

Pacific 52 Class Association Bylaws and Rules



Version 7.2

3/8/2018

“Pacific 52” Class Association

Pacific 52 - Bylaws and Rules

Class Name

“Pacific 52 Class” (“Pac52”).

Objective

To promote and encourage racing of *Pac52 Race yachts*. These yachts are new and former TP52s or have been built based on a TP52 design and mould. The Class mission is to create an organized circuit for these *yachts*, provide a means to measure and equalize the performance of these *yachts*, promote the class, facilitate services at *regattas* and provide all other functions to create and maintain a fun, exciting class of extremely fast monohull racing *yachts* on the West Coast of the United States.

List of definitions (Note: Terms listed here are italicized when used in the rest of these *Rules*)

“**Alternate Helmsman**” - Person designated by the *Owner* and approved by the Class per section 2.0 of the *rules* to drive the *yacht* when the *Owner* is not at the helm.

“**Alternate Representative**” - Person designated by the *Owner* as an official contact for their *Pac52*. *Alternate Representatives* may act in place of an *Owner* in all functions, including voting, submitting documents, lodging protests, etc. They are not however allowed to drive the *yacht* while racing unless they are also listed as the *Alternate Helmsman*. Within these *rules*, references to the “*Owner*” may be substituted with “*Alternate Representative*” where applicable.

“**Annual Meeting**” - A meeting held once a year, either in person or conference call, where the *Owners* discuss and vote on class *rules* changes, the *Pac52 Class Calendar* for the subsequent year, *class dues* and *regatta class entry fees* and any other pertinent matters. Typically held just after, or at the last class event of the season.

“**Blackout Day Window**” - A specified date range on the *Pac52 Class Calendar* listed as such, during which time restrictions on activities, including but not limited to sailing, changing measurement certificates, requesting box rule exceptions, etc. may be put in place.

“**Box Rule**” - The *Pac52 Box Rule* as defined under *rule 1.2*

“**Box Rule Exception**” - A specific exception to the *box rule* on a specific parameter, which shall be noted on a *Pac52’s Certificate*.

“**Class Administrator**” - The official *Pac52 Class Administrator*, as voted on by the class *Owners*, per section 6 of the *rules*.

“**Class Dues**” - Annual membership cost to each *Owner*, due prior to the first *Official Pac52 Class Race* that the *Yacht* competes in.

“**Crew Declaration**” - Official *Pac52 Crew Declaration* sheet is provided in the documents along with these *rules*. The *Crew Declaration* is used to log the crew complement of each *Pac52*, including their World Sailing certification, weight, etc.

“**Official Pac52 Class Race**” - Any race that is on the *Pac52 Class Calendar* (or a race in a *regatta* on the *Pac52 Class Calendar*) for the given year, as defined in “*Exhibit B, Class Schedule*”.

“**ORR**” - The Offshore Racing Rule.

