



## 1. RULES

### 1.1. Applicable Rules

See NOR section 2. The Sailing Instructions and Notice of Race continue to apply to a yacht until she has moored and completed her post-race inspections.

### 1.2. Rules Applicable at Night

Between sunset and sunrise the following shall be substituted for RRS 17 (On The Same Tack; Proper Course).

When two yachts on the same tack are within three overall lengths of the longer yacht from each other, the yacht being overtaken shall maintain her proper course. The overtaking yacht shall keep clear, and neither yacht shall bear away toward, nor luff the other.

### 1.3. Units

All times used for the race are in 24-hour format and, except for finishing, are Pacific Daylight Time (PDT, UTC minus 7 hours). For finishing, times are Hawaiian Standard Time (HST, UTC minus 10 hours). All distances are in nautical miles.

### 1.4. Interference with Other Vessels

Yachts racing must stay clear of commercial or other vessels limited in their ability to maneuver.

### 1.5. Mandatory Skippers' Meeting

A meeting for skippers and navigators will be held at 2:30 PDT on Saturday, July 3, 2010 at Richmond Yacht Club, Point Richmond, CA. Attendance at this meeting is mandatory for at least one crew member from each boat. Each skipper and navigator is responsible for receiving and understanding the material, and attendance of both is recommended.

### 1.6. Notices to Competitors

Notices to Competitors, including amendments to these Sailing Instructions, will be available at the skippers' meeting. Additional notices made after that meeting will be broadcast on VHF channel 69 approximately 30 minutes before each start.

### 1.7 Race Tracking

All vessels are required to carry a Race Tracker. It shall be the responsibility of the Skipper to ensure that the transponder is installed according to supplied directions, and must make every effort to ensure it is functional for the entire race.

Except during an emergency, boats shall not receive any data with respect to the performance or location of competitors except through scheduled roll calls, transmissions from race committee, and personal observations or direct AIS reception.

Access to the Race Tracking website and the information on it by any means is forbidden, and is considered outside information in violation of RRS 41.

## **2. THE START**

### **2.1 Starting Line**

The Starting Line will be a line extending from an orange panel on the race deck of the St. Francis Yacht Club in San Francisco to spherical buoy "A", or a red inflatable buoy set approximately 100 yards north of the St. Francis Yacht Club race deck.

A second spherical buoy, marked "B" (or a red inflatable buoy approximately 15 yards from shore), may be in place as a limiting mark, and may or may not be on the starting line; no yacht may pass between this buoy and the shore.

At the discretion of the Race Committee, a temporary buoy may be placed outside Buoy A and deemed to replace Buoy A as part of the start line. In that event, the Race Committee shall announce the extended start line by radio to the racers in the affected division.

Timing for Elapsed Time and Record Time will be from the starting time. To qualify for Record Time, a yacht must make a proper start within one hour of her starting time.

### **2.2. Starting Communications**

On the day of her scheduled start, each yacht shall monitor VHF channel 69 from one hour before her start until one hour after. Late Amendments to the Sailing Instructions may be announced by the Committee, and attempts will be made to notify premature starters on VHF 69. Each starting yacht is invited to check in via VHF channel 69 with the Committee prior to her warning signal. A yacht that will be starting late shall comply with SI 2.9. The starting-line Committee intends to monitor VHF channel 69 from one hour before the first start until one hour after the last start or until all starters pass under the Golden Gate Bridge.

### **2.3. Race Participation Flag**

All yachts shall display the Race Participation Flag (available at the skippers meeting) from the backstay while in the vicinity of the Starting Area and continue to display it until approximately 25 miles from the start (amends RRS 55 – US Sailing Prescription).

### **2.4 Starting Times & Dates**

Yachts will start by class from Monday, July 5, 2010 through Saturday, July 10, 2010 according to their PCR ratings. Division assignments, start times, and any possible modification to the starting line will be announced no later than the skippers meeting.

The start sequence of RRS26 will be used, modified to further include a Pre-warning signal 5 minutes before each Warning signal. The Pre-warning signal consists of a yellow shape accompanied by one sound signal. The yellow shape will be removed 1 minute before the associated Warning. All signals will be displayed from the St. Francis Yacht Club race deck. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

### **2.5. Restricted Areas**

The lines between the closest associated shore to the following areas shall be considered as obstructions: Anita Rock and any buoy marking same; the vertical "H" piling off the Water Quality Control Plant just west of the St. Francis Yacht Club.

