



# Notice of Race

## 2026 Pacific Cup

San Francisco to Kaneohe  
July 6, 2026 [pacificcup.org](https://pacificcup.org)

### Preface

The Pacific Cup is a 2070 mile biennial invitational race from the starkly beautiful coastline of San Francisco to the lush, tropical paradise of Kaneohe, Hawaii. The race starts July 6-10, 2026, near the St. Francis Yacht Club, finishing near Kaneohe Bay.

Pacific Cup Yacht Club (PCYC) is the organizing authority. The race is governed by the 2025-2028 *Racing Rules of Sailing* (RRS). Sailing Instructions are expected to be published in May of 2026.

Entrants must comply with the Pacific Cup Equipment Rules (PCER), based on the 2025 US Safety Equipment Requirements (SER), to be issued as Appendix III to this Notice of Race (NOR) at a later date. Entrants must also meet Safety at Sea seminar and qualifying voyage requirements.

**Note:** In these documents, the words “shall” and “must” are mandatory: you must comply with them. The word “should” indicates something recommended but not mandatory. The words “can” and “may” are permissive: you may take it or leave it.

We encourage you to contact us with your questions. Visit our website (<https://pacificcup.org/>) for advice. We are happy to help and enjoy talking to fellow sailors pursuing the adventure of the Fun Race to Hawaii.

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## 1. Eligibility

The Pacific Cup is open to seaworthy monohull boats that meet the requirements of Appendix I (“Eligibility”). Multihull boats may be accepted by specific request to PCYC. Boats must enter under the burgee of a yacht club recognized by US Sailing or other national authority.

## 2. Entering the Race

Entry is online at <https://admin.pacificcup.org/>. To be complete, an entry must include timely completion of the following items:

- a) Completed Entry Form with Payment.
- b) Boat Profile completed with all mandatory information supplied.
- c) Timely completion of qualifying sail, training, PCER requirements and inspection.
- d) For each person, including Skipper, completed crew profile and a signed waiver.
- e) Copy of ratings certificate valid through end of race.
- f) Copy of life raft certificate, valid through end of race, showing compliance with the requirements set out in the PCER.
- g) Deposit for tracker.
- h) Any late fees or penalties assessed under this NOR or Sailing Instructions (SIs).

All forms and instructions, and pages for submission of payments, documents, and waivers will be at <https://admin.pacificcup.org/>

There is a limit on the number of entries that may be accepted. PCYC may limit types of entries to maintain a balance of fleet composition. Entries submitted after an entry limit is reached will be on a waiting list in order of receipt. Historically, wait-listed boats have had a very good chance of participating in the Race.

All entries are subject to review at any time and acceptance by PCYC. Entry applications by first-time entrants and those submitted after December 1, 2025 will be reviewed by PCYC before being invited to race.

PCYC may add specific health-related requirements depending on state and federal regulations and the progress of any epidemic.

### 2.1 Entry Dates and Deadlines

**Wait List:** A boat which fails to make a payment listed here or to complete the information required below on time may be moved to the wait list and removed from the list of entrants.

#### 2.1(a) Monetary Deadlines and Dates

- **Upon Entry:** Base Entry fee due, Entry form Part One due. The entry fee is **\$500** base plus **\$25.00** per foot LOA. The entry form is available at the race website: <https://admin.pacificcup.org/>. The **\$500** base fee is payable at initial entry and is non-refundable. The per-foot portion is refundable per the schedule below.
- **September 15, 2025 or date of entry if later:** Final date to pay balance, if any, of entry fee.

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- **Refund on Withdrawal** A boat withdrawing on or before the dates set out below will receive a percentage of refund of their per-foot entry fee as specified:
  - **October 1, 2025:** 100% refund of per-foot entry fee
  - **January 1, 2026:** 75% refund of per-foot entry fee.
  - **March 1, 2026:** 25% refund of per-foot entry fee
  - **Withdrawals after March 1, 2026** will receive no refund.

### 2.1(b) Action Deadlines and Dates

- **December 1, 2025:** Boats entering after this date will be reviewed specifically by PCYC prior to admission to the race.
- **February 15, 2026:** Application for rating certificate(s) due to ratings organization. See [Section 4, Ratings and Certificates](#).
- **March 15, 2026:** Boat Profile Completion due. The online entry system includes a boat profile which includes mandatory items. These must be completed by this date, or a \$200 late fee shall be applied.
- **March 15, 2026:** Photo of boat due. If no photo meeting online guidelines is submitted, a nautical image, possibly faintly embarrassing, will be used by the Race Guide team.
- **May 1, 2026:** Required: Personal Profile and a signed waiver and release for each person sailing on the boat due.

## 3. Equipment, Requirements, and Inspections

The Pacific Cup is a long-distance ocean race. Boats will be well offshore and must be completely self-sufficient for long periods of time. To foster safer sailing and fair competition, a *minimum* set of required gear and training will be set out in the PCER in Appendix III.

