



## CORK / SAIL KINGSTON

### SUPPORT TEAM REGULATIONS

Support personnel are encouraged to review the changes to the Definitions, RRS 63, and 64 that took effect on 1 January 2018 governing support persons (attached).

#### 1. General

- 1.1. These regulations apply to all Support Persons (RRS Definitions “*Support Persons*”).
- 1.2. These regulations shall apply at all times while support persons are at the venue or in the areas of Lake Ontario south of Kingston while training or competing with their teams.
- 1.3. Support personnel and support boat drivers are responsible for the control of their boat at all times. They will be held responsible for any inappropriate behaviour, dangerous actions or improper practices, or actions affecting the fairness or safety of competition. Support boats shall take particular care to minimize their wake when transiting any course areas.
- 1.4. Support persons shall comply with reasonable directions or requests of a Race Official.
- 1.5. The protest committee may call a hearing based upon information received from any source to consider whether a support person has broken a rule. As a result of the hearing the protest may take action under RRS 64.4
- 1.6. Support personnel 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.
- 1.7. Support boats shall accept reasonable trash/refuse from competitors, to facilitate competitors’ compliance with Rule 55.

#### 2. Changes to these Regulations

- 2.1. The organizing authority may change these regulations at any time. Any changes will be posted on the official notice board by 0900 on the day the changes will take effect.

#### 3. Registration

- 3.1. Support boats and designated drivers shall register at the CORK Regatta Office before leaving the venue by water for the first time.

- 3.2. The organizing authority may, at its discretion, refuse to register support boats it does not deem to be suitable. Suitable boats are generally open boats more than 4.0m and less than 7.5m in length, and having minimal or no superstructure, i.e., cabin, coach house, bridge, etc.
- 3.3. Support boats shall be marked at all times while afloat with, depending upon the specific event, either:
  - 3.3.1. The applicable national sail letters (RRS G1.1) clearly displayed on both sides of the boat or engine in contrasting colours, with a minimum height of 200mm. Letters will not be provided by the Organizing Authority;
  - 3.3.2. A support boat number flag supplied by CORK. They shall be mounted so as to be visible by other vessels. A \$20 refundable deposit is required.

#### 4. Support boat requirements

- 4.1. Each boat shall verbally confirm that they have met the following requirements at the time of registration:
  - 4.1.1. Each support boat shall be insured with valid third-party liability insurance with a minimum coverage of \$1,000,000 CAD (or equivalent) per incident.
  - 4.1.2. Each support boat shall have readably available:
    - 4.1.2.1. a VHF radio capable of transmitting and receiving on Ship-to-Ship International channels;
    - 4.1.2.2. a floating tow rope (minimum 15m long and 10mm thick);
    - 4.1.2.3. a first-aid kit
    - 4.1.2.4. a knife, suitable for cutting the rigging or sails used on the class of vessel supported
- 4.2. The organizing authority may request to inspect a support boat at any time to ensure that they meet these requirements. The person responsible for the boat shall facilitate such inspection.

#### 5. Canadian boating laws

- 5.1. Support persons are advised that federal, provincial and local laws specify required safety equipment. These laws are enforced by federal, provincial and local agencies and violations may result in required court appearances and fines. Required equipment may include: PFDs for all passengers, bailers, paddles, anchors, buoyant heaving lines, sound signaling devices, fire extinguishers, compass, charts, navigation lights, flares, etc. Details are specified in the (Canada) Safe Boating Guide, available at:  
<http://www.tc.gc.ca/media/documents/marinesafety/TP-511e.pdf>
- 5.2. Canadian law also requires:

- 5.2.1. Persons driving a pleasure boat in Canada to have a motorboat driving license appropriate for their country of residence,
- 5.2.2. Anyone using a VHF radio to have a maritime radio operator's certificate appropriate for their country of residence.

