



## 2024 Pacific Cup Notice of Race Appendix III Multihull Equipment Requirements

Each Multihull boat shall comply with the US Sailing Special Equipment Requirements (SER) in effect as of March 1, 2023, except as modified below. Collectively, the SER as modified are referred to as the Pacific Cup Equipment Requirements or PCER. For convenience, the entire SER are reproduced here. Pacific Cup Requirements are labeled as PC. Section names have been added for ease of use. As in the original SER, numbering is not continuous.

Section Name	Requirements
<b>SER 1.0.1 Definition</b>	Ocean: Long distance races, well offshore, where rescue may be delayed
<b>SER 1.1 Overall</b>	The Safety Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of applicable local or national authority for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules.
<b>SER 1.2 Responsibility</b>	The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.
<b>SER 1.2.1 Investigation</b>	Should there be an incident during a race the Organizing Authority or US Sailing may conduct an investigation to determine the facts of the incident and provide recommendations. By participating in a race conducted under the SER, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and US Sailing in the development of an independent incident report.
<b>SER 1.3 Inspections</b>	A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If she does not comply with these regulations, her entry may be rejected or she will be subject to a protest filed by the RC. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.

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<b>PC 1.3.1 Post Finish Inspection</b>	Boats may be required to proceed directly to a place of inspection after finishing.
<b>SER 1.4 Equipment and Knowledge</b>	All equipment required shall function properly, be regularly checked, cleaned, and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.
<b>SER 1.5 Overall: Secure Storage</b>	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
<b>SER 1.6 Overall: Strength of Build</b>	A boat shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water and knockdowns. A boat shall be properly rigged and ballasted, be fully seaworthy and shall meet the standards set forth herein. A boat's shrouds and at least one forestay shall remain attached at all times.
<b>SER 1.7 Overall: Watertight Integrity</b>	A boat's hulls and amas, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity. Centerboard and daggerboard trunks and the like shall not open to the interior of the hull unless the opening is watertight and situated entirely above the waterline floating level in normal trim.
<b>SER 1.8 Overall: Scantlings</b>	Hull Construction Standards - Scantlings with plan review approval - (See Appendix)
<b>SER 1.9 Sailing without power</b>	The crew of a boat must demonstrate that normal sailing functions (including but not limited to: raising and lowering sails; trimming sails; steering; raising and lowering dagger boards; positioning canting centerboards and moveable ballast; operating bilge pumps; rotating masts (if applicable); and deploying safety gear) can be performed in the event of a complete loss of power.

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<b>SER 2.1.1.1 Exits</b>	Exits: A boat shall have at least 2 exits in each hull which contains accommodation.
<b>SER 2.1.1.2 Escape hatches</b>	Escape Hatches: A boat shall have either an escape hatch in each hull that contains accommodation for access to and from the hull in the event of an inversion or <b>cutting lines shall be clearly marked both inside and outside with an outline and the words “ESCAPE CUT HERE”</b> and appropriate tools for cutting an escape opening stowed securely in a location accessible from both inside and outside the boat in the event of capsize.
<b>SER 2.1.1.3 Escape hatches</b>	<del>Escape Hatches shall be on the side nearest the vessel’s centerline if first launch after 2002.</del>
<b>SER 2.1.1.4 Escape hatches</b>	Escape hatches shall be above the waterline when the boat is inverted.
<b>SER 2.1.1.5 Escape hatches</b>	Escape Hatches shall have sufficient minimum clearance of 450mm (approximately 18”) in diameter or when an escape hatch is not circular, sufficient clearance to allow a crew member to pass through fully clothed.
<b>SER 2.1.1.6 Escape hatches</b>	Each Escape Hatch shall have been opened both from the inside and outside within six (6) months prior to the race.
<b>SER 2.1.2 Hatchboards / Hull Openings</b>	A boat's hatch boards, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.
<b>PC 2.1.2.1 Hatchboards</b>	A companionway hatch shall be fitted with a strong securing arrangement which shall be operable from the exterior and interior including when the yacht is inverted
<b>SER 2.1.3 Cockpit</b>	A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.
<b>SER 2.1.6 Through Hulls</b>	A boat's through-hull openings below the waterline shall be equipped with sea cocks or valves, except for integral deck scuppers, speed transducers, depth finder transducers and the like; however, a means of closing such openings shall be provided.

