



## SUPPORT TEAM REGULATIONS

Version March 2023

### 1. General

- 1.1. These Support Team Regulations (STR) shall apply at all times while support persons are at the venue or on the field of play.
- 1.2. The Support Team Regulations apply from 0800 on “venue opens” date to 1800 on “venue closes” date.
- 1.3. In these Support Team Regulations and the rules governing the regatta, the following definitions apply:
  - 1.3.1. “Support team person” has the meaning given in the RRS.
  - 1.3.2. “Support team” means all the support team persons associated with a National Authority and its competitors;
  - 1.3.3. “Support team vessel” means any vessel that is under the control or direction of a support team member.
- 1.4. The penalties available under RRS 64.5(a)(3) include instructing the Organizing Authority (OA) to withdraw accreditation and access rights for specific periods
- 1.5. For the purposes of these regulations, a support team vessel includes any vessel 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.
- 1.6. The Organizing Authority may inspect support team vessels at any time to ensure that they comply with these regulations, and the person responsible for the boat shall facilitate such inspection.
- 1.7. The Organizing Authority may change these regulations at any time. Any changes will be posted on the Official Notice Board.
- 1.8. The Organizing Authority may, at its discretion, refuse to register support team vessels not deemed to be suitable. Generally, open vessels more than 4.0m and less than 6.5m in length and having minimal or no superstructure (cabin, coach house, bridge, etc.) are considered suitable.
- 1.9. Support persons, support team vessels and designated drivers shall be registered with the Organizing Authority by 1800 hours on the day before the first race, or as outlined in the Notice of Race / Sailing Instructions.
  - 1.9.1. Each support team vessel shall be insured with valid third-party liability insurance as specified in the NoR/SI.
  - 1.9.2. Only accredited support team persons may be designated drivers.
  - 1.9.3. The person registering the support team vessel shall confirm that:
    - a) a valid insurance certificate showing proof of third-party liability coverage as required by 1.9.1 has been obtained;
    - b) each designated driver has a driving license recognized by a national authority appropriate to that vessel.
- 1.10. Support team vessels are permitted to carry one or more support team persons from other competing Member National Authorities (MNAs) that do not have a registered support team vessel for that Event.

- 1.11. Support team vessels shall be marked with the applicable MNA codes 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.
- 1.12. Support team members shall not provide any outside help unless permitted by RRS 41.

## **2. Venue**

- 2.1. Support team 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 Organizing Authority.
- 2.2. Only registered support team vessels will be allowed into the venue.
- 2.3. When not in use, support team vessels shall be appropriately berthed at the regatta venue in the allocated areas for support vessels for the entire time that these STR apply.
- 2.4. Support team vessels shall not be berthed in front of the launching area.

## **3. [DP] [SP] Safety**

- 3.1. Support boats shall carry on board:
  - a) life jackets / buoyancy aid for all passengers and the driver;
  - b) first-aid kit;
  - c) VHF radio which shall be used only as permitted by Support Team Regulations 7.2;
  - d) device for making a sound signal;
  - e) adequate anchor and tackle for conditions and depth;
  - f) tow rope (minimum 15m long and 10mm thick);
  - g) operational engine safety cut out switch and tether (kill chord), also known as a safety lanyard or automatic engine immobilizer;
  - h) hand pump and bailer;
  - i) knife; and
  - j) any additional safety equipment required by local maritime law.
- 3.2. The engine safety cut out switch and tether (kill chord) shall be securely attached to the driver at all times when the engine is running
- 3.3. The maximum plated / certified passenger limits for the support boat shall not be exceeded.
- 3.4. Team leaders are responsible for overseeing the safe operation of their support team vessels on the water, including knowledge of who is afloat and ensuring their safe return to the venue.
- 3.5. At all times, support persons including the registered driver(s) of a support team 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.
- 3.6. Support team vessels shall comply with local harbor and marina regulations, including speed limits.

## **4. General Restrictions**

- 4.1. The registered driver(s) of a support team 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 team members shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water.
- 4.3. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.
- 4.4. Support team vessels shall take particular care to minimize their wash when transiting the course areas.

## **5. Drones**

5.1. The use of drones is prohibited at all times.

## **6. Support Team Vessel Areas**

6.1. Support team vessel areas are defined in Addendum A.

6.2. After the first warning signal of the day, support team vessels shall move to the support team vessel area, until all racing has been completed, postponed, or abandoned for that course area, unless instructed to do otherwise by the Race Committee.

6.3. Support team vessels shall only leave the Support Team Vessel Zone:

- after the last boat in the race has finished;
- if instructed to do so by the Race Committee;
- if racing has been postponed or abandoned (but not if a general recall has been signaled); or
- to leave the Race Area permanently by moving away from the course.

6.4. If the Race Committee instructs a support team vessel to leave the support team vessel zone, the support team vessel shall restrict their speed to five knots, keep clear of all official boats and kiteboards, and avoid any propeller wash in areas where kiteboards may be racing.

