



PACIFIC CUP 2024

The FUN Race to Hawaii



Notice of Race 2024 Pacific Cup San Francisco to Kaneohe July 15, 2024 pacificcup.org

Preface

The Pacific Cup is a 2070 mile biennial invitational race from the starkly beautiful coastline of San Francisco to the lush, tropical paradise of Kaneohe, Hawaii.

The race starts will be July 15-19, 2024, near Saint Francis Yacht Club, finishing near Kaneohe Bay. Pacific Cup Yacht Club (PCYC) is the organizing authority, and the race is governed by the Rules as defined in the *Racing Rules of Sailing* (RRS). Sailing Instructions are expected to be published in May of 2024.

Entrants must comply with the Pacific Cup Equipment Rules (PCER), based on the 2023 US Safety Equipment Requirements (SER), to be issued as Appendix III to this NOR at a later date. Entrants must also meet Safety at Sea seminar and qualifying voyage requirements.

Note: 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.

We encourage you to contact us with your questions. Visit our website (<https://pacificcup.org/>) for advice. We are happy to help and enjoy talking to fellow sailors pursuing the adventure of the Fun Race to Hawaii.

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1. Eligibility

The Pacific Cup is open to seaworthy monohull boats that meet the requirements of Appendix I (“Eligibility”). Multihull boats may be accepted by specific request to PCYC. Boats must enter under the burgee of a yacht club recognized by US Sailing or other national authority.

2. Entering the Race

Entry is online at <https://admin.pacificcup.org/>. To be complete, an entry must include timely completion of the following items:

- a) Completed Entry Form with Payment.
- b) Boat Profile completed with all mandatory information supplied.
- c) Timely completion of qualifying sail, training, PCER requirements and inspection.
- d) For each person, including Skipper, completed crew profile and a signed waiver.
- e) Copies of ratings certificate(s) valid through end of race.
- f) Copy of life raft certificate, valid through end of race, showing compliance with the requirements set out in the PCER.
- g) Deposit for tracker.
- h) Any late fees or penalties assessed under this NOR or Sailing Instructions (SIs).

All forms and instructions, and pages for submission of payments, documents, and waivers will be at <https://admin.pacificcup.org/>

There is a limit on the number of entries that may be accepted. PCYC may limit types of entries to maintain a balance of fleet composition. Entries submitted after an entry limit is reached will be on a waiting list in order of receipt. Historically, wait-listed boats have had a very good chance of participating in the Race.

All entries are subject to review at any time and acceptance by PCYC. Entry applications by first-time entrants and those submitted after December 1, 2023 will be reviewed by PCYC before being invited to race.

PCYC may add specific health-related requirements depending on state and federal regulations and the progress of any epidemic.

2.1 Entry Dates and Deadlines

Wait List: A boat which fails to make a payment listed here or to complete the information required below on time may be moved to the wait list and removed from the list of entrants.

2.1(a) Monetary Deadlines and Dates

- **Upon Entry:** Base Entry fee due, Entry form Part One Due
 - The entry fee is \$500 base plus \$25.00 per foot. The entry form is available at the race website: <https://admin.pacificcup.org/>. The \$500 base fee is payable at initial entry and is non-refundable. The per-foot portion is refundable per the schedule below.
- **September 15, 2023 or date of entry if later:** Final date to pay balance, if any, of entry fee.
- **Refund on Withdrawal** A boat withdrawing on or before the dates set out below will receive a percentage of refund of their per-foot entry fee as specified:
 - **October 1, 2023:** 100% refund of per-foot entry fee

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- **January 1, 2024:** 75% refund of per-foot entry fee.
- **March 1, 2024:** 25% refund of per-foot entry fee
- **Withdrawals after March 1, 2024** will receive no refund.

2.1(b) Action Deadlines and Dates

- **December 1, 2023:** Boats entering after this date will be reviewed specifically by PCYC prior to admission to the race.
- **March 1, 2024:** Boat Profile Completion due. The online entry system includes a boat profile which includes mandatory items. These must be completed by this date, or a \$200 late fee shall be applied.
- **March 1, 2024:** Photo of boat due. If no photo meeting online guidelines is submitted, a nautical image, possibly faintly embarrassing, will be used by the Race Guide team.
- **May 1, 2024:** Required: Personal Profile and a signed waiver and release for each person sailing on the boat due.

3. Equipment, Requirements, and Inspections

The Pacific Cup is a long-distance ocean race. Boats will be well offshore and must be completely self-sufficient for long periods of time. To foster safer sailing and fair competition, a *minimum* set of required gear and training will be set out in the PCER in Appendix III.