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<b>SER 2.1.7 Flotation</b>	A boat shall be designed to ensure that the boat is effectively unsinkable.
<b>SER 2.2.1 Stability</b>	A boat must meet the requirements of ISO 12217-2A.
<b>SER 2.3.1 Head</b>	A boat shall be equipped with a head or a fitted bucket.
<b>SER 2.3.2 Bunks</b>	A boat shall have bunks sufficient to accommodate the off watch crew.
<b>SER 2.3.3 Stove</b>	A boat shall have a stove with a fuel shutoff.
<b>SER 2.3.3.1 Fire Blanket</b>	A boat shall have a fire blanket adjacent to each stove.
<b>SER 2.3.4 Water Storage</b>	Boats shall carry water as required by the Notice of Race such that a single failure of a tank or delivery system will not allow the loss of more than half the water.
<b>PC 2.3.4.a Ten Gallons</b>	SER 2.3.4 is amended: A boat shall have a minimum of 10 gallons of water per crew member at the start in addition to the “emergency water” set out in PC 3.37. Water shall be carried in a way that complies with SER 2.3.4. If all in containers, the containers shall be in at least two separate locations. Water in the life raft is not counted toward the total.
<b>PC 2.3.4.b Prudent consumption</b>	Whether or not there is an onboard water maker, each boat shall consume its potable water in a prudent and timely fashion, and shall not rely on a water maker as an alternative supply of potable water, except in emergencies.
<b>SER 2.3.5 Hand Holds</b>	A boat shall have adequate hand holds below decks.

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<b>SER 2.5.1 Dewatering pumps</b>	A boat shall have a permanently installed manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity and which is operable from on deck with the cabin closed with the discharge not dependent on an open hatch. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the boat in its vicinity via a lanyard or catch. A bilge pump discharge shall not be connected to a cockpit drain. The bilge pump shall not discharge into a cockpit unless that cockpit opens aft to the sea.
<b>SER 2.5.2 Dewatering pumps</b>	A boat shall have a portable manual bilge pump of at least 10 GPM (37.8 liter per minute) capacity, operable from below deck, meeting the same criteria as above.
<b>PC 2.5.2.1 Dewatering pump</b>	The dewatering pump required by SER 2.5.1, may be mounted on a secure, removable platform.
<b>SER 2.5.3 Dewatering pumps</b>	Each ama of a trimaran shall have a minimum of three independent compartments of significant volume, completely separated by watertight bulkheads, such that flooding of one section does not jeopardize flooding in the others. Alternatively, a trimaran shall have plumbing permanently installed in each ama allowing provision to pump out all compartments in the ama without having to open an access hatch in the ama.
<b>PC 2.5.4 Emergency Dewatering pump</b>	It is recommended that a boat shall have either fixed or portable electric pump(s) to remove ingress water from any compartment. This pump shall have a minimum rated capacity of 3,000 gal/hr, be operated by battery, main engine power or a separate engine. If portable electric-powered, power cables should have connectors suitable for connection to the boats electrical system and have sufficient hose to discharge directly overboard or into the cockpit.
<b>SER 2.7.1 Mechanical Propulsion</b>	A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.81 times the square root of the waterline in meters) for 10 hours.
<b>PC 2.7.1 a Fuel</b>	SER 2.7.1 is modified that at the start, a boat shall carry enough fuel capacity, in addition to daily charging requirements, to meet the minimum speed for 8 hours if an inboard engine and 4 hours if an outboard engine.

