

The Corinthian Yacht Club of Portland is Proud  
to Present

Schooner Creek Boat Works  
**PACIFIC NW**   
**OFFSHORE**  
International Yacht Race 2020  
Ilwaco, WA to Victoria, BC

Race Entry Packet  
2020

Schooner Creek Boat Works  
**PACIFIC NW OFFSHORE**  **2020**  
Ilwaco, WA to Victoria, BC • International Yacht Race

## Welcome Pacific NW Offshore Racer:

The Corinthian Yacht Club of Portland (CYC), along with our title sponsor Schooner Creek Boat Works, welcomes your participation in the 45th annual Pacific NW Offshore International Yacht Race (formerly known as the Oregon Offshore), scheduled to start Thursday, May 7, 2019. This 193-mile race begins off the mouth of the Columbia River and finishes in the harbor at Victoria, British Columbia.

All of the entry forms are included in this entry packet, but you can also enter the race, fill out forms, and pay fees electronically at [www.cycportland.org](http://www.cycportland.org) under the menu "PNW Offshore," or at [www.sailpdx.org](http://www.sailpdx.org) under the menu "Events Notice and Registration Board."

An exciting change to the race this year is that our host city is now Ilwaco, Washington. The Long Beach Tourist Bureau and the Port of Ilwaco are arranging special events and discounts for all of the participating boats. They have been incredible partners in helping CYC organize and facilitate this move, which will preclude any issues with water depth that we have seen in the past and will shorten the drive out to Buoy 2 by approximately an hour.

Last year we instituted a new trophy in collaboration with the Swiftsure International Yacht Race known as the Cascadia Cup. This award is open to all competitors in the Pacific NW Offshore that also choose to compete in the Swiftsure Classic, the Juan De Fuca, or the Cape Flattery Races and have a current PHRF NW certificate. There is no cost for this combined trophy and consideration is automatic for the PNW Offshore PHRF Competitors. Rage won it last year. Why not make this year your turn?

We are also delighted to announce that the 2020 PNW Offshore is a qualifying race for the 2020 Vic-Maui International Yacht Race! See <http://www.vicmaui.org> for more information about this great race from Victoria, BC, to Maui, Hawaii.

### ***A few other notes:***

The skipper of each competing yacht will need to demonstrate compliance with CYC's published SERs, CYC's Notice of Race (NOR), and prescribed safety issues listed in any supplemental Sailing Instructions (SI). All competing yachts, except those in the Cruising Class, are required to have a valid handicap-rating certificate for their appropriate class (e.g., PHRF NW, ORC, etc.).

Entry deadline is 2200 hours (PDT) Monday, April 13, 2020. This is the same day as our Kickoff Party at 1830 hours, which is usually at Kells Irish Pub in downtown Portland. We will confirm the location and update you via email and on the website with enough time to make your plans to attend. This event is a great opportunity to meet other skippers and crew, fill out your crew roster, connect with yachts that need additional crew, and firm up to and from transportation issues.

Skippers will need to check in with any final paperwork prior to the Skipper's Meeting in Ilwaco on Wednesday, May 6, 2020 – details of the check-in to follow via email and online. The Skippers Meeting itself will begin at 1800 hours on May 6, 2019, at the Salt Restaurant 2<sup>nd</sup> floor, with a weather briefing and announcements of start time, class breakdowns, and other race details.

At the finish, crews can look forward to warm towels, champagne, and photos, followed by an excellent dock party, which goes on as long as yachts are finishing. Family and friends are welcome to volunteer to assist with yacht greeting and finish line activities. An awards barbeque will be held on Sunday, May 10, 2020 at 1100 hours, hosted at Royal Victoria Yacht Club. All family and friends are welcome to attend to celebrate the race finish. Transportation to and from the moorage will be provided.

**Remember: You must have a valid passport or passport card for traveling to or from the United States into Canada.**

***A final participation note:***

This race is an exciting opportunity to experience overnight offshore racing. Nevertheless, while the only formal requirement for skippers and crew to participate in the race is specified in the Safety Equipment Requirements 4.3.1, i.e., that 30% of the crew will have successfully participated in a Safety at Sea course within the past five years, due to the unpredictable and sometimes hazardous conditions that may be encountered off the Washington coast and throughout the course, the following additional suggestions are offered as guidelines for skills and levels of experience needed:

- THE SKIPPER OF THE YACHT SHOULD HAVE COMPETED IN AT LEAST TWO OVERNIGHT OFFSHORE RACES;
- AT LEAST 50% OF THE CREW SHOULD HAVE OVERNIGHT OFFSHORE SAILING EXPERIENCES; AND
- NO LESS THAN TWO MEMBERS OF THE CREW SHOULD BE COMPETENT TO NAVIGATE SUCCESSFULLY WITH A VARIETY OF INSTRUMENTS INCLUDING, BUT NOT LIMITED TO, A COMPASS, DEPTH SOUNDER, & GPS.