It is the duty of the Skipper and crew of each boat to assure full compliance with the PCER.

PCYC will supply tracking transponders which shall be carried and active on each boat.

Boats shall display advertising chosen and supplied by PCYC. If a boat breaks this rule, World Sailing Regulation 20.9.2 applies.

3.1. Inspectors

Boats will be inspected for compliance with the race requirements before and after the race. An inspection is not a survey and does not relieve the Skipper or crew of responsibility for compliance with the rules and the safety of the boat and crew.

PCYC will assign an Inspector to each boat. An Inspector (or Mentor, if assigned) may provide informal advice and may report to PCYC. The failure to note an item in inspection does not relieve the boat of the obligation to comply with any part of the rules. Each boat must arrange with the Inspector a mutually acceptable time and place for a pre-race inspection. Inspection scheduling deadlines and late fee information are described below.

A boat that fails to complete and pass inspection prior to starting is not an entrant. PCYC may re-inspect any boat at any time before the start and after her finish. A boat, her Skipper and/or the person in charge, found not to comply with the PCER may be disqualified, penalized, and/or excluded from future Pacific Cup participation.

After finishing, if instructed, a boat shall proceed directly to a place of inspection without intermediate stops or taking on or releasing any crew or material.

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3.2. Safety at Sea Seminars

The PCER will contain Safety at Sea training requirements that 60% of the crew have completed the US Sailing “Offshore Safety at Sea” course, and at least 30% (including the skipper) have completed the “International Offshore Safety at Sea with Hands-On” course.

3.3. Qualifying Voyage

The PCER will require the skipper and at least one member of the 2024 Pac Cup crew shall have completed and certified, a nonstop voyage of at least 150 miles and encompassing at least one night aboard the entered sailboat. This voyage shall be primarily under sail and primarily outside protected waters (e.g., outside of San Francisco Bay).

3.4. Inspection Dates and Deadlines

- **May 18, 2024:** Inspection Appointment deadline. Boats scheduling their inspection after this date incur a \$200 fee.
- **June 30, 2024:** Last day to complete Qualifying Sail
- **July 1, 2024** - Inspection completion deadline. Inspections completed after this date incur \$200 fee in addition to any late scheduling fee, except by advance arrangement with Chief Inspector for good cause.
- **July 13, 2024** – Skippers’ Meeting. Last day to correct inspection deficiencies. Boats missing this deadline may not start unless expressly permitted in writing by the Chief Inspector.

4. Ratings and Certificates

Boats will compete on corrected time. Each division will have a designated ratings system, and the Pacific Cup and certain “overall” trophies will be awarded based on their corrected time. Boats will be scored time-on-time using, for ORR boats, the Pacific Cup TCF on their ORR certificate and, for PHRF-DW boats, a TCF derived from their DW rating using a formula to be announced.

ORR Ratings may be “Fully” or “Partial” measurement based (i.e. not ORR-EZ). PHRF boats, to be eligible for the Pacific Cup overall trophy, must have a “certified” (weighed) PHRF-DW certificate. The Pacific Cup trophy will be awarded based on the resulting “corrected” time based on the ORR- or PHRF- based TCF respectively as described above, after any penalties.

A boat’s most recent Measurement Afloat, including Freeboard Measurements and inclined stability, shall be after January 1, 2013.

4.1 Ratings Dates and Deadlines

4.1(a) All Boats

All boats must have a rating certificate valid through the end of the race. Boats will race in either a Doublehanded or Fully Crewed division.

- Boats in **Doublehanded** will race under PHRF-DW.
- In the **Fully Crewed** divisions:
 - Boats with a PHRF-DW rating of 550 or less or with an ORR Pacific Cup TCF greater than .906 will race under ORR,

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- Boats with a PHRF-DW rating over 550 will race under PHRF-DW.
- A boat in a Fully Crewed division may petition, no later than April 1, 2024, to be assigned specifically to a PHRF-DW or ORR division notwithstanding her PHRF-DW or ORR rating (if any). Such assignments will be purely at the discretion of the Technical Committee, which intends to group similar boats together in the interest of fair competition.
- Doublehanded and Fully Crewed boats racing under PHRF-DW must have a certified PHRF rating (i.e., timely submitted a certified weight and applicable measurements to the YRA) to be eligible for the Pacific Cup trophy.