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- “**ORR Rulebook**” - The Offshore Racing Rule Rulebook, the most recently published edition.
- “**Owner**” - The owner of a *Pac52* with a valid *Pac52 certificate*, as defined by rule 1.8
- “**Pac52**” - Any *Owner* and his *yacht*, holding a valid *Pac52 Certificate*
- “**Pac52 Certificate**” - A certificate issued by the *Class Administrator*, having reviewed a *yacht’s* documents, *ORR* rating certificate(s) and any other applicable data, which states that the *yacht* and its *Owner* are officially recognized as a *Pac52* by the Pacific 52 Class Association.
- “**Pac52 Class Calendar**” - The schedule of races for a given season, as listed in “Exhibit B, Class Schedule”.
- “**Pac52 Official ORR Measurer**” - The official *ORR* measurer, assigned by the class administrator, who shall conduct all *ORR* measurement procedures. For the 2018 season this person is Mead Whitlock Batchelor IV.
- “**Pac52 Sail Sticker**” - Official sticker, displaying the *Pac52* class logo and a unique serial number. All sails on a *Pac52’s* *sail card* must have this sticker. Sticker serial number is also logged on the *sail card*.
- “**Pac52 Technical Advisory Board**” - A Group of individuals selected by the *Class Administrator* who assist the *Class Administrator* by giving advice and opinion when requested.
- “**Regatta**” - A *regatta* on the official *Pac52 Class Calendar*, which by definition consists of *Official Pac52 Class Races*.
- “**Regatta Class Entry Fee**” - An entry fee that is separate and in addition to any entry fees collected by the Organizing Authority. The *Regatta Class Entry Fee* is payable to the class, for entry into an *Official Pac52 Class Race* or *Regatta*. Due upon registration of a *regatta*.
- “**Rule(s)**” - This document, also known as the “Pacific 52 Class Bylaws and Rules”.
- “**Sail Card**” - Official *Pac 52 Sail Card* sheet is provided in the documents along with these *rules*. The *Sail Card* is used to log the sail inventory available for use in *official Pac52 Class races* for each *Pac52*.
- “**Unofficial Pac52 Class Race**” - Any race which has a separate class designated for *Pac52’s*, but which is not on the *Pac52 Class Calendar*.
- “**Yacht**” - The physical vessel listed on a *Pac52 Certificate*.

Section 1 - Membership in the Pac52 Class

- 1.0 **Yacht Eligibility:** To be eligible to race in either an *Official Pac52 Class Race*, a *yacht* must hold a valid *Pac52 Certificate*.
- 1.1 **Pac52 Certificate endorsement procedure:**
To receive a *Pac52 Certificate*, an *Owner* must submit a request in writing to the *Class Administrator* requesting to join the class. This request must be accompanied by a current and valid Full Measurement *ORR* Certificate as well as a check for the *class dues*. The measurements for the certificate must have been completed by the *Pac52 Official ORR Measurer*.
Current and Former TP52 Class Yachts which have held either a valid TP52 certificate or have been recognized members of the TP52 Class Association - whether or not the *yacht* is currently in TP52 class configuration, or boats built from the mold of a TP52 are eligible to receive this certificate, provided they meet the *Pac52 Box Rule* below:

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1.2 **Box Rule** (Note: The tolerance of each dimension is determined by the decimal place shown.)

- LOA Max: 15.85m
- BMAX: 4.50m
- Draft Max: 3.60m
- Bulb Weight Max: 3800kg
- DSPM Min: 6900kg
- Freeboard Forward Min: 1.45m
- Freeboard Aft Min: 1.11m
- Mast Weight Min: 10.75*ISP (kg)
- Mast Moment Min: 4.57*ISP² (kg-m)
- SPL/TPS Max: 9.11m
- ISP Max: 23.15m
- P Max: 21.20m
- BAS Min: 1.90m
- HB Max: 2.00m
- Main Area Max: 103.4sqm
- Jib Area Max: 70.0sqm
- Asail area Max: 272.0sqm
- ORR WW/LW 60:40 Max: 1.204 (Based on 2018 certificate values)
- Righting Moment Upwind Max: 11000kg-m

1.3 All *Pac52*'s shall have an endorsed and valid Full Measurement *ORR* rating certificate. The *ORR* certificate shall be used in the *Pac52* Class for measurement purposes. The *Pac52* shall be in compliance with the *ORR* certificate referenced on her *Pac52 certificate* during all *Official Pac52 Class Races*. The *Class Administrator*, at her discretion, may accept a Partial Measurement *ORR* rating certificate provided that the yacht has previously had a Full Measurement certificate and that any changes are easily calculable by the *ORR VPP*. The *ORR Rulebook* is in effect for all *Official Pac52 Class Races*. If there is a conflict between the *ORR Rulebook* and the *Pac52 Class Rules*, the *Pac52 Class Rules* shall govern.

The current *ORR Certificate* year is 2018. All certificates must use the 2018 VPP calculations to determine rating until such time that the *Class Administrator* announces a change to the 2019 certificate, which shall be after a review by the *Technical Advisory Board*. The ORR WW/LW 60:40 MAX value may be changed by the *Class Administrator* when a change to the new ORR year is conducted.