With these suggestions in mind, we remind participants that under the Racing Rules of Sailing (RRS) 4, the sole and inescapable responsibility of the decision to race or continue racing lies with the Person in Charge of the boat and her crew.

On behalf of Corinthian Yacht Club of Portland, we look forward to you joining us for the Pacific NW Offshore International Yacht Race!

If you have any questions, please contact the [race.captain@cycportland.org](mailto:race.captain@cycportland.org).

Here's to a great race! See you in Ilwaco!

Dennis Damore

CYC Commodore, PNW Offshore Race Captain

# Pacific NW Offshore 2020

Ilwaco, Washington, USA  
May 7 – 10, 2020  
Corinthian Yacht Club of Portland

## NOTICE OF RACE

*The notation '[DP]', i.e., Discretionary Penalty, after a rule in the Notice of Race means that the penalty for a breach of that rule may, at the sole discretion of the protest committee, be less than disqualification.*

### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2. The following prescriptions of *US Sailing* will not apply: Rule 63.2 and Rule 63.4.
- 1.3. US Sailing Safety Equipment Requirements (SERs) as modified by the Organizing Authority (a hybrid of Ocean and Coastal categories) will apply, including specifically of note, Section 4.3.1 Skills: Safety at Sea Training, which states, in part, “At least 30% of those aboard the boat, but not fewer than two members of the crew... including the person in charge, shall have attended a one-day or two-day US Sailing Safety at Sea Seminar within the last 5 years...” [DP] SERs are available for download at [www.cycportland.org](http://www.cycportland.org) (menu: *PNW Offshore – Race Information*).
- 1.4. Transponders, provided by CYC of Portland, shall be equipped on all boats and turned on and functioning continuously during the race. [DP]

### 2. ELIGIBILITY AND ENTRY

- 2.1. The regatta is open to all boats of at least 24 feet length overall (LOA) that have:
  - 2.1.1. A valid PHRF NW rating; or
  - 2.1.2. A valid ORC rating; or

- 2.1.3. Are sailing in a One-Design or the Cruising class.
- 2.2. Eligible boats may enter by registering at: [www.cycportland.org](http://www.cycportland.org) (menu: *PNW Offshore – Race Information*), or at [www.sailpdx.org](http://www.sailpdx.org) (menu: Racing/Event Notice Board & Registration/PNW Offshore).
- 2.3. Entries will not be accepted after 2100 hours (PDT) on Monday, April 13, 2020 (Entry Deadline).

### 3. FEES

- 3.1. Required fees are as follows:

Race entry	\$300
Transponder rental	\$75

- 3.2. The transponder issued to the boat shall be returned by Friday, May 15, 2020, or the boat may be charged a \$200 fee. [DP]
- 3.3. A boat that wishes to withdraw its entry must request a refund in writing at: [race.captain@cycportland.org](mailto:race.captain@cycportland.org).
  - 3.3.1. A boat that withdraws before the Entry Deadline, will receive a full refund of all required fees paid.
  - 3.3.2. A boat that withdraws after the entry deadline, but before 1800 hours (PDT), Wednesday, May 6, 2020, a 50% refund of the race entry fee, but no refund of the transponder rental fee.
  - 3.3.3. No refund will be allowed for any skipper that withdraws after 1800 hours (PDT), Wednesday, May 6, 2020.

### 4. SCHEDULE

- 4.1. **Registration:** Skipper or representative shall check in with the Race Committee between 1500 and 1700 hours (PDT) at the Salt Hotel and Restaurant (2<sup>nd</sup> floor), on Wednesday, May 6, 2020.
- 4.2. **Equipment inspection:** The Technical Committee shall inspect all boats for SER compliance prior to 0800 hours (PDT), Thursday, May 7, 2020 and may inspect after the finish in Victoria Harbor, BC.

An Inspector will be assigned to each boat. Their role will be to attempt to identify any omitted safety requirements, review the proper installation of the boat's equipment, and review any proposed variations with the Technical Committee. The inspection is not a survey. These inspections or advice given do not relieve the Skipper of ultimate and full responsibility for compliance with the SER and the safety of his or her boat and crew.

The boat may be re-inspected at any time before the start and after its finish. A boat, her Skipper and/or the person in charge, found not to comply with the SER may be disqualified, penalized, and/or excluded from future Offshore participation.

