



May 23-24 Spinnaker Cup
San Francisco to Monterey

May 25-26 Coastal Cup
Monterey to Santa Barbara

May 27 Santa Barbara in Port Race

May 28-30 SoCal 300
Santa Barbara to San Diego

NOTICE OF RACE

Organizing Authority (OA): Encinal Yacht Club (EYC), Monterey Peninsula Yacht Club (MPYC), Santa Barbara Yacht Club (SBYC), San Diego Yacht Club (SDYC).

1. RULES

- 1.1. This California Offshore Race Week Series (hereafter referred to as “CORW”) will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. [DP] denotes a rule for which the penalty is at the discretion of the protest committee.
- 1.3. [NP] denotes a rule for which competitors may not protest. This changes RRS 60.1(a).
- 1.4. For determination of the right of way between contestants, Part 2 of the racing rules shall govern, except between sunset and sunrise, the following shall be substituted for Rule 17: “When two boats are on the same tack and within three of the larger boat’s overall length of each other, the overtaking boat shall keep clear and neither boat shall alter course toward the other.” Sunset and sunrise shall be determined as published by the US Naval Observatory at each boat’s current position.
- 1.5. Individual regattas will make up the CORW Series, as described in NOR 2.1 Eligibility, equipment requirements and scoring differ between regattas, and the overall series. This document serves as NOR for all events described in NOR section 2.
- 1.6. [DP] [NP] The use of a satellite transponder (tracker) is provided to all competitors and required to be utilized as described in NOR 7.
- 1.7. For the purpose of RRS 46, the “person in charge” will be defined as the registered skipper.
- 1.8. All boats (monohulls and multihulls) shall comply with the US Sailing Safety Equipment Requirements (USSER) Coastal level, as modified for each race in NOR 6.
- 1.9. [DP] RRS 55 is modified to permit the use of biodegradable material to band spinnakers. Said materials shall not be considered trash if lost overboard during a spinnaker launch.
- 1.10. RRS 51 Movable Ballast and RRS 52 Manual Power are modified to permit the positioning of hull appendages, specifically adjustable keels and water ballast, and other control devices powered by hydraulic or electric power on boats so designed and so rated by the handicap authority. All such movable ballast systems shall be capable of manual operation if powered systems are inoperable. All other boats shall comply with RRS 51 and RRS 52.
- 1.11. RRS 51 is further modified for all boats to permit the movement of sails not in use while racing; however all sails not being flown must remain within a boat’s lifelines.
- 1.12. [NP] Breaches of IRPCAS Rule 10, Traffic Separation Schemes (TSS), will not be grounds for a protest by a yacht. This changes rule 60.1(a). However, a yacht that is reported by a government authority for a breach of IRPCAS Rule 10, may be protested by the Race Committee. This change rule 60.2.
- 1.13. [DP] Recalls will be signaled in accordance with RRS 29. The Race Committee will also attempt to notify recalled boats on VHF Channel specified in local sailing instructions. Failure of the Race Committee to make the attempt to notify, failure of the competitor to hear the notification, delay in notification, or the sequence of such notification shall not constitute grounds for redress. Any boat that is on the course side at her starting signal and which does not return to the pre-start side of the line to properly start shall be protested. A penalty of one hour added to the elapsed time of the boat in lieu of being scored OCS may be applied. This modifies RRS 28, A4 and A5.
- 1.14. [DP] All boats are reminded that launching/controlling/flying any unmanned aerial system (UAS or “drone”) over federally controlled areas or in close proximity to commercial vessels is strictly prohibited.
- 1.15. There is no limitation on crew weight. This modifies ORR rule 4.02. Per RRS 87, ORR has issued OA permission to make this change.
- 1.16. There is no limitation on the number of spinnakers and staysails carried. This modifies Offshore Racing Rule regulation 10.02.1. Per RRS 87, ORR has issued OA permission to make this change.