1.4 *If there is any doubt as to eligibility of a yacht for the Class, a majority vote of the Class members shall be the final arbiter.*

1.5 All *Box Rule* parameters are listed on the *ORR Certificate*, except for the “Righting Moment Upwind” and “Mast Moment”, which can be calculated using parameters (in metric units) listed on the *Pac52's ORR Certificate* by the following calculations:

$$\begin{aligned}\text{Righting Moment Upwind} &= 20 \times \text{”RM20”} + \text{”Total Crew Weight”} \times 2.5 \\ \text{Mast Moment} &= \text{Mast Wt} * (\text{Mast VCG} + \text{BAS})\end{aligned}$$

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- 1.6 A *Pac52* may petition for a *Box Rule Exception(s)* for a specific measurement parameter(s) which the *yacht* does not meet. The *Class Administrator* shall decide whether or not to grant the exception, and may use advice from the Technical Advisory Board, an informal and secret vote, or other means to decide. The *Class Administrator* may revoke a *Box Rule Exception* at any time. The “ORR WW/LW 60:40 Max” and also the “Righting Moment Upwind Max” shall not be eligible for *Box Rule Exceptions*.
- 1.7 A *Pac52 Certificate* may only reference one valid *ORR* certificate at a time. While each *Pac52* may possess multiple valid *ORR* certificates, they must choose which one to put on their *Pac52 Certificate*. A *Pac52* may only change the *ORR* certificate on their *Pac52 Certificate* twice per season (to clarify, they are therefore allowed three *ORR* certificates assigned to their *Pac52 Certificate* per season, but not simultaneously). The season is considered to be started at the preparatory signal for the first *Official Pac 52 Class Race*. A *Pac52* may not change the *ORR* certificate on their *Pac52 Certificate* from the beginning of a *blackout day window* until the end of the associated *regatta*.
- 1.8 **Class Membership:** The *Owner* of a “*Pac 52*” Class Eligible *Yacht* shall be the member of record. Proof of ownership may be required. There shall be one vote per *Owner* and one *Owner* per *Yacht*. In the event the *yacht* is held by a partnership, corporation, limited liability company or other similar entity, the person owning a majority financial interest of the entity shall be determined as the “*Owner*” for purposes of these *rules*. *Pac52*’s and designated *Owners* are listed in Exhibit A.
- 1.9 **Class Fees:** Class fees may consist of Annual *Class Dues* and/or *Regatta Class Entry Fees*. Class Fees will be voted on at the *Annual Meeting*. For the 2018 season, Class Fees are as follows:
- Class Dues:* \$10,000 per year, per *Pac52* if paid in full for the whole season, or, \$3000 per event if paid on an event by event basis. A *Pac52* who chooses to pay on an event by event basis shall do so for the remainder of the season.
- Regatta Class Entry Fee:* \$1,500 per *regatta*, per *Pac52*. (This is in addition to the Class Dues)

Section 2 - Team Composition

- 2.0 **Driver:** The *Owner* or the Class-approved *Alternate Helmsman* shall be required to drive each *yacht* for all *Official Pac52 Class Races*. Any *Alternate Helmsmen* must be approved by a vote of the *Owners* in the Class. The spirit of the Class is that it is *Owner-Driver*. *Alternate Helmsmen* are discouraged, however where requested it is suggested that they be competent sailors who do not specialize as being extraordinary drivers. The Class does not have any rules prohibiting professional sailors from becoming *Alternate Helmsmen*, however the spirit of the Class suggests that they not be championship level helmsmen with top results at major one design championships, Olympics, Americas Cup, and similar events. It is also suggested that when an *Alternate Helmsman* is driving that they be respectful of the Racing Rules of Sailing and the other boats, showing courtesy on the water to the fleet.