4.3. **Dates of racing:** May 7 – 10, 2020

4.4. **Warning Signal:** The scheduled time of the warning signal for the race is 1000 hours (PDT), Thursday, May 7, 2020 – final determination to be announced at the Skippers Meeting 1800 hours (PDT), Wednesday, May 6, 2020.

## 5. MEASUREMENT

5.1. Prior to 1800 hours (PDT), Wednesday, May 6, 2020:

5.1.1. All boats, other than those sailing in the Cruising Class, shall produce a valid rating PHRF NW or ORC certificate.

5.1.2. All boats shall produce a valid life raft certification.

## 6. SAILING INSTRUCTIONS

6.1. The Sailing Instructions will be available at [www.cycportland.org](http://www.cycportland.org) (menu: *PNW Offshore – Race Information*) no later than 1800 hours (PDT), Wednesday, May 6, 2020.

## 7. THE COURSE

7.1. The course to be sailed shall be as follows:

7.1.1. Start will be off the mouth of the Columbia River between a line connecting the southernmost edge of Government Buoy 2 and the southernmost point on the Race Committee Boat.

7.1.2. Proceed north to the Strait of Juan de Fuca, leaving the Duntze Rock Government Buoy (DRGB) to Starboard, or, if no DRGB is in place, then leave the location of 48° 25' 03" N and 124°45' 39" W to Starboard.

7.1.3. Finish between the light on the Ogden Point Breakwater, located at 48° 24' 48.5" N and 123° 23' 37.7" W, and Government Buoy V21, located at 48° 24' 52.1" N and 123° 24' 11.7" W with a green 4 second flashing light (See, CHS Chart 3412).

## 8. PENALTY SYSTEM

8.1. ALTERNATE PENALTIES: Two (2) hours will be added to the finishing time of any boat On Course Side (OCS) at the Start in the event the boat does not exonerate itself by restarting.

9. **SCORING**

- 9.1. Time on distance
- 9.2. The Course Length is 193 nautical miles.

10. **RADIO COMMUNICATION**

- 10.1. Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP]
- 10.2. Competitors shall monitor VHF channel 16 at all times during the race especially in the Strait of Juan de Fuca when sailing in or crossing over the established commercial traffic lanes. [DP]

11. **International Navigation Rules, Steering and Sailing Rules, Traffic Separation Schemes.**

- 11.1. Racing occurs near active shipping channels, which include *Traffic Separation Schemes*. The race committee would like to call special attention to the preamble to RRS Part 2. In particular take note of:
  - “...When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions...”
- 11.2. A boat cannot exonerate herself when she may have violated the preamble to Part 2 of the RRS. This changes RRS 44.1.
- 11.3. The Organizing Authority will cooperate with and provide relevant information to the Coast Guard or other governmental agencies regarding investigations of boats impeding ship traffic or otherwise violating the 72 COLREGS (Public Law 95-75; 91 Stat. 308; 33 U.S.C. 1601-1608, 33 CFR 80-82).

12. **PRIZES**

- 12.1. Prizes will be given as follows:
  - 2-3 Yachts – 1 trophy
  - 4 Yachts – 2 trophies
  - 5+ Yachts – 3 trophies

13. **DISCLAIMER OF LIABILITY**

- 13.1. Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race

organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

**14. INSURANCE**

- 14.1. Yachts shall be insured and provide proof thereof with valid third-party insurance with a minimum cover of US \$500,000 per occurrence, liability coverage that does not contain an exclusion from sailboat racing, and which covers property damage, personal injury, and death.

**15. FURTHER INFORMATION**

- 15.1. For all race questions including safety or SERs and compliance, please refer to [www.cycportland.org](http://www.cycportland.org) (menu: PNW Offshore), or contact CYC Race Captain, Dennis Damore, at [race.captain@cycportland.org](mailto:race.captain@cycportland.org).

**(End of Notice of Race)**



Schooner Creek Boat Works  
**PACIFIC NW OFFSHORE**  **2020**  
Ilwaco, WA to Victoria, BC • International Yacht Race

## Race Entry

The easiest way to enter this race is to go to either [www.cycportland.org](http://www.cycportland.org) and click on PNW Offshore Race Information and then on the "Registration" button, or go to [www.sailpdx.org](http://www.sailpdx.org) and click on Events Notice and Registration Board to find the link for Pacific NW Offshore. Either of these links will take you to the Regatta Network electronic registration page where you can register and pay fees. It will also allow you to electronically include your crew list and required waivers.

If you prefer, you can fill out this form and snail mail it along with a check for the fees to CYC at the address listed below.