4.1(b) ORR Rating Deadlines

- **April 15, 2024:** ORR CERTIFICATE due to PCYC.
 - Each boat in the ORR divisions shall submit its signed ORR certificate to PCYC by this date or incur a \$200 late fee plus \$30 per day late. However, if the boat has submitted its ORR application by January 31, 2024, the deadline will be extended if the issuer is late in providing the certificate.
 - Exception: ORR boats based outside the Bay Area requiring weighing or in-water measurements by certified measurer in Northern California will receive a modified deadline on request.
 - Any revisions to ORR certificates must be submitted to PCYC promptly on receipt.
- **June 22, 2024** – Last day for ORR boats to submit “new sail” certifications.
 - Each ORR boat planning to use one or more sails built after March 1, 2024, must submit final certification to U.S. Sailing, with a copy to PCYC, that no sails exceed the dimensions in its application for an ORR certificate.
 - Any ORR boat submitting its certification to PCYC after this date will incur an immediate late fee of \$200, plus an additional late fee of \$30 per day until the certificate is submitted.

4.1(c) PHRF Rating Deadlines

- **February 1, 2024**(Advisory): PHRF Application Due to PHRF. Entrants are strongly advised to submit PHRF applications by this date.
- **May 1, 2024:** NCPHRF Certificates due.
 - Each PHRF boat shall submit its NCPHRF certificate by this date or shall be assessed an immediate \$200 late fee plus \$30 per day late.
 - Exception: boats based outside the Bay Area requiring weighing or in-water measurements by certified measurer in Northern California will receive a modified deadline.

5. Divisions

Boats will be assigned to divisions in late Spring of 2024. Boats with just two aboard will be assigned to Doublehanded divisions except by special action of the Technical Committee.

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A group of five or more boats may petition PCYC for One Design or special division status, to be started and scored as a class.

In addition to overall and division competition, boats 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 any boat in it or exclude any boat from it.

Only monohull boats with a ORR or Certified PHRF DW ratings shall be eligible to compete for the “Perpetual” and “Best” racing boat awards listed in Section 9.

Boats must, except as specifically exempted by the NOR or SIs, comply with all requirements imposed by their rating certificates and, if racing as a One-Design Division, their class rules.

Except as may be otherwise provided for One-Design Divisions in their class rules for the Race, boats may disregard limits on numbers of crew and of sails on board.

PCYC may declare additional or experimental divisions with modified rating rules if the need arises.

6. Skipper and Crew

Each boat shall designate a Skipper and a Navigator. These may be the same person. The Skipper is the individual ultimately responsible for the boat and represents the boat for the purposes of race entry, protests, etc. Each boat shall have at least two persons onboard.

7. Skippers' Meeting

A mandatory Skippers' Meeting will be held on Saturday, July 13, 2024, at a time and place to be announced. This meeting may include announcement of late amendments to divisions, ratings, or the race documents. The meeting should be attended by Skipper and Navigator from each boat. In their absence, at least one crew member from each boat must attend. Attendance may be virtual (online).

Nothing relieves the Skipper and crew from the responsibility to be informed of material presented at the Skippers' Meeting.

8. Contacts & Information

Each entry shall include an email address where notices and inquiries to the boat before the start may be sent.

Announcements and race documents will be posted on the PCYC website and announced by mass email. Entrants must use the links and forms on the <https://admin.pacificcup.org/> website to avoid errors in document submissions and consequent penalties.

Inquiries may be made by email to any of the addresses listed at: <https://PacificCup.org/contact>

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9. Awards

The principal awards are listed below. This list may be amended in the Sailing Instructions.

Perpetual Trophies

- **Pacific Cup**, for overall first place monohull on corrected time.
- **Fastest Passage Trophy**, for the shortest elapsed time without time allowance
- **New Record Passage**, for the fastest passage on record for the Pacific Cup Race. The time to beat is Rio 100: 5 days, 2 hours, 41 minutes and 13 seconds set in 2016 by Manouch Moshayedi.
- **First Hawaiian Yacht to Finish Trophy** to the first boat registered and maintained in Hawaii, skippered by a full-time resident of Hawaii, and sailed under the burgee of a Hawaiian yacht club, to finish on corrected time.
- **Carl Schumacher Trophy**, for the first Schumacher-designed boat to finish on corrected time.
- **Bill Lee “Wizard” Trophy**, for the first Lee-designed boat to finish on corrected time.
- **Moore 24 Trophy**, for the first Moore 24 to finish on corrected time.
- **Team Trophy**, to the three-boat team from the same yacht club with the best total performance based on finishes in their respective divisions.
- **Pacific Cup Navigator’s Award**, to the navigator of the division winner who achieves the win judged most skillful in navigation by a secret ballot by second and third place division navigators.
- **George R. Barrett Memorial 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.
- **Doug Vann Memorial Trophy**, to an individual chosen by Kaneohe Yacht Club who, through enthusiasm and dedication, best exemplifies the spirit of the “Fun Race to Hawaii”.