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To request an *Alternate Helmsman*, an *Owner* must e-mail the *Class Administrator* with the name, World Sailing identification number and a detailed resume of the individual being requested at least 7 days prior to the first event that this individual would be driving the boat at. Upon receipt of this request the *Class Administrator* shall forward it to the *Technical Advisory Board* who will research the background of the individual and within two days send commentary and opinion to the *Class Administrator*. The *Class Administrator* will then forward the request and the commentary to each *Owner* via e-mail. The *Owners* are requested to vote secretly on this within two days of receipt. At the end of 7 days from receipt of the request the *Class Administrator* shall inform the *Owners* via e-mail of the outcome of the vote. It requires a 51% majority vote, of the *Owners* who choose to vote, to approve an *Alternate Helmsman*. This *Alternate Helmsman* shall be approved for all future *Official Pac52 Class Races* unless another *Owner* files a motion for a re-vote. Any re-vote would follow the same 7-day process.

A *Pac52* may have multiple pre-approved *Alternate Helmsmen* which have already been voted on by the class, however only a maximum of two *Alternate Helmsmen* may be listed in any *regatta* and only the listed *Alternate Helmsmen* and the *Owner* may drive the *Yacht* during racing in that *regatta*. Racing is considered to be any time between the preparatory signal and the finish of the race. During time before, between and after *races*, anyone may drive the *Yacht*. For safety purposes, anyone onboard may drive the *Yacht* for a period of no longer than three minutes should a safety issue occur.

- 2.1 **Pro Limits:** The number of WS Category 3 crew shall be limited to seven for any *Official Pac52 Class Race*. Any crew member who does not have a WS certificate or who's certificate is expired, is considered WS Category 3.
- 2.2 **Crew Weight Limit and Weigh In Procedure:** The maximum crew weight shall be as listed on each *Yacht's* ORR rating certificate. Prior to each *Regatta*, there shall be a weigh in which is optional for all crew. There will be two scheduled weigh in times, either one of which is acceptable. The first will be on the morning of the day preceding the *regatta*. The second will be on the morning of the first day of the *regatta*. Any crew choosing to weigh in on either or both days may take the lesser weight of their two weigh ins. Officially recorded weigh in weight is considered valid throughout the *regatta* that the weigh in took place at. A *Pac52's* crew weight can not be protested so long as all crew were weighed in and the total weight was at or below the *Pac52's* ORR Total Crew Weight. The *Owner* may elect to either participate in the weigh in as normal, or alternately to accept an assigned weight of 90kgs for their person, regardless of actual physical weight. A *Pac52* may elect not to weigh in their crew, in which case they may be subject to protest by another *Pac52* during the *regatta*, at which time the crew would be weighed in and if the team was found to be over their ORR declared weight limit they would be disqualified from all races that had already been completed. In the event of such a protest, any crew members who had weighed in during the official weigh in proceedings need not re-weigh, as their weight for the *regatta* as recorded at the weigh in will be used. The *Class Administrator* will post the official weigh in times prior to each *regatta*. The *Class Administrator* may weigh individual crew outside of the official weigh in times by appointment, at the *Class Administrator's* discretion and availability.

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- 2.3 **Crew Declaration:** Prior to 48 hours before the first warning signal of each regatta, the Owner shall submit an official *Pac52 Class Crew Declaration* to the *Class Administrator*.
- 2.4 **Crew Substitutions:** Any person not on the *crew declaration form* and substituted during a regatta must be reported to the *Class Administrator*.

Section 3 - Limitations on Sails

- 3.0 **Sail Card and Stickers:** Each *Pac52* shall maintain a *Pac52 Sail Card* on file with the *Pac52 Class Administrator*. Only sails listed on the *Sail Card*, which also have a *Pac52 Sail Sticker* on them, may be used in an *Official Pac52 Class Race*. To add a sail to their *Sail Card* a *Pac52* must submit the sail measurement certificate to the *Class Administrator*. The *Class Administrator* will then provide a *sail sticker* to the *Pac52* who is responsible for attaching it to their own sail. The *Class Administrator* will also assign a serial number to the sail and add it to the *Pac52’s Sail Card*. *Pac52’s* must request to add a sail to their *sail card* and provide the measurement certificate for the sail to the *Class Administrator* at least 24 hours prior to using it in an *Official Pac52 Class Race*.