2. ELIGIBILITY

- 2.1. **The Spinnaker Cup** is open to all boats 23'9" overall length or longer. Attention is drawn to NOR Section 6 – Safety, and Addendum 1, Section 2: Hull and Structures, for additional requirements. All entries must enter with a valid Northern California PHRF (NCPHRF) certificates, or MPHRF BAMA Certificate. In the event that a boat holds a certificate from another area (e.g. Monterey Bay or SoCal PHRF), an adjusted NCPHRF Rating must be obtained. PLEASE UPLOAD CURRENT CERTIFICATE WHEN REGISTERING, or email to jared@sdy.org.
- 2.2. **The Coastal Cup** is open to all boats with an ORR or ORR-EZ certificate and 23'9" or longer in overall length. Attention is drawn to NOR Section 6 – Safety, and Addendum 1, Section 2: Hull and Structures, for additional requirements. PLEASE UPLOAD CURRENT CERTIFICATE WHEN REGISTERING, or email to jared@sdy.org.
- 2.3. **The SoCal 300** is open to all monohull boats with an ORR or ORR-EZ certificate and 23'9" or longer in overall length or multihulls conforming to NOR 2.3.1 thru 2.3.6. Attention is drawn to NOR Section 6 – Safety, and Addendum 1, Section 2: Hull and Structures, for additional requirements. PLEASE UPLOAD CURRENT CERTIFICATE WHEN REGISTERING, or email to jared@sdy.org.
 - 2.3.1. Multihulls for SoCal 300 shall conform to the following criteria:
 - 2.3.2. The minimum Multihull length for all events is 45 feet; however, consideration may be given to slightly smaller Multihulls that meet recognized multihull stability standards defined in ISO 12217 Category A and hull construction standards of ISO 12215 Category A.
 - 2.3.3. Multihulls are unrestricted both in maximum length and rating.
 - 2.3.4. The number of multihulls required to qualify as a fleet is 2; each event OA or the CORW OA may waive this requirement depending on entries.
 - 2.3.5. Multihull ratings for Multihull handicap awards shall be based on the ORR Multihull rating rule, (ORR-MH). Each multihull yacht shall have a valid ORR-MH rating certificate. The measurements, measurement procedures and certificate information required to generate and issue an ORR-MH certificate can be obtained by emailing ora.rating.services@gmail.com.
 - 2.3.6. Eligible Multihulls must carry on board a copy of the valid 2020 ORR MH certificate which they submitted for purposes of assignment of their rating. This certificate must be signed by the owner, and CORW charterer if applicable, attesting to the accuracy of the input data. Note that ORR MH Rule 3.01 holds the owner/charterer responsible for the accuracy of the data input to the certificate.
- 2.4. **The CORW Series** is open to all eligible monohull, and multihull boats conforming to 2.3.1, participating in all three events of the series (2.1, 2.2, and 2.3) with a valid ORR, ORR-EZ or ORR-MH rating.
 - 2.4.1. Classes for each race and for the Overall CORW Series will be determined prior to the start of each race and described in each race's sailing instructions.

3. CLASSES AND RATINGS

The following are the rating authorities that will determine ratings to be used:

- 3.1. Northern California PHRF (NCPHRF) will be the rating authority for **PHRF certificates**.
 - 3.1.1. Contact YRA of San Francisco Bay at 415-771-9500, no later than April 21 for consideration by the PHRF Committee. When a rating is assigned, it is not subject to redress. This changes rule 62.1.
 - 3.1.2. PHRF data: In the event that a boat holds a certificate from another area (e.g. Monterey Bay or SoCal PHRF), an adjusted NCPHRF Rating must be obtained, subject to RRS 78.2.
- 3.2. The Offshore Racing Association (ORA) will be the rating authority for **ORR-EZ** (hybrid) and **ORR MH** (Multihull) certificates
 - 3.2.1. Boats sailing with these certificates will be governed by the Rules of the Offshore Racing Rule for Offshore Cruising/Production Racing Yachts racing under ORR-ez. Link: [ORRez Rule Book](#).
 - 3.2.2. For ratings and information, contact Jay Tyson p) 813.220.1584 / e) jwtj29@gmail.com
- 3.3. US Sailing will be the rating authority for **ORR** (fully measured) certificates.
 - 3.3.1. Boats sailing with these certificates will be governed by the Rules of the Offshore Racing Rule (ORR) shall apply for boats racing under ORR Rules. Link: [ORR Rule Book](#).
 - 3.3.2. For ratings and information, contact: Nathan Titcomb p) 401-342-7951 / e) offshore@ussailing.org.
- 3.4. Classes of three or more like or similarly rated boats are required to form a fleet.
- 3.5. Classes per 3.4 may be assigned to start with and/or compete against other similarly rated boats in a larger class, but also be scored as a subfleet. (Ex. three Farr 40s racing as subfleet, but within larger handicap class with similarly rated boats.)
- 3.6. *All pertinent data used to calculate a boat's rating certificate shall be submitted to the rating authority no later than 21 days prior to the regatta start date. Exceptions to this timeline shall be only by permission of the rating authority and the event OA.*

4. ENTRY

- 4.1. Eligible boats shall enter by completing the online registration found at www.offshoreraceweek.com no later than 1800 hours five days prior to the start date of each race.
- 4.2. Each sailor on board for any race is required to complete a waiver and emergency contact form via the "Crew Corner" in the Yacht Scoring Dashboard for each race. Entered boats will enter their crew names and email addresses into the "Owner's Corner" of the Yacht Scoring Dashboard for each race. The 'person in charge' shall be responsible for all crew completing these forms, and ensure the crew list accurately reflects the crew onboard at the start. Please ensure people listed as emergency contacts will be ashore and reachable in the event that they must be called. Emergency contacts provided shall be available directly to the U.S. Coast Guard.
- 4.3. Crew lists shall be confirmed per NOR 15.1.