Skipper: \_\_\_\_\_

Home Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Cell Phone: \_\_\_\_\_ On Board Cell Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_

Sailboat Name: \_\_\_\_\_ Sail Number: \_\_\_\_\_

Yacht Club: \_\_\_\_\_ Home Port: \_\_\_\_\_

Owner of Record: \_\_\_\_\_

PHRF NW Rating: \_\_\_\_\_ ORC Rating: \_\_\_\_\_

Cruising Class? YES \_\_\_\_\_ NO \_\_\_\_\_

LOA: \_\_\_\_\_ LWL: \_\_\_\_\_ Beam: \_\_\_\_\_ Draft: \_\_\_\_\_

Radio Call Letters: \_\_\_\_\_ MMSI Number: \_\_\_\_\_

Hull Color: \_\_\_\_\_ Deck Color: \_\_\_\_\_ Spinnaker Colors: \_\_\_\_\_

Stock Boat Class: \_\_\_\_\_ Rig Type: \_\_\_\_\_

Will you be staying for Swiftsure 2019? YES NO Circle one

Please submit a racing bio and recent boat photo to [race.captain@cycportland.org](mailto:race.captain@cycportland.org) to be included on the race website.

Fees:

- 300.00 (US)
- \$75.00 (US) Transponder Rental (mandatory)

Make checks payable to:  
Corinthian Yacht Club of Portland

Mail entry to:  
Corinthian Yacht Club of Portland  
865 NE Tomahawk Island Drive, Suite 102 PO Box 302  
Portland, OR 97269

Questions?  
Dennis Damore  
[race.captain@cycportland.org](mailto:race.captain@cycportland.org)  
(503) 318-6295

Entries must be postmarked before midnight April 13, 2020 or turned in at the Kickoff Party on April 13, 2020.

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race.

The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

#### **Release**

To the fullest extent permitted by law, I hereby waive any rights I may have to sue the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) involved with the event with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in this event and hereby release the race organizers from any liability for such injury or damage.

Skipper's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**(End of Race Entry)**

Schooner Creek Boat Works

**PACIFIC NW OFFSHORE**  **2020**  
Ilwaco, WA to Victoria, BC • International Yacht Race

Skipper/Owner  
Waiver and Release 2020

THIS DOCUMENT HAS IMPORTANT LEGAL CONSEQUENCES. YOU SHOULD GET APPROPRIATE LEGAL OR OTHER ADVICE BEFORE SIGNING IT.

1. My crew and I recognize that sailing is an activity that has an inherent risk of damage and injury associated with it. We have read RRS 4, Decision to Race and hereby acknowledge and agree that we are participating in this event entirely at our own risk.
2. I acknowledge and agree that neither the organizing authority nor the race committee, nor their members, will be responsible for (a) any damage to the entered boat or my other property, or (b) any injury to myself or my crew, including death, sustained as a result of the participation of myself, my crew and the boat in this event.
3. I hereby waive any rights I may have to sue the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in this event and hereby release the race organizers from any liability for such injury or damage to the fullest extent permitted by law.
4. I have taken all necessary steps to ensure that myself, my crew and the entered boat are adequately prepared for all possible contingencies, including appropriate safety equipment as may be required by law or that a prudent seaman would consider advisable.
5. I understand this document has important legal consequences and have consulted such legal and other advisors as I deem appropriate before signing.

\_\_\_\_\_ Date: \_\_\_\_\_  
Skipper's Signature (Person in charge of the Sailboat during the race.)

\_\_\_\_\_ Date: \_\_\_\_\_  
Owner's Signature (If Skipper is not the owner of the sailboat.)

\_\_\_\_\_  
Name of Sailing Vessel

Parent / Guardian Waiver for Minors (Under 18 years old)

The undersigned parent and natural guardian does hereby represent that he/she is, in fact, acting in such capacity, has consented to his/her child or ward's participation in the 2020 Pacific NW Offshore International Yacht Race (Offshore), and has agreed individually and on behalf of the child or ward, to the terms of the Crew Waiver and Release of Liability set forth above. On behalf of the minor and the undersigned parents or legal guardian, the parent or guardian further agrees to release and waive any and all claims, demands, cause of action and judgments against CYC, its officers, directors, members, employees, volunteers, and agents, and any one or more of them, their successors, executors, administrators, heirs and assigns against CYC related in any way to my child or ward's participation in the Offshore race and all related activities.

\_\_\_\_\_ Date: \_\_\_\_\_  
Parent or Guardian's Signature (If Skipper/Owner is a minor.)