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Section Name	Requirements
<b>SER 2.7.3 Mechanical Propulsion Installation</b>	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards.
<b>PC 2.7.3 Fuel storage</b>	Gasoline and Propane must be stowed in suitable containers above the working deck or in vented compartments having no possibility of leaking into the cabin, except that small (1 liter) canisters may be stored below decks in locations reasonably secure from damage.
<b>SER 2.8 Nets or Trampolines</b>	All trampolines shall be (a) essentially horizontal; (b) Made from durable woven webbing, water permeable fabric or mesh with openings not larger than 2" (5cm) in any dimension. Attachment points shall avoid chafe and the junction between net and boat shall present no risk of foot trapping; (c) Solidly fixed at regular intervals on transverse and longitudinal support lines and (d) Able to carry the full weight of the crew either in normal working conditions at sea or when the boat is inverted.
<b>SER 2.9 Nets or Trampolines</b>	Each multihull shall have one or a combination of netting, coamings, bulwarks, railings, lifelines or jacklines, extending from the aft most part of the cockpit or steering station to the aft most part of the central pulpit or forestay, to keep the crew aboard while sailing and sail handling in conditions expected for Offshore, Coastal or Inshore racing. If lifelines are used, they may be either stainless or HMPE with a minimum diameter of 3/16" (5mm), they must be taut, supported at distances of no greater than 87" (2.2 m), and be a minimum of 24" (762 mm) above the deck with a maximum vertical gap of 15" (381mm).
<b>SER 2.10 Nets or Trampolines</b>	A trimaran with a single crossbeam shall have nets between the central hull and each outrigger on each side between two straight lines from the intersection of the crossbeam and the outrigger, respectively to the aft end of the pulpit on the central hull, and to the aftermost point of the cockpit or steering position on the central hull (whichever is furthest aft).
<b>SER 2.11 Nets or Trampolines</b>	A catamaran shall have nets covering at least the area bounded: (a) laterally between the hulls and (b) Longitudinally between transverse stations through the forestay base and the aftermost point of the boom lying fore and aft. However, a catamaran with a central nacelle (non- immersed) may satisfy the regulations for a trimaran

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Section Name	Requirements
<b>SER 3.1.1 Life Jackets</b>	Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Alternatively, each crewmember shall have an inherently buoyant off- shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.
<b>PC 3.1.1.1 Inspect Life Jackets</b>	The Person in Charge shall inspect each life jacket within 60 days before the start of the race. The boat shall have at least one replacement CO2 cartridge and rearming kit for each inflatable lifejacket in this section.
<b>SER 3.1.2 Life Jacket Features</b>	Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the boat's or wearer's name, and be compatible with the wearer's safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention. Life jackets shall be equipped with a knife suitable for cutting through the trampoline on the boat, with a tether attaching the knife to the life jacket.
<b>SER 3.1.4 Harness</b>	<del>Each crewmember shall have a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.</del>
<b>PC 3.1.4 Harness</b>	SER 3.1.4 is replaced with: Each crewmember shall have a safety harness and compatible safety tether with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.
<b>SER 3.2.1 Jacklines</b>	A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.
<b>SER 3.2.2 Clipping Points</b>	A trimaran with a rudder on the outrigger must have clipping points available for a crewmember to repair the steering mechanism while clipped in.

