

## COACH BOATS REGULATIONS (CBR)

### 1. General

1.1. These Coach Boat Regulations shall apply from 0000 on Saturday 3 August 2014 until 0000 on Sunday 10 August 2014.

1.2. For the purposes of these regulations, a coach boat 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 boats at any time to ensure that they comply with these regulations, and the person responsible for the boat 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 instruct the Organizing Authority to withdraw accreditation and access rights from the driver or person in charge either for a specified period or for the remainder of the competition. Note also, action may be taken under RRS 69.

1.5. The Organizing Authority may change these regulations at any time. Any changes will be posted on the Official Notice board and circulated to team leaders.

1.6. The Organizing Authority may, at its discretion, refuse to register coach boats not deemed to be suitable.

1.7. Coach boats and designated drivers shall be registered at the Regatta Office either before leaving the venue by water for the first time or by 1800 on the day before the first race of the Event that it is supporting, whichever is earlier.

1.7.1. Each boat shall be insured with valid third-party liability insurance with a minimum coverage of € 1.500.000 (or equivalent) per incident.

1.7.2. Only an accredited person may be a designated driver.

1.7.3. The person registering the support boat shall confirm that:

- a valid insurance certificate showing proof of third-party liability coverage as required by 1.7.1 has been obtained;
- each designated driver has a motorboat driving license recognized by a national authority appropriate to that boat; and
- anyone who will be using a radio has an appropriate radio operation license recognized by a national authority.

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1.8. Support boats shall be marked with the applicable national sail letters (see RRS G1.1) clearly displayed on both sides of the boat in strongly contrasting colors at all times while afloat. The minimum height for the letters shall be 200 mm. The letters will not be provided by the Organizing Authority.

1.9. Coach boats shall display on the console a special sticker provided by the Organizing Authority.

## **2. Sailing Venue**

2.1. Support boats 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 boats will be allowed into the sailing venue.

2.3. When not in use, support boats shall be appropriately berthed at the sailing venue in the allocated areas for support boats for the entire time that these CBR apply.

2.4. Support boats 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. Support boats shall carry on board:

- a) life jackets / buoyancy aid for all passengers and the driver
- b) first-aid kit;
- c) VHF radio;
- d) device for making a sound signal;
- e) compass;
- f) adequate anchor and tackle for conditions and depth;
- g) tow rope (minimum 15 m long and 10 mm thick);
- h) operational engine kill cord (also known as a safety lanyard or automatic engine immobilizer);
- i) hand pump or bailer
- j) knife; and
- k) any additional safety equipment required by local maritime law.

It is recommended that life jackets be worn at all times when afloat. It is strongly recommended that the kill cord is used at all times when the engine is running.

3.2. The maximum plated / certified passenger limits for the boat shall never exceed.

3.3. Team leaders are responsible for overseeing the safe operations of their support boats on the water, including knowledge of who is afloat and ensuring their safe return to the venue.

3.4. At all times, the registered driver(s) of a coach boat shall comply with directions given by a Race Official. In particular, this includes assisting in rescue operations when requested to do so.

3.6. Coach boats shall comply with local harbor and marina regulations, including speed limits.

#### **4. General restrictions**

4.1. The registered driver(s) of a coach boat will be responsible for the control of the boat 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. Coach boats 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. In case this regulation is broken, and in addition to any penalty, any item left in the water may be removed and destroyed for safety reasons.

4.3. Coach boats should take particular care to minimise their wash when transiting the Escola Naval, Pão de Açúcar and Ponte Course Areas. When fleets are racing in these areas, coach boats may have to stop and wait until an opportunity arises to pass the racing boats with the minimum of disturbance.

#### **5. Coach Boat Zone**

5.1. The Coach Boat Zone is defined in Attachment 1.

5.2. A Coach Boat Zone on the Pão de Açúcar or Escola Naval courses may be positioned to one side to maximise the Course Area available for racing. Coaches should always remain on the non-course side of the coach boat marks, wherever they are set.

5.3. After the first warning signal of the day, coach boats shall retire to the Coach Boat Zone until all racing has been completed, postponed or abandoned for that Course Area, unless they return on-shore definitely for the day or if they are instructed to do otherwise by the Race Committee.

5.4. Between sequences of racing, or when all racing for that Course Area has been postponed or abandoned, coach boats may enter the Course Area to service their athletes, but shall restrict their speed to five knots. If further racing is to take place, coach boats shall immediately retire to the Coach Boat Zone at the warning signal for the first race of the next racing session.

#### **6. Special safety rules**

6.1. For safety reasons only, the Race Committee signal boat may display flag V to signal that the following coach boat rule applies. From the time of the preparatory signal for the first fleet to start until all boats have finished or retired or the Race Committee signals a postponement, general recall or abandonment, coach boats shall stay outside areas where boats are racing. Such areas are defined as:

- not closer than 100 m to any boat racing (except a boat in distress or requiring assistance);
- within 100 m of the starting line and marks from the time of the preparatory signal until all boats have left the starting area or the Race Committee signals a postponement, general recall or abandonment;
- between any boat racing and the next mark of the course;
- between the inner and outer trapezoid courses when boats are racing on both courses;
- within 100 m of any mark of the course while boats are in the vicinity of that mark; and
- within 100 m of the finishing line and marks while boats are finishing.

6.2. If flag V is displayed on the Race Committee signal boat, the VHF radio permitted in CBR3.1 shall be switched on and used for safety communication on VHF radio channel 74.

6.3. Coach boats should proceed around the racing area in such a way that their wash will not have any effect on boats racing. Boats that are motoring above five knots shall remain at least 150 m from any boat racing. Registered drivers are personally responsible for this.

6.4. Between sequences of races or when all racing for that Course Area has been postponed or abandoned, coach boats may enter the Course Area to service their athletes, but shall restrict their speed to five knots. If further racing is to take place, coach boats shall immediately move outside the racing area and into the Coach Boat Zone at the warning signal for the first race of the next racing session and remain in the Coach Boat Zone until after the starting sequence has been completed for one or more starts in a session.

## **7. Equipment**

7.1. It is prohibited to carry any electronic device on board a coach boat, including mobile telephones, except:

- items listed in 3.1;
- any device for time-keeping;
- devices for measurement of wind, devices for measurement of current, depth, compass bearing, boat speed and heading;
- electronic equipment strictly related to the safe operation of the boat and engine;
- photo camera(s);
- video camera(s);
- tape or digital voice recorder(s);

- electronically stabilised binoculars;
- a GPS receiver; and
- a commercially available stand-alone GPS plotter, which may be interfaced only to a GPS receiver.

7.2. Weather data may be logged on board a coach boat. However, the coach boat shall not carry on board any equipment capable of viewing or analysing the logged data.

7.3. If any prohibited kit is permanently installed in a coach boat, the coach boat shall only be permitted to go afloat if the kit is disabled so as to render it completely inoperable for the duration of the Sailing competition.

7.4. While on the water, a coach boat shall not carry equipment capable of making radio transmissions or receiving radio communications, except for equipment allowed by CBR 3.1 and 7.1. The use of private radio channels whilst afloat is prohibited.

7.5. While on the water, any communication equipment carried in accordance with CBR 3.1 and 7.1 shall not be used to discuss any technical sailing, weather or tidal information.

7.6. When the Race Committee displays flag V with repetitive sounds, all coach boats shall monitor VHF radio channel 74 for search and rescue instructions and comply with these instructions if safe to do so.

## Attachement 1

