



## Sailing Instructions

San Francisco  
Kaneohe, Oahu

July 2026

Organizing Authority:  
Pacific Cup Yacht Club

<https://pacificcup.org>

*The notation [DP] in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.*

## 1 RULES

- 1.1** This race is governed by the rules as defined in Racing Rules of Sailing.
- 1.2** Appendix II to the Notice of Race is deleted.
- 1.3** The Scoring Penalty, RRS 44.3, applies. A one hour time penalty will be added to each boat's corrected time for each breach. A yellow flag need not be flown. This changes RRS 44.3.
- 1.4** Between sunset and sunrise the rules of Part 2 are replaced by the right-of-way rules of Parts A and B of the International Regulations for Preventing Collisions at Sea (IRPCAS). See <https://www.navcen.uscg.gov/sites/default/files/pdf/navRules/navrules.pdf>. Sunset and sunrise shall be determined as published by the US Naval Observatory at each boat's current position. See also the ADVISORY attached to, but not part of, these Sailing Instructions.
- 1.5** [DP] Before the start, a boat shall exhibit no more than two degrees of static list with no wind in either measurement trim or when fully provisioned, fueled and loaded with race gear (canting keel centered, no crew aboard, ballast tanks empty, and without any sails being stowed or stacked to counteract any list). Underway, sails may be moved for purposes of adjusting righting moment or trim (i.e. "sail stacking" is permitted) but must be kept within the lifelines and stanchions of the boat. No stores or deadweight, other than sails and moveable ballast indicated on boat's rating certificate, may be moved to change the boat's list or righting moment. This changes RRS 51.
- 1.6** Boats may utilize integral movable ballast systems (water ballast or canting keels) if declared in their rating certificate.
- 1.7** Two spinnaker or whisker poles may be set. Such poles shall not be longer than the boat's JC measurement. This changes RRS 55.2.
- 1.8** Boats may use powered winches, powered hydraulics, powered pumps, and powered furling devices, provided the rating certificate for such boats identifies and accounts for such powered devices. However, powered devices shall not be used for propulsion, or to initiate planing or surfing. Self steering devices are permissible, including those using electrical power. This changes RRS 52.
- 1.9** Boats sailing in ORR divisions may be rated for and use non-large roach headsails set to leeward connected to whisker poles or outriggers as described in ORR 10.05(f) and (g). This changes RRS 55.3(a). Spinnakers and large roach headsails (aka tweeners) may not be sheeted in this fashion.
- 1.10** Beyond three nm from any shoreline, a boat shall not be penalized for discarding or discharging
- (a)** biodegradable sail stops when setting a sail
  - (b)** biodegradable galley waste and
  - (c)** biodegradable head waste.
- 1.11** World Sailing Regulation 20 applies. Boats may display advertising in this race pursuant to Regulation 20.2.3.1(b) and otherwise as permitted by the regulation.
- 1.12** Boats may seek, provide, and receive advice from any source on the operation and/or repair of malfunctioning equipment and for medical issues as detailed in SI 7. This changes RRS 41.
- 1.13** PCYC, the race committee, and/or KYC race operations may, from time to time, provide navigation, weather, standings, or other advice to boats. There will likely also be fleetwide communications such as daily fleet emails which may include messages originating from competitors. These communications do not constitute outside assistance for purposes of RRS 41.

- 1.14** While *racing*, boats are expected to plan and execute their own courses and routing independently, using only publicly available information. Weather information that is available to all boats for a fee may be received, but it shall not include specific weather or routing advice customized for the boat or a group of boats. There is no restriction on the technical means by which a boat may retrieve allowed data, including radio, SailMail or equivalents, paid delivery (e.g. Iridium, Starlink, etc.), and satellite links. This changes RRS 41.
- 1.15** [DP] Boats' Automatic Identification System (AIS) transmit and receive functions of their Automatic Identification System (AIS) transponders shall be active during following periods: (a) within 100 miles of the start and finish and (b) each day from sunset until sunrise. This changes RRS 56.3.
- 1.16** [DP] A boat may not receive or otherwise use any service that provides satellite relays of AIS position information.
- 1.17** US Prescription to RRS 63.1 is deleted.
- 1.18** US Prescription to Appendix G is deleted.
- 1.19** World Sailing Developmental Rule 21-01 is in effect. The definition of *start* is replaced as follows:  
"A boat *starts* when, her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either:  
(a) at or after her starting signal, or  
(b) during the last 60 minutes before her starting signal."

