

**2012 PACIFIC CUP  
NOTICE OF RACE  
San Francisco, Ca. to  
Kaneohe, Hawaii  
July 16, 2012**



**PACIFIC CUP YACHT CLUB**

**P.O. Box 1292**

**Tiburon, CA 94920**

**<http://PacificCup.org>**

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## Preface

This is the Pacific Cup Yacht Club's (PCYC) Notice of Race (NOR) for the 2012 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.

We encourage you to contact us with any and all of your questions. Visit our website (<http://PacificCup.org>) for advice. Contact us at the contact link on the site or in person. Contact information for PCYC officers, directors and committee chairs is listed on the website. 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 an invitational 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 16 and July 21, 2012.

## 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 III.
- The **2010-2011 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 or around May, 2012.

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 Storm Trysail Club (STC) Safety Guidelines and STC Guidelines for Rendering Assistance. These guidelines are available on the website: [www.stormtrysail.org](http://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 I ("Eligibility"), certain length, stability and other requirements apply.

## 4. 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 in Appendix II.

The PCR rating will be calculated from the yacht's official rating certificate, per the following:



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

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

Specific requirements for when PHRF or ORR may be used are detailed in Appendix II.

Any yacht failing to submit a valid certificate by the June deadline noted in Section 12 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.

## 5. 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 any yacht in it or exclude any yacht from it.

Monohull yachts will compete for all yacht awards listed in Section 11.

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

## 6. 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 persons racing a yacht in the Pacific Cup shall be two (2). A boat racing with a crew of two (2) persons shall be considered double-handed and will race in a double-handed division, except by special action of PCYC.

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. Special exemption by PCYC may be met by crew training through a formal class that covers the topics and meets the intent of OSR 6.01. This may require that the attendee supply a certificate from and syllabus of said class in order provide a means to analyze the content and confirm completion of this training.

## 7. Skippers’ Meeting

A mandatory Skippers’ Meeting will be held on Saturday, July 14, 2012, 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. It is requested that the Skipper and Navigator attend the Skipper’s meeting. In their absence, at a minimum, one (1) crew member must attend the Skipper’s meeting.

Tracking devices, if mandated for use by yachts competing in the race, are usually supplied to each yacht’s representative at the Skipper’s Meeting.

**Nothing relieves the skipper from the responsibility of being informed about the material presented at the Skippers’ Meeting.**



## 8. Inspections

The OSR and other 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.

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 information can be found in section 12 "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 her finish. A yacht, her skipper and/or the person in charge, racing and found not to comply with the Equipment Requirements may be disqualified, penalized, and/or excluded from future Pacific Cup participation.

There will be inspections following the finish. A yacht may be required by the Sailing Instructions or race committee to proceed directly to a place of inspection without intermediate stops, taking on, or releasing any crew or material.

## 9. Entries

Yachts may enter online at <http://PacificCup.org>. To be complete, an entry must include the following items:

1. A completed entry form and payment
2. A completed boat profile with all mandatory information supplied
3. A completed crew profile for each person crewing on the boat
4. A completed communications profile for the boat
5. A signed waiver from each person on board and a signed Skipper's Certificate
6. A signed copy of the appropriate rating certificate
7. A copy of the liferaft certificate (as per OSR 4.20.5, copy to be submitted to inspector)
8. Payment(s) as set forth in Section 12
9. A photo of the yacht is requested for use in the Race Guide.

Items 1, 2, 3, and 4, and the payments, must be submitted online at <http://PacificCup.org>, or as otherwise instructed there. Copies of waivers, certificates and photos may be submitted by uploading them, or by mail or fax per the instructions that will be provided upon entry.

All forms and instructions may be found at <http://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 submitted entry Part One with the entry fee. Traditionally the entry list has been limited to seventy (70) yachts.

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

The principal means of announcing changes to the NOR, Sailing Instructions and other documents is by posting on the PCYC website (<http://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 <http://PacificCup.org>
2. By fax sent to (415) 223-4506
3. By a file attachment (such as a scan or pdf) sent to [Entry@PacificCup.org](mailto:Entry@PacificCup.org)
4. By mail sent to

*PACIFIC CUP YACHT CLUB  
Bobbi Tosse  
817 Hawthorne Dr.  
Walnut Creek, CA 94596*

If fees are not paid online, **Checks** payable to "Pacific Cup Yacht Club" 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 <http://PacificCup.org> website to avoid errors in document submissions and subsequent penalties.