5. FEES

- 5.1. Entry fees shall be paid online at the time of registration for each race.
- 5.2. The entry fees are as follows:
 - a) Spinnaker Cup: \$225 for any boat size
 - b) Coastal Cup: \$275 for any boat size
 - c) SoCal 300: \$275 for any boat size
- 5.3. A late fee of \$100 per race will be applied to entries received after 1800 on May 1.
- 5.4. A discount of \$25/event will be given to boats sailing all three events in the CORW Series.

6. SAFETY

- 6.1. [NP] The OA intends all registered boats to utilize Addendum 2– Vessel Safety Brief shown below.
- 6.2. The US Sailing Safety Equipment Requirements (SERs), Coastal Level, as modified in 6.6 are in effect. Addendum 1 is a listing of all requirements, and subject to 6.6. Items in the “Coastal” column, shown with a single ‘x’ are standard requirements. Items shaded, and shown with a double ‘xx’ are additional required items.
- 6.3. Random inspections may be made before the start and after the finish of each race for minimum equipment compliance. If selected, you will be contacted by a technical committee member to make arrangements for the inspection. If the random inspection is at the finish, you will be contacted at the finish line on VHF USA channel 65A. The same boat may be selected at both the start and the finish line of any race.
- 6.4. [DP] Any boat not passing an equipment inspection shall be protested by the technical committee in accordance w/ RRS 92.2. Penalties will be determined by the protest committee based on the level of offense up to and including DSQ from that race.
- 6.5. Exceptions to an SER may be requested. The OA will review each request on a case-by-case basis to determine if the exception will materially change the safety of the boat and crew.
- 6.6. The following modifications to the USSERs, Coastal level are made:
 - a) **Spinnaker Cup:** Boats in this event are required to carry all SERs Coastal gear, except:
 - (1) SER 2.1.5.2 RE maximum cockpit volume – deleted
 - (2) SER 2.4.9 RE Trimarans exempt from lifeline requirements –adds toerail
 - (3) SER 2.5.1 RE Manual Bilge pump – modified requirements for multihulls.
 - (4) SER 2.7.3 RE engine/gen install conformity – deleted
 - (5) SER 4.3.2 RE SaS training – modified (single cert.) for doublehand crew.
 - (6) SER 4.3.2 RE The four-hour (half-day) Coastal Safety at Sea Seminar and all online safety at sea courses do not qualify for SER requirement 4.3.2.
 - (7) RRS 40 is deleted and replaced with: “All competitors are required to wear lifejackets that comply with the SER (33.7 pounds of flotation, or greater inflatable or USCG type 1) including crotch/leg straps while on deck.” Flag Y will not be displayed.
 - (8) RRS 52 is changed for the ShortHanded Sailing (SHS) class only, to allow the use of autopilots during the Series.

b) Coastal Cup: Boats in this event are required to carry all SERs Coastal gear, except:

- (1) SER 2.1.5.2 RE maximum cockpit volume – deleted
- (2) SER 2.4.9 RE Trimarans exempt from lifeline requirements –adds toerail
- (3) SER 2.5.1 RE Manual Bilge pump – modified requirements for multihulls.
- (4) SER 2.7.3 RE engine/gen install conformity – deleted
- (5) SER 4.3.2 RE SaS training – modified (single cert.) for doublehand crew.
- (6) SER 4.3.2 RE SaS training - The four-hour (half-day) Coastal Safety at Sea Seminar and all online Safety at Sea courses do not qualify for SER requirement 4.3.2.
- (7) RRS 40 is deleted and replaced with: “All competitors are required to wear lifejackets that comply with the SER (33.7 pounds of flotation, or greater inflatable or USCG type 1) including crotch/leg straps while on deck.” Flag Y will not be displayed.
- (8) RRS 52 is changed for the ShortHanded Sailing (SHS) class only, to allow the use of autopilots during the Series.

c) SoCal 300:

- (1) Boats in this event are required to carry all SERs Coastal gear, and in addition, carry:
 - (a) a sat phone
 - (b) life raft per SER 3.39
 - (c) [DP] AIS Tx at start and finish per SlS.
- (2) [NP] All boats in the SoCal 300, RRS 40 modified to add “Lifejackets shall be worn while on deck between sundown and sun up, and at any time directed to do so by the Person in charge.”

d) CORW Series:

- (1) Boats participating in the full three (3) race CORW Series are required to carry a life raft, per SER 3.39, in all events.

