



**May 25 – 26 Spinnaker Cup**  
San Francisco to Monterey

**May 27 – 28 Coastal Cup**  
Monterey to Santa Barbara

**May 30 – June 1 SoCal 300**  
Santa Barbara to San Diego

**May 25 – 27 CA 500**  
San Francisco to San Diego

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Organizing Authorities (OA):

Spinnaker Cup:

Encinal Yacht Club (EYC), Monterey Peninsula Yacht Club (MPYC) & St Francis Yacht Club (StFYC)

Coastal Cup:

Encinal Yacht Club (EYC) & Santa Barbara Yacht Club (SBYC)

SoCal 300:

Santa Barbara Yacht Club (SBYC) & San Diego Yacht Club (SDYC)

CA 500:

St Francis Yacht Club (StFYC) & San Diego Yacht Club (SDYC)



## 1. RULES

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- 1.1. **[DP]** The California Offshore Race Week (hereafter referred to as “CORW”) is fully committed to the safety of all competitors participating in its events. Each race and related activities will be run in accordance with applicable health and safety regulations of the respective club and/or governmental authority with jurisdiction in that area. CORW will rely on individual OAs to follow all applicable government regulations, orders, or protocols and prudent best practices to mitigate any possible health risks. We ask all competitors to do the same for benefit of you and your crewmates while reflecting on Fundamental Rule 3 (Decision to Race). Updates or changes to any event will be posted on the official CORW Notice Board ([offshoreraceweek.com](http://offshoreraceweek.com)).
- 1.2. The CORW is organized under the authority of yacht clubs as described in NOR 2, including the Encinal Yacht Club, the Monterey Peninsula Yacht Club, the St. Francis Yacht Club, the Santa Barbara Yacht Club, and the San Diego Yacht Club.
- 1.3. This CORW and participant events will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS). Eligibility requirements may differ between events. Please see NOR 2 – Eligibility.
- 1.4. **[DP]** denotes a rule for which the penalty is at the discretion of the protest committee and may be less than disqualification. This modifies RRS 64.1.
- 1.5. **[NP]** denotes a rule for which competitors may not protest. This changes RRS 60.1(a).
- 1.6. [World Sailing Appendix RV, Reduced Visibility](#) replaces RRS Part 2 from civil twilight sunset until civil twilight sunrise. This replaces the IRPCAS referenced in the preamble of Part 2 rules.
- 1.7. **[DP] [NP]** The use of a satellite transponder (tracker) is provided to all competitors and required to be utilized as described in NOR 7.
- 1.8. For the purpose of RRS 46, the “person in charge” will be defined as the registered skipper.
- 1.9. All boats (monohulls and multihulls) shall comply with the 2024 US Sailing Safety Equipment Requirements (USSER) Coastal level, as modified for each race in NOR 6.
- 1.10. **[DP]** For the purposes of RRS 47 - Trash Disposal there will be no penalty for discarding leftover food scraps, or losing non-synthetic sail stops overboard used to set sails in a safe and controlled manner. All other waste management protocols should be observed.
- 1.11. 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.
- 1.12. 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.
- 1.13. **[NP]** RRS 56.2 is changed as follows:
  - (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the Notice of Race, as a TSS.
  - (b) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane.
  - (c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see IRPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under changed RRS 56.2(b).
  - (d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken changed RRS 56.2(b).



