

# 49er FX Nacra 17 World Championships

## Auckland December 2019

### SUPPORT TEAM REGULATIONS

- 1.1 These Support Team Regulations shall apply at all times while support persons are at the venue or on the field of play.
- 1.2 For the purposes of these regulations, a coach vessel includes any boat that is under the control or direction of a person who is or may provide physical or advisory support to an athlete, including the gathering of data that may be used at a later time.
- 1.3 The Organizing Authority may inspect vessels at any time to ensure that they comply with these regulations, and the person responsible for the vessel shall facilitate such inspection.
- 1.4 An alleged breach of any of these regulations may be referred to the International Jury for a hearing. As a result of the hearing the International Jury may take action under RRS 64.4 or exclude the person from the event or venue or remove any privileges or benefits for a specified period or for the remainder of the competition. Note also, action may be taken under RRS 69.2.
- 1.5 The Organizing Authority may change these regulations at any time. Any changes will be posted on the Official Notice Board.
- 1.6 The Organizing Authority may, at its discretion, refuse to register coach vessels not deemed to be suitable. Generally, open boats more than 4.0m and less than 7.5m in length and having minimal or no superstructure (cabin, coach house, bridge, etc.) are considered suitable.
- 1.7 All support persons shall be register at the regatta office by 18:00 on the day before the first race. Coach vessels and designated drivers shall be registered at the Regatta Office either before leaving the venue by water for the first time or by 18:00 on the day before the first race of the Event that it is supporting, whichever is earlier.
  - 1.7.1 Each vessel shall be insured with valid third-party liability insurance with a minimum coverage of NZL\$1,000,000 (or equivalent) per incident.
  - 1.7.2 Only accredited persons may be designated drivers.
  - 1.7.3 The person registering the coach vessel shall confirm that:
    - (a) a valid insurance certificate showing proof of third-party liability coverage as required by 1.7.1 has been obtained;
    - (b) each designated driver has a motorboat driving license recognized by a national authority appropriate to that vessel; and
    - (c) anyone who will be using a radio has an appropriate radio operation license recognized by a national authority.
- 1.8 Support vessels shall be marked with the applicable national sail letters (RRS G1.1) clearly displayed on both sides of the vessel in strongly contrasting colours at all times while afloat. The minimum height for the letters shall be 200mm. The letters will not be provided by the Organizing Authority.

1.9 All support vessels shall display a 49er, 49erFX and Nacra World Championships Support Boat Accreditation label on the port side of the steering console. The procedure for obtaining the Label will be posted on the Notice Board and on the 49erfxnacra App.

## 2 Sailing Venue

2.1 Coach vessels shall use the designated slipway/area for launching. Once launched, trailers shall be moved immediately to the trailer park or as otherwise directed by the Organising Authority.

2.2 When not in use, coach vessels shall be appropriately berthed at the Outboard Boating Club in the allocated areas for coach vessels for the entire time that these Support Team Regulations apply.

2.3 Coach vessels shall not use the dinghy launching slipways or keelboat pontoons for any purpose whatsoever, including mooring, launching and retrieval, and loading and unloading of equipment.

## 3 Safety

3.1 Coach vessels shall carry on board:

- (a) Personal floatation devices aid for all passengers and the driver;
- (b) First-aid kit;
- (c) VHF radio;
- (d) Back up communication – Mobile phone
- (e) Device for making a sound signal;
- (f) Compass or GPS;
- (g) Anchor and tackle for conditions and depth
- (h) Bow painter, less than the length to the prop, tied on
- (i) Tow rope (minimum 15m long and 10mm thick);
- (j) Operational engine kill cord (also known as a safety lanyard or automatic engine immobiliser);
- (k) Hand pump or bailer, tied on;
- (l) Knife;
- (m) Alternative means of propulsion (Paddle/Oars)
- (n) Any additional safety equipment required by local maritime law.

3.2 Personal Flotation devices shall be worn at all times when afloat.

3.3 Kill cord shall be attached to the driver at all times when the engine is running.

3.4 The maximum plated / certified passenger limits for the vessel shall not be exceeded.

3.5 Team leaders are responsible for overseeing the safe operation of their coach vessels on the water, including knowledge of who is afloat and ensuring their safe return to the venue.

3.6 At all times, support persons including the registered driver(s) of a coach vessel shall comply with directions given by or under the authority of a Race Official. This includes assisting in rescue operations when requested to do so.

3.7 Coach vessels shall comply with local harbour and marina regulations, including speed limits. In particular:

**55 Moving prohibited zone around vessels over 500 gross tonnage (Auckland Harbour Navigation and Safety Bylaws Section 55.**

- (1) A moving prohibited zone extending to 100 metres astern and 100 metres to each side of a large vessel, and continuing at such width to 500 metres ahead, following the line of the buoyed channel when changing course, is reserved around a large vessel, when that large vessel is underway within the pilotage areas of Auckland (excluding Tāmaki River) and Manukau.
- (2) When navigating within a marked channel, the moving prohibited zone to the side of the large vessel is reduced to the width of the marked channel and the zone ahead of the large vessel must follow the line of the marked channel.
- (3) The owner or person in charge of a vessel must not navigate the vessel within the moving prohibited zone of a large vessel, within the pilotage area of Auckland (excluding Tāmaki River) and Manukau.
- (4) For the purpose of this clause, a tug and barge is considered a composite unit.

