

2020 Pacific Cup Notice of Race Appendix 1

Pacific Cup Equipment Rules ("PCER")

As amended 9/29/19 and 2/6/20

All participants shall comply with the rules set out below. These Pacific Cup Equipment Rules ("PCER") are derived from the US Sailing Safety Equipment Requirements.

§ 1	Overall	
§ 1.1	Responsibility	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. (SER1.2)
§ 1.2	Inspections	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 PCER may result in a penalty other than disqualification. Boats may be required to proceed directly to a place of inspection after finishing. (Amendment of SER1.3)
§ 1.3	Equipment and Knowledge	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. (SER1.4)
§ 1.4	Secure Storage	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured. (SER1.5)
§ 1.5	Strength of Build	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. (SER1.6)
§ 1.6	Watertight Integrity	A boat's hull, 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. (SER1.7)
§ 1.7	Scantlings and Stability	A boat may be required to submit a review of her scantlings and of her minimum limit of positive stability. A minimum limit of 105 degrees will be enforced. (Replaces SER1.8 and SER2.2.1)

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§ 2	Boat Layout	
§ 2.1	Companionway	<ul style="list-style-type: none"> A boat's companionway(s) shall be capable of being blocked off to main deck level (sheerline). The method of blocking should be solid, watertight, and rigidly secured, if not permanent. (SER2.1.1)
§ 2.2	Hatch Boards	<ul style="list-style-type: none"> 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. (SER2.1.2) 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. (PCYC)
§ 2.3	Cockpit Structure	A boat's entire cockpit shall be solid, weathertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed. (SER2.1.3)
§ 2.4	Cockpit Drains	A boat's cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm ²) of effective drain per eight square feet (0.743m ²) of cockpit sole will meet this requirement. (SER2.1.4)
§ 2.5	Cockpit Volume	A boat's maximum cockpit volume for cockpits not open to the sea, including any compartments capable of flooding, to lowest points of coaming over which water can adequately escape, shall not exceed 0.06 x LOA x Max. Beam x Freeboard aft. The cockpit sole shall be at least 0.02 x LOA above LWL. (SER2.1.5.1)
§ 2.6	Through-Hulls	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. (SER2.1.6)
§ 2.7	Variable Ballast	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of SER Appendix K. If this conflicts with 1.7, the boat shall contact the Technical Committee for resolution (Amendment of SER2.2.3)
§ 2.8	Mast and Rigging	A boat shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure. (SER2.6)
§ 2.9	Mechanical Propulsion, Charging and Outboard stowage	<ul style="list-style-type: none"> 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). Instead of an installed engine, a boat may carry an outboard on its transom or securely stowed and able to be deployed rapidly. 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 (Amendment of SER2.7.1). A portable generator is permitted if securely fastened in both stowed and operating positions. 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 (Replaces SER2.7.3)