6.5. Between sequences of racing, or when all racing for that course area has been postponed or abandoned, support team vessels may enter the course area but shall restrict their speed to five knots. If further racing is to take place, support team vessels shall then comply with the applicable STR.

## **7. Special Support Team Vessel Rules (Victor Flag System)**

7.1. The Race Committee may communicate race and safety information to support team vessels in English. The VHF channel used will be published in the Local Sailing Instructions. The signal vessel may display the VHF channel it is using.

7.2. The VHF radio permitted in Support Team Regulations 3.1 shall be switched on whilst afloat and may only be used:

- for any safety related communications; or
- to receive information from the race management team; or
- for general communication in and out of the venue

7.3. When the race committee displays flag V with repetitive sounds, STR 7.4-7.6 apply.

7.4. From the time of the preparatory signal for the first fleet to start until all kiteboards have finished or retired or the Race Committee signals a postponement, general recall or abandonment, support boats shall stay outside areas where kiteboards may be racing. Such areas are defined as:

- Not closer than 150m to any kiteboard racing (except a kiteboard in distress or requiring assistance);
- Within 150m to leeward of the starting line, marks and extensions, from the time of the preparatory signal until all kiteboards have left the starting area or the Race Committee signals a postponement, general recall or abandonment;
- Between any kiteboard racing and the next mark of the course;
- Between the inner and outer legs when kiteboards are racing on B-courses;
- Within 150m of any mark of the course while kiteboards are in the vicinity of that mark; and
- Within 150m of the finishing line and marks while kiteboards are finishing.

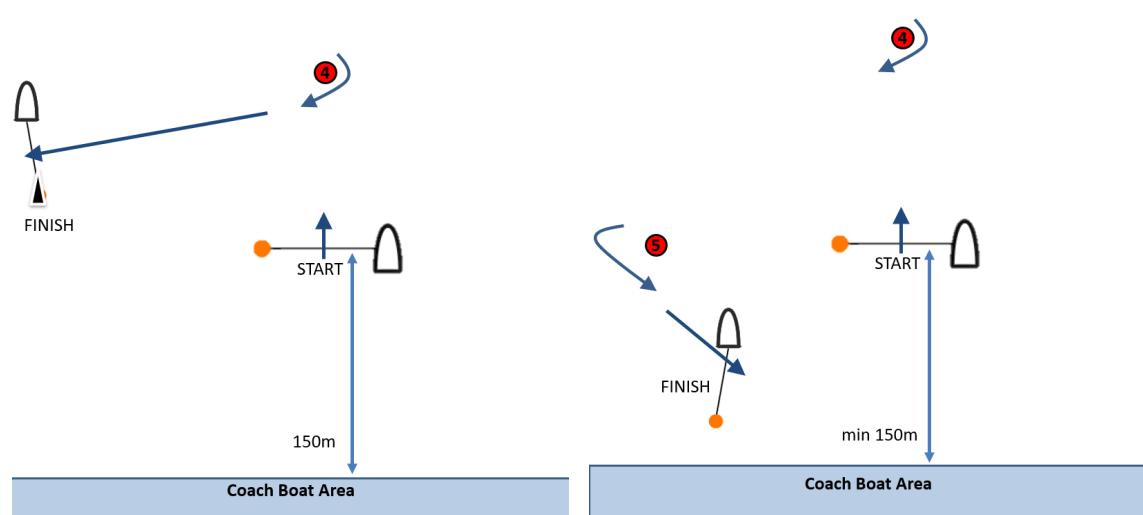
7.5. Support team vessels shall proceed around the Race Area in such a way to minimise the effect their wash on kiteboards racing and official vessels. Except in an emergency, they shall restrict their speed to 5 knots.

7.6. Between sequences of races, following a general recall or when all racing for that Course Area has been postponed or abandoned, support boats may enter the Course Area but shall

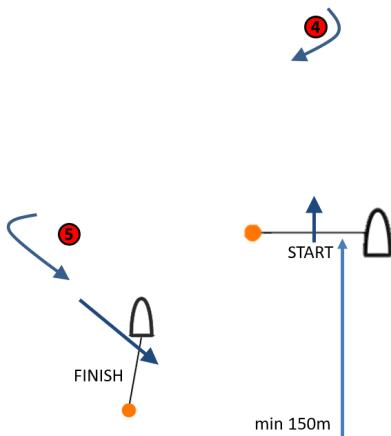
restrict their speed to five knots. If further racing is to take place, support boats shall then comply with the applicable STR.