- (e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats breaking sailing instruction 1.12 (b).
- 1.14. Under World Sailing Test Rule DR21-01, change the definition Start as follows:  
*Start* A boat starts when her hull having been entirely on the prestart side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either (a) at or after her starting signal, or (b) during the last 1 minute before her starting signal. When a boat starts in accordance with item (b) of the definition *Start*, she may return to the pre-start side of the line to comply with item (a) of the definition of *Start*, but, if she does not, the starting penalty shall be to add the time of the start error, if greater than 4 minutes, plus one hour to her elapsed time.
- 1.15. **[DP]** All boats are reminded that launching/controlling/flying any unmanned aerial system (UAS or “drone”) over federally controlled areas, which includes military exercise areas over the entire San Clemente Island or exclusion zones in open waters up to 50 nm south of San Clemente Island, or in the general vicinity (<1.0 nm) of any commercial or military vessel is strictly prohibited.
- 1.16. 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.
- 1.17. 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.
- 1.18. All competitors are reminded to review RRS 69.1 (b) (1) and (2) which define misconduct. Such behavior by competitors and their guests at event venues or while interacting with supporting authorities (harbor department, dockmaster) will result in a report to a protest committee for consideration per 69.2 (b).
- 1.19. **[NP]** AIS (SER 3.9) will be required equipment for Coastal Cup and SoCal 300 in 2024. While it is not required for all events currently, the OA recommends competitors to employ this safety feature as soon as possible, especially when sailing offshore, and in areas w/ commercial shipping or military traffic encounters during night or stormy conditions where identification is difficult. AIS is also critical for USCG during search and rescue operations.

## 2. ELIGIBILITY

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### 2.1. The Spinnaker Cup

- 2.1.1. is open to all boats 23’9” overall length or longer. Attention is drawn to NOR 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 SF BAMA PHRF Certificate. In the event that a boat holds a certificate from another area (e.g. Monterey Bay or SoCal PHRF), a NCPHRF Rating must be obtained. PLEASE ENTER CURRENT RATING WHEN REGISTERING, or email certificate to [jared@sdyc.org](mailto:jared@sdyc.org).
- 2.1.2. Monterey Peninsula Yacht Club, in conjunction with Encinal Yacht Club and St. Francis Yacht Club is the Organizing Authority.

### 2.2. The Coastal Cup

- 2.2.1. 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 6 – Safety, and Addendum 1, Section 2: Hull and Structures, for additional requirements. PLEASE ENTER CURRENT RATING WHEN REGISTERING, or email certificate to [jared@sdyc.org](mailto:jared@sdyc.org).
- 2.2.2. Encinal Yacht Club, in conjunction with Santa Barbara Yacht Club is the Organizing Authority.



**2.3. The SoCal 300**

2.3.1. 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 2.3.2. Attention is drawn to NOR 6 – Safety, and Addendum 1, Section 2: Hull and Structures, for additional requirements. PLEASE ENTER CURRENT RATING WHEN REGISTERING, or email certificate to [jared@sdyc.org](mailto:jared@sdyc.org).

2.3.2. is open to multihulls of at least 45 feet;

2.3.2.1. 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.

2.3.2.2. Multihulls are unrestricted both in maximum length and rating.

2.3.2.3. 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.

2.3.2.4. 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](mailto:ora.rating.services@gmail.com).

2.3.2.5. Eligible Multihulls must carry on board a copy of the valid 2024 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.

2.3.3. Santa Barbara Yacht Club, in conjunction with San Diego Yacht Club is the Organizing Authority.

**2.4. The CORW Series**

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.

**2.5. The CA 500**

2.5.1. St. Francis Yacht Club and San Diego Yacht Club are the Organizing Authority.

2.5.2. is open to all monohulls with an ORR rating of 1.3 or higher, or multihulls 45' min. and an ORR-MH rating of 1.4 or higher.

2.6. **Waivers:** Individual boats, or boats interested in forming a class whose class rules or configuration prevents her from complying with some of the requirements of this NOR, may petition for a waiver from the Organizing Authority of the event they wish to participate in.

2.6.1. Justification of any deviation and alternative means of compliance should accompany petitions to participate or establish a class.

2.6.2. The Organizing Authority of the named event(s) in the petition will respond in accordance with RRS 76.1.

2.6.3. Receipt of petitions and the subsequent decisions to grant or deny a waiver are at the sole discretion of the relevant OA overseeing the specific event.



