



October 9, 2021

Unofficial Guide to Ratings and Measurement Process for 2022 Pacific Cup Entrants

This Guide is provided by Pacific Cup Yacht Club to skippers of boats competing in the 2022 Pacific Cup Race. The information below repeats some of the rules and requirements set forth in the Notice of Race (<https://2022.pacificcup.org/sites/default/files/racedocs/2022PcupNOR.pdf>), 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 Northern California Performance Handicap Rating Fleet and Offshore Racing Rule 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 NOR and this Guide conflict, the NOR controls.**

I. Rating Rules.

A. Boats will compete on corrected time. Each division will have a designated rating system. Awards within each division, as well as the Pacific Cup and certain “overall” trophies, will be awarded based on each boat’s corrected time, using the time-on-time method.

B. Boats in ORR divisions shall compete based on their respective Pacific Cup Time Correction Factors.

C. Boats in PHRF (Non-Cruising) divisions shall compete based on their respective Down Wind ratings and TCFs using the formula: $TCF = 480 / (PHRF-DW - 40)$.

D. Boats in the Cruising Division shall compete based on their respective Down Wind ratings and TCFs, but are not eligible to compete for the Pacific Cup or any other “overall” trophy.

C. All boats must submit to PCYC valid ORR or NCPHRF Certificates, as described below.

D. All boats (excluding the Cruising Division) racing fully-crewed and with PHRF-DW ratings of **551** or more will race in divisions under PHRF-DW. See <http://yra.org/northern-california-phrf/certified-nphrf-certificates/>.

E. All boats (excluding the Cruising Division) racing double-handed will compete in one or more divisions under PHRF-DW.

F. All boats (excluding the Cruising Division) racing fully-crewed and with PHRF-DW ratings of **550** or less will race in divisions under ORR. See <http://www.offshoreracingrule.org/>.

G. A boat in a fully crewed division may petition, no later than April 1, 2022, to be assigned specifically to a PHRF-DW or ORR division notwithstanding her actual or estimated PHRF-DW. Such assignments will be purely at the discretion of the PCYC Technical Committee, which intends to group similar boats together in the interest of fair competition.

II. NCPHRF Certification; Weighing and Measuring.

A. **Certification Requirement.** Boats racing in PHRF Divisions that intend to compete for overall Pacific Cup Trophy must obtain and submit a current Certified NCPHRF Certificate in order to be eligible. (Any boat racing in a PHRF Division that does not submit a Certified NCPHRF Certificate may compete within her division, but not for the Pacific Cup or any other “overall” trophy.)

B. **Certification Elements.** In most cases, certification 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-ncpfrf-certificates/>.

C. **Line Drawings.** The NCPHRF Committee requests that all applications for Certified NCPHRF Certificates for boats that have not previously received Certified NCPHRF Certificates include with their applications 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.

D. Which Boats Must be Weighed and Measured?

1. Boats racing in ORR divisions will have already been weighed and measured (or had their displacement otherwise calculated) in order to obtain their ORR certificates. Accordingly, boats that received ORR certificates before or after 2021 should not have to be measured or weighed in order to compete for the overall Pacific Cup Trophy.

2. Because IRC certificates include the necessary weight and overhang measurements, boats that received IRC certificates for 2021 or before should not have to be measured or weighed.

3. Any boat racing in a PHRF-DW division that was weighed and measured for the 2014, 2016, or 2018 Pacific Cup or that has otherwise received a Certified

NCPHRF Certificate should not need to be remeasured or reweighed, unless changes have been made to its hull, appendages, or displacement that would alter the relevant figures on file with the NCPHRF Committee.

4. Boats that do not submit valid ORR or IRC certificates, 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, in most cases, be weighed and measured in order to obtain a Certified NCPHRF Certificate and compete for the Pacific Cup and other overall Trophies.

5. Boats displacing more than **25,000** pounds cannot be weighed at Berkeley Marine Center. Those boats may be able to be weighed at other boat-yards, or may be able to obtain Certified NCPHRF Certificates by the submission of line drawings, displacement data or hull offset files for a sister ship from US Sailing, and in-water measurements with their NCPHRF applications.

E. 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 three multi-boat weighing and measuring events during the late fall of 2021 and the spring of 2022 at the travel hoist at Berkeley Marine Center on the following dates:

- a. Saturday, December 18, 2021, 1000 to 1230, (for Bay-Area boats, if five or more boats sign up);
- b. Saturday, April 16, 2022, 1000 to 1300 (tentative); and
- c. Saturday June 18, 2022, 1430 to 1730 (tentative, for non-Bay Area boats).

The fee for both use of the travel lift and the weighing and measuring at the events will again be \$200 per boat, payable at the event. Skippers may sign up for an event at <https://2022.pacificcup.org/sites/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. Southern California skippers should contact Whit Batchelor (Whitlockb@hotmail.com). We do not know his fee structure. Skippers outside of California should contact US Sailing for the name and contact information for the official measurer in their area (Offshore@ussailing.org, 401-342-7950). Those fees will vary.

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. Bay Area skippers should contact Dick Horn (dhorn03@gmail.com, 925.899.7253). For boats weighed at Richmond Yacht Club, Dick's fee will be \$50 per boat; his fee for boats weighed at other Bay Area locations will be \$100 per boat. Dick does not travel to Santa Cruz to weigh boats.

E. **Weighing and Measuring Preparations.** All boats must be essentially empty when weighed and measured, 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. Submission of ORR Rating Applications and Certificates.

1. October 1, 2021 (Advisory): ORR Applications may be submitted to the Offshore Racing Association. We understand that the ORA will accept a validation or renewal of a 2021 certificate if submitted before December 31, 2021 and, without additional fee, issue a 2022 certificate.
2. January 15, 2022 (Advisory): First day for any boat racing in an ORR division to submit to U.S. Sailing test applications for alternate configurations.
3. April 15, 2022: 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 certified measurer in Northern California will receive a modified deadline on request.
4. Any revisions to ORR certificates must be submitted to PCYC promptly on receipt.
5. June 22, 2022 – Last day for ORR boats to submit “new sail” certifications. Each ORR boat planning to use one or more sails built after March 1, 2022 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 this date will incur an immediate late fee of \$200, plus an additional late fee of \$30 per day until the certificate is submitted.

B. Submission of NCPHRF Applications and Certificates.

1. February 1, 2022: (Advisory) PHRF Application Due. Entrants are strongly advised to submit NCPHRF applications by this date to Yacht Racing Association of San Francisco Bay (YRA) for the NCPHRF Committee. Entrants with boats scheduled to be weighed and measured after that date should note in their application that they want Certified Certificates as soon as the measurement data is submitted and processed.
2. May 1, 2022: NCPHRF Certificates due. Each boat in a PHRF division shall submit its NCPHRF certificate to PCYC by this date. Any PHRF

boat submitting its NCPHRF certificate to PCYC after this date will incur an immediate \$200 late fee, plus an additional late fee \$30 per day until the certificate is submitted. Exception: boats based outside the Bay Area requiring weighing or in-water measurements by certified measurer in Northern California will receive a modified deadline.

3. June 22, 2022: Non Bay Area boats PHRF certificate deadline. Last day for boats based outside the Bay Area and requiring weighing or in-water measurements to submit to PCYC signed NCPHRF certificate and ORR certificate (as applicable). 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 and not yet weighed or measured should submit their application on time, noting 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 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.