



January 2, 2020

### Guide to Measurement Process and Ratings for 2020 Pacific Cup Entrants

This Guide is provided by Pacific Cup Yacht Club to skippers of boats competing in the 2020 Pacific Cup Race. The information below repeats some of the rules and requirements set forth in the Notice of Race (including Amendment # 1, Ratings) (<https://2020.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 NCPHRF and ORR rating 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 Notice of Race this Guide conflict, the Notice of Race controls.**

#### I. Overview.

As stated in the Notice of Race:

- A. All boats must have a rating certificate valid through the end of the race. Boats will race in either a Doublehanded, a Fully Crewed, or the Cruising Division.
- B. Boats in Doublehanded or Cruising Divisions will race under PHRF-DW, with additional allowances for boats in the Cruising Division.
- C. In the Fully Crewed divisions:
  1. Fully Crewed boats with a PHRF-DW rating of 550 or less or with an ORR Pacific Cup TCF greater than .906 will race under ORR. See <http://www.offshoreracingrule.org/>.
  2. Fully Crewed boats with a PHRF-DW rating over 550 will race under PHRF-DW. See <http://yra.org/northern-california-phrf/obtain-an-ncphrf-certificate/>.
  3. A boat in a Fully Crewed Division may petition, no later than May 1, 2020, 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.
- D. Doublehanded and Fully-Crewed boats racing under PHRF-DW must submit a Certified NCPHRF Certificate (by timely submitting a certified weight to the YRA) to be

eligible for the Pacific Cup trophy. See <http://yra.org/northern-california-phrf/certified-nphrf-certificates/>.

**E. Unlike past Pac Cup races, boats racing in ORR divisions do not need to obtain Northern California PHRF certificates to be eligible for the Pacific Cup trophy.**

F. Boats will race in divisions scored entirely under either ORR or PHRF-DW. There will be no divisions using multiple systems.

G. All rating allowances will be calculated as time-on-time.

## **II. NCPHRF Certification; Weighing and Measuring.**

**A. Certification Elements.** Obtaining a Certified NCPHRF Certificate 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://yra.org/northern-california-phrf/certified-nphrf-certificates/>.

**B. Line Drawings.** The NCPHRF Committee has requested 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.

### **C. Which Boats Must be Measured?**

1. Because ORR certificates include the necessary weight and overhang measurements, boats racing in ORR divisions do not have to be weighed or measured.

2. Because IRC certificates include the necessary weight and overhang measurements, boats with valid IRC certificates may submit their IRC certificates to NCPHRF in order to obtain a Certified NCPHRF Certificate, and do not have to be measured or weighed.

3. Boats racing in PHRF-DW divisions that were weighed and measured for the 2014, 2016, or 2018 Pacific Cup, or that have otherwise received a Certified NCPHRF Certificate, do not need to be measured or weighed again, unless changes have been made to their hull, appendages, or displacement that would alter the relevant figures on file with the NCPHRF Committee.

4. Boats racing in PHRF-DW divisions that were not weighed and measured for the 2014, 2016, or 2018 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 overall Pacific Cup Trophy.

### **D. 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 two multi-boat weighing and measuring events during the winter and spring of 2018 at the travel hoist at Berkeley Marine Center on the following dates:

- a. Saturday, March 21, 2020, 0900 to 1230 for Bay Area boats; and
- b. Saturday, May 16, 2020, 0800 to 1130 (for non-Bay Area boats)

The fee for both use of the travel hoist and the weighing and measuring at the events will be \$200 per boat, payable at the event. Skippers may sign up for an event at <https://2020.pacificcup.org/weigh>. 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.

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. Northern California skippers should contact Dick Horn ([dhorn03@gmail.com](mailto:dhorn03@gmail.com), 925.899.7253). Dick's fees this year will be \$50 per boat if weighed at the hoists at Richmond Yacht Club or Brickyard Cove, and \$100 per boat if weighed at any other location on San Francisco Bay. Dick does not plan to travel beyond San Francisco Bay to weigh boats, large or small. Skippers who want to have their boats weighed and measured elsewhere 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.

E. **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. Inspections.

1. May 8, 2020: Inspection Appointment deadline. Boats scheduling their inspection after this date incur a \$200 fee.
2. June 11, 2020: Last day to complete Qualifying Sail.
3. June 11, 2020: Inspection completion deadline. Any 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.
4. June 27, 2020: Skipper's Meeting. Last day to correct inspection deficiencies. Boats missing this deadline may be denied entry.

#### B. ORR Rating Applications and Certificates.

1. January 15, 2020 (Advisory): We are advised that commencing on this date, US Sailing will be able to process alternate configurations ("trial ratings") using the 2020 Velocity Prediction Program.
2. March 1, 2020 (Advisory): ORR Application Due to ORR. ORR entrants are strongly advised to submit their applications to ORR by this date. To do so, entrants will need to have completed any required measurements by licensed measurers and verified their sail plan with sail measurers.
3. April 15, 2020: 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. (Exception: ORR boats based outside the Bay Area requiring

weighing or in-water measurements by a US Sailing official measurer may request a modified deadline.) Any revisions to ORR certificates must be submitted to PCYC promptly on receipt.

4. June 22, 2020: Last day for ORR boats to submit “new sail” certifications. Any ORR boat planning to use one or more sails built after March 1, 2020 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 June 22 will incur an immediate late fee of \$200, plus an additional late fee of \$30 per day until the certificate is submitted.

#### **C. NCPHRF Rating Applications and Certificates.**

1. February 1, 2020 (Advisory): PHRF Application due to NCPHRF, with a copy to YRA. Entrants are strongly advised to submit PHRF applications by this date.

2. May 1, 2020: NCPHRF Certificates due to PCYC. Each PHRF boat shall submit its NCPHRF Certificate by this date or incur an immediate \$200 late fee plus \$30 per day late. (Exception: PHRF boats based outside the Bay Area requiring weighing or in-water measurements by certified measurer in Northern California may request a modified deadline.)

3. June 22, 2020: Non-Bay Area boats PHRF certificate deadline. Last day for boats based outside the Bay Area with modified deadlines to submit to PCYC signed NCPHRF Certificate or ORR Certificate. Submission after this date incurs \$200 fee plus \$30 per day.

#### **IV. 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 should submit their application on time, noting, if appropriate, 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 boats racing in ORR divisions will include an adjustment for the Pacific Swell Factor. The Pacific Swell Factor is an algorithmic adjustment to a boat’s ORR rating intended to recognize its surfing abilities relative to other boats racing in ORR divisions.

**C. Questions.** If, after carefully reading this Guide, you still have questions, contact the Yacht Racing Association of San Francisco (<http://www.yra.org/>, [info@yra.org](mailto:info@yra.org)) or the Offshore Racing Association (<http://www.offshoreracingrule.org/>, [jim@tytech.org](mailto:jim@tytech.org), [jghorton2@gmail.com](mailto:jghorton2@gmail.com)) regarding ratings, and Buzz Blackett ([hblackett@friedmanspring.com](mailto:hblackett@friedmanspring.com)) regarding weighing and measurement events.