### 3. CLASSES AND RATINGS

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

- 3.1. The Rating Authority for PHRF certificates will be Northern California PHRF (NCPHRF) and San Francisco Bay Area Multihull Association.
  - 3.1.1. Contact YRA of San Francisco Bay at 415-771-9500, no later than April 30 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. Contact San Francisco Bay Area Multihull Association via email to [info@SFBAMA.org](mailto:info@SFBAMA.org) or visit their website: <https://sfbama.org/>
  - 3.1.3. PHRF data: In the event that a boat holds a certificate from another area (e.g. Monterey Bay or SoCal PHRF), a NCPHRF Rating must be obtained, subject to RRS 78.2.
- 3.2. The Rating Authority (RA) for ORR, ORR-Ez (hybrid), and ORR-MH is Offshore Racing Association (ORA).
  - 3.2.1. Boats sailing with these certificates will be governed by the Rules of the Offshore Racing Rule Link: <https://www.offshoreracingrule.org>
  - 3.2.2. ORR-Ez application: [https://www.regattaman.com/certificate\\_page.php](https://www.regattaman.com/certificate_page.php)
  - 3.2.3. ORR application: <https://www.ussailing.org/competition/offshore/orr/>
  - 3.2.4. ORR-MH (which does not have an online application): email [JimTeeters@USSailing.org](mailto:JimTeeters@USSailing.org)
  - 3.2.5. For information or follow up on rating certificates or information, email:  
Jim Teeters [JimTeeters@USSailing.org](mailto:JimTeeters@USSailing.org) or Doug Ryan [doug.ryan15@gmail.com](mailto:doug.ryan15@gmail.com).
- 3.3. Classes of three or more like or similarly rated boats are required to form a fleet. Each event OA or the CORW OA may waive this requirement depending on entries.
- 3.4. Boats will race in either a Doublehanded or Fully Crewed Division.
- 3.5. Classes per 3.3 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

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- 4.1. Eligible boats shall enter by completing the online registration found at [www.offshoreraceweek.com](http://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. In the event of an emergency, these 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

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- 5.1. Entry fees shall be paid online at the time of registration for each race.  
5.2. The entry fees are as follows:

	Early Entry (2/1 – 2/28)	Standard Entry (3/1 – 4/30)	Late Entry (May 1 to 5 days prior to race start)
Spinnaker Cup	\$235	\$260	\$360
Coastal Cup	\$285	\$310	\$410
SoCal 300	\$285	\$310	\$410
CA 500	\$500	\$500	\$500

- 5.3. A discount of \$25/event will be given to boats sailing all three events in the CORW Series.  
5.4. Refunds: Cancellations through May 19 will receive a full refund. Cancellations after May 19 will receive a 50% refund.

## 6. SAFETY

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- 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), Monohull Coastal Level, as modified in NOR 6.9 are in effect. Addendum 1 [USSER CORW] is a listing of requirements, including modifications in NOR 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. For Multihulls, the US Sailing Safety Equipment Requirements (SERs), Multihull Coastal Level unaltered are in effect.  
6.4. 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 the technical committee to arrange 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.  
6.5. **[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 the race or races in question.  
6.6. 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.  
6.7. US Sailing Safety Equipment Rules – 4.3.2 – Safety at Sea Training certificates are good for five years.  
6.8. The Race Committee may require additional documentation from a naval architect that any boat is seaworthy and capable of making a safe passage on any of the legs of the CORW course.  
6.9. 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:  
6.9.1. SER 2.1.5.2 RE maximum cockpit volume – deleted  
6.9.2. SER 2.2.2 RE requires Stability Index (SI) >= 103 or Limit of Positive Stability (LPS) >=105  
6.9.3. SER 2.4.4 RE Lifelines may be Dyneema or similar HMPE material - added  
6.9.4. SER 2.4.9 RE Trimarans exempt from lifeline requirements –adds toerail  
6.9.5. SER 2.5.1 RE Manual Bilge pump – modified requirements for multihulls.  
6.9.6. SER 2.7.3 RE engine/gen install conformity – deleted