## 2 NOTICES TO COMPETITORS

- 2.1** Notices to competitors, including amendments to these Sailing Instructions (SIs), will be posted on the official notice board: <https://admin.pacificcup.org/docs>. If issued less than twelve hours before any start, it will also be broadcast on VHF 69 approximately 30 minutes before the scheduled first start for that day.
- 2.2** Times in this race are stated in Pacific Daylight Time (PDT) in 24-hour format except finish times, which are in Hawaiian Standard Time (HST). VHF channels are US VHF channels.
- 2.3** The race committee intends to communicate with boats over VHF 69 during starting sequences.
- 2.4** The race committee intends to monitor VHF 71 when finishing boats.

## 3 THE COURSE

The course will be from the starting line off the St. Francis Yacht Club, San Francisco to the finish line off Kaneohe Bay, Oahu.

## 4 THE START

- 4.1** [DP] PCYC will distribute participation flags and division/sponsor flags to each boat. These flags shall be displayed, participation flag above division flag, from the backstay (or other visible location if no backstay), from a boat's check-in until 25nm from the start
- 4.2** Race signals will be displayed from the StFYC race deck.
- 4.3** The starting line is between an orange placard on the St Francis Yacht Club (StFYC) race deck and a temporary red/orange inflatable buoy approximately north and east of Buoy "A". If the temporary mark is not set, the starting line shall be between the placard and Buoy "A."
- 4.4** StFYC "B" will be placed near the south end of the starting line as a limiting buoy. Boats shall not pass between StFYC "B" and the nearest point ashore.
- 4.5** [DP] Each boat shall monitor the above referenced VHF channel from one hour before her scheduled warning signal until one hour after her start. The starting line race committee intends to monitor the VHF channel from one hour before the scheduled first start each day until one hour after the last start for that day or until all starters pass under the Golden Gate Bridge, whichever is later.

- 4.6** Boats shall check in with the race committee over the VHF channel described in SI 2 within one hour prior to their warning signal. At check-in, boats shall confirm the number of persons onboard, that the persons onboard match the entry documents on file with PCYC, and respond to any question asked by the race committee. Failure to check in will result in a penalty of one hour added to a boat's corrected time. This changes RRS A5.1.
- 4.7** The race committee may attempt to hail boats that are on the course side of the starting line at their starting signal, via VHF. The failure to hail, the failure to hear the hail, and the order of hails shall not be grounds for granting redress. This changes RRS 61.4(b)(1).
- 4.8** A boat starting late, after the race committee has left station, shall take her own starting time and report it when she makes her first Daily Report as defined in SI 6.
- 4.9** If a boat is OCS and *starts* in accordance with SI 1.19(b), she may return to the pre-start side of the line to comply with SI 1.19(a). If she does not, 120 minutes will be added to her corrected time.
- 4.9** See Appendix A for Divisions Assignments, Starting Dates, and Scheduled Warning Signals.