A *Pac52* may possess sails not on their *Sail Card* and use them for training, racing in non *Pac52 Class* events, or in *Unofficial Pac52 Class Races*. There is no limit to how many sails a *Pac52* may possess, however there are limitations as to how and when they may add sails to their *sail card*. Once a sail is added to a *Pac52’s Sail Card* it can never be removed. In the event that a sail sustained irreparable damage and is approved for replacement as set forth in *rule 3.2*, it shall receive a strikethrough on the *sail card* and the replacement sail shall be noted as a direct replacement for the damaged sail. In the event of a lost or damaged *Pac52 Sail Sticker*, the *Class Administrator* will provide a replacement sticker with an identical serial number.

- 3.1 The following table sets forth the maximum number of sails which may be added to the *sail card* by a *Pac52* during any calendar year:

Sail Type:	Mainsail	Jibs	Spinnakers	Staysails
Year 1:	2	6	7	2
Years 2+:	1	4	4	1

Year 1 is the calendar year in which the *Pac52* receives its first *Pac52 Certificate*. Years 2+ are all the subsequent years thereafter.

- 3.2 *Pac52* sail carded sails may be repaired or modified without being considered a new sail provided no more than the allowable percentage of the original area of the original sail (so when first declared) is replaced with new material.

Sail area % of the original sail allowed to be changed:

Mainsail 20% Spinnaker 30% Headsail 20%

Repairs above the allowable percentage may be permitted, but shall not be executed without permission of the *Class Administrator* following a request made in writing indicating reason and describing the repair.

In case of major repairs over the allowable percentage the *Class Administrator* may consider to allow replacing the sail by a similar sail from that boat’s sail wardrobe, provided the replacement sail is a used sail that is the same type and has a similar amount of use/wear as the one being replaced.

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- 3.3 Within the sail inventory declared on a *Pac52 Sail Card*, no spinnaker built in materials other than woven polyester or nylon shall be carded. Notwithstanding the above, laminated materials can be used as windows in the bottom 25% of the spinnakers provided their surface is not bigger than two square meters. Spinnakers shall be flown from the masthead and have a minimum area of 250m² when measured/carded the first time.

Section 4 - Safety and Support Boats

- 4.0 **Safety.** All *Pac52*'s shall comply with “Exhibit C - Pac52 SER”. Additionally, all *Pac52*'s must comply with any safety requirements administered by the US Coast Guard and/or the Organizing Authority including requirements written into the NOR, Si's and any amendments which may be different for each *Regatta*.
- 4.1 Each *Yacht* shall be constructed and outfitted in compliance with the *Pac52 SER* as well as the latest version of the Germanischer Lloyd SE (GL) Guidelines for Offshore Racing.
- 4.2 **Support Boats.** A maximum of one support boat per *Pac52* is allowed. Support boats shall be clearly identified by an official flag which can be purchased by the class flag official supplier. A Support boat may not communicate or interact with its designated *Pac52* between the preparatory signal of the first race and the finish of the last race of each day, except: to transfer replacement sails only in the event that a sail is damaged during a race and is unusable, to transfer injured and/or replacement crew only in the event that a crew member becomes seriously ill or injured, to provide tools or spare parts to a yacht to repair damage, or in the event of an unexpected emergency. Any other communication, exchange of personnel, exchange of materials or goods, or exchange of coaching information between the support boat and the *Pac52* after the preparatory signal of the first race and the finish of the last race of each day shall be deemed outside assistance.