7. POSITION TRANSPONDER

- 7.1. All boats are required to carry, properly position and maintain position transponder (YB Tracker) as supplied by the OA. There are no fees associated with this requirement; however boats are responsible for returning the tracker in working order. Broken or lost transponders may be subject to replacement/damage charge of up to \$1,000.
- 7.2. Trackers shall be installed on deck, on or close to the stern of the boat. It shall be mounted to a stable and permanent fixture of the boat, with tracker antennae pointing skyward. It shall not be placed under any cover, or platform of any material type, and as far as possible from other instrument antenna. Trackers must remain on, as installed, and capable of tx/rx operations for the duration of the race.
- 7.3. Any boat that willfully reports a false position, impedes the transmission of the YB Tracker or its position reports, or remains unreported or unresponsive for an extended period of time will be considered in violation of RRS 2 – Fair Sailing and the race committee will file a protest with the protest committee.
- 7.4. Tracker pickup locations for each event will be listed in Local SlS.
- 7.5. Boats participating in multiple races will keep their same tracker between races.

- 7.6. All YB Trackers are to be returned to the Race Committee at the conclusion of a boat's final race in the CORW series; at Monterey Peninsula Yacht Club at the conclusion of the Spinnaker Cup, at Santa Barbara Yacht Club at the conclusion of the Coastal Cup, or the SDYC Front Desk, Security Booth or Sailing Office upon completion of the SoCal 300.
- 7.6.1. If for any reason you are unable to complete the race and return to a port other than MPYC, SBYC or SDYC, please email jared@sdyc.org and let the SDYC Sailing Office know what arrangements you will make to return the tracker.
- 7.6.2. Mail to San Diego Yacht Club, Attn: Sailing Office, 1011 Anchorage Lane, San Diego, CA 92106 by 6/8/20.

8. CHANGES TO THE NOR AND SIS

- 8.1. Any change to the NoR or Schedule will be posted on the CORW Series website (official notice board) no later than 12 hours before they are to take effect.
- 8.2. Any changes to the Local SI will be posted no later than 1 hour before scheduled warning signal

9. SCHEDULE

- 9.1. **Spinnaker Cup**
- | | | |
|------------------|-------------|------------------------------|
| Thursday, May 21 | 1900 – 2100 | Skippers Meeting at EYC |
| Saturday, May 23 | 0900 - 0955 | Mandatory check-in (VHF 65A) |
| | 1000 | First warning signal |
| Sunday, May 24 | 1800 | Awards |
- 9.2. **Coastal Cup**
- | | | |
|----------------|-----------|------------------------------|
| Sunday, May 24 | 1630 | Skippers' meeting at MPYC |
| Monday, May 25 | 1100-1155 | Mandatory check-in (VHF 65A) |
| Monday, May 25 | 1155 | First warning signal |
- 9.3. **Santa Barbara in Port Race**
- | | | |
|-------------------|------------|--------------------------------|
| Wednesday, May 27 | 1700 | First warning signal |
| | After race | Coastal Cup and In Port Awards |
- 9.4. **SoCal 300**
- | | | |
|------------------|-----------|---------------------------------|
| Thursday, May 28 | 0900 | Skippers' meeting at SBYC |
| | 1200-1255 | Mandatory check-in (VHF 65A) |
| | 1255 | First warning signal |
| Saturday, May 30 | 1600-1800 | SoCal 300 / CORW Awards at SDYC |

¹The Offshore Race Week & SoCal 300 Awards ceremony day/time will be confirmed at the skippers meeting for the SoCal 300 race, and will be based on the weather forecast and anticipated finish times.

10. LOCAL SAILING INSTRUCTIONS (LSI)

- 10.1. The local sailing instructions for each race will be available on the CORW Series website, www.offshoreraceweek.com no later than three days prior to the start of the race. They may also be available as a courtesy on a noticeboard location described in the local sailing instructions for that race.

11. THE COURSES

11.1. **Spinnaker Cup**

The starting line for the Spinnaker Cup will be in the area adjacent to the Golden Gate Yacht Club located near Marina Green, west of Ft Mason, on the San Francisco City Front. Specifically, the starting line will be between buoy "X" of the Golden Gate Yacht Club and the orange placard on the GGYC racedeck, with the finish line off Municipal Wharf 2 in Monterey.