## **5 AREAS THAT ARE OBSTRUCTIONS**

- 5.1** Each line bound by the following points in (a) through (g) and the areas described in (h) and (i) are designated as obstructions. Boats are prohibited from crossing any of these lines or entering any of these areas while *racing*. Boats crossing any of the lines shall not "unwind" by sailing back across the line. Boats entering any of the areas shall exit the area by the shortest path possible.
- (a)** StFYC "B" in the vicinity of the starting line and the nearest point ashore.
  - (b)** The "H" Beam piling (located approximately 200 yards west of the StFYC) and the closest point ashore.
  - (c)** Anita Rock Light located approximately 0.30 nm west of StFYC ("Anita Rock" Q 20ft 5M) and the closest point ashore.
  - (d)** Anita Rock Light located approximately 0.30 nm west of StFYC ("Anita Rock" Q 20ft 5M) and a yellow buoy "AR" (located approximately 100 yards northwest of the Anita Rock Light), if set.
  - (e)** Yellow buoy "AR" (located approximately 100 yards northwest of Anita Rock Light), if set, and the closest point ashore.
  - (f)** The South Tower of the Golden Gate Bridge and the closest point ashore.
  - (g)** Mile Rocks, approximately .4 nm west of the Golden Gate Bridge, and the closest point ashore.
  - (h)** Unmarked way-point approximately 3 nm north of Kaneohe Bay at 21°31.0'N, 157°44.1'W (the Finish Approach Way-Point) and all points south shall be left to port. This area defines the "Danger Zone" which is a pie-shaped live-fire military zone extending north approximately 3.8nm from Mokapu Point and east, and includes Moku Manu Island. A chartlet showing the Danger Zone is attached as Appendix B. See also 33 CFR 334.1380 for the Federal Regulations governing the Danger Zone.
  - (i)** The area south of 21°29.0'N, east of 157°46 .0'W, and west of 157°44.0'W (Wave Test Restricted Area). This defines a cluster of experimental buoys east of the finish area. A chartlet showing the Wave Test Restricted Area, Pyramid Rock, Puu Hawaiioloa, and the finish line is attached as Appendix C. Note that some of these buoys may have been removed.
- 5.2** The penalty for breaking SI 5.1 shall be two hours added to a boat's corrected time for each crossing or entry. This changes RRS A5.1.

**6 [DP] POSITION REPORTING**

- 6.1** Each day, no later than 1200 hours PDT, boats shall transmit a Daily Report by email to [pos@pcup.org](mailto:pos@pcup.org), or by SMS to +1-415-BE-SALTY (415-237-2589). The report shall be human-created (not automatic) and shall include:
- (a)** The boat's 0800 position rounded to the nearest minute of latitude and longitude,
  - (b)** Any mandatory reports required by these sailing instructions, and
  - (c)** Any optional messages, including interesting and informal news about the boats crossing that may be included in a fleet wide newsletter.
- 6.2** PCYC intends to configure an automatic acknowledgement of the Daily Report. Participants are cautioned that reports may not be immediately monitored. Emergency or urgent traffic should be directed to the US Coast Guard and, secondarily, to the race committee at [rc@pacificcup.org](mailto:rc@pacificcup.org).
- 6.3** If PCYC notifies a boat that its tracker has failed, the boat shall, as instructed by PCYC:
- (a)** activate her AIS transponder transmission and
  - (b)** report its position as of and within an hour after 0800 and 2000 PDT each day.
- 6.4** A boat failing to make a successful Daily Report on time will be penalized as set out in SI 6.7. A boat unable to make her position report directly, may relay her position by any practicable means to another station which may relay the report to the PCYC by email or text.
- 6.5** Each boat shall check her email at least once a day for messages sent by the race committee.
- 6.6** A boat retiring shall provide notice by text or email no later than the next check-in period.
- 6.7** A boat failing to check in shall receive a penalty of 20 minutes added to her corrected time for each infraction. This changes RRS A5.1.
- 6.8** If a boat obtains a significant advantage by failing to report her position, the race committee may protest the boat and an additional penalty may be assessed by the protest committee.

**7 MEDICAL, SAFETY, AND EQUIPMENT REPAIR/ADVICE COMMUNICATIONS**

- 7.1** A boat may seek information and receive help from any source for the following purposes only :
- (a)** advice on the operation or repair of the boat's equipment, or
  - (b)** medical advice, for purposes of physical safety and/or crew health
- but not for any purpose that enhances her performance or provides a competitive advantage. This changes RRS 41.
- 7.2** PCYC has engaged a medical support provider to provide medical advice to boats in the race. Contact details will be provided on the official notice board.
- 7.3** Outside communications relating to safety, medical, and/or repair of equipment shall be logged and reported to PCYC or race committee by the boat requesting help or advice at the soonest reasonable opportunity, but not later than her next daily check-in.

**8 FLEET POSITION REPORTS**

- 8.1** Each day PCYC intends to email the fleet positions and standings in a plain text format (Fleet Position Reports) and a fleet wide newsletter to the fleet, and to make standings available on the Pac Cup website on a continuing basis.
- 8.2** Failure to receive Fleet Position shall not constitute grounds for redress. This changes RRS 61.4(b)(1).