The South Tower of the Golden Gate Bridge must be left to the south, and the Mile Rock Light and any rocks visible at MLLW adjacent to either the Marin County or San Francisco shores must be left to shoreward.

If any part of a yacht or her equipment enters or crosses any of these obstructions, she will be subject to protest for violating RRS 31 (Touching a Mark). The 360 degree turns penalty for correction in RRS 31.2 is replaced by SI 6.5. Correction of the course sailed as offered in RRS 28.1 is not allowed.

## **2.6. Postponement**

Postponement is signaled by the display of the Answering Pennant with two sounds.

The postponement's end is signaled by removal of the Answering Pennant with one sound signal. One minute later, the starting sequence will resume with the hoisting of the new Pre-Warning signal and the start times will be shifted accordingly.

## **2.7. Individual Recall**

Premature starters will be signaled by the display of the Code Flag "X" with one sound signal. The Race Committee will also attempt to hail premature starters via VHF channel 69.

The Code Flag "X" will remain displayed until all premature starters have returned or until four minutes after the starting signal, whichever occurs first. Irrespective of any attempt by the Race Committee to notify premature starters, it remains the sole responsibility of each yacht to start correctly.

## **2.8. General Recall**

General recall is signaled by the display of the First Substitute with two sound signals. The First Substitute will remain displayed until one minute prior to the display of a new Pre-Warning Signal.

The class recalled shall have a new start time which is 15 minutes after the last class scheduled to start that day, with its start sequence commencing 5 minutes after the last scheduled class' start. If multiple classes have been recalled, they shall start in multiple sequences at 15 minute intervals in the relative order of their original starting sequence.

## **2.9. Late Starters**

A yacht unable to cross the starting line while the committee is on station must take her own time as she crosses the starting line and report it during the next official roll-call. If possible, the yacht shall check in with the starting-line committee via VHF or otherwise and inform it of her circumstances.

If a yacht is late for the start, and has either not cleared her mooring, or is not within one quarter mile of the starting line at the time of her Preparatory signal, she will not be considered to be racing for the purposes of RRS 42 (Propulsion) and 41 (Outside Help) until she has both cleared her mooring and is within one quarter mile of the starting line.

# **3. THE COURSE AND ROLL CALL**

## **3.1 Course Description and Distance**

The course will be from the Starting Line to the Finish Line. The distance for the purpose of computing time allowances is 2070 nm.

### 3.2 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)).

### 3.3 Roll Call

Daily roll call will be conducted by the Communications Vessel (CV) at 1000 PDT. When the CV reaches Hawai'i, KYC will take over all duties of the CV and roll call will start at 1100 PDT (0800 HST). The CV shall announce the transfer to KYC in advance if possible.

Each yacht racing shall participate in daily roll call between her start and her check-in at 100-mile before the finish. At roll call, each yacht shall provide her position rounded to the nearest minute, as of 0800 PDT. Position reports shall be received by the CO via voice on SSB or VHF on the frequencies set out in the Communications Plan and should be in the format and order set out there.

A yacht unable to make its participation report directly may relay her position by any practicable means to another station which may relay the report to the CO by voice on SSB or VHF. During the roll call, all yachts shall monitor VHF 16 for possible relays of position or emergency traffic.

Willful disregard of a position relay request is grounds for protest with penalty of disqualification.

The CO will attempt to contact yachts that were unable to make their scheduled check-ins, using SSB voice on the channels set forth in the Communications Plan. At 11:30 PDT (1230 if KYC), the roll call period shall close.

#### ALTERNATIVE CHECK-IN FOR DOUBLEHANDERS

Yachts sailing in the doublehanded divisions may submit their position reports by telephone call placed to the number(s) provided in the Communications Plan or at the Skippers' Meeting. Such calls must be placed and completed by 0830 to allow for processing. Yachts are cautioned that it may take several attempts to obtain a solid connection. The Communications Plan may provide for additional alternate check-in methods for doublehanded yachts.

