



2020 Pacific Cup

Notice of Race
San Francisco to Kaneohe June 29, 2020

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 course will start near the St. Francis Yacht Club and finish outside Kaneohe Bay in Oahu, Hawaii. The starts are scheduled to be June 29 through July 3, 2020. The organizing authority is the Pacific Cup Yacht Club (PCYC). The race is governed by the Racing Rules of Sailing (RRS). The Sailing Instructions are expected to be published in May of 2020.

Entrants will be required to comply with the Pacific Cup Equipment Requirements list (the PCER) and meet extended safety seminar attendance and qualifying voyage requirements all as set out in Section 3.

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 (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

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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 2020.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) Signed Skipper’s certificate
- d) For each person, including Skipper, completed crew profile and a signed waiver
- e) For each racing boat, copies of signed ratings certificate(s) valid through end of race
- f) Copy of life raft certificate showing compliance with PCER valid through end of race
- g) For boats seeking to compete for Family Trophy, or Best First Passage, or Team Trophy, completion of relevant form online
- h) Deposit for tracker

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- i) Any late fees or penalties assessed under the NOR or SIs

In addition, a photo of the boat should be submitted for use in the Race Guide.

All forms and instructions, and pages for submission of payments, documents, and waivers will be at <https://2020.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. Entries by first-time entrants and entries submitted after December 1, 2019 will be reviewed by PCYC before admission.

2.1 Entry Receipts

Entered boats shall receive:

- Notices of events sent to their contact email
- An “Entry Pennant” indicating your initial entry into the race
- For boats that have completed their payments and all race requirements by their respective due dates, and not withdrawn:
 - Two tickets to the Bon Voyage event
 - Two tickets to the Awards event
 - A Race Participation flag, and possibly a battle flag and a division sponsor flag
 - Use of a tracker for the race

2.2 Entry Dates and Deadlines

- **Upon Entry:** Base Entry fee due, Entry form Part One Due
 - The entry fee is \$400 base plus \$22.50 per foot. The entry form is available at the race website: <https://2020.PacificCup.org>. The \$400 base fee is payable at initial entry and is non-refundable. The per-foot portion is refundable per the schedule below.
- **September 15, 2019 or entry:** Final date for payment of balance, if any, of entry fee.
- **December 1, 2019:** Boats entering after this date will be reviewed specifically by PCYC prior to admission to the race.
- **December 31, 2019:** Last day to withdraw with 100% of per-foot entry fee refund.
- **March 1, 2020:** Last day to withdraw with 75% of per-foot entry fee refund.
- **March 15, 2020:** Boat Profile Completion due. The online entry system includes a boat profile which includes mandatory items. These must be complete by this date or a \$200 late fee is applied.
- **March 31, 2020:** 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, 2020:** Personal Profiles and Waivers Due
Required: Personal Profile and a signed waiver and release for each person sailing on the boat. In addition, a signed Skipper’s Certificate.
- **May 1, 2020:** Last day to withdraw with 25% refund of per-foot entry fee. Withdrawals after this date will receive no refund.

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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 Pacific Cup Equipment Requirements (PCER) as an appendix to this NOR.

It is expected that the PCER will require

- a. Compliance with the provisions of the US Sailing Special Equipment Requirements (SER), as amended by the race documents;
- b. A reliable means of sending and receiving email from the boat;
- c. At least two of the following three safety sails: heavy weather jib, storm jib, storm trysail;
- d. Other items (such as water, anchors, charts), and
- e. Minimal qualifying experience: at least the Skipper and one crew have done at least one overnight passage on the boat, and have sailed at least 150 miles on the boat in addition to the Safety seminar requirements below.

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 this rule is broken, World Sailing Regulation 20.9.2 applies

3.1 Inspectors

PCYC will assign an Inspector to each boat. The Inspector's role is to attempt to identify any omitted requirements, review the proper installation of the boat's equipment, and review any proposed variations with the Technical Committee.

The Inspector (and/or an assigned mentor or coach) may additionally provide informal advice or suggestions relating to safety and other factors affecting a successful race. An inspection is not a survey. These inspections or advice given do not relieve the Skipper of ultimate and full responsibility for compliance with the PCER and the safety of his or her boat and crew.

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.

There will be inspections following the finish. A boat may be required to proceed directly to a place of inspection without intermediate stops or taking on or releasing any crew or material.

3.2 Safety at Sea Seminars (60% of Crew)

At least 30% of the crew, and not less than two crew including the Skipper, must have completed the full (a.k.a. "World Sailing", "ISAF" or "two-day") International Safety at Sea Seminar With Hands-On, AND a total of 60% of the crew must have completed that course or the one-day "Offshore Safety at Sea" or On-Line Offshore Safety at Sea course, within five years before the end of the race. PCYC and other organizations will be offering extra sessions to meet this requirement. This requirement may be deemed satisfied by PCYC's review of proof of successful completion of a similar program sanctioned

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by another National Authority or World Sailing.