***Inquiries may be made by email to:*** <http://PacificCup.org/contact>

***Inquiries by mail may be made to:***

PACIFIC CUP YACHT CLUB  
P.O. Box 1292  
Tiburon, CA 94920

***Please note that the quickest responses will be made to inquiries through e-mail.***



## 11. Awards

Awards will be presented at the Awards Banquet. The distribution of awards at the Awards Banquet is final. The principal awards are as follows:

### Yacht Awards:

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

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

**The Latitude 38 Performance Trophy** is awarded to the yacht with the most convincing win relative to its own division. It allows boats of widely varying types and sizes, starting on different days and encountering different weather to compare racing success against the entire fleet by comparing the performance of a division winner against the median performance of all division winners. This is done using a formula developed by Latitude 38 that can be viewed at <http://PacificCup.org>.

**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 based on finishes in their respective divisions. 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 Pacific Cup Navigator's Award**, presented to the navigator of the division winner who achieves the win which, in the judgment of a panel comprised of all division winning navigators, is determined to have been the most skillful in navigation and weather routing.

**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".

To ensure consideration for all awards, please be sure to provide a complete entry that includes criteria used in the determination of rightful recipients.



## **12. Schedule of Events, Fees, and Deadlines**

### **Nov 1, 2011 - Entry fee of \$800 + \$7/ft LOA.**

- Last day for full refund upon withdrawal.

### **Jan 3, 2012 - Firmly recommended last day to apply for a new PHRF certificate to YRA.**

### **March 1, 2012 - Entry Deadline Part I – Deadline for Entry Without Late Fee.**

- Completed Entry Form
- Completed Boat Profile with all mandatory information provided
- \$150 late charge added to entry fee after this date.
- Last day to withdraw and obtain a partial refund (75% of entry fee).

### **April 1, 2012 – Deadline for Photos or Images to Make the Race Guide**

- Last date to submit a photo of entered yacht guaranteed to make 2012 Pacific Cup Race Guide.
- If images are not submitted by this date a blank space will be inserted in place of your boat in the Race Guide.

### **May 1, 2012 - Entry Deadline Part II – Waivers & Certificates**

- Profile for skipper and crew, each person sailing on the boat.
- Signed waiver from each person on board and a signed Skipper's Certificate.
- Signed copy of the appropriate rating certificate.

### **May 30, 2012 - Last day to make an inspection appointment without fee.**

- Scheduling an inspection after this date incurs \$200 fee.

### **June 22, 2012 - Deadline for submittal of complete entry packet.**

- Final valid rating certificate must be sent by this date (Note penalty for late certificate submission in Section 4).

### **July 7, 2012 - Inspection Deadline.**

- Any inspections after this date incur \$300 fee, in addition to late scheduling fee.

### **July 14, 2012 - Skipper's Meeting.**

- Last day to submit Skipper's Certificate.
- Last day to correct inspection deficiencies.
- Bon Voyage Party.

### **July 16, 2012 - Earliest Race Start (slowest-rating yachts).**

### **July 21 2012- Latest Race Start (fastest-rating yachts).**

### **August 3, 2012 - Awards Dinner and Trophy presentations at Kaneohe Yacht Club.**

- Rating Certificates must be valid through this date.



## Appendix I: Eligibility

Yachts are eligible to compete in the 2012 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 the 2010-2011 ISAF Offshore Special Regulations and amendments made herein.
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. 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 may be required by the provider and may be refunded in full upon return of the undamaged transponder.
7. 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.
8. Monohull length and stability limits
  - a.  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.
  - b.  See appendix IV, OSR 3.04.
9. Multihull length and stability limits:
  - a. Minimum overall length (not including overhanging spars) is 33 feet.
  - b.  The ratio  $(\text{Displacement} * \text{LOA}) / (\text{SAd} * \text{RigHeight})$  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.
10. The Race Committee reserves the right to refuse any entry.



### Appendix II: Ratings and Certificates

#### Ratings for PHRF based yachts:

For yachts competing under a Northern California PHRF certificate, the PCR (Pacific Cup Rating) will use the "downwind rating" found on NCPHRF certificates.

$$PCR = \text{"downwind rating"} + 515$$

For Multihulls:

$$PCR = \text{MPHRF} + 515$$

The 515 correction converts the downwind rating into a predicted average speed in seconds per mile that the boat is expected to sail for the course. Note that this does not affect time deltas or results between PHRF based boats.