**(End of Skipper/Owner Waiver)**

Schooner Creek Boat Works

**PACIFIC NW OFFSHORE**  **2020**  
Ilwaco, WA to Victoria, BC • International Yacht Race

Crew Member  
Waiver and Release of Liability

THIS DOCUMENT HAS IMPORTANT LEGAL CONSEQUENCES. YOU SHOULD GET APPROPRIATE LEGAL OR OTHER ADVICE BEFORE SIGNING IT.

1. I recognize as crew that sailing is an activity that has an inherent risk of damage and injury associated with it. I have read RRS 4, Decision to Race, and hereby acknowledge and agree that I am participating in this event entirely at our own risk.
2. I acknowledge and agree that neither the organizing authority nor the race committee, nor their members, will be responsible for (a) any damage to the entered boat or my other property, or (b) any injury to me or other crew, including death, sustained as a result of the participation of myself, my crew and the boat in this event.
3. I hereby waive any rights I may have to sue the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) with respect to personal injury or property damage suffered by myself or my crew as a result of our participation in this event and hereby release the race organizers from any liability for such injury or damage to the fullest extent permitted by law.
4. I have taken all necessary steps to ensure that myself and the entered boat are adequately prepared for all possible contingencies, including appropriate safety equipment as may be required by law or that a prudent seaman would consider advisable.
5. I understand this document has important legal consequences and have consulted such legal and other advisors as I deem appropriate before signing.

\_\_\_\_\_  
Date: \_\_\_\_\_  
Crew Signature (Person participating in the race)

\_\_\_\_\_  
Name of Sailing Vessel

Parent / Guardian Waiver for Minors (Under 18 years old)

The undersigned parent and natural guardian does hereby represent that he/she is, in fact, acting in such capacity, has consented to his/her child or ward's participation in the 2020 Pacific NW Offshore International Yacht Race (Offshore), and has agreed individually and on behalf of the child or ward, to the terms of the Crew Waiver and Release of Liability set forth above. On behalf of the minor and the undersigned parents or legal guardian, the parent or guardian further agrees to release and waive any and all claims, demands, cause of action and judgments against CYC, its officers, directors, members, employees, volunteers, and agents, and any one or more of them, their successors, executors, administrators, heirs and assigns against CYC related in any way to my child or ward's participation in the Offshore race and all related activities.

\_\_\_\_\_  
Parent or Guardian's Signature (If Crew Member is a minor.)

Date: \_\_\_\_\_

\_\_\_\_\_  
Skipper's Signature (Person in charge of the Sailboat during the race.)

Date: \_\_\_\_\_

\_\_\_\_\_  
Parent or Guardian's Signature (If Skipper is a minor.)

Date: \_\_\_\_\_

**(End of Crew Waiver)**

Schooner Creek Boat Works

# PACIFIC NW OFFSHORE



Ilwaco, WA to Victoria, BC • International Yacht Race

## Crew List 2020 – Page 1

Boat	
Skipper/Owner	
Phone	
Email	
Emergency contact	
Emergency contact phone	
<hr/>	
Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	
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Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	
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Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	
<hr/>	
Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	

Crew List 2020 – Page 2

Boat	
Skipper/Owner	
Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	
Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	
Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	
Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	
Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	



Crew List 2020 – Page 3

Boat	
Skipper/Owner	
Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	
Crew name	
Cell phone	
Email	
Emergency contact	
Emergency contact phone	
Crew name	
Cell phone	
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Emergency contact	
Emergency contact phone	

Schooner Creek Boat Works

# PACIFIC NW OFFSHORE

Ilwaco, WA to Victoria, BC • International Yacht Race



Safety Equipment Requirements - 11/4/19					
Source: This SER is based upon US Sailing SER revision 2019.					
Vessel Name					
Skipper/Owner					
Section Name	#	Requirement	Vessel Compliance		
			Note	Yes	No
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.			
Overall: Responsibility	1.2	The safety of a boat and its crew is the sole and inescapable responsibility of the "person in charge", as per RRS 4, 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.			
Overall: Inspections	1.3	A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If it does not comply with these regulations, its entry may be rejected or it 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.			

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.			
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.			
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.			
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.			
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.			
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.			
Hull and Structure: Cockpit	2.1.3	A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.			
Hull and Structure: Cockpit	2.1.4	A boat's cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm <sup>2</sup> ) of effective drain per eight square feet (0.743m <sup>2</sup> ) of cockpit sole will meet this requirement.			