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<b>SER 3.2.3 Deck Safety</b>	A boat shall have jack lines with a breaking strength of at least 4,500 lbs. (20 kN), running the length of the underwing deck adjacent to the escape hatches, which allow the crew to clip in before exiting the hull. On a trimaran, these shall be around the central hull. In addition, the underwing deck shall (if there is one) be outfitted with nonskid pathways suitable for crew to cross between hulls and to access safety equipment while remaining clipped in.
<b>SER 3.3.1 Navigation Lights</b>	A boat racing between sunset and sunrise shall carry navigation lights that meet U. S. Coast Guard or applicable government requirements mounted so that they will not be obscured by the sails nor be located below deck level.
<b>SER 3.3.2 Navigation Lights</b>	A boat shall have a second set of navigation lights that comply with US Coast Guard or applicable government requirements, and which can be connected to a different power source than the primary lights.
<b>PC 3.3.2.1 Spare Navigation Lights</b>	A masthead tricolor is recommended as the primary navigation lights, and when so used the normal bow and stern lights will satisfy the PCER when usable with a separate battery and wiring. A common battery switch is acceptable.
<b>SER 3.4 Fire Extinguishers</b>	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
<b>SER 3.5 Sound Producing Equipment</b>	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
<b>SER 3.6.1 Smoke Flares</b>	<del>A boat shall carry two SOLAS orange smoke flares not older than the expiration date.</del>
<b>SER 3.6.3 Hand Flares</b>	A boat shall carry four SOLAS red hand flares not older than the expiration date.
<b>SER 3.6.5 Raft Flares</b>	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.



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Section Name	Requirements
<b>PC 3.6.3.1</b> <b>Flares</b>	SOLAS parachute flares may be substituted for hand flares.
<b>SER 3.7.1</b> <b>Crew Overboard Sling</b>	A boat shall carry a Lifesling or equivalent man overboard rescue device equipped with a self-igniting light stored on deck and ready for immediate use.
<b>SER 3.7.2</b> <b>Crew Overboard Pole</b>	A boat shall have a man overboard pole and flag, with a lifebuoy, a self-igniting light, a whistle, and a drogue attached. A self-inflating Man Overboard Module, Dan Buoy or similar device will satisfy this requirement. Self-inflating apparatus shall be tested and serviced in accordance with the manufacturer's specifications. These items shall be stored on deck, ready for immediate use, and affixed in a manner that allows for a "quick release".
<b>SER 3.7.3</b> <b>Throw Line</b>	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.
<b>SER 3.7.4</b> <b>Throwable</b>	A boat shall carry a Coast Guard or applicable government approved "throwable device". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.
<b>SER 3.8.1</b> <b>Fixed Mount VHF</b>	A boat shall have a permanently installed 25-watt VHF radio connected to a masthead antenna by a co-axial feeder cable with no more than a 40% power loss. Such radio shall have DSC capability, have an antenna of at least 15" (381mm) in length, be connected to or have an internal GPS, and have the assigned MMSI number (unique to the boat) programmed into the VHF.
<b>PC 3.8.1.1</b> <b>VHF Antenna</b>	A cable which meets the specifications set out in the "VHF CABLE REFERENCE" on the Pacific Cup website shall be deemed to satisfy the <40% loss requirement. If the masthead antenna is at least 36" tall, a cable loss up to 50% is permitted. Note that other races may not permit this.
<b>SER 3.8.2 Handheld VHF</b>	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel.

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Section Name	Requirements
<b>SER 3.8.4 VHF Antenna</b>	A boat shall have an emergency VHF antenna with sufficient coax to reach the deck, and have a minimum antenna length of 15" (381mm).
<b>SER 3.9 AIS</b>	All boats shall have an AIS Transponder, sharing a masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of 0.9 meters long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss.
<b>PC 3.9.a Tracker</b>	A boat shall carry and deploy as instructed a tracker provided by PCYC.
<b>PC 3.9.b Email</b>	A boat shall have a means of sending and receiving email daily.
<b>PC 3.9.c Satellite Voice</b>	A boat shall have an Iridium or Inmarsat voice communication system (e.g., phone or "GO!"), or a Starlink system with a Voice over IP (VoIP) solution, operable from below deck with an external antenna, preprogrammed with race, medical, and safety telephone numbers as specified by the Communications Plan and powered or rechargeable from the boat's electrical system.
<b>PC 3.9.d Battery</b>	A boat shall have a provision to power the Comms gear from either the engine starting battery or, if there is none, a separately-provided battery of at least 12 amp hours.
<b>SER 3.10 AIS COB Beacon</b>	Each crew member shall have a dedicated AIS personal crew overboard beacon. This shall be on the crew member's person at all times while on deck.
<b>SER 3.13 Weather</b>	A boat shall have a method of receiving weather information in addition to the fixed mount and handheld VHF radio.
<b>SER 3.14 GPS</b>	A boat shall carry a GPS receiver.
<b>SER 3.15 Crew Overboard Button</b>	A boat shall carry an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in 3.14.
<b>SER 3.16.1 EPIRB</b>	A boat shall carry a 406MHz EPIRB that is properly registered to the boat. This device shall be equipped with an internal GPS.

