



# PACIFIC CUP 2024

The FUN Race to Hawaii



September 15, 2023

## Unofficial Guide to Measurement Process and Ratings for 2024 Pacific Cup Entrants

This Guide is provided by Pacific Cup Yacht Club to skippers of boats competing in the 2024 Pacific Cup Race. The information below repeats some of the rules and requirements set forth in the Notice of Race (<https://admin.pacificcup.org/docs>), and includes supplemental information that should be helpful in completing the rating certification process.

This Guide is not an official race document. It describes relevant policies and procedures of the Northern California Performance Handicap Rating Fleet and Offshore Racing Rule authorities that are beyond the control of the PCYC and that are subject to change. We will do our best to provide accurate information and update it when appropriate. **If the NOR and this Guide conflict, the NOR controls.**

### I. Rating Rules.

A. Boats will compete on corrected time, except for the fastest passage trophy. Each division will have a designated rating system. Awards within each division, as well as the Pacific Cup and certain “overall” trophies, will be awarded based on each boat’s corrected time, using the time-on-time method.

B. Each boat must have a rating certificate valid through the end of the race. Except for boats racing in PHRF-DW divisions without a certified PHRF-DW rating, each boat’s most recent measurement afloat, including displacement, freeboard and overhang measurements, and inclined stability, as applicable, must have been taken after January 1, 2013.

C. Boats will race in either a Doublehanded or Fully Crewed division.

1. Boats in Doublehanded divisions will race under PHRF-DW. See, <http://yra.org/PHRF/docs/DownwindPHRF.pdf>, and [http://yra.org/wp-content/uploads/2022/01/RulesAndGuidelinesJan\\_2022.pdf](http://yra.org/wp-content/uploads/2022/01/RulesAndGuidelinesJan_2022.pdf).

2. In the Fully Crewed divisions:

a. Boats with a PHRF-DW rating of 550 or less will race under ORR. See <http://www.offshoreracingrule.org/>.

b. Boats with a PHRF-DW rating over 550 will race under PHRF-DW.

3. A boat in a Fully Crewed division may petition, no later than April 1, 2024, to be assigned specifically to a PHRF-DW or ORR division notwithstanding her PHRF-DW or ORR rating (if any). Such assignments will be purely at the discretion of the Technical Committee, which intends to group similar boats together in the interest of fair competition.

## II. NCPHRF Certification; Weighing and Measuring.

A. **Certification Requirement.** To be eligible for the Pacific Cup trophy, Doublehanded and Fully Crewed boats racing under PHRF-DW must have a certified PHRF rating (i.e., timely submitted a certified weight and applicable measurements to the YRA). (Any boat racing in a PHRF-DW Division that does not submit a certified PHRF certificate may compete within her division, but not for the Pacific Cup or any other “overall” trophy.)

B. **Certification Elements.** In most cases, certification requires that the boat’s displacement and sailing length have been determined by a US Sailing official measurer who has weighed the boat and measured its waterline and bow and stern overhangs and stern Y dimension. For both the weighing and measuring, the boat must be essentially empty. See, NCPHRF Committee’s Explanation, <http://www.yra.org/PHRF/docs/CPHRFOwnerMeasurementGuide.pdf>.

C. **Line Drawings.** The NCPHRF Committee requests that all applications for Certified NCPHRF Certificates for boats that have not previously received Certified NCPHRF Certificates include a profile line drawing for the boat (the most accurate drawing available). The Committee will use the line drawings to double check effective sailing lengths and underwater profiles.

### D. Which Boats Must be Weighed and Measured?

1. In most cases, boats racing in ORR divisions will have already been weighed and measured in order to obtain their ORR certificates. Accordingly, boats that received ORR certificates based on measurements afloat, including weighing, freeboard measurements and inclined stability, **taken after January 1, 2013**, should not have to be measured or weighed in order to compete for the overall Pacific Cup Trophy.

2. Because IRC certificates include the necessary weight, freeboard and overhang measurements and inclined stability, boats that received IRC certificates based on measurements **taken after January 1, 2013** should not have to be measured or weighed. Boats with current IRC certificates intending to race in a PHRF-DW division should submit their IRC certificates to YRA to obtain a certified NCPHRF certificate.

3. Any boat racing in PHRF-DW divisions that was weighed and measured for the 2014, 2016, 2018, or 2022 Pacific Cup, or that has otherwise received a certified NCPHRF certificate should not need to be remeasured or reweighed, unless changes have been made to its hull, appendages, or displacement that would alter the relevant figures on file with the NCPHRF Committee.

4. Boats that do not submit valid ORR or IRC certificates, that were not weighed and measured for the 2014, 2016, 2018, or 2022 Pacific Cup, and that have not

otherwise received a certified NCPHRF certificate, must be weighed and measured in order to obtain a certified NCPHRF certificate and compete for the Pacific Cup and other “overall” Trophies.