**9 [DP] RACE TRACKING**

All boats shall carry the race tracker transponder provided by PCYC. Boats shall ensure that the transponder is installed according to supplied directions, and except in the event of tracker failure, that it is functional for the entire race. Transponder deposits will be collected on issuance of transponders and refunded when the transponder is returned after the finish or subsequent delivery back to the mainland.

**10 [DP] PROPULSION**

While *racing*, a boat which has used her engine for propulsion shall enter the time of day, number of minutes, and the reason she used her engine for propulsion in the boat's log, and report these details in the boat's next position report, or promptly after finishing, whichever occurs first. This does not change RRS 42.1.

**11 FINISH COMMUNICATIONS**

**11.1** The finishing race committee will likely not be on the water but intends to monitor VHF 71.

**11.2** As she approaches the finish, each boat shall contact "KYC Base" with her position, distance to the finish (DTF), and estimated time she will finish (ETF) as follows:

- (a)** 100 nm from the finish, enable AIS transponder transmission and email [fin@pcup.org](mailto:fin@pcup.org), stating: Vessel Name, Vessel Lat/Lon, DTE, and ETF. Should email fail, she shall call a provided phone number to report required information.
- (b)** 25 nm from the finish, email [fin@pcup.org](mailto:fin@pcup.org), stating: Vessel Name, Vessel Lat/Lon, DTE, ETF, and whether she wishes to enter Kaneohe Bay via the Sampan channel or the Ship channel and the number of persons on board the vessel. Should email fail, I call a provided phone number to report required information.
- (c)** 5 nm from the finish, hail on VHF 71 with Vessel Name and ETF.
- (d)** Immediately after finishing, hail on VHF 71 with Vessel Name and Finish Time. Each boat's AIS shall remain active until she reaches the dock.

**11.3** KYC phone number will be provided at the Skippers' Meeting.

**11.4** [DP] Once the boat has made her 5 mile check in, she shall continue to monitor VHF 71, and leave her phone on, in case further communications are necessary.

**12 [DP] THE FINISH**

**12.1** Boats shall display all flags as at the start, from **25 nm** to the finish until they have finished and docked or moored.

**12.2** The finish line (see Appendix C) is approximately **one nm** long, between:

21°30.2'N x 157°46.8'W (northwest end)

21°29.6'N x 157°46.2'W (southeast end)

**12.3** Boats finishing shall record their time of finish and additionally:

- (a)** Shall photograph a GPS device showing their position and time at the finish and provide that image to the race committee upon request.
- (b)** May set a waypoint on their instrumentation to additionally record the finish time.

**12.4** A "follow-me" escort boat may be available to escort any boat desiring assistance through either the Sampan or Ship channel to the Kaneohe Yacht Club mooring and berthing area.

The escort meeting point is located outside of the Sampan Channel Entrance Lighted Buoy 2 (FL (1) R 2.5s) at approximately 21°28.166'N x 157°46.632'W. See Appendix C.

The escort boat will provide an escort to either the Sampan or Ship channel. Note, unlike previous years, there may not be a temporary buoy in place.

**12.5** After finishing, each boat should contact her escort boat on VHF 71, even if assistance is not desired.

Whether or not assistance is offered or accepted, the safe pilotage of each boat remains solely her skipper's responsibility.

**13 TIME LIMIT**

The time limit for the race is 1600 HST, Friday, July 24, 2026. Boats finishing after that time should record their own times as they cross the finish line and report them to the Race Committee. Such boats will be scored points equal to DNF, will be listed in the standings as "TLE" (Time Limit Expired), and are not eligible for division and overall trophies. This changes RRS 35, A5.1 and A10.