3.8. The Submarine Cables and Pipelines Protection Act 1996 prohibits vessels anchoring in areas shown on Chart NZ532 and on the diagram in Appendix 1.

#### **4 General Restrictions**

4.1 The registered driver(s) of a coach vessel will be responsible for the control of the vessel at all times and will be held responsible for any inappropriate behaviour, dangerous actions or improper practices, or actions affecting the fairness or safety of competition.

4.2 Support staff shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.

4.3 Coach vessels shall take particular care to minimise their wash when transiting the race areas.

#### **5 VHF channels**

Race Committee radio channels are:

Race Management Team	VHF Radio Channel
Alpha	67
Bravo	72
Charlie	87
Delta	88

The channel will be posted on the stern of the Race Committee signal vessel.

A table of all Maritime NZ VHF Channels is attached in Appendix 4.

## 6 Drones

The use of drones is prohibited.

## 7 Support Vessel Restricted Areas

7.1 Support vessels shall stay outside areas where boats are racing and shall not be:

- 7.1.1 closer than 100m to any boat racing;
- 7.1.2 within 100m to leeward of the starting line or within 100m of its marks from the time of the preparatory signal until all boats have left the starting area;
- 7.1.3 However, when the Race Committee signals a postponement or abandonment, support vessels may enter the area to leeward of the start line and its extensions to service their athletes but shall restrict their speed to 5 knots;
- 7.1.4 between any boat racing and the next mark of the course;
- 7.1.5 within 100m of any mark of the course while boats are in the vicinity of that mark;
- 7.1.6 within 100m of the finishing line and marks while boats are finishing.

7.2 Support vessels should proceed around the racing area in such a way to minimise the effect their wash will have on boats racing. Boats that are motoring above five knots shall remain at least 150m from any boat racing.

7.3 If flag V is displayed on the Race Committee signal vessel, support vessels shall follow direction from the Race Committee Signal vessel and these over-ride any conflicting rules in these STR.

7.4 The Support Vessel Zone defined in Appendix 3 applies when Support Vessel Zone marks are laid. If the Support Vessel Zone applies:

7.4.1 Support vessels shall always remain on the non-course side of the Support Boat Zone marks, wherever they are set.

7.4.2 After the first warning signal of the day, support boats shall move to the Support Vessel Zone until all racing has been completed, postponed or abandoned for that race area, unless instructed to do otherwise by the Race Committee.

7.4.3 Between sequences of racing, or when all racing for that race area has been postponed or abandoned, support boats may enter the race area to service their athletes but shall restrict their speed to five knots. If further racing is to take place, support boats shall immediately move to the Support Vessel Zone at the warning signal or the first race of the next racing session.

## 8 Towing lanes

8.1 Support vessels should tow:

8.1.1 At right angles across the shipping channel defined by the large red and green channel markers and as defined on chart NZ532.

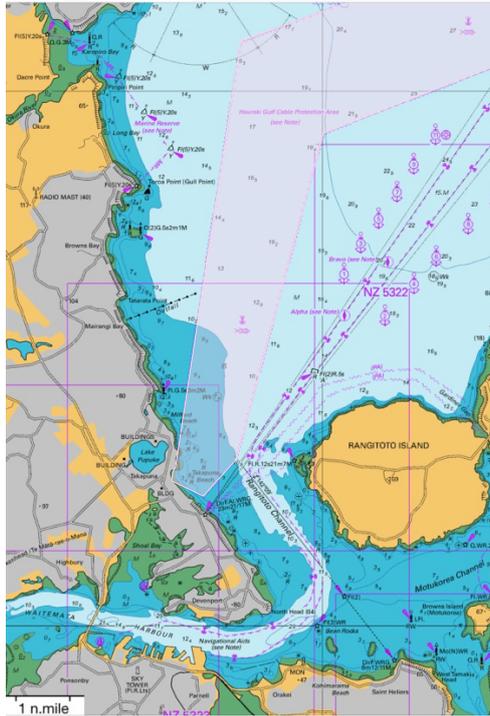
8.1.2 Approximately 400m from the shore when proceeding north up the East Coast Bays or east along Tamaki Straight. See the diagrams in Appendix 2.

