



PACIFIC CUP 2024

The FUN Race to Hawaii



Amendment 2

Notice of Race 2024 Pacific Cup

San Francisco to Kaneohe
July 15, 2024 pacificcup.org

1. Add the following to Section 4 “Ratings and Certificates”

Multihulls will be rated under the San Francisco Bay Area Multihull Association PHRF ratings. Information on the BAMA PHRF rating can be found at [https://sfbama.org/racing-ratings/ - rating](https://sfbama.org/racing-ratings/-rating) . Multihulls are not eligible for the Pacific Cup Trophy.

2. Add the following to Section 9 “Awards”

Corinthian Trophy, for the first boat whose crew comprises only amateur racers on corrected time. See Appendix IV for details and eligibility.

3. Add the following as a new Appendix

Appendix IV: The 2024 Pacific Cup Corinthian Trophy

The trophy will be awarded to the boat with a fully Corinthian crew, eligible for the Pacific Cup Trophy, with the best corrected time performance.

To be eligible,

- 100% of the boat’s crew must be “Corinthian,” meaning they are each eligible as Group 1 (non-professional) under World Sailing Classifications, and
- The person in charge must, on or before June 15, 2024, declare the boat’s eligibility for the trophy, and
- The boat must be eligible to compete for the overall Pacific Cup trophy.

Corinthian status may be reviewed at any time by the race organizers. If in doubt, sailors will be assigned to group 3, professional. If it is not clear for an individual sailor, they are requested to obtain and submit World Sailing IDs with classification status. This can be obtained at <https://www.sailing.org/sailors/world-sailing-profile/> at zero cost.

By way of clarification, World sailing states, “**A competitor who takes part in racing only as a pastime is a Group 1 competitor.**” Group 3 sailor broadly includes persons paid for work on or related to any boat, its sails, management, coaching, performance sailing, the maritime industry, etc.

World Sailing classifications state that if certain performance related paid “work” has been done in the prior 24 months (longer if an Olympic or Volvo veteran), the competitor is a Group 3 “professional.” This does not include reimbursement for personal expenses, provision of housing, travel, and the like. Included examples of what may be paid “work” include:



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- Paid coaching.
- Sailmaker.
- Paid to do rigging or repairs on entered or any other boat if you are working in the industry as a rigger.
- Yacht designer.
- Reimbursement for missed wages.
- Other boat preparation.

Note that there are special relaxed rules for ages under 18 and over 70.

If you are unclear whether you are a Group 1 or Group 3 you can go on line and get specific details in the categorization code and FAQs at <https://www.sailing.org/sailors/sailor-categorisations/>

4. Due to a modification of the way ORR calculates default Crew Weight Amendment 1 is changed to read

There is no limitation on crew weight sailed with. This modifies ORR Rule 4.01. Per RRS 87 ORR has granted Pacific Cup Yacht Club permission to make this change.

The Pacific Cup Yacht Club ORR ratings shall be calculated using ORR Base Crew Weight.

5. Add to the Appendix III Equipment Requirements

PC 3.25 Medical Kits

SER 3.25 is replaced with: A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard. GW Maritime Medical Access (GW MMA), who provides remote medical service to Pacific Cup racers, has provided a comprehensive list of medications and medical equipment that are highly recommended. Antibiotics have special emphasis since these are the most commonly needed lifesaving medications. The GW MMA “Pacific Cup Equipment and Medication for Offshore Use” can be found on the Pacific Cup web site.

Each boat shall provide an inventory of medications in the boat’s medical kit, to assist GW MMA if there are medical issues during the race.

6. Change to the Appendix III Equipment Requirements

PC 3.35. Halyards

SER 3.35 is replaced with: A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail, except for a headsail in use with a roller furling device.

At least one halyard shall be long enough to reach from a winch to the waterline and shall be strong enough to hoist the heaviest crew, in wet clothes and gear, aboard.