Division Awards

- **For each Division:** First, second, and third place boats on corrected time (depending on the number of entries in each division) receive a trophy.
- **For each One-Design Group of three or more boats:** First place boats on corrected time (separate from division trophies) receive an award.

“Best” Awards:

- **Bobbi Tosse PHRF Trophy**, awarded to the boat competing in any of the PHRF divisions with the best corrected time of all the boats in those divisions.
- **Bjorn Johnson ORR Trophy**, awarded to the boat competing in any of the ORR divisions with best corrected time of all the boats competing in those divisions.
- **Valuable and/or Humorous Prizes** for FUN and Significant Accomplishments during the race may be awarded and announced at the awards presentation.

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Appendix I: Eligibility

Boats are eligible to participate in the 2024 Pacific Cup as follows:

1. To be eligible, a boat must be seaworthy and capable of making a safe passage from San Francisco to Hawaii and return. 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 boats or skippers that have required outside assistance to complete an offshore race (and, in particular, a Pacific Cup).
2. All boats 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 and be pleasantly surprised if not.
3. All boats shall have current and valid rating certificates as described in this NOR.
4. All boats shall be equipped at least as minimally specified in the PCER (Appendix III).
5. The Race Committee may require additional documentation from a naval architect that any boat is seaworthy and capable of making a safe passage from San Francisco to Hawaii and return.
6. Length and stability limits:
 - a. Minimum overall length (not including overhanging spars) is 23 feet 9 inches. The Technical Committee may grant an exception to this limit for boats of exceptional, proven ocean capability.
 - b. A minimum limit of positive stability of 105 degrees is required for all monohulls. For boats with moveable ballast this limit is calculated with the ballast in the least favorable position.
7. The Race Committee and PCYC reserve the right to review or refuse any entry at any time.

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Appendix II: Changes to Racing Rules of Sailing

1. **Note:** The notation [DP] means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
2. **US Sailing Prescriptions** to RRS 63.2 and 64.4 and the US Sailing Prescriptions to Appendix G are deleted.
3. **Starting.**
 - 3.1. General Recall. In case of a General Recall, the Division recalled will be scheduled to restart with the alert signal 5 minutes and the start 15 minutes after the last Division scheduled to start that day. If multiple Divisions have been recalled, they will be started at 15 minute intervals in the relative order of their original starting sequence. This changes RRS 29.2.
 - 3.2. The Race Committee may attempt to hail boats that are OCS at their start by VHF. The failure to hail, the failure to hear the hail, and the order of hails shall not be grounds for redress.
 - 3.3. A boat that is scored OCS and shall receive a scoring penalty of two hours added to her elapsed time. This changes RRS A5.
 - 3.4. If a boat starts prior to her warning signal, the protest committee shall determine an appropriate penalty. This changes RRS A5. [DP]
 - 3.5. A boat late for her start may receive outside help and may, in accordance with RRS 42.3(i), use her engine or be towed until she has both cleared her mooring and is within one quarter mile of the starting line. This changes RRS 41.
4. Subject to Section 6 of this Appendix II, a boat that may have **violated a rule of RRS Part 2:**
 - 4.1. May take a scoring penalty of one hour added to her corrected time. If so, she shall so inform the Race Committee in the time and manner specified in the Sailing Instructions.
 - 4.2. May, only if the incident took place East of Mile Rock, take the One-Turn and Two-Turns penalties as specified in RRS 44.
5. **A boat intending to protest** another boat shall, in addition to a hail and protest flag at the time of the incident, 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.
6. 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 boats are on the same tack and within three of the larger boat's overall length of each other, the overtaking boat shall keep clear and neither boat shall alter course toward the other. Sunset and

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sunrise shall be determined as published by the US Naval Observatory at each boat's current position." This changes RRS 17.