**E. Weighing and Measuring Dates and Places.**

1. Larger Boats. In order to help skippers of larger boats (i.e., boats that are too large to be dry-sailed) get their boats weighed and measured as promptly, efficiently, and cheaply as possible, PCYC is once again arranging three multi-boat weighing and measuring events during the late fall of 2023 and the winter and spring of 2024 at the travel hoist at Berkeley Marine Center on the following dates:

- a. Saturday, November 18, 2023, 1200 to 1500;
- b. Sunday, January 14, 2024, 1030 to 1330; and
- c. Saturday, March 23, 0930 to 1230.

The fee for both use of the travel hoist and the weighing and measuring at each event will again be \$200 per boat, payable at the event. Skippers may sign up for an event using the drop-down menu at the Race Documents and Links page of the PCYC website. The displacement limit for boats being weighed at Berkeley Marine Center is 20,000 pounds.

Skippers should sign up for the November or January events, and **not** to wait until the March event, unless their boats are undergoing changes that will affect their measurements and won't be completed by early January.

Skippers may make other arrangements for weighing and measuring. But those costs will be determined by the measurer and the travel lift operator, and may be substantially higher. Boats displacing more than 20,000 pounds that cannot be weighed at Berkeley Marine Center or elsewhere may be able to obtain displacement estimates from US Sailing or ORC that can then be submitted to YRA with their NCPHRF applications.

2. Smaller Boats. Skippers of boats that are or can be dry sailed should make individual arrangements to be weighed and measured at the hoist at their club or boat yard. Bay Area skippers should contact the local US Sailing official measurer, Rebecca Hinden ([hinden@gmail.com](mailto:hinden@gmail.com), 650.704.4611). Fees will be determined on a case-by-case basis.

3. Out-of-Town Boats. Southern California skippers should contact Whit Batchelor ([Whitlockb@hotmail.com](mailto:Whitlockb@hotmail.com)). We do not know his fee structure. Skippers outside of California should contact US Sailing for the name and contact information for the official measurer in their area ([Offshore@ussailing.org](mailto:Offshore@ussailing.org), 401.342.7950). Those fees will vary.

**F. Weighing and Measuring Preparations.** All boats must be essentially empty, except for certain required items. Skippers should review the specific requirements at <http://www.yra.org/PHRF/docs/CPHRFOwnerMeasurementGuide.pdf> and prepare their boats well before their measurement event.

### **III. Important Deadlines.**

#### **A. Submission of ORR Rating Applications and Certificates.**

April 15, 2024: ORR Certificate due to PCYC. 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. Exceptions:

1. If the boat has submitted its ORR application by January 31, 2024, the deadline will be extended if the issuer is late in providing the certificate.

2. ORR boats based outside the Bay Area requiring weighing or in-water measurements by certified measurer in Northern California may, upon request to PCYC, receive a modified deadline.

3. Any revisions to ORR certificates must be submitted to PCYC promptly on receipt.

Last day for ORR boats to submit “new sail” certifications. Each ORR boat planning to use one or more sails built after March 1, 2024, 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.

#### **B. Submission of NCPHRF Applications and Certificates.**

1. February 1, 2024 (Advisory): Entrants are strongly advised to submit PHRF applications by this date.

2. May 1, 2024: NCPHRF Certificates due. Each PHRF boat shall submit its NCPHRF certificate by this date or shall be assessed an immediate \$200 late fee plus \$30 per day late. Exception: boats based outside the Bay Area requiring weighing or in-water measurements by certified measurer in Northern California may, upon request to PCYC, receive a modified deadline.

### **V. Miscellaneous.**

**A. Initial Measurement Review.** The NCPHRF Committee encourages all entrants to submit applications as early as possible. In particular, boats seeking certified NCPHRF certificates and not yet weighed or measured should submit their application on time, noting that final certified measurement data is forthcoming. Early submission will allow the Committee to check for measurement anomalies, such as sail dimensions or possible entry errors that differ from the brochure specifications for stock boats or measurements for sister ships. The Committee believes an early review will allow it to alert owners whose ratings may differ from otherwise similar or class boats.

**B. ORR Ratings.** The Pacific Cup ORR ratings for each boat racing in an ORR division will include adjustments for the Pacific Swell Factor and for the boat’s Assigned

Crew Weight. The Pacific Swell Factor is an algorithmic adjustment to a boat's Pacific Cup ORR rating intended to recognize its surfing abilities relative to other boats racing in ORR divisions. The Assigned Crew Weight is the maximum crew weight for a boat, determined by an algorithm based on the boat's displacement, maximum beam, righting moment, and effective sailing length.

**QUESTIONS?** Contact Hawkeye King ([hawkeye.king@gmail.com](mailto:hawkeye.king@gmail.com)), or Buzz Blackett ([hblackett@friedmanspring.com](mailto:hblackett@friedmanspring.com)).