or the race committee may file a protest.
- 16.5 The protest committee may impose an corrected time penalty of its determination in lieu of disqualification. This changes RRS 64.1.
- 16.6 Protest and Redress forms shall be delivered to the protest or race official at the KYC PCYC Race office or emailed to rc@pcup.org. Protest and redress hearings, if any, will be held at KYC and hearing schedules shall be posted on the KYC official notice board and on the Pacific Cup website: <https://admin.pacificcup.org/docs>
- 16.7 The time limit for boats to file a protest shall be eight hours after the protesting boat finishes. Such time limit for the race committee, technical committee, or protest committee shall be 24 hours after the protested boat finishes and completes inspection, if any, and may be extended for cause. This includes both in and out of the racing area infringements and changes RRS 61.3.

17 TROPHIES AND AWARDS

Trophies and Awards are detailed in the Notice of Race. Unless otherwise noted, only monohulls are eligible for these awards. PCYC may add additional trophies.

18 COVID 19 CONSIDERATIONS AND VACCINATION REQUIREMENTS

Covid-19 vaccinations are recommended to participate in all Pacific Cup events and the Pacific Cup race. We want everyone to be safe at the events and during the race.

19 RELEASE OF LIABILITY

Sailing is an activity that has an inherent risk of damage and injury. Participants in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host clubs, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any participant, including death, sustained as a result of participation in this event. Each participant agrees to release the race organizers from any and all liability associated with such participation in this event to the fullest extent permitted by law.

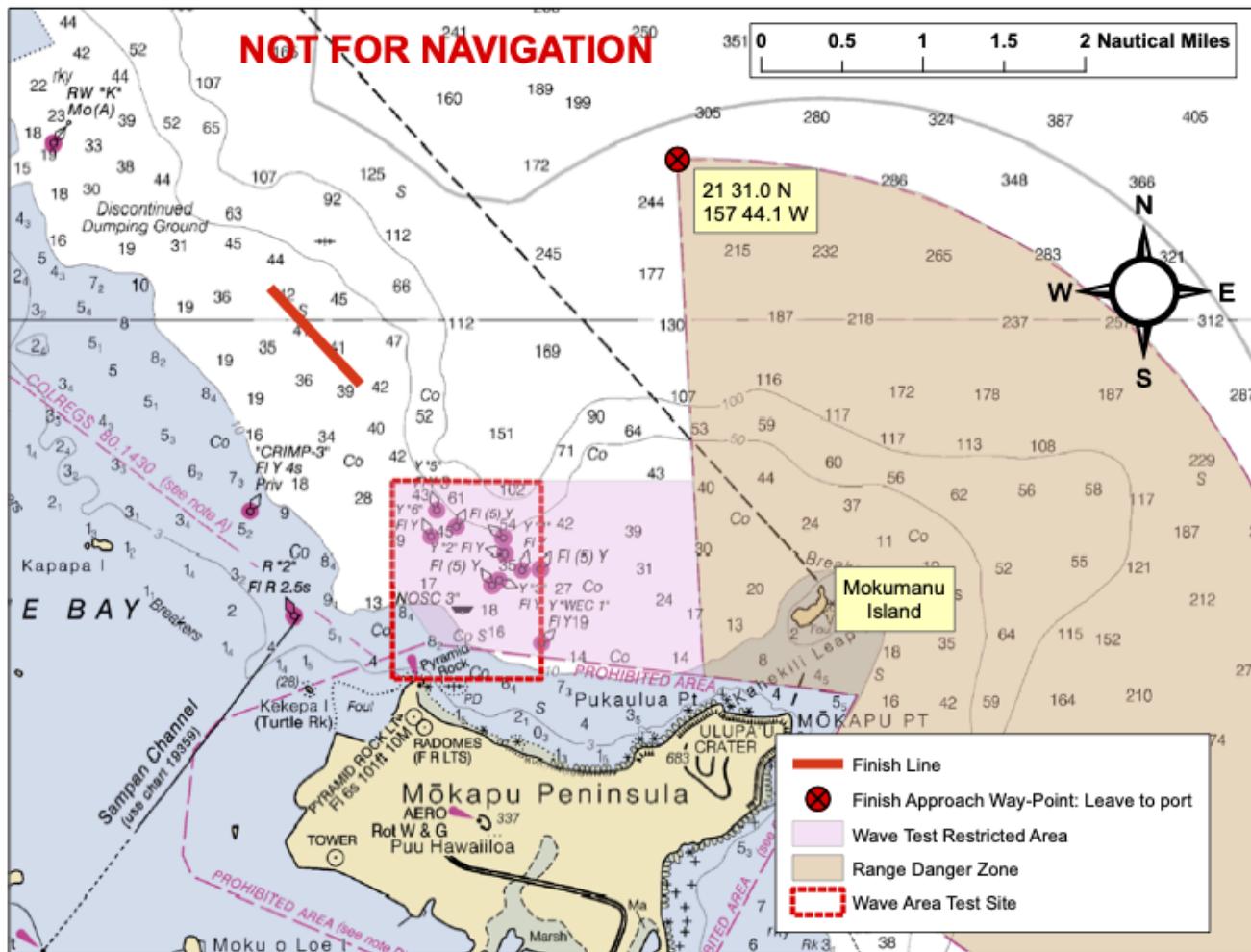
Appendix A

Divisions, Starting Schedule, and Scheduled Warning Signals

This appendix will be published in late May 2024.

Appendix B

Danger Zone Chartlet



Appendix C

Finish Area Chartlet