7. **Two spinnaker or whisker poles** may be used when no spinnaker is set. This is to allow twin jibs to be set wing and wing. Such poles shall not be longer than the boat's JC measurement. Such jibs shall be attached along each of their luffs to the forestay. This changes RRS 55.2. [DP]
8. Before the start, a **boat shall exhibit no more than two degrees list** in either measurement trim or when fully provisioned, fueled and loaded with race gear (canting keel centered, no crew aboard, ballast tanks empty, and without any sails being stowed or stacked to counteract any list). Underway, sails may be moved for purposes of adjusting righting moment or trim (i.e., "sail stacking" is permitted) but must be kept within the lifelines and stanchions of the boat. No stores or deadweight, other than sails and moveable ballast indicated on such boat's rating certificate, may be moved to change the boat's list or righting moment. This changes RRS 51.
9. Boats may use powered winches, powered hydraulics, powered pumps, and powered furling devices, **provided that the rating certificates for such boats identify and account for such powered devices**, and provided that powered devices shall not be used for propulsion, or to initiate planing or surfing, under 42.3(c)(1). Self-steering devices are permissible, including those using electrical power. This changes RRS 52.
10. **ORR Only Whisker poles and outriggers.** Boats sailing in ORR divisions may be rated for and use NON-Large Roach Headsails set to leeward connected to Whisker Poles or Outriggers as described in ORR 10.05(f) & (g). This changes RRS 55.3 (a). Spinnakers and Large Roach Headsails (a.k.a. "tweeners) may not be sheeted in this fashion.
11. [DP] RRS 47 is changed by adding the following sentence to the rule: "Beyond 3 nm from the nearest shore, a boat that discards or discharges (a) biodegradable sail stops when setting a sail, (b) **biodegradable galley waste or (c) biodegradable head waste**, shall be exonerated from breaking this rule. This changes RRS 47.
12. [DP] A boat and her crew shall comply with the language and intent of **World Sailing Regulation 20**. Boats may display advertising in this race pursuant to Regulation 20.2.3.1(b) and otherwise in accordance with Regulation 20.
13. **Check In.** Boats will be required to check in daily during a designated time window. The penalty for failing to check in shall be twenty minutes for each failure. The penalty for failure to provide a valid position report when instructed to do so will be one hour for each failure. This penalty shall be assessed without a hearing. This changes RRS Appendix A .5.1. If a boat obtains a significant advantage by failing to report her position, an additional penalty shall be determined by the protest committee. [DP]
14. **Outside Assistance.**
 - 14.1. Repairs. A boat may seek, provide, or receive advice from any source on the operation or repair of malfunctioning equipment. This changes RRS 41.
 - 14.2. The PCYC, the finishing Race Committee, and/or KYC race operations may, from time to time, provide navigation, weather, or other advice to boats. There will likely also be fleetwide

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communications such as daily fleet emails which may include messages originating from competitors. These communications will not constitute outside assistance for purposes of RRS 41.

14.3. **WEATHER, and ROUTING.** It is intended that while racing, boats will plan and execute their own courses and routing independently, using only publicly available information. Amending RRS 41:

14.3.1. While racing, a boat may only receive free, publicly available weather or other data. The boat may not receive paid or private weather data or routing information. “Free, publicly available” means that the data is available without charge to all boats, in the format provided. Examples include information publicly available on the Pacific Cup website, broadcasts, or weather fax transmissions from NOAA, USCG, WWV, NMC, KVM70, or Race Committee and imagery from satellites, such as NOAA, APT satellites. Paid Services such as Predict Wind, or WRI are not allowed after a boat’s preparatory signal. “Paid Service” includes a free trial or promotional use of an otherwise Paid Service.

14.3.2. Such data may be retrieved from the Internet or similar source (e.g., GRIB or similar files from the web, ftp sites, or email responders), provided that the data is intended for public use without charge, are routinely available throughout the year, and are publicly indexed (i.e., the data can be found with reasonable diligence using google.com).

14.3.3. Versions, subsets, and transformations of data not available to all boats free of charge or only accessible by undocumented or undisclosed URLs or methods, or that have been designed to apply to one or a small number of competitors, are all prohibited.

14.3.4. There is no restriction on the technical means by which a boat may retrieve allowed data, including radio, SailMail or equivalents, paid delivery (e.g., Iridium), and satellite links.

15. AIS Position Information. A boat may not receive or otherwise use any Free or Paid Service which provides satellite relays of AIS position information.

16. 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, will be listed in the standings as “TLE” (Time Limit Expired), and are not eligible for division or overall trophies. This changes RRS A5.

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Appendix III: Pacific Cup Equipment Rules

The Equipment Rules as defined in the Pacific Cup Equipment Requirements “PCER” will be published separately.