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§ 2.10	Navigation Lights	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. (SER3.3.1)
§ 2.11	Navigation Lights - Spare	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. A masthead tricolor is recommended as the primary navigation lights, and when so used the normal bow and stern lights will satisfy PCER 2.10 when usable with a separate battery and wiring. A common battery switch is acceptable. (Amendment of SER3.3.2)
§ 3	Accommodations A boat shall have or be equipped with ...	
§ 3.1	Head	... a head or a suitable bucket. (revised SER2.3.1)
§ 3.2	Bunks	... bunks sufficient to accommodate the off watch crew. (SER2.3.2)
§ 3.3	Stove	... a stove with a fuel shutoff. (SER2.3.3)
§ 3.4	Water Stowage	... 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. (SER2.3.4)
§ 3.5	Handholds	... adequate hand holds below decks. (SER2.3.5)
§ 3.6	Deck Enclosure	... the deck including the headstay, surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpits, meeting the requirements in 2.4.2 to 2.4.8. (SER2.4.1)
§ 3.6.1	Stanchion Bases	... stanchion and pulpit bases within the working deck. (SER2.4.2)
§ 3.6.2	Pulpit	... Bow pulpits may be open, but the opening between the vertical portion of stanchion pulpit and any part of the boat shall not exceed 14.2" (360mm). (SER2.4.3)
§ 3.6.3	Lifelines	... Lifelines of uncoated stainless steel wire. A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed. (SER2.4.4)
§ 3.6.4	Taut Lifelines Measurement	... Lifelines taut such that a weight of 9 lb at the midpoint of the widest upper span abaft the mast will not deflect the line from straight by more than 2" (or 5" for a lower line). (Replaces SER2.4.4.1)
§ 3.6.5	Lifelines Spacing	... maximum spacing between lifeline supports (e.g. stanchions and pulpits) no more than 87" (2.2m). (SER2.4.5)
§ 3.6.6	Lifelines Diameter and Height	<ul style="list-style-type: none"> Boats under 30' (9.14m) shall have at least one lifeline with 15" minimum height above deck, and a maximum vertical gap of 18". Taller heights will require a second lifeline. The minimum diameter shall be 1/8" (3mm). (Amendment of SER2.4.6) Boats 30' and over (9.14m) shall have at least two lifelines with 24" (762mm) minimum height above deck, and a maximum vertical gap of 15" (381mm). The minimum diameter will be 5/32" (4mm) for boats to 43' (13.1m) and 3/16" (5mm) for boats over 43' (13.1m). (SER2.4.7) A class or design of boats with an extraordinary requirement may petition for an alternate arrangement. (PCYC)

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§ 3.6.7	Toe Rails	... Toe rails fitted around the foredeck from the base of the mast with a minimum height of 3/4" (18mm) for boats under 30' (9.14m) and 1" (25mm) for boats over 30'. An additional installed lifeline that is 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toe rails. (SER2.4.8)
§ 3.7	Dewatering	<p>... two manual bilge pumps of at least a 10 GPM (37.8 liter per minute) capacity. One shall be operable from below deck with the cabin closed with the discharge not dependent on an open hatch. One shall be operable from on deck.</p> <ul style="list-style-type: none"> • Unless permanently attached to the pump, each bilge pump handle shall be securely attached to the boat in its vicinity via a lanyard.. 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. • Each pump shall be permanently installed except that where impractical, one pump may be mounted on a secure, removable platform. (Replaces SER2.5.2 and SER2.5.1)
§ 4	<h3 style="color: red;">Personal and Emergency</h3> <p style="color: red;">A boat shall have</p>	
§ 4.1	Life Jacket	<p>... for each crewmember, (1) an inflatable 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, or (2) an inherently buoyant off-shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.</p> <ul style="list-style-type: none"> • 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. (Amendment of SER3.1.1) <p>Life jackets shall be equipped with:</p> <ul style="list-style-type: none"> • 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. <p>If the life jacket is inflatable, it shall be regularly checked for air retention. (SER3.1.2)</p>
§ 4.2	Harness and Tether	<p>... for each crewmember a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 lb. (20kN).</p> <ul style="list-style-type: none"> • The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end. (SER3.1.4)
§ 4.3	Jacklines	<p>... jacklines, installed, 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. (Amends SER3.2.1)</p>