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Section Name	Requirements
<b>PC 3.16.1 Raft EPIRB</b>	A device packed in a life raft does not meet the EPIRB requirement.
<b>SER 3.17 Knot Meter</b>	A boat shall have a knotmeter or alternatively a handheld GPS, in addition to the primary GPS referenced in 3.14
<b>SER 3.18 Depth</b>	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).
<b>SER 3.19.1 Compass</b>	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
<b>SER 3.19.2 Another Compass</b>	A boat shall have a second magnetic compass suitable for steering at sea.
<b>SER 3.20 Charts</b>	A boat shall have non-electronic charts that are appropriate for the race area.
<b>PC 3.20.1 Kaneohe Chart</b>	A boat shall carry a current paper chart of Kaneohe Bay (No. 19359).
<b>SER 3.21 Alt Sail Number</b>	A boat shall have the ability to display sail numbers and letters of the size carried on the mainsail by an alternative means when none of the numbered sails is set.
<b>PC 3.21.1 Sail Number</b>	Amending RRS 77 and Appendix G, each boat must have a number of the specified size on her mainsail which must be unique within the Pacific Cup fleet. In the event of conflict, priority will be given to officially-assigned numbers and then order of entry, with the later boat being required to change. Class and nationality insignia are not required. Contravening nationality letters are allowed.
<b>SER 3.22 Plugs</b>	A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.
<b>SER 3.23 Anchoring</b>	<del>A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.</del>

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Section Name	Requirements
<b>PC 3.23 Anchors</b>	<p>SER 3.23 is replaced with: A boat 28' or under shall have at least one anchor and rode, and over that size shall have at least two.</p> <ul style="list-style-type: none"> <li>• Each rode shall consist of chain and a single continuous (not spliced or tied except to the chain) length of nylon line, where the chain is at least half the boat's LOA and the total rode length is 200' plus LOA/2 for the primary and 150' plus LOA/2 for the secondary.</li> <li>• The anchors, chains, and lines shall meet the requirements set out in the "Anchor Appendix".</li> <li>• The primary anchor must meet the anchor manufacturer's guidelines for use on a vessel of your size and design. For boats that carry two anchors, the second anchor may be smaller by no more than one size per the anchor manufacturer's guideline.</li> </ul> <p>Where two anchors are carried, one may be carried in a disassembled state.</p>
<b>SER 3.24.1 Searchlight</b>	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.
<b>SER 3.24.2 Flashlights</b>	A boat shall carry a watertight flashlight for each crewmember with spare batteries in addition to the above.
<b>SER 3.25 Medical Kits</b>	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.
<b>SER 3.26 Radar Reflectors</b>	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.
<b>SER 3.27.1 Buckets</b>	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.
<b>SER 3.28 Safety Diagram</b>	A boat shall post a durable, waterproof diagram or chart locating the principal items of safety equipment and through hulls in the main accommodation area where it can be easily seen.
<b>SER 3.29.1 Emergency Steering</b>	A boat must be able to be steered after the failure of any one component in the steering system.
<b>SER 3.30 Spare Parts</b>	A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.