**14 [DP] POST-RACE INSPECTIONS**

- 14.1** The State of Hawaii requires all boats entering Hawaii to submit to an agricultural inspection. Additional information on this will be provided at the Skippers' Meeting and will be posted on the official notice board.
- 14.2** A boat shall comply with the equipment requirements of this race and may be inspected for compliance at any time.
- 14.3** Inspection at the finish should be anticipated for all boats. Boats shall keep all safety gear in place and available for inspection until the boat has been inspected.
- 14.4** The protest committee may impose a penalty to a boat that has violated the equipment requirements; such penalties shall be weighted based on the severity of the infraction, ranging from a time penalty to disqualification from the race.
- (a)** In the case of a severe omission including but not limited to a missing storm sail, anchor, or emergency water, or if a boat has been found to have falsely certified that a pre-race inspection deficiency has been corrected, the penalty may be disqualification and PCYC may refuse future entry.
- (b)** Less severe omissions will be penalized by a corrected time or finish place penalty, taking into account whether an omission was inadvertent, afforded any advantage, and/or potentially compromised the safety of the boat.

**15 SCORING**

- 15.1** Scoring within each class and overall for each fleet (PHRF and ORR) will be based on "corrected time" including a boat's rating and any penalties.
- 15.2** In case of ties, the tie shall stand and equal awards will be granted.
- 15.3** For divisions scored under PHRF, the time-on-time time correction factor (TCF) derived from their DW rating using a formula to be announced.
- 15.4** The race committee may designate a boat as "experimental" and shall assign it to a starting division. The experimental boat shall race in that division but will be scored separately, as "experimental"; it will receive a finishing place and an appropriate prize for its finishing place in that division. Scores and trophies for other boats in that division will be unaffected and will be computed as if the experimental boat was not racing.

**16 PROTESTS AND PENALTIES**

- 16.1** A boat intending to protest another boat shall, in addition to a hail and displaying a protest flag at time of the incident and for one hour thereafter, inform the race committee at her next check-in of the intent to protest, identifying the time, nature of incident, and boat to be protested. The race committee shall relay the information to the boat identified who may either take a scoring penalty within 24 hours of the notice, but before finishing. At its 100-mile check-in prior to the finish, the protesting boat shall confirm to the race committee its intention to protest. This changes RRS 60.2.
- 16.2** The protesting boat may hail the protested boat by VHF 16 where appropriate.
- 16.3** A boat may take a scoring penalty as defined in SI 1.3 by notifying the race committee at [rc@pcup.org](mailto:rc@pcup.org) by email within 24 hours of the incident in which case no hearing is required.

**16.4** Completed Hearing Request Forms shall be delivered to the protest or race official at the KYC PCYC Race office or emailed to [rc@pcup.org](mailto:rc@pcup.org). Protest and redress hearings will be held at KYC or by Zoom (at the discretion of the Protest Committee Chair), and hearing schedules will be posted on the official notice board: <https://admin.pacificcup.org/docs>.

**16.5** The time limit for boats to file protests shall be eight hours after the protesting boat finishes. The time limit for committee protests shall be 24 hours after the protested boat finishes and completes inspection, if any.

**17 RELEASE OF LIABILITY**

Sailing is an activity that has an inherent risk of damage and injury. Participants in this event are participating entirely at their own risk. See RRS 3, Decision to Race. The race organizers (organizing authority, technical committee, race committee, protest committee, host clubs, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any participant, including death, sustained as a result of participation in this event. Each participant agrees to release the race organizers from any and all liability associated with such participation in this event to the fullest extent permitted by law.