8.1.3 Keeping lookout for swimmers.

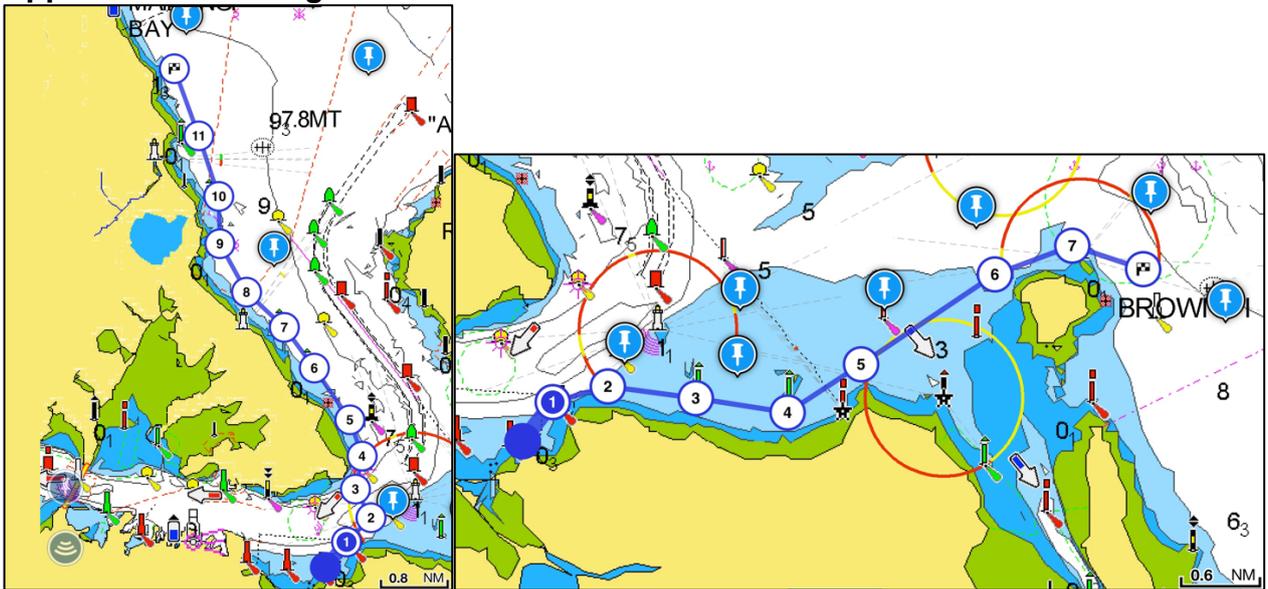
8.1.4 Anticipating commercial ferry traffic. Ferry routes include Auckland to: Gulf Harbour, Waiheke, Half Moon Bay and Pine Harbour

# Appendix 1 - Prohibited Anchoring Area

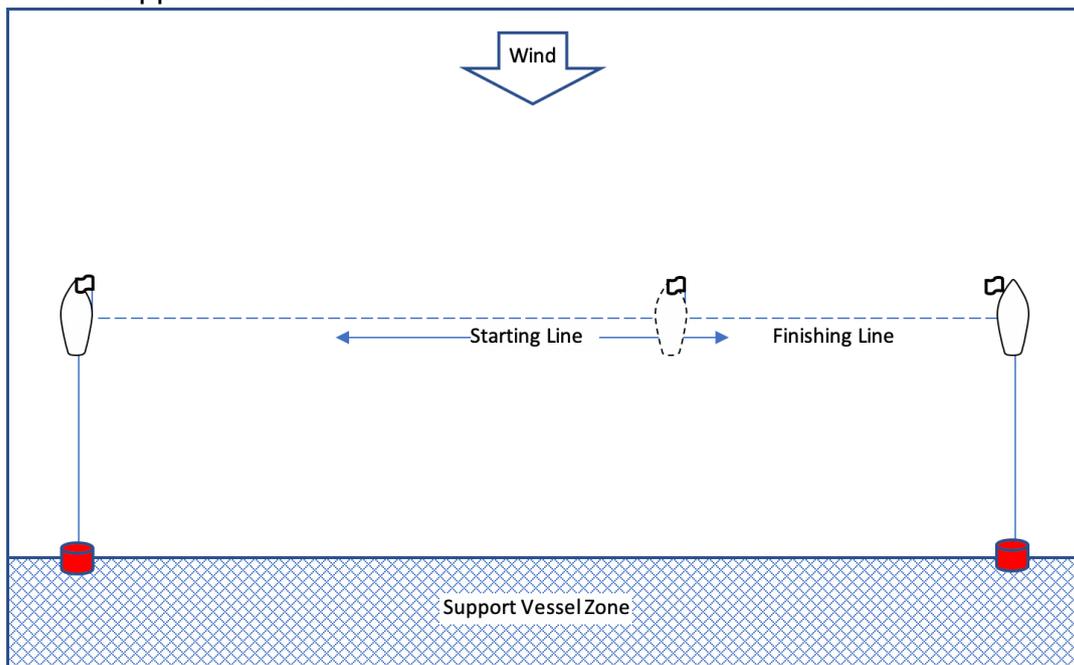
APPROACHES TO AUCKLAND



# Appendix 2 – Towing lanes



### Appendix 3 – Support Vessel Zone



### Appendix 4 – NZ VHF Marine Channels