	2.1.5.2	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 0.08 x LOA x Max. Beam x Freeboard aft. The cockpit sole shall be at least 0.02 x LOA above LWL.			
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.			
Hull and Structure: Stability	2.2.3	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.			
Hull and Structure: Accommodations	2.3.1	A boat shall be equipped with a head or a fitted bucket.			
Hull and Structure: Accommodations	2.3.2	A boat shall have bunks sufficient to accommodate the off watch crew.			
Hull and Structure: Accommodations	2.3.3	A boat shall have a stove with a fuel shutoff.			
Hull and Structure: Accommodations	2.3.5	A boat shall have adequate hand holds below decks.			
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 2.4.7.			
Hull and Structure: Lifelines	2.4.2	A boat's stanchion and pulpit bases shall be within the working deck.			
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).			
Hull and Structure: Lifelines	2.4.4	Lifelines shall be 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. Lifelines shall be taut.			

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.			
Hull and Structure: Lifelines	2.4.5	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).			
Hull and Structure: Lifelines	2.4.6	Boats under 30' (9.14m) shall have at least one lifeline with 18" (457mm) minimum height above deck, and a maximum vertical gap of 18" (457mm). Taller heights will require a second lifeline. The minimum diameter shall be 1/8" (3mm).			
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 5/32" (4mm) for boats to 43' (13.1m) and 3/16" (5mm) for boats over 43' (13.1m).			
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 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 toerails.			
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 and which is operable from on deck with the cabin closed 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.			

Hull and Structure: Mast and Rigging	2.6	A boat shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure.			
Hull and Structure: Mechanical Propulsion	2.7.1	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) for 10 hours.			
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.			
Safety Equipment: Personal	3.1.1	Each crewmember shall have a 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. Alternatively, each crewmember shall have an inherently buoyant off-shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.			
Safety Equipment: Personal	3.1.2	Life jackets shall be equipped with 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. If the life jacket is inflatable, it shall be regularly checked for air retention.			
Safety Equipment: Personal	3.1.4	Each crewmember shall have a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.			
Safety Equipment: Deck Safety	3.2.1	A boat shall carry jacklines 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.			
Safety Equipment: Deck Safety	3.2.2	A boat shall have adequate clipping points or jacklines that allow the crew to clip on before coming on deck and unclip after going below.			

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.			
Safety Equipment: Navigation Lights	3.3.2	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.			
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.			
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.			
Safety Equipment: Visual Distress Signals	3.6.4	A boat shall carry U.S. Coast Guard (or applicable government entity) flares or approved S.O.S Distress light meeting day-night requirements; in either case, not older than the expiration date.			
Safety Equipment: Visual Distress Signals	3.6.5	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.			
Safety Equipment: Man Overboard	3.7.1	A boat shall carry a Lifesling or equivalent man overboard rescue device equipped with a self igniting light stored on deck and ready for immediate use.			
Safety Equipment: Man Overboard	3.7.2	A boat shall have a man overboard pole and flag, with a lifebuoy, a self-igniting light, a whistle, and a drogue attached. 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".			
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.			

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.			
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.			
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.			
Safety Equipment: Emergency Communications	3.8.4	A boat shall have an emergency VHF antenna with sufficient coax to reach the deck.			
Safety Equipment: Emergency Communications	3.9	All boats shall have an AIS Transponder, sharing a masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of 0.9 meters long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss.	Recommended - <u>Not required</u>		
Safety Equipment: Emergency Communications	3.14	A boat shall carry a GPS receiver.			
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.			
Safety Equipment: Emergency Communications	3.16.1	A boat shall carry a 406MHz EPIRB that is properly registered to the boat. This device shall be equipped with an internal GPS.			
Safety Equipment: Navigation	3.17	A boat shall have a knotmeter and/or distance-measuring instrument.			



Safety Equipment: Navigation	3.18	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).			
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.			
Safety Equipment: Navigation	3.19.2	A boat shall have a second magnetic compass suitable for steering at sea which may be handheld.			
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.			
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.			
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.			
Gear: Lights	3.24.1	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.			
Gear: Lights	3.24.2	A boat shall carry a watertight flashlight for each crewmember with spare batteries in addition to the above.			
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.			
Gear: Radar Reflectors	3.26	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.			
	3.27.1	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.			
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.			
Gear: Emergency Steering	3.29.1	A boat shall have an emergency tiller, capable of being fitted to the rudder stock.			
Gear: Spare Parts	3.30	A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.			