### 3.4 Missed Check-in

Each day that the Communications Officer (CV operator or KYC operator) does not receive a given yacht's daily position report (directly or by relay) by voice on SSB or VHF before the close of the roll call period shall be considered a missed check-in. The Communications Officer

shall determine whether a check-in has been received. "Received" means a voice transmission of sufficient broadcast clarity to understand the position. Missed check-ins are subject to protest by the Race Committee or the Communications Officer. The standard penalty of one hour shall be added to the yacht's corrected time for each missed check-in

The Communications Officer may additionally raise an inquiry as to the accuracy of the report, and if he believes it to be false may protest the boat. A yacht challenging the findings of the Communications Officer shall have the burden of proof. If the reported position is different from the actual position, then the determination of the Communications Officer shall stand. A willful false position report is grounds for disqualification and has a minimum penalty equal to a missed check-in.

*For check-ins made by the alternate means set out for doublehanded entries, the penalty shall apply with respect to transmissions not received by the respective shore-based facility. Doublehanders are advised to monitor the roll call and "Pac Cup Net" for notification of a failed receipt. The one-hour penalty may be waived on petition for redress in case of general system failures or other cause not the fault of the yacht. Petitioners should expect to show their installation conforms with the requirements of the race and their equipment, if equipped with a log, should show show calls placed at the appropriate times.*

### **3.5 Communications Plan**

The Communications Plan will specify the channels, times, and proper format for daily roll call, as well as other information. It does not form part of these Sailing Instructions. Nothing in the Communications Plan shall supersede the Sailing Instructions.

Yachts shall honor any request by the Communications Officer to keep a channel clear.

### **3.6 Other Roll Call Activities**

- Yachts withdrawing from the race after starting shall notify the Communications Officer, or a member of the race committee at Kaneohe Yacht Club.
- Yachts with protests may log them during roll call as provided in these instructions.
- If the engine is used for propulsion, the details shall be entered in the log and reported to the Committee via radio at the next roll call or promptly after finishing, whichever occurs first.
- "Pac Cup Net" The Communications Vessel will be conducting a voluntary fleet communication commencing at 1700 PDT each day on a stated channel and ending as declared by the CV or, if not declared, at 1730 PDT. Following any safety, health and welfare traffic, fleet announcements, and possible readbacks of positions and fleet standings, an informal conversational period will begin (known by some as "Childrens' Hour"). Communications made on the Pac Cup Net or by the CV during roll call are considered to be fleet-wide communications available to all racers and do not constitute "outside assistance." To the extent inconsistent, RRS 41 is so amended. Racers are cautioned that not all statements made during the informal conversational period may be accurate.

## **4. THE FINISH**

### **4.2. Finish Line**

The Finish Line is an extension of a line from the Aeronautical Beacon on top of Puu Hawaiiioa through the light atop Pyramid Rock (shown on Chart 19359). A temporary buoy, located 1.2 nm from Pyramid Rock, limits the south end of the finish line and must be left to port. The finish line extends 0.5 nm past the buoy, and yachts crossing the finish line beyond this point may not be scored as having finished. The temporary buoy will be yellow, and may be equipped with a strobe light at night. The buoy may or may not lie exactly on the finish line. If the buoy is missing, a committee boat may be on station to mark the port end of the line; failing this, yachts should cross the finish line at, or within 0.5 nm north of, the designated position of the buoy. Although escort and committee boats may be in the vicinity of the finish, official finish time is taken by race committee representatives sighting the line from shore. (See paragraph 4.5) The estimated midpoint of the line is at 21° 29.1N, 157° 46.4W. This position is for information only and has no official status.

### **4.3. Restricted Area**

The "Danger Zone" shown on chart 19357, extending north from Mokapu Point and including Mokumanu Island, is restricted and no vessel may enter or transit this area. Any vessel doing so is subject to the penalty defined by SI 6.5 in addition to any civil penalties and potential adverse effects of artillery. In addition, correction of the course as offered in RRS 28.1 is not allowed. For reference, the NW corner of the Danger Zone is taken as 21° 29.0N, 157° 44.0W.

### **4.4. Race Participation Flag**

When 25 miles from the finish each yacht shall display her Race Participation flag until she is finished and moored (amends RRS 55 – US Sailing Prescription).