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- 6.9.7. SER 4.6 and RRS 40 are deleted and replaced with: “All competitors are required to wear lifejackets at all times that comply with the SER 3.1.1 (33.7 pounds (150 N) of flotation, or greater when inflated) including crotch/leg straps while on deck.” Flag Y will not be displayed.
- 6.9.8. RRS 52 is changed for the Short-handed Sailing (SHS) class only, to allow the use of autopilots during the Series.
- 6.9.9. AIS is not required but is recommended for safety purposes.
- b) Coastal Cup:** Boats in this event are required to carry all SERs Coastal gear, except:
- 6.9.10. SER 2.1.5.2 RE maximum cockpit volume – deleted
- 6.9.11. SER 2.2.2 RE requires Stability Index (SI)  $\geq 103$  or Limit of Positive Stability (LPS)  $\geq 105$
- 6.9.12. SER 2.4.4 RE Lifelines may be Dyneema or similar HMPE material - added
- 6.9.13. SER 2.4.9 RE Trimarans exempt from lifeline requirements –adds toerail
- 6.9.14. SER 2.5.1 RE Manual Bilge pump – modified requirements for multihulls
- 6.9.15. SER 2.7.3 RE engine/gen install conformity – deleted
- 6.9.16. SER 4.6 and RRS 40 are deleted and replaced with: “All competitors are required to wear lifejackets at all times that comply with the SER 3.1.1 (33.7 pounds (150 N) of flotation, or greater when inflated) including crotch/leg straps while on deck.” Flag Y will not be displayed.
- 6.9.17. RRS 52 is changed for the Short-handed Sailing (SHS) class only, to allow the use of autopilots during the Series.
- 6.9.18. **[NP]** AIS – all competitors are required to have onboard an AIS Tx/Rx unit onboard, but it is not required to be ‘on’ or reporting. It is anticipated that boats will operate their AIS when near commercial/military traffic or if requested by USCG.
- 6.9.23 SER 3.39 - Liferaft – added
- c) SoCal 300:** Boats in this event are required to carry all SERs Coastal gear, and in addition, carry:
- 6.9.19. Satellite Phone - The satellite phone shall have coverage for the duration of the race and be connected to main power or have a spare battery. Phones shall be powered on as required by communication schedule in Sailing Instructions. Boats shall provide the Sat phone number to the Race Committee at registration.
- 6.9.20. Email – Boats shall be equipped to send and receive e-mail communications.
- 6.9.21. SER 2.2.2 RE requires Stability Index (SI)  $\geq 103$  or Limit of Positive Stability (LPS)  $\geq 105$
- 6.9.22. SER 2.4.4 RE Lifelines may be Dyneema or similar HMPE material - added
- 6.9.23. SER 3.39 RE liferaft – added
- 6.9.24. **[NP]** SER 3.9 AIS with transmit/receive capability is required to be on board, and recommended to Txm from start to abeam of Fraser Pt/Santa Cruz Island, and from ODAS 46047 to finish per SIs.
- 6.9.25. **[NP]** 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 boat’s Person in charge.”
- 6.9.26. RRS 52 is changed for the Short-handed Sailing (SHS) class only, to allow the use of autopilots during the Series.
- d) CA 500:**
- 6.9.27. Monohull (Mo) boats in this event are required to carry all Monohull SERs Coastal gear as modified by NOR 6.9 c) SoCal300.
- 6.9.28. Multihull (Mu) boats in this event are required to carry all [Multihull SERs Coastal gear](#) unaltered.
- 6.9.29. Satellite Phone - The satellite phone shall have coverage for the duration of the race and be connected to main power or have a spare battery. Phones shall be powered on as required by



communication schedule in Sailing Instructions. Boats shall provide the Satellite phone number to the Race Committee at registration.