Gear: Identification	3.31	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 requirement. The boat name shall be added during the first servicing of any new equipment.			
Gear: Cockpit Knife	3.32	A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.			
Sails: Mainsail Reefing	3.33.1	A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.			
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.			
Rigging: Boom Support	3.36	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.			
Gear: Life Rafts	3.39	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew. The raft shall be SOLAS, ISAF, ISO 9650-1 or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. Boats built after 01/06/2001 shall have the life raft stowed in a deck mounted rigid container or stowed in watertight or self-draining purpose built rigid compartment(s) opening adjacent to the cockpit or the working deck. Boats built prior to 01/06/2001 may alternatively stow the life raft in a valise not weighing over 88 lbs. securely below deck and adjacent to the companionway. The life raft(s) shall hold current certificate(s) of inspection.			
Gear: Life Rafts	3.40	A boat shall have 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 an EPIRB, and a watertight handheld VHF radio. The VHF radio and EPIRB need not be in addition to the prior requirements.			

Skills: Emergency Steering	4.1.1	A boat's crew shall be aware of multiple methods of steering the boat with the rudder disabled, and shall have chosen and practiced one method of steering the boat with the rudder disabled and be prepared to demonstrate said method of steering both upwind and downwind.			
Skills: Man Overboard	4.2	Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures on the boat. 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.			
Skills: Safety at Sea Training	4.3.1	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have attended a one-day or two-day US Sailing Safety at Sea Seminar within the last 5 years, including online courses when available, or other courses as accepted by US Sailing or other national authority.			
Skills: Crew Training	4.4	<i>As required in 1.2 above the person in charge shall ensure that all crew members know where all emergency equipment is located and how to operate the equipment. In addition, the person in charge and crew should discuss how to handle various emergency situations including Crew Overboard, Grounding, Loss of steering, Flooding, Fire, Dismasting, and Abandon Ship.</i>			

I have prepared and inspected my sailing vessel taking full and complete responsibility for its condition. I acknowledge that my sailing vessel meets the requirements as provided in this US Sailing Safety Equipment Requirements (SER) for entry into the Pacific NW Offshore sailing race, and I understand and accept my responsibility for the safety of my boat and crew as referenced in SER 1.2 and as provided in the Racing Rules of Sailing rule 4, Decision to Race. I agree to resolve any issues identified during the demonstration of compliance before the start of the Pacific NW Offshore International Yacht Race 2020.

I further understand that this SER inspection is not a marine survey and in no way a certification, representation, or guarantee that this sailing vessel meets or exceeds any standard of safety or represents any standard of use, and that this inspection does not imply any acceptance of liability on the part of the inspectors or CYC of Portland (the Organizing Authority) of the Pacific NW Offshore. I hereby waive any rights I may have to sue the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) with respect to personal injury or property damage suffered by myself or my crew from any claims, litigation, or liability arising from any person who makes any claim whatsoever in relation to or associated with this inspection.

Sailing Vessel	
Skipper's Name	
Signature	
Date	

Inspector's Name	
Signature	
Date	

Schooner Creek Boat Works  
**PACIFIC NW OFFSHORE**  **2020**  
Ilwaco, WA to Victoria, BC • International Yacht Race

Pacific NW Offshore 2020  
Inspection Guidelines.

### **Responsibilities**

This is a guide to the inspection process for the Pacific NW Offshore 2020 (Offshore). Before starting, it should be clearly understood that the safety of a boat and its crew is the sole and inescapable responsibility of the “Person in Charge” under RRS 4. Your inspector will provide information and review compliance with the rules, but the **final responsibility** for safety and seaworthiness is always yours as the skipper/owner.

### **Your Inspector**

CYC will assign an Inspector to each boat. Your inspector is a resource – usually an experienced racer – who can help you understand the Pacific NW Offshore Safety Equipment Requirements (SER) and may give you tips based on their experience, *etc.* The Inspector’s role is to attempt to identify any omitted requirements, review the proper installation of the boat’s equipment, and review any proposed variations with the Technical Committee. An inspection is **not** a survey. Make good use of him or her, but recognize the limitations of anything they say to you as stated above in “Responsibilities.”

### **Preliminary Inspection**

Your inspector will offer a “preliminary inspection” if requested. This may be done over the phone. The intention is to make sure you understand the SER, and to avoid any surprises down the road. In particular, we want to identify any potentially big problems that will require time to fix. Identifying issues early will lower your stress level and make the process easier for everyone.

### **Final inspection**

Each boat must arrange with the Inspector a mutually acceptable time and place for a pre-race inspection, which will typically be in the late spring, meaning before the end of April for Portland boats, and no later than race week in Ilwaco, WA, our host city, for boats from out of the Portland area. We are working with the possibility of inspectors being available in Puget Sound and elsewhere. If we do, we will keep boats out of the

Portland area informed of the availability of those inspectors as soon as we can. Otherwise, expect to be inspected in Ilwaco.

Be ready! Make sure everything has been laid out and ready to be checked over. You don't want to be shuffling your feet, explaining that you have the flares, but they are in a storage locker 20 miles away. Everything should be at hand.