### **4.5. Communications**

As she approaches the finish, each yacht shall contact "KYC Base" (SSB) or "Pacific Cup Finish" (VHF) with her position and ETA (Hawaiian Standard Time) as follows:

100 miles from the finish ..... SSB Channel 4A 4146 kHz\*\*  
 25 miles from the finish ..... SSB Channel 4A 4146 kHz\*\*  
 5 miles from the finish ..... VHF 71  
 At the finish ..... VHF 71  
 After the finish ..... VHF 68 for escort vessel

\*\* Doublehanded yachts sailing without an SSB Transmitter as permitted by NOR, Appendix IV, Paragraph 9(b), may make these communications by Sat Phone to KYC Base (Telephone Number available at Skipper's Meeting or in Communications Plan), or may relay via another vessel.

Following each contact, each yacht shall continue to monitor the appropriate SSB or VHF channel for further communications if necessary.

When 25 miles from the finish each yacht shall advise the finish committee whether she wishes to enter Kaneohe Bay via the Sampan channel or main channel.

Each yacht shall attempt to make contact with the finish-line committee as she approaches the finish. A yacht finishing at night shall illuminate her sail numbers as necessary to assist the Committee in recording her finish.

A finishing yacht shall attempt to sound a horn, record her own estimate of her finish time, and subsequent to her arrival ashore, confirm her official finish time with the Race Committee.

Communications from an official representative of the finish line race committee, including any navigational advisories, will not be considered outside assistance for the purposes of RRS 41.

#### **4.6. Time Limit**

The time limit for being scored for the race is 1500 HST, Friday July 23, 2010. Yachts which finish after that time should record their own times as they cross the finish line and report this to the Race Committee. Such yachts will be listed in the standings as "FNS" (Finished Not Scored) and are not eligible for division or overall trophies.

#### **4.7. Entrance to Kaneohe Bay**

A "follow-me" boat representing the Pacific Cup Yacht Club will be available to escort any yacht desiring assistance through either channel to the Yacht Club mooring and berthing area. After finishing, each yacht shall contact the escort boat on VHF channel 68, even if assistance is not desired. Whether or not assistance is offered or accepted, the safe pilotage of each vessel remains solely her skipper's responsibility.

Yachts equipped with outboard motors per NOR Appendix IV, Paragraph 7, shall deploy them promptly upon (or before) crossing the finish line.

#### **4.8. Agricultural Inspections:**

The State of Hawaii requires all yachts entering the State to comply with Hawaii agricultural requirements. Information will be available at the Skipper's Meeting.

#### **4.9 Minimum Equipment Inspections:**

A yacht may be inspected at any time and is responsible for her own compliance with the equipment requirements of this race. If a yacht has any deficiencies during the original, pre-race inspection, such deficiencies shall have been corrected and the corrections properly documented through either a second inspection or, in the case of minor deficiencies, written notice to the Inspections Committee.

Inspection at the finish is almost a certainty for the first several yachts in each division. An Inspector may board the yacht while on the way to the Kaneohe Yacht Club mooring after her finish to commence the inspection. Yachts should keep their safety gear in place and available for such inspection until any inspection is completed and the yacht is moored at KYC.

A yacht not in compliance with any part of the equipment requirements may be protested by a competitor, the race committee, or an inspector.

If the protest committee finds that a yacht has violated the equipment requirements, it shall impose a penalty. PCYC may refuse the entry of such a yacht in future races. In imposing a penalty, the protest committee may, in lieu of disqualification impose a lesser penalty. The penalty may include time, loss of place, DSQ, or other penalties as provided by the RRS. The protest committee shall be guided by the following standards.

1. A severe omission (missing liferaft, storm sails, anchors, jacklines, running lights) shall be cause for DSQ.

2. A less severe violation whereby the yacht did not obtain any racing advantage should be penalized at one hour per violation. Where the omission is minor, does not involve any

material savings in weight, bulk, or cost, not willful, and was not likely to compromise the safety of the yacht, the protest committee may apply a minimum penalty of 15 minutes per violation.

3. An uncorrected inspection deficiency shall be penalized at least six hours per deficiency with the loss of at least one place. Where the yacht has falsely certified that the deficiency has been corrected, the penalty minimum shall be loss of at least three places, and the yacht shall be ineligible to receive any trophy or prize.