An additional rounding mark approximately 6 nautical miles offshore of the Golden Gate, may be required in the selected course, depending on weather conditions. The two possible courses will be described in the sailing instructions.

11.2. **Coastal Cup**

The starting line will be located at buoy "7" located approximately 1nm ENE of the Monterey Harbor entrance. The race will be from the starting line to the finishing line located approximately 11 nautical miles SW of the Santa Barbara buoy "SB" along the line 119 deg 50 min W longitude. There will be no race committee boat on station at the finish. The finishing line and procedure will be described in the sailing instructions. The total approximate course length is 204 nautical miles.

11.3. **SoCal 300**

The starting line will be located in the vicinity of Point Castillo and the Santa Barbara Yacht Club. The race will be from the starting line, leave "Mark A" to port, leave Santa Cruz Island to port, leave weather buoy ODAS 46047 to port, to a virtual finish line extending northward from San Diego channel entrance buoy "SD 1". There will be no race committee boat on station. The finish line and procedure will be described in the sailing instructions. The approximate course length is 245 nautical miles. The course may be altered in the event of inclement weather.

12. PENALTY SYSTEM

- 12.1. The Scoring Penalty, rule 44.3, will apply. The penalty will be 10 minutes added to the elapsed finish time of that race. A yellow flag will not be required, but a boat taking a penalty shall notify the race committee by email within two hours after finishing. This changes rule 44.3.

13. SCORING

- 13.1. Boats with similar rating certificate types (eg. PHRF, ORR, ORR-ez, and ORR-MH) will be scored independently of other certificate types for class and overall awards.
- 13.2. **Spinnaker Cup**
- 13.2.1. Northern California PHRF Ratings will be used to calculate the corrected times using Time-on-Time scoring.
- 13.2.2. Either standard or downwind PHRF Ratings will be used. The rating used will be based on the following data observed during the race:
- 13.2.3. Average wind direction calculated from hourly data reported from the following National Data Buoy Center buoys for the 14 hours after the first class' starting signal. Each buoy's average will then be averaged. Any individual observations that are missing will be disregarded.
- Station 46026 (San Francisco) located 18NM West of San Francisco
 - Station 46012 (Half Moon Bay) located 24NM SSW of San Francisco
 - Station 46042 (Monterey) located 27NM WNW of Monterey
- 13.2.4. Observed data from these buoys is available at www.ndbc.noaa.gov
- 13.2.5. Standard PHRF Ratings will be used if the computed wind direction is greater than or equal to 65 (degrees true) and lower than or equal to 245 (degrees true). Downwind PHRF Ratings will be used if the computed wind direction is lower than 65 (degrees true) and greater than 245 (degrees true).
- 13.3. **Coastal Cup**
- 13.3.1. Monohull boats shall be scored using their respective rating systems for ORR and ORR-EZ certificates. ORR and ORR-EZ certificates will be scored separately. The Coastal Cup will use TCF numbers supplied by the rating authority multiplied by a boat's elapsed time to determine her corrected time.
- 13.3.2. Multihull boats shall be scored using the ORR-MH rating system.
- 13.4. **SoCal 300**
- 13.4.1. Monohull boats shall be scored using their respective rating systems for ORR and ORR-EZ certificates. ORR and EZ certificates will be scored separately. The SoCal 300 will use the "California Offshore" TCF number multiplied by a boat's elapsed time to determine her corrected time.
- 13.4.2. Multihull boats shall be scored using the ORR-MH rating system. The SoCal 300 will use TCF numbers supplied by the rating authority multiplied by a boat's elapsed time to determine her corrected time.
- 13.4.3. The SoCal 300 will be scored as a single leg from start to finish.

13.5. **The CORW Series**

- 13.5.1. The CORW Series shall count points for corrected time overall finishes in the Spinnaker Cup, Coastal Cup and SoCal 300. These races shall be scored using the ORR rating system for Monohulls and the ORR-MH rating system for Multihulls. Monohulls may enter with either an ORR or ORR-EZ rating certificate (in addition to any rating certificates required for the individual races of the event). For ORR ratings, the California Offshore TCF number shall be used. Classes scored for the Series may be different than classes scored for individual regattas in the Series, and will not include boats participating only in individual races but not the entire Series. The Series shall be scored as three races, and all races will count towards each boat's final score.