It is the duty of the Skipper and crew of each boat to assure full compliance with the PCER.

PCYC will supply tracking transponders which shall be carried and active on each boat.

Boats shall display advertising chosen and supplied by PCYC. If a boat breaks this rule, World Sailing Regulation 20.9.2 applies.

### 3.1. Inspectors

Boats will be inspected for compliance with the race requirements before and after the race. An inspection is not a survey and does not relieve the Skipper or crew of responsibility for compliance with the rules and the safety of the boat and crew. **The failure of an inspector to recognize or find an instance of non-compliance on a boat does not excuse the boat from the requirement.**

PCYC will assign an Inspector to each boat. An Inspector may provide informal advice and may report to PCYC. The failure to note an item in inspection does not relieve the boat of the obligation to comply with any part of the rules. Each boat must arrange with the Inspector a mutually acceptable time and place for a pre-race inspection. Inspection scheduling deadlines and late fee information are described below.

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A boat that fails to complete and pass inspection prior to starting is not an entrant. PCYC may re-inspect any boat at any time. A boat, her Skipper and/or the person in charge, found not to comply with the PCER may be disqualified, penalized, and/or excluded from future Pacific Cup participation.

After finishing, if instructed, a boat shall proceed directly to a place of inspection without intermediate stops or taking on or releasing any crew or material.

### 3.2. Safety at Sea Seminars

The PCER will contain Safety at Sea training requirements that 60% of the crew have completed the US Sailing “Offshore Safety at Sea” course, and at least 30% (including the skipper) have completed the “International Offshore Safety at Sea with Hands-On” course.

### 3.3. Qualifying Voyage

The PCER will require the skipper and at least one member of the 2026 Pac Cup crew to have completed and certified 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).

### 3.4. Inspection Dates and Deadlines

- **May 18, 2026:** Inspection Appointment deadline. Boats scheduling their inspection after this date incur a \$200 fee.
- **June 20, 2026:** Last day to complete Qualifying Voyage
- **June 22, 2026** - Inspection completion deadline. Inspections completed after this date incur \$200 fee in addition to any late scheduling fee, except by advance arrangement with Chief Inspector for good cause.
- **July 4, 2026** – Skippers’ Meeting. Last day to correct inspection deficiencies. Boats missing this deadline may not start unless expressly permitted in writing by the Chief Inspector.

## 4. Ratings and Certificates

Boats will compete in either the ORR or PHRF Fleet. PHRF boats will be scored time-on-time using their PHRF-DW rating. ORR boats will be scored using the Forecast TCF system. Boats may elect whether to race in the ORR Fleet or the PHRF Fleet, except that Boats with a PHRF-DW rating less than 531 or a Pacific Cup ORR rating greater than 1.00 shall race in the ORR Fleet.

A PHRF Pacific Cup overall trophy and an ORR Pacific Cup overall trophy will be awarded to the corrected-time winner in each Fleet, after any penalties.

ORR Ratings may be either “Fully” or “Partial” measurement based (*i.e.*, not ORR-EZ). An ORR boat’s most recent Measurement Afloat, including Freeboard Measurements and inclined stability, shall be after January 1, 2016.

PHRF boats, to be eligible for the PHRF Pacific Cup overall trophy, must have a “certified” (weighed) PHRF-DW certificate.

Boats must declare, by February 15, 2026, which fleet they will race in. Boats may thereafter change divisions only by permission of PCYC.

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For more information about the PHRF-DW and ORR Forecast TCF rating systems, see the FAQs at <https://pacificcup.org/kb/2026-ratings-faq>.

All boats must have a rating certificate valid through the end of the race. Boats will race in either a Doublehanded or Fully Crewed division within their respective fleet.

### 4.1 Rating Deadlines

Timely applications for, and issuance of, ratings certificates are critical to efficient division assignments and race start date selection. There will be time penalties for late actions. Entrants are advised to arrange for weighing and other measuring well before these dates.

- **Boats shall submit their completed ratings applications to their respective ratings authorities by February 15, 2026 or within two weeks of entry, whichever is later.**
- **ORR boats planning to use sails built after their certification issuance shall, by June 12, 2026, 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 revisions to ratings certificates shall be submitted to PCYC immediately (within two days) on issuance.**

**Boats that miss the above deadline for submitting their rating application shall receive a corrected time penalty as follows. This modifies RRS A.5**

- **For each late day through March 15, add thirty seconds per day. For each late day after March 15 through May 30, add one minute per day**
- **For each late day thereafter, add ten minutes per day**

**PCYC may, by advance permission, defer these deadlines where the application is submitted with weighing pending but scheduled or for other exceptional circumstances.**

## 5. Divisions

Boats will be assigned to divisions within their Fleet in late Spring of 2026. Boats with just two aboard will be assigned to Double Handed divisions except by special action of the Technical Committee.