## Addendum A – Support Boat Areas

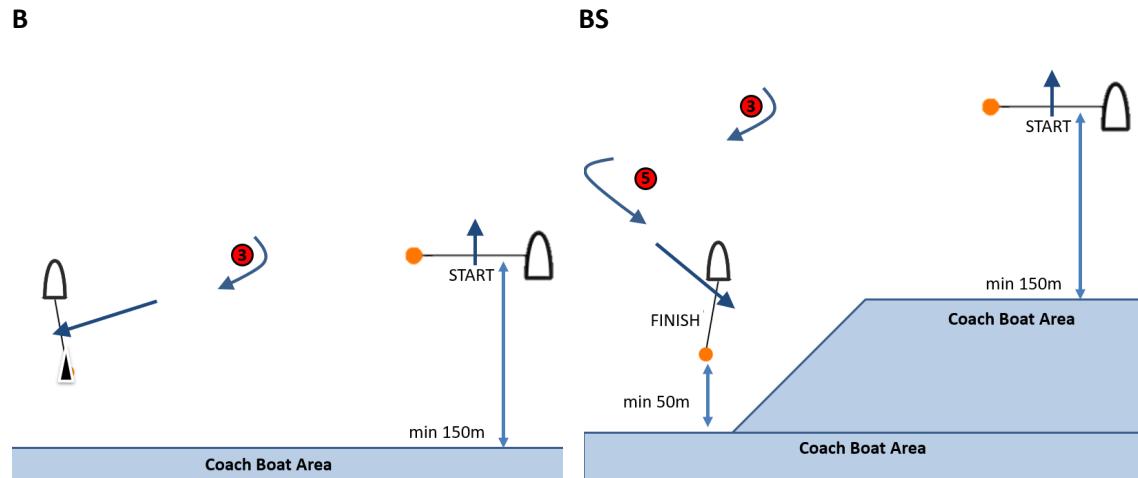
**X**



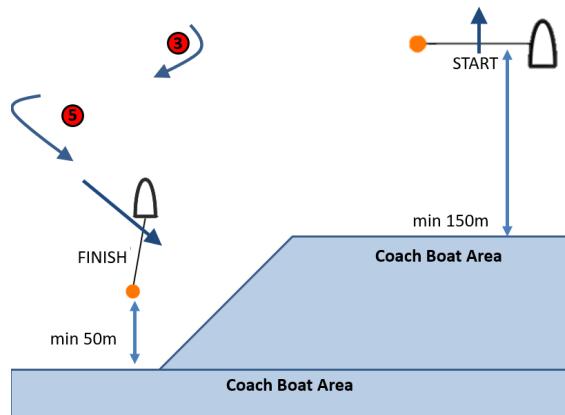
**XS**



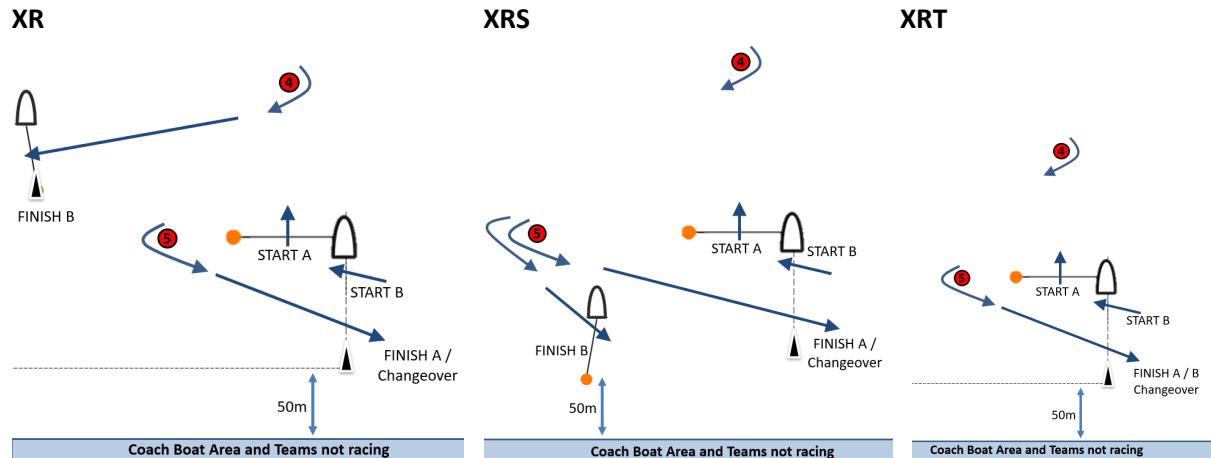
**B**



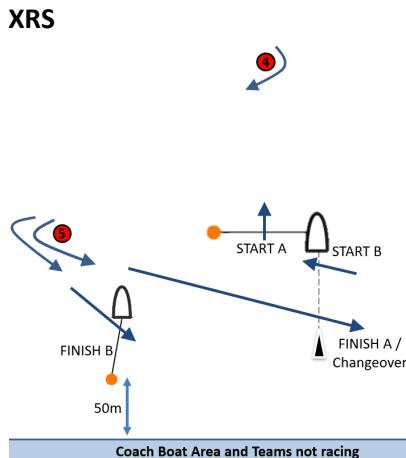
**BS**



**XR**



**XRS**



**XRT**