14. BERTHING

- 14.1. All berthing requirements should be requested directly to the host club / marina.
- 14.2. Berthing in San Francisco at Encinal Yacht Club can be arranged by contacting the club Port Captain Michael Byroads at tostreets@gmail.com.
- 14.3. Berthing arrangements in Monterey will be through the City of Monterey Harbormaster who will allocate slips in the Municipal Marina to participants based on the information provided on the Overnight Berthing Request form, which is located at www.offshoreraceweek.com/documents.
- 14.3.1. Participants requiring berthing arrangements in Monterey MUST complete the request form and email it directly to the Monterey Harbormaster's Office. Individual slip assignments will be given to each boat pre-registered with the Harbor.
- 14.3.2. Boats requiring a slip in Breakwater Cove must make their own prior arrangements. Slip fees are not included in the entry fee. After finishing, boats must check-in with the MPYC concierge for harbor key cards. A refundable deposit is required.
- 14.3.3. For haul-outs in Monterey, boats using the hoist may be temporarily docked after finishing at the MPYC guest docks.
- 14.4. Berthing arrangements in Santa Barbara will be made through the Harbormaster using the online form at www.offshoreraceweek.com/sbyc.
- 14.5. Berthing arrangements in San Diego may be made on your registration for the Series. This information will be sent to the SDYC Dockmaster who will contact each boat prior to the race to discuss slip assignments. You may also contact the Dockmaster directly at ty@sdyc.org.

15. RADIO COMMUNICATION

- 15.1. The race committee for each regatta may broadcast information about each day's start on a VHF USA channel listed in the local sailing instructions (LSI). All boats at each event are required to check in before each start of each race per this instruction. **At check-in boats will be asked for the total number of crew on board.** If there has been any change from the online registration, boats will be asked to switch to VHF USA channel listed in the LSI to provide the new information. Check-in for each race is not complete until confirmation is received from the race committee. Boats failing to check in with the race committee by VHF radio, including providing the number of crew onboard, will be scored DNC for that race.

16. PRIZES

- 16.1. The trophy presentations for each race will be held as scheduled in NOR 9. This information may be updated in the local sailing instructions for each event.
- 16.2. The Spinnaker Cup trophies will be awarded for each race to the top finishers in each class, with the number of trophies depending on the number of entries per class.
- 16.3. The Coastal Cup will award the following perpetual trophies:
- 16.3.1. The Coastal Cup Perpetual Trophy will be awarded to the first overall monohull to finish on ORR corrected time.
 - 16.3.2. The Edward J. Milano Memorial Perpetual Trophy will be awarded to the first Encinal Yacht Club boat to finish on ORR or ORR-EZ corrected time.
 - 16.3.3. The Line Honors Perpetual Trophy will be presented to the first boat to finish on uncorrected time. All boats entered in the Coastal Cup, whether entered under ORR, ORR-EZ, or ORR-MH, are eligible for this trophy.
 - 16.3.4. The Carl Schumacher Perpetual Trophy will be presented to the Schumacher-designed boat with the fastest ORR corrected time.
- 16.4. The SoCal 300 will award trophies as follows:
- 16.4.1. 1st to finish (elapsed time) in each class.
 - 16.4.2. 1st and 2nd (corrected time) in each.
 - 16.4.3. The overall monohull winner (corrected) shall have their boat's name engraved on the Jost Von Kursell perpetual trophy.
- 16.5. The CORW Series shall award trophies as follows:
- 16.5.1. 1st place in each CORW assigned class for each of the three races in the Series, as scored using the CORW ratings as outlined in NOR 13.5.
 - 16.5.2. 1st place for the CORW Series in each CORW assigned class, as scored per NOR 13.5.
 - 16.5.3. The overall Monohull winner of CORW will be awarded a special take home trophy and named the 2020 California Offshore Champion, as endorsed by the Offshore Racing Association.



17. DISCLAIMER OF LIABILITY

- 17.1. Competitors participate in the races or the Series entirely at their own risk. See rule 4, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race or Series.

18. INSURANCE

- 18.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$500,000 per incident.