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§ 4.4	Fire Extinguishers	... fire extinguisher(s) that meets U.S. Coast Guard requirements. A boat shall carry a fire blanket. (Amendment of SER3.4)
§ 4.5	Sound Producing Equipment	... sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable. (SER3.5)
§ 4.6	Smoke and Flares	<ul style="list-style-type: none"> ... two SOLAS orange smoke flares not older than the expiration date. (SER3.6.1) ... four SOLAS red hand or parachute flares not older than their expiration dates (Replaces SER3.6.5)
§ 4.7	Flares stowage	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement. (SER3.6.5)
§ 4.8	Man Overboard Sling	... a Lifesling or equivalent man overboard rescue device, equipped with a self igniting light, stored on deck and ready for immediate use. (SER3.7.1)
§ 4.9	Man Overboard Pole	<p>... a man overboard pole and flag, with:</p> <ul style="list-style-type: none"> a lifebuoy, a self-igniting light, a whistle, and a drogue attached. <p>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". (SER3.7.2)</p>
§ 4.10	Man Overboard Sock	... a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit. (SER3.7.3)
§ 4.11	Man Overboard Throwable	... a Coast Guard or applicable government approved "throwable device". If the device carried under [4.8 or 4.9] satisfies this requirement, then no additional device is needed. (SER3.7.4)
§ 5	<h3 style="color: red;">Comms</h3> <p style="color: red;">A boat shall carry or have ...</p>	
§ 5.1	Tracker	... tracker supplied through PCYC, properly mounted and activated throughout the race. (PCYC)
§ 5.2	Email	... a reliable means of sending and receiving email separate from any PCYC-supplied tracker. Boats will be required to send and receive email during the race. (PCYC)
§ 5.3	VHF Radios	... at least two VHF radios
§ 5.3.1	VHF Fixed	<p>... a permanently installed 25-watt VHF radio connected to a masthead antenna by a coaxial feeder cable with no more than a 40% power loss.</p> <p>Such radio shall have</p> <ul style="list-style-type: none"> DSC capability, An antenna of at least 15" (381mm) in length, A connection to or have an internal GPS, and the assigned MMSI number (unique to the boat) programed into the VHF. <p>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 (Amendment of SER3.8.1)</p>

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§ 5.3.2	VHF Mobile	... a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This handheld radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel. (SER3.8.2)
§ 5.3.3	VHF Spare Antenna	... an emergency VHF antenna with sufficient coax to reach the deck, and have a minimum antenna length of 15" (381mm). (SER3.8.3)
§ 5.4	Long Range Voice	... Iridium or Inmarsat phone, operable from below deck with an external antenna, pre-programmed with race, medical, and safety telephone numbers as specified by the Communications Plan and powered or rechargeable from the boat's electrical system. (PCYC)
§ 5.5	Comms Power	... 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 (PCYC)
§ 5.6	AIS	... an AIS receiver or transponder with a means for graphical display of received vessel positions. (Replaces SER3.9)
§ 5.7	Weather	... a method of receiving weather information in addition to the fixed mount and hand held VHF radio. (SER3.13)
§ 5.8	GPS	... a GPS receiver. (SER3.14)
§ 5.9	MOB Button	... an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in PCER 5.8. (SER3.15)
§ 5.10	EPIRB	... a 406MHz EPIRB that is properly registered to the boat. This device shall be equipped with an internal GPS. A device packed in a life raft does not meet this requirement. (Amendment of SER3.16.1)
§ 6	<h3 style="color: red;">Navigation</h3> <p style="color: red;">A boat shall have or carry ...</p>	
§ 6.1	Knot Meter	... a knotmeter and/or distance-measuring instrument. (SER3.17)
§ 6.2	Depth Sounder	... a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m). (SER3.18)
§ 6.3	Compass	... a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea. (SER3.19.1)
§ 6.4	Another Compass	... a second magnetic compass, suitable for steering at sea, which may be handheld. (SER3.19.2)
§ 6.5	Charts	... non-electronic charts that are appropriate for the race area, including a current paper chart of Kaneohe Bay (No. 19359). (Amendment of SER3.20)
§ 7	<h3 style="color: red;">Gear</h3> <p style="color: red;">A boat shall have or carry ...</p>	
§ 7.1	Plugs	... soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening. (SER3.22)

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§ 7.2	Anchoring and Mooring	<p>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"> • 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. • The anchors, chains, and lines shall meet the requirements set out in the "Anchor Appendix". • 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. Where two anchors are carried, one may be carried in a disassembled state. (Replaces SER3.23) • All boats shall have four 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.
§ 7.3	Searchlight	... a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance. (SER3.24.1)
§ 7.4	Flashlights	... at least two watertight flashlights with spare batteries in addition to the requirement of PCER 7.3. (SER3.24.3)
§ 7.5	Medical Kits	... a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard. Participants are strongly encouraged to follow the guidelines published via the Pacific Cup website and to augment them with specific needs of individual crew members (Amendment of SER3.25)
§ 7.6	Radar Reflectors	... an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance. (SER3.26)
§ 7.7	Buckets	... two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached. (SER3.27.1)
§ 7.8	Safety Diagram	... posted in the main accommodation area where it can be easily seen, a durable, waterproof diagram or chart locating the principal items of safety equipment and through-hulls. (SER3.28)
§ 7.9	Emergency Tiller	... an emergency tiller, capable of being fitted to the rudder stock. (SER3.29.1)
§ 7.10	Spare Parts	... tools and spare parts, including 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. (Replaces SER3.30)
§ 7.11	Repair Tools	<p>... one of the following approved repair tools:</p> <p>(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</p> <p>(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. (PCYC)</p>
§ 7.12	Identification	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