## 6. Portsmouth Olympic Harbour Venue

- 6.1. Support boats shall use the designated ramps for launching. Once launched, trailers shall be moved immediately to the trailer park or as otherwise directed by the organizing authority.
- 6.2. When not in use, support boats shall be appropriately berthed at the sailing venue in the allocated areas for support boats for the time that these Support Team Regulations apply (see Appendix A). Larger support boats may need to request and pay for a slip from the Marina.
- 6.3. Support boats shall give priority to competitor boats when launching or retrieving.
- 6.4. Support boats shall comply with local harbour and marina regulations, including speed limits and wake restrictions.

## 7. Safety

- 7.1. If the CORK Safety Flag (large yellow flag with centered vertical red stripe) is displayed on the race committee signal boat, support boats shall monitor VHF Channel 06 and follow any directions from the organizing authority. Such instructions take precedence over any conflicting rules in these regulations.
- 7.2. Team leaders are responsible for knowing who is afloat and ensuring their safe return to the venue.
- 7.3. When the support boat engine is running it is highly recommended that drivers be connected to a device (e.g. "kill cord/switch") that will stop the engine if the boat driver falls out of the boat or steps away from the engine controls.

## 8. Drones

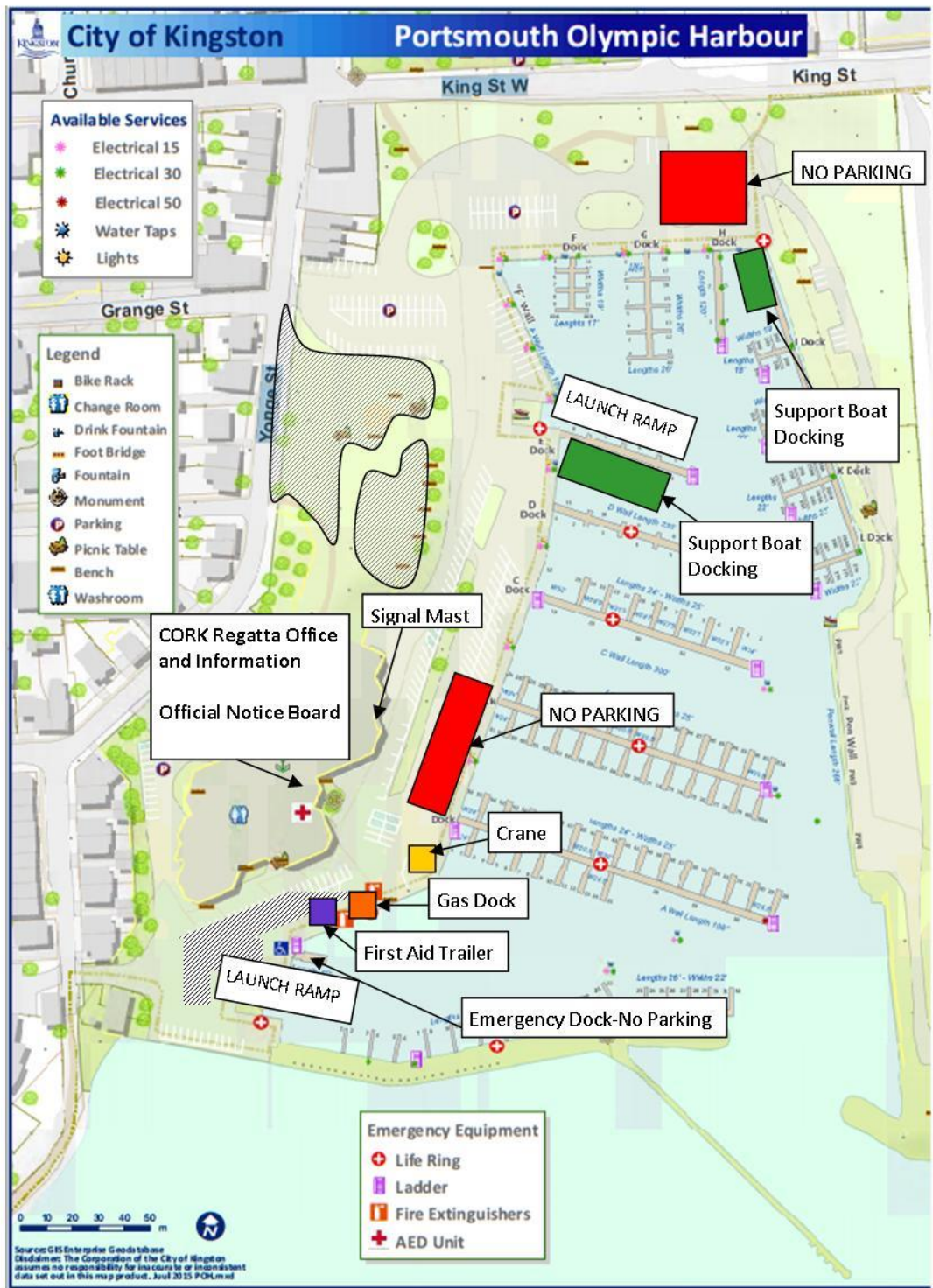
- 8.1. The use of drones is prohibited unless specific permission is requested and granted by the CORK Office. It should be noted that the venue and sailing areas are close to an airport, and permits from Transport Canada will also be required.