Section 5 - Race Schedule and Scoring

- 5.0 **Schedule:** The Owners shall discuss at the *annual meeting* the *Pac52 Class Calendar* for the subsequent year. The *Class Administrator* shall make draft calendars to present to the class using input from the *Owners*. *Owners* may also submit draft calendars for review. The final decision on the *Pac52 Class Calendar* will be made by a vote of the *Owners*, in which a 51% majority shall carry.
- 5.1 **Race Scoring & Awards:** All *Official Pac52 Class Races* will be conducted on a boat for boat basis, without any time allowance given, regardless of *ORR* rating.
- A Yacht's total Pac52 season score will be the total sum of her regatta scores. Regatta scores are based on the sum of the race scores with NO discards. Regattas shall be scored using the low point scoring system with NO discards.*
- Regattas shall consist of windward/leeward races, with the only exception being the Sunday Bay Tour race during Big Boat Series. All races shall be scored equally, with no increase in points for any of the different types of races.*

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RRS Appendix A4.2 is deleted and replaced by the following: “A *Yacht* that did not compete, did not start, did not finish, or retired from a race shall be scored points for the finishing place one more than the number of *Yachts* which finished the race. A *Yacht* that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).”

RRS Appendix A8 is deleted and replaced by the following: “A *Pac52 regatta* score tie will be broken by the score of the final race. A *Pac52* season score tie will be broken by the score of the final event and then the final race.”

RRS Appendix A9 is deleted.

A trophy will be given to the winner for each *regatta* and an overall perpetual trophy will be established for the winner of a season.

Section 6 - Class Administration

- 6.0 **Owner Responsibilities:** Each *Owner* shall act as or designate an *Alternate Representative* to act on his or her behalf for any proposed change or approval as required by these bylaws. A majority of votes shall control unless otherwise specified for individual circumstances in these *rules*.
- 6.1 **Dues:** Member dues and regatta entry fees shall be in accordance with *rule* 1.9.
- 6.2 **Meetings:** Shall be held at least annually on dates and locations that are mutually agreed by the *Owners*.
- 6.3 **Voting:** *Class rules* can be amended by a 51% vote of the *Owners*.
- 6.4 **Class Administrator:** At the *Annual Meeting* each season the *Owners* shall elect a *Class Administrator* for the following season. A majority vote of at least 75% shall be required to elect a *Class Administrator*. Should the vote not pass at the *Annual Meeting* the *Owners* shall correspond via e-mail to find and elect a *Class Administrator*. The *Class Administrator* shall be paid a salary as agreed upon by the *Owners*.

Section 7 - Sponsorships and Class Flag

- 7.0 **Sponsorship:** The *Pac 52 Class* may look for sponsorship relationships. Such sponsorships may require advertising on individual *yachts*, in which case the addition of advertising to the *yachts* shall be voted upon by the *Owners*, where 50% shall carry as a favorable vote.
- 7.1 **Class Flag:** The *Class Administrator* shall contract a supplier to manufacture *Class Flags* and *Support Boat Flags*. *Owners* may contact the *Class Administrator* to order such flags.

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Section 8 - Official Pac52 Class Races and Unofficial Pac52 Class Races

8.0 All *regattas* and races on the *Pac52 Class Calendar* are considered *Official Pac52 Class Races*. At such events the *rules* shall be enforced in their entirety. *Regattas* and races which are not on the *Pac52 Class Calendar* but which designate a special class or starting group for *Pac52's* are considered *Unofficial Pac52 Class Races*. At such races the *rules* are not in effect, and the rules and scoring methods of such *regattas* and races are at the discretion of the *Owners* in attendance to agree upon. Unless otherwise specified, for *Unofficial Pac52 Class Races* there would be no limitations on WS Category 3 sailors, no restrictions on the helmsman, no restrictions on what sails are used, the yachts can sail under a configuration which is different from their *Pac52 Certificate* configuration and typically the boats would owe each other time under whatever handicap system is used. No class funds may be used for promotion or in conjunction with any *Unofficial Pac52 Class Races*.