A boat that fails to complete and pass inspection prior to starting is not an entrant in the Offshore. Your boat may be re-inspected at any time before the start and after its finish. A boat, its Skipper and/or the person in charge, found not to comply with the SER may be disqualified, penalized, and/or excluded from future Offshore participation.

## **Guidelines**

What follows is a high-level look at some of the key inspection requirements in the SERs, and what to expect for each item. Note, however, that each and every item in the SER as written has the potential to be inspected. In the actual inspection process, the inspector will go down the SER item by item, discuss, and check off each one in order.

*1.5 Secure Storage* – Have storage areas for heavy items easily accessible for inspection. Make sure you can demonstrate that they will be stowed securely.

*2.1.1 and 2.1.2 Companionway and Hatch Boards* – Demonstrate securing arrangements for companionway slider and have hatch boards tethered as for race.

*2.1.6 and 3.22 Through Hulls and Plugs* – Have all through hulls easily accessible for inspection with plugs attached or stowed adjacent.

*2.4.4.1 Taught Lifelines Measurement* – Make sure you can show a less than 2" deflection for upper lifeline and 5" for lower lifeline by hanging a 9 lb weight to demonstrate.

*2.4.5 Lifelines Spacing* – The spacing between stanchions may be measured.

*2.4.6 and .7 Lifelines Diameter and Height* – Provide specs on lifeline diameter and note they must be uncoated stainless steel. The spacing between lifelines may be measured.

*2.4.8 Toe Rails* – The height of toe rails may be measured. If you have teak toe rails, be sure they have not worn below the minimum height.

*2.5.1 Dewatering* – Bilge pumps should be in an operating position with handles ready.

*3.1 Life Jacket* – Have all life jackets available, with required gear attached. Plan ahead! If your crew is supplying their own life jackets and live far away, arrange to have them ready for the inspection.

*3.1.2 Harness and Tether* – Have all harness and tethers available.

- 3.2.1 Jacklines* – Have jacklines rigged as they will be for the race.
- 3.3.1 Navigation Lights* – Show that the primary navigation lights work and are not obscured by the sails.
- 3.3.2 Navigation Lights – Spare* – Show that spare navigation lights meet the Coast Guard requirements.
- 3.4 Fire Extinguishers* – Have fire extinguishers mounted and have locations easily accessible for inspection.
- 3.5 Sound Producing Equipment* – Have your “sound-making device” ready and serviceable.
- 3.6.4 Smoke and Flares* – Have flares out and that they meet expiration date requirements.
- 3.7.1 Man Overboard Sling* – Make sure it has self-switching light and battery has not expired. Recommend a light with a switch so that it can be turned off and re-armed.
- 3.7.2 Man Overboard Pole* – Have system mounted as it will be for the race.
- 3.7.3 Man Overboard Sock* – Have mounted as it will be for the race.
- 3.7.4 Man Overboard Throwable* – Show that it is a Coast Guard approved throwable.
- 3.8.1 and .2 VHF Radios* – Show MMSI paperwork for both radios.
- 3.8.4 VHF Spare Antenna* – Have your spare antenna available.
- 3.15 MOB Button* – Be prepared to demonstrate that your MOB button can be reached and activated in less than 10 seconds.
- 3.16.1 EPIRB* – Show documentation confirming that EPIRB has up to date registration.
- 3.20 Charts* – Show your paper charts
- 3.24.1 Searchlight* – Have available
- 3.24.2 Flashlights* – Have available
- 3.25 Medical Kits* – Have available. Be prepared to demonstrate that it is suitable for the likely conditions and length of the passage.
- 3.26 Radar Reflectors* – Have available. If you have something other than the standard octahedral radar reflector, be prepared to show that it is of equivalent performance.
- 3.27.1 Buckets* – Should be ready, with lanyards attached.
- 3.28 Safety Diagram* – Have it mounted where it will be located during the race.

*3.29.1 Emergency Tiller* – Have it out and be able to show where will be mounted if used.

*3.30 Spare Parts* – Be prepared to demonstrate your planned method of quickly disconnecting or severing the rigging.

*3.39 Life Rafts* – Provide documentation showing that the raft(s) meet the requirements and have an up to date certification of inspection. Be prepared to demonstrate that storage location of life raft(s) is not obstructed by other gear.

*3.40 Grab Bag* – Have your grab bag ready, with lanyard attached.

*4.1.1 Emergency Steering* – Have emergency steering system available.

*4.3.1 Safety at Sea Training* – Have certificates of all crew Safety at Sea courses available for review.