**Appendix A**

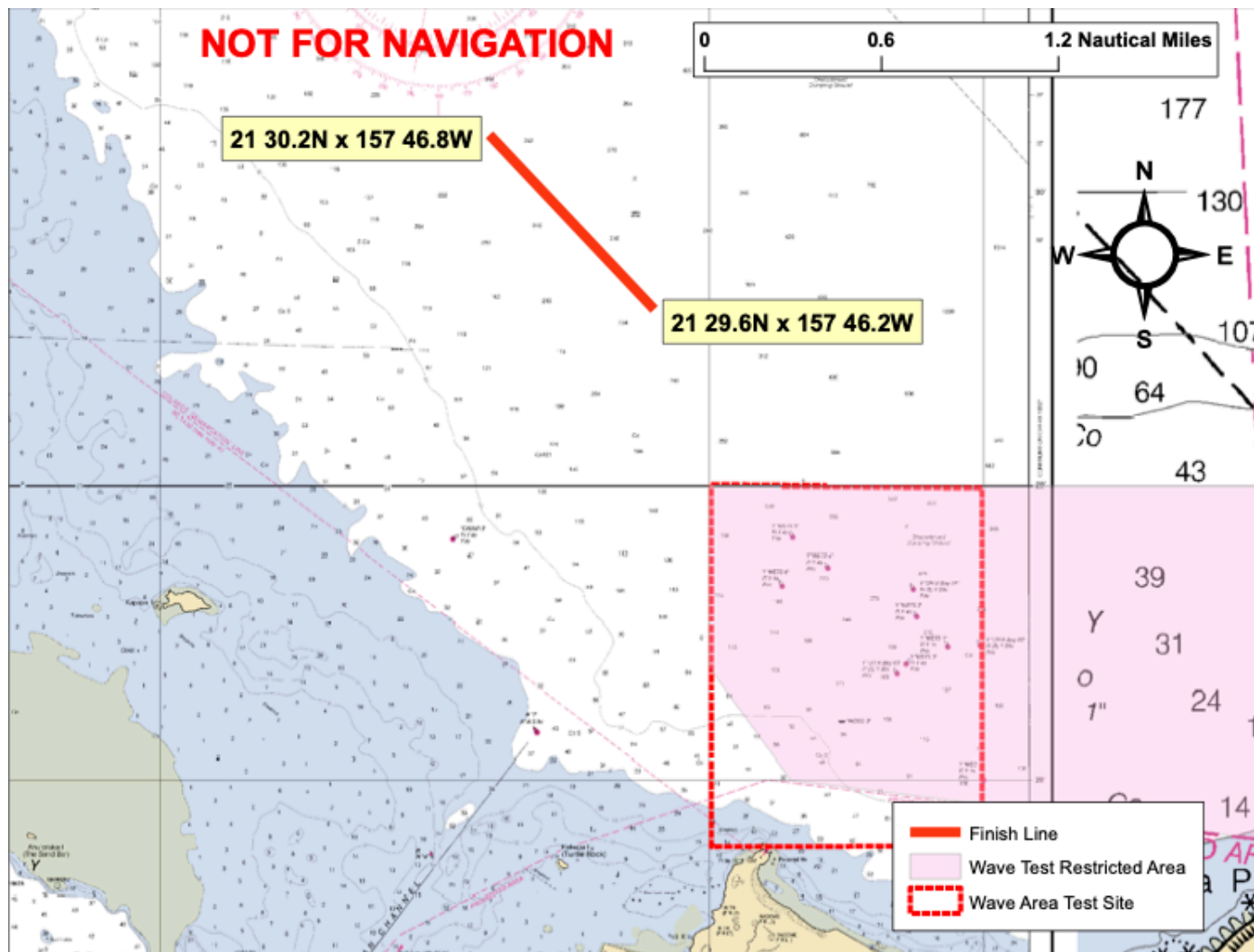
**Divisions, Starting Schedule, and Scheduled Warning Signals**

**This appendix will be published when finalized.**



Appendix C

Finish Area Chartlet



**ADVISORIES TO SAILORS****(Not part of the Sailing Instructions)**

1. Racers should review Part B of the International Regulations for Preventing Collisions at Sea (IRPCAS). <https://www.navcen.uscg.gov/sites/default/files/pdf/navrules.pdf>. IRPCAS Rule 12 requires boats on port tack to keep clear of boats on starboard tack, and windward boats to keep clear of leeward boats. However, IRPCAS Rule 13 overrides any contrary rules, and requires any overtaking boat to keep clear of the boat being overtaken (i.e., LUFFING BY AN OVERLAPPED OVERTAKING BOAT IS PROHIBITED). In addition, IRPCAS Rule 5 requires all boats “at all times to maintain a proper lookout by sight and hearing” and by “all available means appropriate in the prevailing circumstances.”
2. Sailors should also review RRS 44 PENALTIES AT THE TIME OF AN INCIDENT. While RRS 44.3 Scoring Penalty is in effect, RRS 44.1(b) states: if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach, her penalty shall be to retire.