6.9.30. Email – Boats shall be equipped to send and receive e-mail communications.

## 7. POSITION TRANSPONDER

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- 7.1. Tracker pickup locations for each event will be listed in Local SIs.
- 7.2. 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.
- 7.3. 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.
- 7.4. 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.
- 7.5.
- 7.6. Boats participating in multiple races will keep their same tracker between races.
- 7.7. 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 or CA 500.
  - 7.7.1. 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](mailto:jared@sdyc.org) and let the SDYC Sailing Office know what arrangements you will make to return the tracker.
  - 7.7.2. Mail to San Diego Yacht Club, Attn: Sailing Office, 1011 Anchorage Lane, San Diego, CA 92106 by 6/8/24.

## 8. CHANGES TO THE NOR AND SIS

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- 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

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### 9.1. **Spinnaker Cup**

Friday, May 24	1700 - 1900	Skippers Meeting at StFYC + Zoom
	After meeting	Quantum Weather Briefing & Send Off Party
Saturday, May 25	1110	First warning signal
Sunday, May 26	1200	Awards at MPYC

### 9.2. **Coastal Cup**

Sunday, May 26	1300	Skippers' meeting at MPYC
	1330	Quantum Weather Briefing
Monday, May 27	1155	First warning signal
Wednesday, May 29	After race	Coastal Cup and In Port Awards

### 9.3. **Santa Barbara In-Port Race**

Wednesday, May 29	1700	First warning signal
	After race	Coastal Cup and In Port Awards

### 9.4. **SoCal 300**

Thursday, May 30	0900	Skippers' meeting at SBYC
	0930	Quantum Weather Briefing
	1255	First warning signal
Saturday, June 1	1600-1800	SoCal 300 / CORW Awards at SDYC <sup>1</sup>

### 9.5. **CA 500**

Friday, May 24	1700-1900	Skippers Meeting at StFYC + Zoom
	After meeting	Quantum Weather Briefing & Send Off Party
Saturday, May 25	1035	First warning signal
Sunday, May 26	1600-1800	CA 500 Awards at SDYC

<sup>1</sup>The Offshore Race Week, SoCal 300 & CA 500 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)

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- 10.1. The local sailing instructions for each race will be available on the CORW Series website, [www.offshoreraceweek.com](http://www.offshoreraceweek.com) no later 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

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### 11.1. **Spinnaker Cup**

The starting line for the Spinnaker Cup will be in the area adjacent to the St. Francis Yacht Club located near Marina Green, west of Ft Mason, on the San Francisco City Front. Specifically, the starting line will be between buoy "A" of the St. Francis Yacht Club and the orange placard on the StFYC race deck, with the finish line at Monterey Harbor Light #6, located at the end of the Coast Guard Pier. There will be no Race Committee on station at the finish. The finishing line and procedure will be described in the sailing instructions.

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 "MY 1" 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 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 waypoint ODAS 46047 to port, leave waypoint SD Approach to port, and finish btw waypoint SD5 and SD6 of the San Diego channel. There will be no Race Committee 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.

### 11.4. **CA 500**

The starting line for the CA500 will be the same as the Spinnaker Cup and located adjacent to the St. Francis Yacht Club located near Marina Green, west of Ft Mason, on the San Francisco City Front. A detailed description of the start line will be made in the CA500 Sailing Instructions. 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. The finish line will be near the entrance to San Diego Bay. The finish line and procedure will be described in the sailing instructions. The approximate rhumbline course length is 500 nautical miles.