Section 9 - Blackout Day Windows:

9.0 ***Blackout Day Windows:*** *The Pac52 Class Calendar* may specify *blackout day windows*. The *blackout day window* period is typically 7 days long. During *blackout day windows* the following restrictions apply to all teams:

- *Yachts* may only sail for 3 days during the specified *blackout day window* period. A *Pac52* may choose which 3 days in the *blackout day window* that they sail. On the remaining days, they are not allowed to engage in sailing related activities including practicing, training, tuning, sail testing, etc. Shore side activities are allowed, as is physical work on the *yacht* at the dock, however the *yachts* are not allowed to leave the dock unless for the specific purpose of delivering the *yacht* from one venue to another.

- *Pac52's* may not change their *Pac52 Certificate* or *ORR Certificate* during a *Blackout Day Window* or during a *Regatta*.

- *Pac52's* may not be granted any *Box Rule Exceptions* during a *Blackout Day Window* or during a *Regatta*.

- The approval of new *Alternate Helmsmen* may not be requested during a *Blackout Day Window* or during a *Regatta*

Section 10 - Alterations to the Racing Rules

10.0 **Penalty Turn:** The first two sentences of rule 44.1 are changed to: “A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or Rule 31 while racing.”

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Disclaimer of Liability

Competitors participate in the *Pac52* events at their own risk. Attention is drawn to the Fundamental Rule 4: Decision to Race, of Part 1 of the RRS which states: “The responsibility for a boat’s decision to participate in a race or continue racing is hers alone”. The *Pac52 Class* or organizing committee will not accept any liability for damage or injury or death sustained in conjunction with or prior to, during, or after a *Pac52* event.

Resources & Links

Official Pac52 Web site: www.pac52class.com

Pac52 Class Administrator: Julie Servais - julie@pac52class.com

Pac52 Official ORR Measurer: Whit Batchelor - whitlockb@hotmail.com

Pac52 Technical Advisory Board:

Bruce Nelson
David Servais
Gavin Brady
Greg Stewart
Keith Kilpatrick
Tom Wilson

Exhibit A - *Pac52*'s & Owners

Yacht Name	Sail Number	Year Built	Former Boat Name(s)	Entity and Owner Designation
Bad Pak	USA 60052	2017		Bad Pak, LLC, Tom Holthus
Fox	USA 55052	2015		Victor Wild
Gladiator	GBR11152X	2015		Tony Langley
Interlodge	USA 5210	2015	Bronenosec	Austin and Gwen Fragomen
Invisible Hand	USA 5202	2016		Frank Slooman
Rio	USA 3545	2017		Manouch Moshayedi

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Exhibit B - Official Pac52 Class Calendar - 2018

Date	Event	Regatta Type	Host Yacht Club
May 4,5,6	Yachting Cup	Buoy	San Diego Yacht Club
May 25 through May 31	Blackout Day Window	<i>*Restrictions apply per Class Rule 9.0</i>	
June 1,2,3	Cal Race Week	Buoy	California Yacht Club
June 15 through June 21	Blackout Day Window	<i>*Restrictions apply per Class Rule 9.0</i>	
June 22,23,24	Long Beach Race Week	Buoy	Long Beach Yacht Club
Sept. 6 through Sept.12	Blackout Day Window	<i>*Restrictions apply per Class Rule 9.0</i>	
Sept. 13,14,15,16	Rolex Big Boat Series	Buoy + Bay Tour	St. Francis YC
Sept. 21 through Sept. 27	Blackout Day Window	<i>*Restrictions apply per Class Rule 9.0</i>	
Sept. 28,29,30	Pac52 Cup	Buoy	St. Francis YC

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Exhibit C - Pac52 SER

Exhibit C - Pacific 52 Class Safety Equipment Requirements			
Effective Date: January 1, 2017, revision 2017.0			
Section Name	#	Requirement	Required by Pac52 Class
Definition	1.0.2	Coastal: Races not far removed from shorelines, where rescue is likely to be quickly available	x
Definition	1.0.3	Nearshore: Races primarily sailed during the day, close to shore, in relatively protected waters.	x
Overall	1.1	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.	x
Overall: Responsibility	1.2	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.	x
Overall: Inspections	1.3	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.	x
Overall: Equipment and Knowledge	1.4	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.	x
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.	x
Overall: Strength of Build	1.6	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.	x
Overall: Watertight Integrity	1.7	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.	x