19. FURTHER INFORMATION

Organizing Authority Yacht Clubs represented by:

EYC	Jens Jensen	vicecommodore@encinal.org	(650) 269-6155
	Ted Floyd	commodore@encinal.org	(925) 699-3726
MPYC	Scott Brubaker	brubaker.scott@gmail.com	(415) 710-5152
SBYC	Bill Guilfoyle	wguilfoyle3603@gmail.com	
	Brad Schaupter	racing@sbyc.org	(805) 965-8112 x114
SDYC	Manuel Gomez	mbgomez@icloud.com	
	Jeff Johnson	sailing@sdyc.org	(619) 758-6310

California Offshore Race Week Administrator:

SDYC	Jared Wohlgemuth	jared@sdyc.org	(619) 758-6309
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Addendum 1

US Safety Equipment Requirements (SERs)

Section Name	#	Requirement	Coastal
Definition	1.0.2	Coastal: Races not far removed from shorelines, where rescue is likely to be quickly available	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	EMPHASIS: 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
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: 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.	x
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 ²) of effective drain per eight square feet (0.743m ²) of cockpit sole will meet this requirement.	x

Hull and Structure: Cockpit	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.	X / mod
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	2.2.2	The boat must have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.	X
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.	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	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.	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).	x
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).	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 5/32" (4mm) for boats to 43' (13.1m) and 3/16" (5mm) for boats over 43' (13.1m).	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 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.	x
Hull and Structure: Lifelines	2.4.9	Trimarans are exempted from the lifeline and toerail requirement where there is a crossbeam or trampoline outboard of the main hull, except that a lifeline must run from the top of a bow pulpit to the forward crossbeam at the outboard edge of the bow net or foredeck. Catamarans with trampoline nets between the hulls are exempted from the lifeline and toerail requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.	X / modified for multihull
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.	X / modified for multihull



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		[MOD for Multi] Unsinkable multihull designs with positive buoyancy are exempted from the permanently mounted manual bilge pump requirement, but are required to carry a portable manual bilge pump of at least 10 gallons-per-minute (GPM) capacity for use in any of the hulls, and it shall be secured to the boat via a lanyard.	
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) for 4 hours.	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 / mod
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.	x
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.	x
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.	x
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.	x
Safety Equipment: Deck Safety	3.2.3	Multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.	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	3.6.2	A boat shall carry one SOLAS orange smoke flares not older than the expiration date.	x
Safety Equipment: Visual Distress Signals	3.6.6	A boat shall carry three SOLAS red hand flares not older than the expiration date.	x
Safety Equipment: Visual Distress Signals	3.6.5	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.	x
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.	x
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".	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



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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
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	3.9	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.	Additional xx
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: Emergency Communications	3.16.2	A boat shall carry either a 406MHz EPIRB which is properly registered to the boat, or a floating 406MHz Personal Locator Beacon, registered to the owner with a notation in the registration that it is aboard the boat. This device shall be equipped with an internal GPS.	x
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).	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: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.	deleted
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	3.24.1	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.	x
Gear: Lights	3.24.3	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.	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
Gear: Radar Reflectors	3.26	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.	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
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.	Additional xx
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.	x
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.	Additional xx



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Sails: Mainsail Reefing	3.33.1	A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.	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
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.	x
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.	Additional xx
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.	Additional xx
Skills: Emergency Steering	4.1.2	Crews must be aware of methods of steering the yacht with the rudder disabled.	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
Skills: Safety at Sea Training	4.3.2	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 half-day, 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.	X / mod
Skills: Crew Training	4.4	EMPHASIS: 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.	x

Addendum 2

Vessel Safety Brief

Ocean racing is a dramatic and thrilling way to experience our planet, and our sport. But it is also dangerous, and like most good adventures, highly changeable, and uncertain in its outcome. Racing on waters open to uninterrupted oceanic winds and sea states requires a significant increase in boat performance, skill sets, safety equipment and awareness that are hard to develop anywhere else.

It is possible that routine weather conditions on an ocean course may exceed the skill/safety level some boats are comfortable with. Even experienced crew can be overwhelmed with localized bursts of severe weather conditions. Everyone can benefit from reviewing their capabilities, their limits and knowing when and how to manage their efforts in challenging conditions. Being safe is about adapting appropriately to the conditions with your given crew and skill set in a timely manner. Recognizing when you have insufficient skill, or too much power in the sails, before it develops into an emergency (crew injury/rig down) is a vital component of safety on this field of play.

We want everyone to be safe, and that is our greatest concern. We trust that all competitors will review their crew choices, required safety gear and make time to address with all crew members the topics identified below. They are intended to be a collection of relevant event and boat safety topics to prompt discussion and promote a culture of safety on each competing boat. Bold topics are intended to highlight specific safety issues, boat maneuvers and course information. Descriptions afterwards should prompt discussion, reinforce good decision making and enable informed, prudent safety practices. Remember your life could be in anyone's hands.