## 12. PENALTY SYSTEM

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- 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

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- 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's starting signal. Each buoy's average will then be averaged. Any individual observations that are missing will be disregarded.
  - 13.2.4. Station 46026 (San Francisco) located 18NM West of San Francisco
  - 13.2.5. Station 46012 (Half Moon Bay) located 24NM SSW of San Francisco or SailDrone at [www.ndbc.noaa.gov](http://www.ndbc.noaa.gov).
  - 13.2.6. Station 46092 (Monterey) located 10NM NW of Monterey
  - 13.2.7. Observed data from these buoys is available at [www.ndbc.noaa.gov](http://www.ndbc.noaa.gov).
  - 13.2.8. 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 the "California Offshore" TCF number 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.
- 13.5. **CA 500**
  - 13.5.1. Monohull boats shall be scored using the ORR rating system. Boats shall submit an ORR certificate as their rating. The CA 500 will use the "California Offshore" TCF number multiplied by a boat's elapsed time to determine her corrected time.
  - 13.5.2. Multihull boats shall be scored using the ORR-MH rating system. The CA 500 will use the TCF numbers supplied by ORR multiplied by a boat's elapsed time to determine her corrected time.



13.6. **The CORW Series**

13.6.1. 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 Overall 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. ORR, ORR-EZ and ORR-MH will be scored separately. The Overall Series winner shall be the ORR class boat with the best overall corrected finish score in the three Series races. No races will be excluded.

## 14. BERTHING

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- 14.1. All berthing requirements should be requested directly to the host club / marina.
- 14.2. Berthing arrangements must be made with the greatest overall length of the boat including overhanging sprits, spars, pulpits, scoops or swim steps that may affect ingress/egress to docks, adjacent slips, fairways or, in the determination of marina management, anywhere boats are placed.
- 14.3. Berthing and small hoisting in San Francisco can be arranged by contacting StFYC Dockmaster at [docks@stfyc.com](mailto:docks@stfyc.com) or call 415-820-3727. Berthing in Alameda at Encinal Yacht Club can be arranged by contacting the EYC Port Captain Edie Herro at [herro.edie@gmail.com](mailto:herro.edie@gmail.com) or call/text (307) 690-5447.
- 14.4. 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](http://www.offshoreraceweek.com/documents).
  - 14.4.1. 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.
  - 14.4.2. 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.
  - 14.4.3. For haul-outs in Monterey, boats using the hoist may be temporarily docked after finishing at the MPYC guest docks.
- 14.5. Berthing arrangements in Santa Barbara will be made through the Harbormaster using the online form at [www.offshoreraceweek.com/sbyc](http://www.offshoreraceweek.com/sbyc).
- 14.6. 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 [dockmaster@sdyc.org](mailto:dockmaster@sdyc.org).



## 15. CHECK-IN COMMUNICATION

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- 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. Event check in may be in person at the skippers brief or on the water prior to the start, as described in the LSI. **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 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 including providing the number of crew onboard, will be scored DNC for that race.

## 16. PRIZES

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- 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 to the first PHRF monohull finisher on corrected time and 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 class.
  - 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 CA 500 will award trophies to Monohulls and Multihulls as follows:
- 16.5.1. 1<sup>st</sup> to finish on Elapsed Time
  - 16.5.2. 1<sup>st</sup> to finish on Corrected Time
- 16.6. The CORW Series shall award trophies as follows:
- 16.6.1. 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 13.6.
  - 16.6.2. 1st place for the CORW Series in each CORW assigned class, as scored per NOR 13.6.
  - 16.6.3. The overall Monohull winner of CORW will be awarded a special take home trophy and named the 2024 California Offshore Champion, as endorsed by the Offshore Racing Association.



## 17. DISCLAIMER OF LIABILITY

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- 17.1. Competitors participate in the races or the Series entirely at their own risk. See rule 3, 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

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- 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

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### Organizing Authority Yacht Clubs represented by:

EYC	Linda Bradford	<a href="mailto:vicecommodore@encinal.org">vicecommodore@encinal.org</a>	
	Chris Davis	<a href="mailto:commodore@encinal.org">commodore@encinal.org</a>	(650) 224-3677
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### California Offshore Race Week Administrator:

SDYC	Jared Wohlgemuth	<a href="mailto:jared@sdyc.org">jared@sdyc.org</a>	(619) 758-6309
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## Addendum 1