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<b>PC 3.30.1 Cutting Tools</b>	A boat shall have an effective means to quickly disconnect or sever the standing rigging from the hull which shall be bolt cutters capable of cutting the boat's heaviest stay or at least two hacksaws with carbide blades.
<b>PC 3.30.2 Binding tools</b>	A boat shall have one of the following approved repair tools: (a) Band-It brand clamping tool with suitable supply of steel strap and clips or similar steel/stainless steel banding tools. [Note: "Feedwheel" style tools are not recommended because tension is usually lost when tool is removed.] OR (b) At least 100 feet of UHMW polyethylene (e.g., Spectra or Dyneema) or similar line with several suitable levers to make Spanish windlass lashings. PCYC recommends the use of line that is at least 3/16" diameter.
<b>SER 3.31 Identification</b>	All lifesaving equipment shall bear retro-reflective material and be marked with the yacht's or wearer's name. The exception would be for new equipment or rented equipment (e.g., life rafts) that would require the unpacking of sealed equipment in order to meet this requirement. The boat name shall be added during the first servicing of any new equipment.
<b>SER 3.32 Cockpit Knife</b>	A boat shall carry at least one strong, sharp knife, sheathed and securely restrained on deck which is readily accessible from each trampoline in the event of inversion In addition, A boat shall carry a second knife meeting the requirements above which is accessible from the underside of the boat.
<b>SER 3.32.1 Cockpit Knife</b>	A boat shall carry a strong, sharp knife, sheathed and securely restrained adjacent to each escape hatch.
<b>SER 3.33.1 Mainsail Reefing</b>	A boat shall have a mainsail reefing capable of reducing the luff length by at least 50%.
<b>SER 3.33.2 Trysail</b>	A boat shall carry a trysail, with the boat's sail number displayed on both sides, which can be set independently of the main boom, has an area less than 17.5% of E x P, and which is capable of being attached to the mast. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material. A mainsail with a reef of at least 60% of P is an acceptable substitute for a trysail.

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<b>SER 3.33.4 Headsails</b>	A boat shall carry a storm jib not exceeding 5% of the yacht's I dimension squared, and equipped with an alternative means of attachment to the headstay in the event of a failure of the head foil. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material.
<b>SER 3.33.5 Mainsheet Release</b>	The crew of a boat must be able to manually release sufficient mainsheet or traveler to cause the end of the boom to move at least 15 degrees in arc in under two (2) seconds from all steering or consistently manned trimming station while racing. Hydraulics manufacturer design specifications or video are acceptable compliance.
<b>SER 3.33.4 Search &amp; Rescue Visibility</b>	A boat must display a one square meter area of highly visible pink, orange or yellow showing if the boat is inverted.
<b>SER 3.35 Halyards</b>	A single roller-furling headsail of no larger than 125% LP may be lashed to the swivel at the top of the forestay, thus requiring a person to go aloft to hoist or drop this sail. No other sail, either headsail or mainsail, may be rigged so that someone has to go aloft to hoist or drop it.
<b>PC 3.35 Halyard to Water</b>	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.
<del><b>SER 3.37 Emergency Water</b></del>	<del>A boat shall carry 1 gallon (3.785 liters) per crewmember of emergency drinking water in sealed containers in addition to any other water carried aboard the boat and it shall be aboard after finishing.</del>
<b>PC 3.37 Emergency Water</b>	SER 3.37 is replaced with: A boat shall have 1 gallon (3.785 liters) per crewmember of emergency drinking water in sturdy containers that are factory-sealed or sealed by PCYC in addition to any other water carried aboard the boat and it shall be aboard with seals intact after finishing.