## **5. SCORING**

### **5.1. Scoring System**

Scoring will be within each class and also overall, based on elapsed time, minus time-on-distance time allowances computed from PCR ratings as published. For the purposes of awarding trophies (NOR 11) the terms “elapsed time” and “corrected time” are to include any added penalties. The decision of the Race Committee shall be final in all scoring.

### **5.2. Ties**

In case of a tie in Elapsed or Corrected Times, the tie shall stand. Equal awards will be granted.

### **5.3. Special Trophies Scoring**

Unless otherwise noted, only monohulls are eligible for the trophies listed below.

- **The Pacific Cup** shall be awarded to the yacht with the best corrected time.
- **The Fastest Passage trophy** will be awarded to the yacht with the fastest time, uncorrected.
- **The Henri Lloyd Navigators award** shall be awarded to the yacht navigator who demonstrates the best navigational methods and strategy, based on submitted logs and yacht results.
- **The First Hawaiian Yacht to Finish** trophy shall be awarded to the first Hawaiian yacht to finish on corrected time.
- **The Carl Schumacher trophy** will be awarded for best corrected time of a Schumacher-designed boat.
- **The Family trophy** shall be awarded to the yacht crewed by a family with the best corrected time. “Family” means that at least two of the people on the yacht are related to one other person by marriage or by having at least one grandparent in common (i.e. being a parent, child, sibling, grandparent, or first cousin. The race committee will evaluate equivalent familial relationships as requested).
- **The Team Trophy** will be awarded to the three boat team from a single yacht club with the best performance. “From a single yacht club” means the skipper or, if on board, the owner, must belong to the same yacht club as the others on the team. Each boat on the team will be awarded up to 100 points. 50 points for finishing first, and 10 points for finishing last, both as to the boat’s division and the fleet overall. The three boats’ scores will be added up with the highest score winning. The formula for each part of the Team Trophy score is  $40 * (size - place) / (size - 1) + 10$ .

- **The Latitude 38 Performance Trophy** is awarded to the boat that wins its division, after dropping the bottom 20% of finishers, by the greatest margin using a standard deviation. This is a mathematical, and not a lifestyle, calculation.

## **6. PROTESTS AND PENALTIES**

### **6.1. Protests**

Protests and the assessment of penalties for infringement of any of the rules will be governed by RRS Part 5 with the additional provisions of this section.

A yacht that wishes to protest another yacht for infringement of any rule shall follow the procedures of RRS 61, with the following additional provisions:

### **6.2. Notification**

The race committee must be notified of the intent to protest, including the name of the protested yacht, during the first Daily Roll Call following the incident, and again during the protesting yacht's check in prior to the finish.

### **6.3. Protest Flag**

A protest flag need not be displayed continuously until the finish, provided that it is initially displayed for at least one hour, and that it is displayed again from at least 5 miles from the finish until finished (amends RRS 61.1).

### **6.4 Alternative Penalty**

A protested yacht may acknowledge infringement of a rule of RRS Part 2 and accept an alternative penalty of one hour to be added to her corrected time. If she chooses to do so, she must notify the race committee at the next Daily Roll Call and again immediately after she finishes the race. This amends only the voluntary penalty portion of RRS 44.1, replacing the Two-Turns Penalty.

### **6.5 Standard Assessed Penalties**

The following violations are subject to protest. Assessed time penalties will be added to corrected time in lieu of disqualification.

- Touching a Starting Mark without exoneration per RRS 31: Two hours
- Not returning after a premature start: Two hours
- Not returning after general recall: Two hours plus the delayed starting time
- Entering a restricted area: Two hours if the yacht survives. (See SI 2.5, 4.3)
- Failure to report during Roll Call: One hour per day of failure

### **6.6 Protest Hearings**

The time limit for filing a protest is four (4) hours after the protesting boats finish time. The Race Committee or Communications Officer may file a protest at any time.

Protest forms are available from the official notice board. Protests and Requests for Redress shall be delivered to PROTEST/RACE DESK in the KYC within the time limit. Time and place of protests will be posted on the official notice board. Protest will be heard in the order received unless two or more are for the same incident.