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		requirement. The boat name shall be added during the first servicing of any new equipment. (SER3.31)
§ 7.13	Cockpit Knife	... a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit. (SER3.32)
§ 8	<h3>Sails</h3> <p>A boat shall have or carry ...</p>	
§ 8.1	Mainsail Reefing	... a mainsail reefing capable of reducing the luff length by at least 10%. (SER3.33.1)
§ 8.2	Heavy Weather Sails	<p>... at least two of the following three sails:</p> <ul style="list-style-type: none"> • 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 storm jib not exceeding 5% of the yacht's I dimension squared, an 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. • a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the foretriangle squared. (amends SER3.33.2-4)
§ 8.3	Halyards	A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail. 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 (Amendment of SER3.35)
§ 8.4	Boom Support	A boat over 30' LOA (9.14m) shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails. (SER3.36)
§ 8.5	Sail Numbers	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. 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. (Amendment of SER3.21)
§ 9	<h3>Water</h3> <p>A boat shall have or carry ...</p>	
§ 9.1	Emergency Water	... 1 gallon (3.785 liters) per crewmember of emergency drinking water in sturdy factory-sealed containers in addition to any other water carried aboard the boat and it shall be aboard after finishing. (Amendment of SER3.37)
§ 9.2	Ten Gallons	<p>... a minimum of 10 gallons of water per crew member at the start in addition to the emergency water set out in Section 9.1.</p> <ul style="list-style-type: none"> • Water shall be carried in a way that complies with PCER 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 (PCYC)

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§ 9.3	Prudent Consumption	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. (PCYC)
§ 10	<p>Life Rafts</p> <p>A boat shall have or carry ...</p>	
§ 10.1	Life Rafts	<p>... 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"> • ISO 9650-1, or • SOLAS, or • ISAF (if made before 2016), or • ORC (if made before January 1, 2004) <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 liferaft may be stowed either on the working deck, in the cockpit, in an adjacent compartment, or below decks. Stowage must be in a secure location and accessible, such that deployment is not obstructed by other gear.</p> <p>Liferafts not stowed on deck or in the cockpit may not exceed 40kg unless deployment does not require lifting. Trigger lanyard must be enclosed but readily accessible for rafts stowed below deck. Each raft shall hold a current 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. (Replaces SER3.39)</p>
§ 10.2	Grab Bag	<p>... 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 a watertight handheld VHF radio. If practicable, keeping the boat's EPIRB in the grab bag is advised. (Amendment of SER3.40)</p>

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§ 11	Emergency Situations and skills	
§ 11.1	Emergency Steering	<p>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.</p> <p>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.</p> <p>The inspector may require a demonstration or video of the emergency steering test. (Replaces SER4.1.1)</p>
§ 11.2	Man Overboard	<p>Annually, 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. (Amendment of SER4.2)</p>
§ 11.3	Safety at Sea Training	<p>Within five years before the start:</p> <ul style="list-style-type: none"> • At least 30% of those aboard the boat, but not fewer than two members of the crew and including the person in charge, shall have completed the "International Offshore Safety at Sea with Hands-On" course sanctioned by US Sailing and • at least 60% 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. <p>Non-US residents may petition substitute equivalent courses meeting World Sailing standards certified by their national sailing authority. (Amendment of SER4.3.1)</p>
§ 11.4	Qualifying Voyage	<p>The skipper and at least one member of the 2020 Pac Cup crew shall have completed and certified, no later than fourteen days prior to the Skippers' meeting, 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 such as San Francisco Bay. (PCYC)</p>