## 2024 Pacific Cup Notice of Race Appendix III Equipment Requirements

Section Name	Requirements
<p><b>SER 3.39</b> <b>Life Rafts</b></p>	<p><del>A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew. The raft shall be certified by the manufacturer or manufacturer authorized inspection certificate as compliant with ISO 9650-1, or SOLAS, or ISAF (if made before 2016), or ORC (if made before January 1, 2004). The raft shall be stored in such a way that it is capable of being launched within 15 seconds. Boats shall have the life raft stowed in a deck mounted rigid container or stowed in watertight or self-draining purpose-built rigid compartment(s) opening adjacent to the cockpit or the working deck. The life raft(s) shall hold current manufacturer-authorized certificate(s) of inspection. The boat may alternatively stow the life raft in a valise not weighing over 88 lbs. securely below deck adjacent to the escape hatch(es) so long as the valise fits through the escape hatch without force. The life raft(s) shall be readily deployable whether or not the boat is inverted.</del></p>

## 2024 Pacific Cup Notice of Race Appendix III Equipment Requirements

Section Name	Requirements
<p><b>PC 3.39 Life Rafts</b></p>	<p>SER 3.39 is replaced with: A boat shall have adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew. The raft shall be certified by the manufacturer or inspection certificate as compliant with</p> <ul style="list-style-type: none"> <li>• ISO 9650-1, or</li> <li>• SOLAS, or</li> <li>• ISAF (if made before 2016), or</li> <li>• ORC (if made before January 1, 2004)</li> </ul> <p>Each raft shall have an insulated floor and be provided with the equipment pack appropriate to its certification, which shall be ISO pack 1 or 2, SOLAS A or B, ORC, E-Pack, or ISAF.</p> <p>A life raft may be stowed in any location where it is secure from loss and damage, not obstructed by other gear, and demonstrably capable of being brought to the lifelines within thirty seconds. If deployment requires lifting out of a locker or from below deck, the raft may not exceed 40 kg (88lb). The trigger lanyard must be enclosed but readily accessible for rafts stowed below deck.</p> <p>The boat may alternatively stow the life raft in a valise not weighing over 88 lbs. securely below deck adjacent to the escape hatch(es) so long as the valise fits through the escape hatch without force. The life raft(s) shall be readily deployable whether or not the boat is inverted.</p> <p>Each raft shall hold a current manufacturer-authorized certificate of inspection.</p> <p>The following portion of the life raft's supplies may be stored in the grab bag: first aid kit, seasick pills, up to half the pyrotechnic signals, thermal protective aids, water, food, portable sail numbers.</p>
<p><b>SER 3.40 Life Rafts</b></p>	<p>A boat shall have a grab bag with a lanyard and clip for each life raft. The grab bag shall have inherent flotation and be of a bright fluorescent color containing at least an EPIRB, and a watertight handheld VHF radio. The VHF radio and EPIRB need not be in addition to the prior requirements and shall be properly registered to the boat in the case of the EPIRB, or to the owner with a notation that it is carried on the boat in the case of a PLB..</p>



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Section Name	Requirements
<b>PC 3.41 Mooring</b>	A boat shall have four dedicated mooring/dock lines and four fenders, all adequately sized to the boat. Boats shall be equipped and prepared to dock along a similar sized boat or Med-style, if requested.
<b>SER 4.1.1 Skills: Emergency Steering</b>	<del>A boat's crew shall be aware of multiple methods of steering the boat with the rudder disabled, and shall have chosen and practiced one method of steering the boat with the rudder disabled and be prepared to demonstrate said method of steering both upwind and downwind.</del>
<b>PC 4.1.1 Emergency Steering</b>	SER 4.1.1 is replaced with: A boat's crew shall be aware of multiple methods of steering the boat with the rudder disabled. Where a dual rudder is accepted as satisfying this requirement, the boat shall carry a drogue. Before the start of the race, the skipper shall submit a certification that the skipper and crew have deployed and tested at least one alternative method of steering under sail in no less than ten knots of wind and successfully demonstrated the ability of the method to steer the boat both upwind and downwind. This form will be found with other inspection materials at the race website. The inspector may require a demonstration or video of the emergency steering test.
<b>SER 4.2 Skills: Man Overboard</b>	<del>Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember.</del>
<b>PC 4.2 MOB Practice</b>	SER 4.2 is replaced with: Within six months before her start, two-thirds of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed, in no less than ten knots of wind, and wholly under sail. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember. A video of the practice shall be uploaded and posted as directed.