#### Ratings for ORR based yachts:

For yachts competing under an ORR certificate, the PCR is calculated using the US Sailing ORR VPP with a Pacific Cup wind mix applied as follows:

True Wind Angle Degrees	True Wind Knots	Distance Miles
Opt. Beat	16	6
Opt. Beat	20	8
52	16	14
52	20	22
60	20	75
75	20	150
75	24	75
90	16	70
110	16	70
110	20	50
120	12	50
120	16	10
135	10	100
150	12	115
150	20	240
150	24	100
Opt. Run	6	20
Opt. Run	8	40
Opt. Run	10	80
Opt. Run	12	120
Opt. Run	16	135
Opt. Run	20	300
Opt. Run	24	220



In the table above “Opt. Beat” is the boat’s optimum wind angle for upwind sailing for the specified wind speed, per the ORR VPP. Similarly “Opt. Run” is the optimum wind angle downwind sailing.

The result of the above calculation appears on the ORR certificate as “Pacific Cup TOD”

PCR = “Pacific Cup TOD” / .84

The wind matrix is for “typical” Pacific Cup conditions in a year with good breeze and a 2070 nm course length. The denominator of .84 corrects for the fact that wind is often lighter and a competing boat will always sail farther than the great circle course length.

For yachts rated using an ORR rating, the Pacific Cup default crew weight will equal 83.3% of the ORR default crew weight.

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 Section 12, and penalties in Section 4.

The PCR will be determined based on an ORR certificate for any yacht with a NCPHRF buoy rating less than 40.

For boats with a NCPHRF buoy rating 40 or above, the PCR will be based on the downwind PHRF rating.

The PHRF committee may determine there is not enough information to determine a rating. In that event, an ORR certificate may be required by the PHRF committee to determine the boat’s rating. This may include boats with movable ballast, a short rating history, recent keel and/or spinnaker or other design updates or modifications.

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 should be filed with the Northern California PHRF committee no later than January 3, 2012, per Section 12 of this NOR.
- Note that if this yacht type has not been rated before 2012 by Northern California PHRF, then “short rating history” will probably apply.
- Requests for a rating application form should be sent directly to:

Yacht Racing Association of San Francisco Bay  
1070 Marina Village Parkway  
Suite 202-G  
Alameda, CA 94501

Information is available on the web at: <http://www.yra.org/PHRF>



## Appendix III: US Sailing 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. 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. Such jibs shall be attached along each of their luffs to the forestay.
4. RRS 51 Moveable Ballast Clarification, "Sail Stacking": For all boats entered in the 2012 Pacific Cup, the movement of sails not being flown for purposes of adjusting ballast or trim, commonly referred to as "sail stacking", is allowed. Note that any sails that are stowed on deck for any purpose must be kept within the lifelines and lifeline stanchions of the yacht. The allowance of "sail stacking" amends RRS 51.
5. RRS 51 Moveable Ballast Modification, Boats with Integral Movable Ballast Systems: RRS 51 is modified to allow the entry of boats with integral movable ballast systems (water ballast or canting keels), provided the ratings for these boats account for said movable ballast systems. Reference Addendum IV, OSR 3.04 regarding additional detail concerning movable ballast installation and operation.
6. Powered Winches (RRS 52): No restriction is placed on the use of powered winches, powered hydraulics, powered pumps, or powered furling devices (amends RRS 52), except that no powered devices shall be used for propulsion.

7. Delete RRS 55.

8. 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](http://www.google.com)).
9. Self-Steering Devices: No restriction is placed on the use of self-steering devices, including those using electrical power.
  10. ISAF Regulation 20 – Advertising: A boat and her crew shall comply with the language and intent of ISAF regulation 20. If PCYC elects to carry sponsor logos on the regatta burgee, each yacht shall be requested to fly the burgee from the backstay or similar location specified in the Sailing Instructions per ISAF Regulation 20.

## Appendix IV: Modifications and Amendments to the Ocean Sailing Regulations (OSR):

OSR 3.03 and OSR 3.04 Hull Construction Standards (Scantlings) and Stability: 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 and OSR 3.04. Each owner is ultimately responsible for his/her yacht's compliance with these standards.

OSR 3.04 Stability Monohulls:

OSR 3.04.3, 3.04.4, & 3.04.6 are amended to read: 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.

OSR 3.04.7 is amended to read:

- Tanks for variable ballast shall be permanently installed and shall be provided with a system of isolating valves and pump(s) capable of manual operation at any angle of heel. A plan of the plumbing system shall be displayed aboard the boat.
- All moveable ballast systems shall be capable of full manual operation from inside the yacht, no matter what her position in the water.
- 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.

OSR 3.08 Hatches & Companionways: Vessels that do not comply with OSR 3.08.3 a) may be deemed to comply by securely closing the offending hatches for the entirety of the race.

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

OSR 3.21 Drinking Water Tanks and Drinking Water:

OSR 3.21.1 & 3.21.3 are amended to read:

Each yacht shall start with at least 15 gallons of drinking water per person on board. Emergency water required by OSR 3.21.3 (amended below) is included in the required 15 gallon total per person.