Decision to Race

- **Goal for race:** expected performance of crew & boat, limitations or thresholds if any
- **Authority structure:** chain of cmd, suggestions, concerns, dissent, personal status report
- **Crew positions:** areas of responsibility, competencies, authority, steering
- **Role call number:** boat gear, emergency situations
- **Watch schedule:** rotation, call for all hands, exceptions
- **Provisions:** meals, sched, hydration, snacks
- **Personal:** gear storage, gear brought, how to use
- **Boat systems:** electrical, fire suppression, bilge, sanitation, propulsion, communications

Race Course

- **Sailing Instructions review:** course description, marks, waypoints, gates, start and finish
- **Areas of potential concern:** restricted zones, islands, sea mounts, kelp, vessel traffic
- **Race comms:** required sched/channels, RC & competitor contacts, shore contacts
- **Boat Tracking:** AIS, radar, boat or event supplied - interval, delay
- **Weather:** Forecast/expected sustained winds, gusts, sea conditions, expected route

Sail plan:

- **Sail changes and notable maneuvers:** Ex: J1=>J3 start to midchannel, Peel <J1 at Gate 1, Main reef 1 @ 20 kts, A5=>Jib at dusk if wind/sea require, Gybe in dark @ NOAA Buoy
- **Sail handling:** stacking, packing, changing, peeling, trimming, reefing, recovery, repair
- **Severe weather:** sails to set, whom/how, secure rig, rollcall/personal status, radio comms
- **Severe sea state:** sails to set, whom/how, secure rig, vessel inspection, radio comms, sickness

Radio monitoring and traffic:

- **VHF 16/Race Ops:** Off-watch watch-captain responsible for monitoring radio traffic. Any crew who sees or hears anything of note report to off-watch watch-captain.
- **Emergency broadcast protocol:** review info to send, equipment and process, post in nav. Station
- **Incoming Request for assistance:** DSC/MMSI #, location &/or lat/lon, vessel & crew status, nature of distress, relay to CG, RC, other vessels in vicinity, ETA, range/bearing to assistance, comm schedule

Safety Protocol:

- **PFD/Harness requirements:** OA + Boat rules: When, Where, How, repacking/rearming PFD's
- **Review any crew gear issued:** AIS/PLB beacons, helmets, harnesses, PFDs, outerwear
- **Emergency boat equipment:** knife, EPIRB, liferaft, ditch kit, deck lights, spot lights, de-rig tools, rudder, tiller, all hands radio, topside MOB nav, medical kit, drogue, anchor, etc.
- **Danger zones:** no-hold/no-stand areas [ex: lines @ high load blocks, high load sweeps (traveler, runners, jib clew)], pinch points, entanglement, open hatches, deck awash, line management @ rope clutches/cleats/jams/blocks, hydraulics, panic release, etc.

Emergency Situations:

- **Sail Failure:** Crew rollcall #/personal status for injury/safety, review rig stability, sail condition and control lines. Diagnose recovery/removal solution. Execute w/ oversight
- **Steering Failure:** Crew rollcall #/ personal status for injury/safety, confirm watertight integrity of hull surrounding upper and lower rudder bearings, diagnose steering failure and discuss possible solutions, location and operation of emergency tiller, rudder, steering with drogues, steering with sails and weight, etc.... Execute w/ oversight.
- **Dismasting:** Crew rollcall #/ personal status for injury/safety, steering assessment, stability of rig in water, monitor hull, decision to recover or cut away part or all of the rig, radio communication to nearby competitors, Race Committee and USCG. Execute w/ oversight.
- **Man overboard:** Roles and responsibilities, MOB button operation, MOM and Danbuoy operation, PLB/PAISI initiation, initial reaction possibilities, eyes on/approach to person in water, MOB recovery options (ladder/hoist/stern), medical and first aid considerations
- **Capsize/Abandon ship:** Crew rollcall # / personal status for injury/safety, raft deployment, leaving the yacht, rollcall @ abandon + entering the raft, ditch bag responsibility, EPIRB activation, 406MHz PLB Activation, VHF DSC Distress Activation (masthead and handheld)
- **In all scenarios, be cognizant of big picture situation while paying attention to detail.** Execute high risk maneuvers w/ observer-oversight. Appoint a safety officer, notify RC and / or USCG.

Medical Emergency:

- **Known:** crewmember medical conditions and meds, location of same
- **Location and contents:** boat medical supplies, who is trained medical crew on board/other boats
- **Key Steps:**
 - 1st assess environment and your safety, remain calm, work as team, ABCs
 - Stabilize injury, control bleeding, evaluate environment, consult all sources of help
- **Comms:** other boats & trained crew, USCG, Race Cmte, shore contacts, periodic sched

Open cockpit for questions and concerns:

- Check for understanding, No bad questions, Prepare for the worst/Do your best, Work as a team, Be alert, Be honest, Be fair. Share experience. Learn.