## 2024 Pacific Cup Notice of Race Appendix III Equipment Requirements

Section Name	Requirements
<b>SER 4.3.1 Safety at Sea Training</b>	<del>At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single handed, including the person in charge, shall have attended a one-day or two-day US Sailing Safety at Sea Seminar within the last 5 years, including online courses when available, or other courses as accepted by US Sailing or other national authority.</del>

## 2024 Pacific Cup Notice of Race Appendix III Equipment Requirements

**PC 4.3.1  
SAS Training**

SER 4.3.1 is replaced with:  
Within five years before the start at least 60% of the persons on board shall have a certificate showing completion of Safety at Sea courses as follows

- At least 30% of the crew, and not less than two members of the crew, including the person in charge, shall have completed the a US Sailing sanctioned “International Offshore Safety at Sea with Hands-On” (aka ISAF or Two-Day) course , and

The remainder of the 60% shall have completed the course referenced above or shall have completed, in person or online, a US Sailing Sanctioned Offshore Safety at Sea course. of the total of those aboard the boat will have taken either that course or the US Sailing “Offshore Safety at Sea” course online or in person (also referred to as "One-Day").

A person from outside the US may petition the Technical Committee to approve an equivalent course sanctioned by their national governing body.

The table at the end of this section is intended to clarify the rules for a range of crew counts. The first column is crew count (POB), the second column is how many must satisfy the 30% rule, the last column is how many additional must satisfy the 60% rule.

POB	30%	60%
2 or 3	2	0
4 or 5	2	1
6	2	2
7 or 8	3	2
9 or 10	3	3
11	4	3
12 or 13	4	4
14 or 15	5	4
16	5	5
17 or 18	6	5

## 2024 Pacific Cup Notice of Race Appendix III Equipment Requirements

Section Name	Requirements			
	<table border="1" style="margin: auto;"> <tr> <td style="padding: 5px;">19 or 20</td> <td style="padding: 5px;">6</td> <td style="padding: 5px;">6</td> </tr> </table>	19 or 20	6	6
19 or 20	6	6		
<b>SER 4.4 Crew Training</b>	As required in 1.2 above the person in charge shall ensure that all crew members know where all emergency equipment is located and how to operate the equipment. In addition, the person in charge and crew should discuss how to handle various emergency situations including Crew Overboard, Grounding, Loss of steering, Flooding, Fire, Dismasting, and Abandon Ship.			
<b>SER 4.6 <del>Skills: Crew Training</del></b>	<del>Lifejackets as described in 3.1.1—3.1.3 should be worn by all crew on deck in any conditions where recovery may be difficult. It is recommended that lifejackets be worn by all crew on deck unless the person in charge has indicated that they may be set aside.</del>			
<b>PC 4.6 Life Jackets</b>	SER 4.6 is replaced with: A Life Jacket as described in SER 3.1 shall be worn when on deck: <ul style="list-style-type: none"> <li>• Between the hours of sunset and sunrise,</li> <li>• When alone on deck,</li> <li>• When reefed,</li> <li>• When the true wind speed is 25 knots or above, or when the visibility is less than 1 nautical mile.</li> </ul>			
<b>PC 4.7 Qualifying Voyage</b>	The skipper and at least one member of the 2024 Pac Cup crew shall have completed and certified, no later June 30, 2024, a nonstop voyage of at least 150 miles and encompassing at least one night aboard the entered sailboat. This voyage shall be primarily under sail and primarily outside protected waters (e.g., outside of San Francisco Bay).			