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Hull and Structure: Hull Openings	2.1.1	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.	x
Hull and Structure: Hull Openings	2.1.2	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.	x
Hull and Structure: Through Hulls	2.1.6	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.	x
Hull and Structure: Stability	2.2.1	The boat must have a stability index greater than or equal to 115, or meet the requirements of ISO 12217-2A	x
Hull and Structure: Lifelines	2.4.1	A boat's deck including the headstay shall be surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpits, meeting the requirements in 2.4.2 to 2.4.8.	x
Hull and Structure: Lifelines	2.4.2	A boat's stanchion and pulpit bases shall be within the working deck.	x
Hull and Structure: Lifelines	2.4.3	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).	x
Hull and Structure: Lifelines	2.4.4	The Lower Lifelines shall be uncoated stainless steel wire not less than 3/16" in diameter. The upper lifelines and stern gates may be wire or synthetic rope, not less than 3/16" in diameter. A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed.	x
Hull and Structure: Lifelines	2.4.4.1	Lifeline deflection shall not exceed the following: a) When a deflecting force of 9 lbs (40N) is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 2" (50mm). This measurement shall be taken at the widest span between supports that are aft of the mast. b) When a deflecting force of 9 lbs (40N) is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 5" (120mm) from a straight line between the stanchions.	x
Hull and Structure: Lifelines	2.4.5	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m). This applies only to stanchions supporting the side lifelines; the stanchion spacing across the transom of the yacht for the stern gates may have wider spacing.	x
Hull and Structure: Lifelines	2.4.7	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 3/16" (5mm).	x
Hull and Structure: Lifelines	2.4.8	Toe rails shall be fitted around the foredeck from the base of the mast with a minimum height of 1" (25mm) An additional installed lifeline that is 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toerails.	x

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Hull and Structure: Dewatering pumps	2.5.1	A boat shall have a permanently installed manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity 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.	x
Hull and Structure: Mechanical Propulsion	2.7.2	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 (1.8 times the square root of the waterline in meters). The boat must carry at least 5 gallons of fuel at all times.	x
Hull and Structure: Mechanical Propulsion	2.7.3	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards.	x
Safety Equipment: Personal	3.1.3	Each crewmember shall have a life jacket intended for small boat sailing or other active boating. Each such life jacket shall be USCG, ISO, or applicable government approved or shall meet the ocean requirement of 3.1.1.	x
Safety Equipment: Navigation Lights	3.3.1	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.	x
Safety Equipment: Fire Extinguishers	3.4	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.	x
Safety Equipment: Sound Producing Equipment	3.5	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.	x
Safety Equipment: Visual Distress Signals	3.6.4	A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date.	x
Safety Equipment: Man Overboard	3.7.3	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.	x
Safety Equipment: Man Overboard	3.7.4	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.	x
Safety Equipment: Emergency Communications	3.8.1	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) programed into the VHF.	x

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Safety Equipment: Emergency Communications	3.8.2	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.	x
Safety Equipment: Emergency Communications	3.14	A boat shall carry a GPS receiver.	x
Safety Equipment: Emergency Communications	3.15	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.	x
Safety Equipment: Navigation	3.19.1	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.	x
Safety Equipment: Damage Control	3.22	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.	x
Gear: Anchoring	3.23	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.	x
Gear: Lights	3.24.3	A boat shall carry at least two watertight flashlights with spare batteries.	x
Gear: Medical Kits	3.25	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.	x
	3.27.1	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.	x
Gear: Safety Diagram	3.28	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.	x
Gear: Emergency Steering	3.29.2	Wheel steered boats shall have an emergency tiller, capable of being fitted to the rudder stock.	x
Rigging: Halyards	3.35	A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.	x
Skills: Man Overboard	4.2	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.	x