# Monohull US Safety Equipment Requirements (SERs)

Safety Equipment Requirements	
Note: Organizing Authorities may add or delete items based on the conditions of their specific races.	
Effective Date: March 1, 2023, version 2023.0 valid through December 31, 2024	
<b>1</b>	<b>Overall</b>
1.0.2 Definition	<b>Coastal: Races not far removed from shorelines, where rescue is likely to be quickly available</b>
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.
1.2 <b>Responsibility</b>	<i>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.</i>
1.2.1 Responsibility, Investigations	Should there be an incident during a race the Organizing Authority or US Sailing may conduct an investigation to determine the facts of the incident and provide recommendations. By participating in a race conducted under the SER, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and US Sailing in the development of an independent incident report.
1.3 Inspections	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.
1.4 Equipment and Knowledge	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.
1.5 Secure Storage	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
1.6 Strength of Build	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.
1.7 Watertight Integrity	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.
<b>2</b>	<b>Hull and Structure</b>
2.1.1 Hull Openings	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.
2.1.2 Hull Openings	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.
2.1.3 Cockpit	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.
2.1.4 Cockpit Drains	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.



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2.1.5.2 Cockpit Volume	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.	Spin/Coast deleted
2.1.6 Through Hulls	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.	
2.2.2 Stability	The boat must have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.	Modified to include LPS
2.2.3 Stability	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.	
2.4.1 Lifelines	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.	
2.4.2 Lifeline Stanchions	A boat's stanchion and pulpit bases shall be within the working deck.	
2.4.3 Bow Pulpit	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).	
2.4.4 Lifelines	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.	Modified to include dynema
2.4.4.1 Lifeline Deflection	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.	
2.4.5 Lifeline Stanchion Spacing	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).	
2.4.6 Lifelines	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).	
2.4.7 Lifelines	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).	
2.4.8 Toe Rails	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.	
2.4.9 Lifelines on Trimarans	Trimarans are exempted from the lifeline requirement where there is a 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 requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.	Spin/Coast modified
2.5.1 Dewatering pumps	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.	Spin/Coast modified
2.7.2 Mechanical Propulsion	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.	
2.7.3 Mechanical Propulsion Installation	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards.	Spin/Coast modified
<b>3</b>	<b>Safety Equipment</b>	





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3.1.1 Lifejackets	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.	
3.1.2 Lifejacket Features	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.	
3.1.4 Harness	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.	
3.2.1 Jacklines	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.	
3.2.3 Deck Safety	Multihulls must have jacklines or attachment points that are accessible when the boat is inverted.	
3.3.1 Navigation Lights	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.	
3.4 Fire Extinguishers	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.	
3.5 Sound Producing Equipment	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.	
3.6.4 Hand Flares	A boat shall carry three SOLAS red hand flares not older than the expiration date.	
3.6.5 Raft Flares	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.	
3.7.1 Crew Overboard Sling	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.	
3.7.2 Crew Overboard Equipment	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".	
3.7.3 Throw Line	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.	
3.7.4 Throwable Device	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.	
3.8.1 Fixed Mount VHF	A boat shall have a permanently installed 25-watt VHF radio connected to a masthead antenna by a coaxial 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) programmed into the VHF.	
3.8.2 Handheld VHF	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.	
3.9 AIS	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. AIS requirement for Coastal is effective January 1, 2024.	Modified for each event See NOR 6
3.14 GPS	A boat shall carry a GPS receiver.	
3.15 Crew Overboard Button	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.	
3.16.2 EPIRB / PLB	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.	



