

2010 Pacific Cup Skipper/Owner Certification, Representation and Warranty

Communications:

The designated operators have sufficient training, including frequency selection, propagation and emergency antennas, to operate SSB, VHF, and EPIRB equipment in normal and emergency conditions, and are familiar with the contents of the Communications Plan.

name/signature

name/signature

MOB Training:

The vessel and no less than 70% of the crew have completed a man-overboard recovery drill(s) on the subject vessel within the year preceding the race start.

Storm sails:

The majority of the crew has practiced setting and sheeting the storm or heavy weather jib and trysail.

Emergency procedures:

The entire crew has participated in practice drills to address the following:

- Dismasting
- Abandon ship
- Fire suppression
- Emergency communication, including flares.

Emergency steering:

The emergency rudder or steering system has been deployed, and tested and found adequate to steer the vessel in at least 10 knots of true wind in either upwind or downwind directions.

Asymmetric Loading Limit:

The boat will comply with the provisions of Appendix IV, Section 2.4.

Anchoring:

The boat is equipped and prepared to anchor out in Kaneohe as required by Appendix II, Section 2.

Yacht preparation and Inspection deficiencies:

Our yacht has been prepared in accordance and compliance with the OSR and the Pacific Cup Notice of Race. Any and all items noted during the courtesy Inspection will be corrected prior to my start, and I promise not to whine when they are checked in Kaneohe upon arrival if I am penalized or disqualified because they do not comply with the requirements.

I certify, warrant, represent and acknowledge the above.

Skipper/Owner date