A group of five or more boats may petition PCYC for One Design or special division status, to be started and scored as a class.

In addition to overall and division competition, boats may be entered in special classes based on common characteristics. These classes may span divisions. A class may be formed by PCYC or by a group petitioning PCYC for such a class. If a special class is formed, PCYC may include any boat in it or exclude any boat from it.

Boats must, except as specifically exempted by the NOR or SIs, comply with all requirements imposed by their rating certificates and, if racing as a One-Design Division, their class rules.

Except for double handed entries and as may be otherwise provided for One-Design Divisions in their class rules for the Race, boats may disregard limits on numbers of crew and of sails on board.

PCYC may declare additional or experimental divisions with modified rating rules if the need arises.

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## 6. Skipper and Crew

Each boat shall designate a Skipper and a Navigator. These may be the same person. The Skipper is the individual ultimately responsible for the boat and represents the boat for the purposes of race entry, protests, etc. Each boat shall have at least two persons onboard.

## 7. Skippers' Meeting

A mandatory Skippers' Meeting will be held on Saturday, July 4, 2026, at a time and place to be announced. This meeting may include announcement of late amendments to divisions, ratings, or the race documents. The meeting should be attended by Skipper and Navigator from each boat. In their absence, at least one crew member from each boat must attend. Attendance may be virtual (online). This changes RRS 60.2.

**Nothing relieves the Skipper and crew from the responsibility to be informed of material presented at the Skippers' Meeting.**

## 8. Contacts & Information

Each entry shall include an email address where notices and inquiries to the boat before the start may be sent.

Announcements and race documents will be posted on the PCYC website and announced by mass email. Entrants must use the links and forms on the <https://admin.pacificcup.org/> website to avoid errors in document submissions and consequent penalties.

Inquiries may be made by email to any of the addresses listed at: <https://PacificCup.org/contact>

## 9. Awards

The principal awards are listed below.

- **PHRF Pacific Cup**, for overall first place monohull in the PHRF Fleet on corrected time, after any penalties.
- **ORR Pacific Cup**, for overall first place monohull in the ORR Fleet on corrected time, after any penalties.
- Additional prizes and trophies as announced and described on the Pacific Cup website
- **For each Division:** First, second, and third place boats on corrected time, after any penalties, (depending on the number of entries in each division) receive a trophy.
- **For each One-Design Group of three or more boats:** First place boats on corrected time, after any penalties, (separate from division trophies) receive an award.
- **Valuable and/or Humorous Prizes** for FUN and Significant Accomplishments during the race may be awarded and announced at the awards presentation.

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## Appendix I: Eligibility

Boats are eligible to participate in the 2026 Pacific Cup as follows:

1. To be eligible, a boat must be seaworthy and capable of making a safe passage from San Francisco to Hawaii and return. The skipper and crew must be prepared and committed to handle serious breakdowns (e.g., loss of rudder or mast) without outside assistance. The Race Committee will scrutinize (and may exclude) entries from boats or skippers that have required outside assistance to complete an offshore race (and, in particular, a Pacific Cup).
2. All boats must be prepared to anchor out at Kaneohe if requested to do so. Those exceeding 40 feet or draft over 7.0 feet and all multihulls should expect to be required to anchor out and be pleasantly surprised if not.
3. All boats shall have current and valid rating certificates as described in this NOR.
4. All boats shall be equipped at least as minimally specified in the PCER (Appendix III).
5. The Race Committee may require additional documentation from a naval architect that any boat is seaworthy and capable of making a safe passage from San Francisco to Hawaii and return.
6. Length and stability limits:
  - a. Minimum overall length (not including overhanging spars) is 23 feet 9 inches. The Technical Committee may grant an exception to this limit for boats of exceptional, proven ocean capability.
  - b. A minimum limit of positive stability of 105 degrees is required for all monohulls. For boats with moveable ballast this limit is calculated with the ballast in the least favorable position.
7. The Race Committee and PCYC reserve the right to review or refuse any entry at any time.