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3.18 Depth Sounder	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).	
3.19.1 Compass	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.	
3.20 Charts	A boat shall have non-electronic charts that are appropriate for the race area.	deleted
3.22 Plugs	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.	
3.23 Anchor	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.	
3.24.1 Searchlight	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.	
3.24.3 Flashlights	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.	
3.25 Medical Kits	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.	
3.26 Radar Reflectors	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.	
3.27.1 Buckets	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.	
3.28 Safety Diagram	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.	Recommend
3.29.2 Emergency Tiller	Wheel steered boats shall have an emergency tiller, capable of being fitted to the rudder stock.	Recommend
3.31 Identification	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.	
3.33.1 Mainsail Reefing	A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.	
3.35 Halyards	A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.	
3.36 Boom Support	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.	
3.39 Life Rafts	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 certified by the manufacturer or manufacturer-authorized inspection certificate as compliant with ISO 9650-1, or SOLAS, or ISAF (if made before 2016), or ORC (if made before January 1, 2004). Each 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 stow each life raft a deck-mounted rigid container 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 each life raft in a valise not weighing over 88 lbs. securely below deck and adjacent to the companionway. Life raft(s) shall hold current manufacturer-authorized certificate(s) of inspection	Required Coastal Cup + SoCal 300
3.40 Life Rafts	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.	Required Coastal Cup + SoCal 300



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<b>4</b>	<b>Skills</b>	
4.1.2 Emergency Steering	Crews must be aware of methods of steering the yacht with the rudder disabled.	
4.2 Man Overboard Practice	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.	
4.3.2 Safety at Sea Training	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 a valid Coastal, Offshore, or International Offshore Certificate from US Sailing, or the equivalent from another national authority.	
4.4 Crew Training	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.	
4.6 Crew Training	Lifejackets as described in 3.1.1 – 3.1.3 should be worn by all crew on deck in any conditions where recovery may be difficult. It is recommended that lifejackets be worn by all crew on deck unless the person in charge has indicated that they may be set aside.	Spin/Coast modified



## [NP] 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 crew performance, skill sets, safety equipment and awareness that are hard to develop elsewhere in the sport. Being safe is about adapting appropriately to the conditions in a timely manner such as recognizing when you have insufficient skill, or too much power in the sails before it develops into an emergency.*

*This 'safety brief' is intended to be a collection of relevant event and boat safety topics to prompt discussion and promote a culture of safety onboard. **Bold topics** are intended to highlight specific safety issues, boat maneuvers and course information. Questions and discussions during and after the briefing are desired to reinforce understanding and good decision-making to enable informed, prudent safety practices. Remember your life could be in anyone's hands and that **Safe Boating Is No Accident!***

### Decision To Race

- **Goal for race:** expected performance of crew & boat, limitations or thresholds if any
- **Authority structure:** chain of command, suggestions, concerns, dissent, personal status report
- **Crew positions:** areas of responsibility, competencies, authority, steering
- **Roll call numbers:** boat gear, emergency situations
- **Watch schedule:** rotation, call for all hands, exceptions
- **Provisions:** meals, schedule, 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 communications:** 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

### 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

### Sail Plan:

- **Sail changes and notable maneuvers:** Ex: J1=>J3 start to midchannel, Peel <J1 at Gate 1, Main reef 1 @ 20 knots, 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, crew roll call, personal status, radio comms
- **Severe sea state:** sails to set, whom/how, secure rig, vessel inspection, radio comms, sickness



### Emergency Situations:

- **Sail Failure:** Crew roll call, personal status for injury/safety, review rig stability, sail condition and control lines. Diagnose recovery/removal solution. Execute w/ oversight
- **Steering Failure:** Crew roll call, 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 roll call, 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 roll call, personal status for injury/safety, raft deployment, leaving the yacht, crew roll call @ 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.

### Safety Protocol:

- **PFD/Harness requirements:** OA and Boat rules. When, Where, How, Repacking, Rearming, and Backup gear (e.g.: spare PDF, bottles of compressed gas)
- **Review any crew gear issued:** AIS/PLB beacons, helmets, harnesses, PFDs, outerwear
- **Emergency boat equipment:** knife, EPIRB, life raft(s), ditch kit(s), deck lights, spotlights, 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.

### Medical Emergency:

- **First Aid Training:** Identify crew certified in First Aid and CPR
- **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:**
  - First 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 Committee, 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.