## 9. Restricted Areas and Movement

- 9.1. Support boats shall stay outside areas where boats are racing and shall not be:
  - 9.1.1. closer than 50m to any boat racing;

- 9.1.2. within 50m to leeward of the starting line or within 50m of its marks from the time of the preparatory signal until all boats have left the starting area; however, when the Race Committee signals a postponement or abandonment, and until the next preparatory signal, support boats 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;
  - 9.1.3. between any boat racing and the next mark of the course;
  - 9.1.4. between the inner and outer trapezoid courses when boats are racing on both courses;
  - 9.1.5. within 50m of any mark of the course while boats are in the vicinity of that mark;
  - 9.1.6. within 50m of the finishing line and marks while boats are finishing.
- 9.2. Support boats should proceed around the racing area in such a way to minimize the effect their wash will have on boats racing and on race committee vessels. Boats that are motoring above five knots shall remain at least 150m from any boat racing and race committee vessels.

Appendix A: Venue Map showing Launch Ramps and Support Boat mooring Areas



## Changes to the Racing Rules of Sailing issued by World Sailing on 8 December 2017

*The following changes were approved in November 2017 at the World Sailing Annual Conference.  
These changes took effect on 1 January 2018.*

In Definitions, change **Party** (e) to:

(e) a *support person* subject to a hearing under rule 60.3(d) or 69; any boat that person supports; a person appointed to present an allegation under rule 60.3(d).

Change rule 63.1 to:

### **63.1 Requirement for a Hearing**

A boat or competitor shall not be penalized without a protest hearing, except as provided in rules 30.2, 30.3, 30.4, 64.3(d), 64.4(b), 69, 78.2, A5 and P2. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that have been delivered to the race office unless it allows a *protest* or request to be withdrawn.

Add new rule 63.9:

### **63.9 Hearings under Rule 60.3(d) – Support Persons**

If the protest committee decides to call a hearing under rule 60.3(d), it shall promptly follow the procedures in rules 63.2, 63.3, 63.4 and 63.6, except that the information given to the *parties* shall be details of the alleged breach and a person may be appointed by the protest committee to present the allegation.

Change rule 64.4 to:

### **64.4 Decisions Concerning Support Persons**

- (a) When the protest committee decides that a *support person* who is a *party* to a hearing under rule 60.3(d) or 69 has broken a *rule*, it may
  - (1) issue a warning,
  - (2) exclude the person from the event or venue or remove any privileges or benefits, or
  - (3) take other action within its jurisdiction as provided by the *rules*.
  
- (b) The protest committee may also penalize a boat that is a *party* to a hearing under rule 60.3(d) or 69 for the breach of a rule by a support person by changing the boat's score in a single race, up to and including DSQ, when the protest committee decides that
  - (1) the boat may have gained a competitive advantage as the result of the breach by the support person, or
  - (2) the support person committed a further breach after the protest committee warned the boat in writing, following a previous hearing, that a penalty may be imposed.

Source: [http://www.sailing.org/tools/documents/ChangesandCorrectionsVersion2FINAL-\[23332\].pdf](http://www.sailing.org/tools/documents/ChangesandCorrectionsVersion2FINAL-[23332].pdf)