

# Pacific NW Offshore 2021 Inspection Guidelines

(Updated 3/18/2021)

## ***Responsibilities***

This is a guide to the inspection process for the Pacific NW Offshore 2021 (PNWO). Before starting, it should be clearly understood that your inspector will provide information and review compliance with the SERs. **However**, under RRS 3 (2021-2024), “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.” and by implication, the final responsibility for the safety and seaworthiness of your boat and your crew is the sole and inescapable responsibility of you, the skipper/owner.

## ***Your Inspector***

The CYC inspectors are Thomas Keffer, Jeff Duvall, Mary Hartel and Craig Garrison (Lead Inspector). All inspectors are experienced offshore sailors and are ready to provide assistance and confirmation of all aspects of the SER document/checklist. CYC will be assigning an Inspector to your boat who will be contacting you about your progress in complying with the SERs. Regard your inspector as a resource who is ready help you understand the Pacific NW Offshore Safety Equipment Requirements (SER) and is prepared to provide insights and suggestions to help you have the safest race possible. 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 **the inspectors** but recognize the limitations of anything they say to you as stated above in “Responsibilities.”

## ***Preliminary Inspection***

The inspection process starts with completing and submitting the SER document, checked off and signed by the skipper, **beginning as soon as you are ready for review. We urge you to submit this document as early as possible.** If there are requirements that you have not yet finalized, make note that the item is incomplete on the form and the assigned inspector will confirm later that the issue has been resolved prior to finalizing compliance of the boat for the race. As already noted, please use the inspector as a resource to answer any questions that arise during your preparation. In addition, your inspector will offer a “preliminary inspection” if requested. This will likely be done using a combination of phone calls, Zoom, and FaceTime given Covid restrictions. The intention is to make sure you understand the SERs, 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 for a mutually acceptable time and place for a pre-race final inspection. **All Portland boats must be inspected before arriving in Ilwaco.** For boats out of the Portland area, we can do a final inspection in Ilwaco, but we urge all boats to work towards being inspected as early as possible. Note: with Covid restrictions in place, all inspections may take the form of a Zoom or FaceTime call.

***Be ready!***

At the final inspection, make sure everything has been laid out and ready to be checked over. All required equipment must be on board and ready for inspection. A boat that fails to complete and pass inspection prior to starting the race 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 PNWO participation.

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