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### Appendix II: Changes to Racing Rules of Sailing

1. **Note:** The notation [DP] means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
2. **US Sailing Prescriptions** to RRS 63.1 and the US Sailing Prescriptions to Appendix G are deleted.
3. **Starting.**
  - 3.1. General Recall. In case of a General Recall, the Division recalled will be scheduled to restart with the alert signal 5 minutes and the start 15 minutes after the last Division scheduled to start that day. If multiple Divisions have been recalled, they will be started at 15 minute intervals in the relative order of their original starting sequence. This changes RRS 29.2.
  - 3.2. The Race Committee may attempt to hail boats that are OCS at their start by VHF. The failure to hail, the failure to hear the hail, and the order of hails shall not be grounds for redress.
  - 3.3. A boat that is scored OCS and shall receive a scoring penalty of two hours added to her corrected time. This changes RRS A5.
  - 3.4. If a boat starts prior to her warning signal, the protest committee shall determine an appropriate penalty. This changes RRS A5. [DP]
  - 3.5. A boat late for her start may receive outside help and may, in accordance with RRS 42.3(i), use her engine or be towed until she has both cleared her mooring and is within one quarter mile of the starting line. This changes RRS 42.
4. Subject to Section 6 of this Appendix II, a boat that may have **violated a rule of RRS Part 2:**
  - 4.1. May take a scoring penalty of one hour added to her corrected time. If so, she shall inform the Race Committee in the time and manner specified in the Sailing Instructions.
  - 4.2. May, only if the incident took place East of Mile Rock, take the One-Turn and Two-Turns penalties as specified in RRS 44.
5. **A boat intending to protest** another boat shall, in addition to a hail and protest flag at the time of the incident, 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 the scoring penalty (if available) referenced above within 24 hours of the notice or face a protest after finishing. At its 100-mile check-in prior to the finish, the protesting boat shall confirm to the Race Committee its intention to protest and shall, from her finish to docking, display a protest flag. This changes RRS 61.
6. For determination of the right of way between contestants, Part 2 of the RRS shall govern, **except that between sunset and sunrise**, the following shall be substituted for RRS 17: “When two boats are on the same tack and within three of the larger boat’s overall length of each other, the overtaking boat shall keep clear and neither boat shall alter course toward the other. Sunset and



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sunrise shall be determined as published by the US Naval Observatory at each boat's current position." This changes RRS 17.

7. **Two spinnaker or whisker poles** may be used when no spinnaker is set. This is to allow twin jibs to be set wing and wing. Such poles shall not be longer than the boat's JC measurement. Such jibs shall be attached along each of their luffs to the forestay. This changes RRS 55.2. [DP]
8. Before the start, a **boat shall exhibit no more than two degrees list** 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 such boat's rating certificate, may be moved to change the boat's list or righting moment. This changes RRS 51.
9. Boats may use powered winches, powered hydraulics, powered pumps, and powered furling devices, **provided that the rating certificates for such boats identify and account for such powered devices**, and provided that powered devices shall not be used for propulsion, or to initiate planing or surfing, under 42.3(c)(1). Self-steering devices are permissible, including those using electrical power. This changes RRS 52.
10. **ORR Only: Whisker poles and outriggers.** 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) & (g). This changes RRS 55.3(a). Spinnakers and Large Roach Headsails (a.k.a. "tweeners") may not be sheeted in this fashion.
11. [DP] RRS 47 is changed by adding the following sentence to the rule: "Beyond 3 nm from the nearest shore, a boat that discards or discharges (a) biodegradable sail stops when setting a sail, (b) biodegradable galley waste or (c) biodegradable head waste, shall be exonerated from breaking this rule." This changes RRS 47.
12. [DP] A boat and her crew shall comply with the language and intent of **World Sailing Regulation 20**. Boats may display advertising in this race pursuant to Regulation 20.2.3.1(b) and otherwise in accordance with Regulation 20.
13. **Check In.** Boats will be required to check in daily during a designated time window. The penalty for a boat's failure to check in shall be to add twenty minutes to her corrected time for each failure. The penalty for a boat's failure to provide a valid position report when instructed to do so shall be to add one hour to her corrected time for each failure. These penalties shall be assessed without a hearing. This changes RRS Appendix A5.1. If a boat obtains a significant advantage by failing to report her position, an additional penalty shall be determined by the protest committee. [DP]
14. **Outside Assistance.**
  - 14.1. Repairs and Medical Advice. A boat may seek, provide, or receive advice from any source on the operation or repair of malfunctioning equipment or medical issues. This changes RRS 41.

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- 14.2. PCYC, the Race Committee, and/or KYC race operations may, from time to time, provide navigation, weather, 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 will not constitute outside assistance for purposes of RRS 41.
- 14.3. WEATHER, and ROUTING. It is intended that while racing, boats will plan and execute their own courses and routing independently, using only publicly available information. Amending RRS 41 :In exception to rule 41(c), 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.
- 15. AIS Use.** Boats shall turn on the transmit and receive functions of their Automatic Identification System (AIS) transponders during the following periods: (a) within 100 miles of the start and finish; and (b) each day from sunset until sunrise. This changes RRS 56.3.
- 16. AIS Position Information.** A boat may not receive or otherwise use any Service that provides satellite relays of AIS position information.
- 17. 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 or overall trophies. This changes RRS A5.

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### **Appendix III: Pacific Cup Equipment Rules**

The Equipment Rules as defined in the Pacific Cup Equipment Requirements “PCER” will be published separately.