At least one third of the water shall be stored in properly installed tanks.

OSR 3.21.1 Drinking Water Tanks: Water storage shall be arranged so that failure of any component (tank, pump, and 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.

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.

OSR 3.21.3 Emergency Water: 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.

OSR 3.25 Halyards: OSR 3.25 is amended to require 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.

OSR 3.27 Navigation Lights/Reserve (Emergency) Navigation Lights: 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 reserve (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.

OSR 3.28 Engine, Generators, Fuel

OSR 3.28.1 & 3.28.3 Engine/Fuel: 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.

OSR 3.28.2 Separate Optional Generator: 3.28.2 is modified to allow a portable generator when it is securely fastened in both stowed and operating locations. Portable fuel container rules apply as noted above. When in the operating location, a portable generator need not be securely covered, but shall not direct exhaust or fuel fumes below deck. Proper stowed and operating conditions must be demonstrated to the yacht's safety inspector. Sailors are cautioned to be prudent and run an exposed generator only in favorable weather.

OSR 3.28.4 Battery: If an inboard engine (with a separate starting battery per OSR 3.28.4) is not provided, then a separate battery (fully charged) of at least 50 amp hours capacity shall be provided. The primary purpose for this battery is to act as a reserve for communications systems. If an inboard engine is fitted, then there must be a provision for powering the SSB or Satphone from the separate battery required by OSR 3.28.4. 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.

OSR 3.29 Communications Equipment, EPFS (Electronic Position-Fixing System), Radar, AIS

OSR 3.29.1 is amended, per the following:

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

All yachts must be equipped to send and receive e-mail communications during the race.

Yachts must carry an installed marine SSB transceiver pre-programmed to receive all relevant weather and race communication channels, with a spare antenna. Optionally, a yacht may utilize both of the following, in place of a properly installed marine SSB transceiver:

- i) An installed SSB 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.

- And -

- ii) An Iridium or Inmarsat satellite telephone pre-programmed with race and safety telephone numbers as may be specified in the Communications Plan and/or Sailing Instructions. The telephone shall be powered by or be re-charged by the vessel's electrical system, and be operable below decks using an external antenna. Yachts equipped with a satphone must supply the satphone number to the race committee.

It is recommended that satphone users carry 300 minutes at a minimum for the race.

Whether this value will meet the race requirements is dependent upon each yacht's use of the satphone.

OSR 3.29.1n AIS Transponder: Any requirement for an AIS Transponder is currently waived by the PCYC. This does not supersede requirements by legislation that may be made by local or federal offices prior to commencement of the race.

Please note: Although AIS Transponders are not required by PCYC at this time, an amendment to this NOR may be made by PCYC prior to the start of the race to require an AIS transponder or receiver.

OSR 4.01 Sail Numbers: 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.

OSR 4.06 Anchor(s): Anchor requirement of OSR 4.06 is amended to require, in addition, that the anchors be suitable for anchoring the yacht safely. To be considered "suitable" as used in OSR 4.06, this Amendment and this NOR, gear must meet the criteria published for 2011 – 2012 at <http://PacificCup.org>.

OSR 4.11 Navigation Equipment: OSR 4.11.1 is clarified to require, in addition, that each yacht shall carry on board a current printed paper copy (not solely electronic) of Chart No. 19359 for Kaneohe Bay.

OSR 4.15 Emergency Steering: 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 his/her inspector a written and signed form that states that this test was performed successfully. This form will be found with other inspection materials at <http://PacificCup.org>.

OSR 4.16 Tools and Spare Parts: 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](http://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.
- At least 100' of Spectra or similar lashing with several suitable levers to make Spanish windlass lashings.

For boats under 4000 lbs displacement the following are also acceptable:

- Band-It Jr.
- ClampTite tool & wire [www.clamptitertools.com](http://www.clamptitertools.com)

In addition, 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.

OSR 4.19 EPIRBs: 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. Use of a "G-PIRB," which broadcasts the yacht's position when activated, is preferred and is strongly recommended.

4.20 Liferrafts: 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.

OSR 4.26 Storm & Heavy Weather Sails: OSR 4.26.4 e&f are amended such that a yacht may carry *either* the storm jib *or* the heavy weather jib referenced.

OSR 5.01 Life Jacket: OSR 5.01.1 and 5.01.2 is amended such that yachts which 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.

OSR Appendix A, Part 1 Minimum Specifications for Yachtsmen's Liferrafts Manufactured Prior to 1/03: Section 3.0 Marking of Liferrafts is amended to allow identification attached to the raft (or painter) and container. For example, identification may be 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).