3.3 Inspection Dates and Deadlines

- **May 8, 2020:** Inspection Appointment deadline.
 - o Boats scheduling their inspection after this date incur a \$200 fee.
- **June 11, 2020:** Last day to complete Qualifying Sail
- **June 11, 2020** - Inspection completion deadline.
 - o Any 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.
- **June 27, 2020** – Skipper's Meeting.
 - o Last day to correct inspection deficiencies. Boats missing this deadline may be denied entry

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 their corrected time using the time-on-time method. ORR boats shall use their “tcf” and PHRF-DW boats will calculate their tcf using the formula $tcf=480/(PHRFDW-40)$.

4.1 Ratings Dates and Deadlines

4.1(a) All Boats

- All boats must have rating certificate(s) valid through the end of the race.
- Boats Doublehanded Divisions will race under PHRF-DW,
- Boats in the Cruising Division will race under PHRF-DW with certain allowances,
- Faster fully crewed boats will be rated under ORR.
- Slower boats (to be defined expected to be slower than PHRF-DW = 550) will be rated under PHRF-DW. Such boats must have submitted a certified weight to the YRA and received a certified rating to be eligible for the Pacific Cup

4.1(b) ORR Rating Deadlines

- **January 15, 2020 (Advisory)** – We are advised that commencing on this date, US Sailing will be able to process alternate configurations (“trial ratings”) using the 2020 Velocity Prediction Program.
- **March 1, 2020 (Advisory):** ORR Application Due to ORR
 - o ORR entrants are strongly advised to submit their applications to ORR by this date. This will have required advance measurement and review with sail measurers.
- **April 15, 2020:** ORR CERTIFICATE due to PCYC.
 - o 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
 - o 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.
 - o Any revisions to ORR certificates must be submitted to PCYC promptly on receipt.
- **June 22, 2020** – Last day for ORR boats to submit “new sail” certifications.

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- Each ORR boat planning to use one or more sails built after March 1, 2020 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, 2020:** PHRF Application Due (Advisory) to PHRF. Entrants are strongly advised to submit PHRF applications by this date.
- **May 1, 2020:** NCPHRF Certificates due.
 - Each PHRF shall submit its NCPHRF certificate by this date or shall be assessed an immediate \$200 late fee plus \$30 per day late.
 - 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.
- **June 22, 2020:** Non Bay Area boats PHRF certificate deadline Last day for boats based outside the Bay Area to submit to PCYC signed NCPHRF certificate and ORR certificate (if applicable).
 - Submission after this date incurs \$200 fee plus \$30 per day.

5. Divisions

Boats will be assigned to divisions in late Spring of 2020. Boats with just two aboard will be assigned to Doublehanded divisions except by special action of the Race Committee.

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.

Monohull boats compete for the racing boat awards listed in Section 12.

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.

5.1 Cruising Division

The Cruising Division will race with an allowance for motoring and relaxed communication requirements, and others as set out in the Sailing Instructions but must otherwise meet all rules and requirements. Boats in this division are not eligible for the Pacific Cup or other overall awards based on performance.

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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, June 27, 2020, 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.

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

8. Contacts & Information

Each entry shall include an email address where notices and inquires to the boat before the start may be directed. This is normally the address of the Skipper or may be a designated representative.

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://2020.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: PacificCup.org/contact

9. Awards

Awards will be presented at the Awards Ceremony. The principal awards are as follows:

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 to finish on corrected time, skippered by a full-time resident of Hawaii, and for which the boat is registered and maintained in Hawaii and sails under the burgee of a Hawaiian yacht club.
- **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

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the win judged most skillful in navigation by a poll of division second place 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:

- **Latitude 38 Performance Trophy**, awarded to the division winner having the widest statistical margin over its competition using methods described on our website.
- **Best 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.
- **Best 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.
- **Best First Passage** awarded to a “rookie” boat and crew as defined in the SIs and identified by the RC
- **Best Prepared Yacht** awarded to the boat that demonstrates the best preparation for the race, including implementation of the Pacific Cup Equipment Requirements.
- **Family Trophy** awarded to the boat with the best corrected time that has *registered for the trophy* and where and one (if double-handed) or two or more (if fully-crewed) crew are related to the Skipper as spouse, parent(s), children, grandchildren, sibling, uncle/aunt, or niece/nephew.
- **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 2020 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.
3. All boats shall have current and valid rating certificates as described in this NOR.
4. All boats shall be equipped as minimally specified in the Safety Equipment Requirements published by US Sailing, effective as of January 1, 2019, as amended by the PCER.
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 nine 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. Asymmetrical loading is limited as follows:
 - a. Boats must have no more than a negligible list (<2 degrees) to port or starboard both in "measurement trim" (no crew or extra gear aboard, empty tanks, centered canting keel) and fully loaded. During the race, except for sails as set out below and moveable ballast set out on the boat's rating certificate, a boat's stores may not be moved if the effect is to change a boat's list or righting moment indicated on the boat's rating certificate.
 - b. During the race, sails not being flown may be moved for purposes of adjusting list, righting moment, or trim (i.e., "sail stacking" is permitted). Any sails stowed on deck must be kept within the lifelines and stanchions. Boats may utilize integral movable ballast systems (i.e., water ballast or canting keels), provided the rating certificates for such boats identify and account for such systems.
8. The Race Committee and PCYC reserve the right to review or refuse any entry at any time.