

## **READY STEADY TOKYO - Sailing SUPPORT TEAM REGULATIONS**

### **1. General**

- 1.1 These Support Team Regulations (STR) shall apply at all times while support persons are at the venue, ashore or on the field of play.
- 1.2 The STR shall apply from 0900 on 15 August to 1800 on 22 August 2019.
- 1.3 In these STR and the rules governing the regatta, the following definitions apply:
  - 1.3.1 "Support person" has the meaning given in the RRS;
  - 1.3.2 "Support team" means all the support persons associated with a National Authority and its competitors;
  - 1.3.3 "Support boat" means any boat that is under the control or direction of a support team member.
- 1.4 The penalties available under RRS 64.4(a)(3) include instructing the Organizing Authority to withdraw accreditation and access rights for specific periods.
- 1.5 The Organizing Authority may inspect support boats at any time to ensure that they comply with these regulations, and the person responsible for the support boat shall facilitate such inspection.
- 1.6 The Organizing Authority may change these regulations at any time. Any changes will be posted on the Official Notice Board.
- 1.7 The Organizing Authority may, at its discretion, refuse to register support boats 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.
- 1.8 All support persons shall be registered at the regatta office by 18:00 on the day before the first race. Support boats 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.
  - 1.8.1 Each boat shall be insured with valid third-party liability insurance with a minimum coverage of JPY200,000,000 (or equivalent) per incident.
  - 1.8.2 Only accredited support team members may be designated drivers.
  - 1.8.3 The person registering the support boat shall confirm that:
    - unless the boat is chartered in Japan, the boat has been registered on the "Boat Inspection" system provided by Japan Sailing Federation (JSAF) through its web-site located at <https://wcs-enoshima.org/apply/>, the "Certificate Sticker" has been issued and the Certificate Sticker is prominently displayed on the boat's console at all times while in the water;
    - each designated driver has a Japanese motorboat driving license appropriate to that boat, or has obtained "Operator Card" provided by JSAF for support persons of overseas teams through the web-site at <https://wcs-enoshima.org/apply/>;
    - a valid insurance certificate showing proof of third-party liability coverage as required by 1.7.1 has been obtained; and
    - anyone who will be using a radio has an appropriate radio operation license recognized by a national authority.
- 1.9 Support boats shall be marked with the applicable national sail letters (RRS G1.1) clearly displayed on both sides of the boat 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.
- 1.10 By applying for the Boat Inspection and /or Operator Card provided by JSAF, any such person agrees to comply with JSAF regulations set out in the web-site at <https://wcs-enoshima.org/apply/>.
- 1.11 All Team Leaders and support team members will be required to sign a declaration that they will comply at all times with the STR.

## **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 STR 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:
  - 3.1.1 life jackets / buoyancy aid for all passengers and the driver;
  - 3.1.2 first-aid kit;
  - 3.1.3 VHF radio (which shall be programmed only to the International Marine VHF Channels);
  - 3.1.4 device for making a sound signal;
  - 3.1.5 compass;
  - 3.1.6 adequate anchor and tackle for conditions and depth;
  - 3.1.7 tow rope (minimum 15m long and 10mm diameter);
  - 3.1.8 operational engine kill cord (also known as a safety lanyard or automatic engine immobilizer);
  - 3.1.9 hand pump or bailer;
  - 3.1.10 knife; and
  - 3.1.11 any additional safety equipment required by local maritime law.
- 3.2 Support boats or support team personnel may carry on board and use:
  - 3.2.1 electronic watch
  - 3.2.2 optimized binoculars
  - 3.2.3 GPS
- 3.3 It is mandatory under Japanese law that PFDs shall be worn at all times when afloat.
- 3.4 The kill cord shall be securely attached to the driver at all times when the engine is running and in gear. It is strongly recommended that the kill cord is used at all times when the engine is running.
- 3.5 The maximum plated / certified passenger limits for the boat shall not be exceeded.
- 3.6 Team leaders are responsible for overseeing the safe operation of their support boats on the water, including knowledge of who is afloat and ensuring (recording) their safe return to the venue.
- 3.7 At all times, support persons including the registered driver(s) of a support boat 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.
- 3.8 Support boats shall comply with Competition Area Regulations (CAR) including the local harbour and marina regulations (available at <https://wcs-enoshima.org/wp-content/themes/sailing/img/pdf/Enoshima-Yacht-HarborKanagawa.pdf> ), including speed limits.
- 3.9 Support boats shall sign out before going afloat for each journey and shall indicate the number of person on board. Increasing or decreasing the number of persons on board would constitute a new journey.
- 3.10 The OA may issue a tracking device to each support boat when they sign out that is to be carried on the support boat for the duration of the journey.
- 3.11 Support boats shall sign in and return their tracking device within 30 minutes upon their return to the marina after each journey.

#### **4. General Restrictions**

- 4.1 The driver(s) of a support boat will be responsible for the control of the boat at all times and will be held responsible for any inappropriate behavior, 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 boats shall take particular care to minimize their wash when transiting the course areas.

#### **5. Drones**

- 5.1 The use of drones is prohibited.

#### **6. Support Boat Restricted Areas**

- 6.1 The Support Boat Zone is defined in Appendix 1.
- 6.2 Support boats should always remain on the non-course side of the support boat marks, wherever they are set.
- 6.3 After the first warning signal of the day, support boats shall move to the Support Boat Zone until all racing has been completed, postponed or abandoned for that Course Area, unless instructed to do otherwise by the Race Committee.
- 6.4 Between sequences of racing, or when all racing for that Course Area has been postponed or abandoned, support 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, support boats shall immediately move to the Support Boat Zone at the warning signal or the first race of the next racing session.

#### **7. Special Safety Rules**

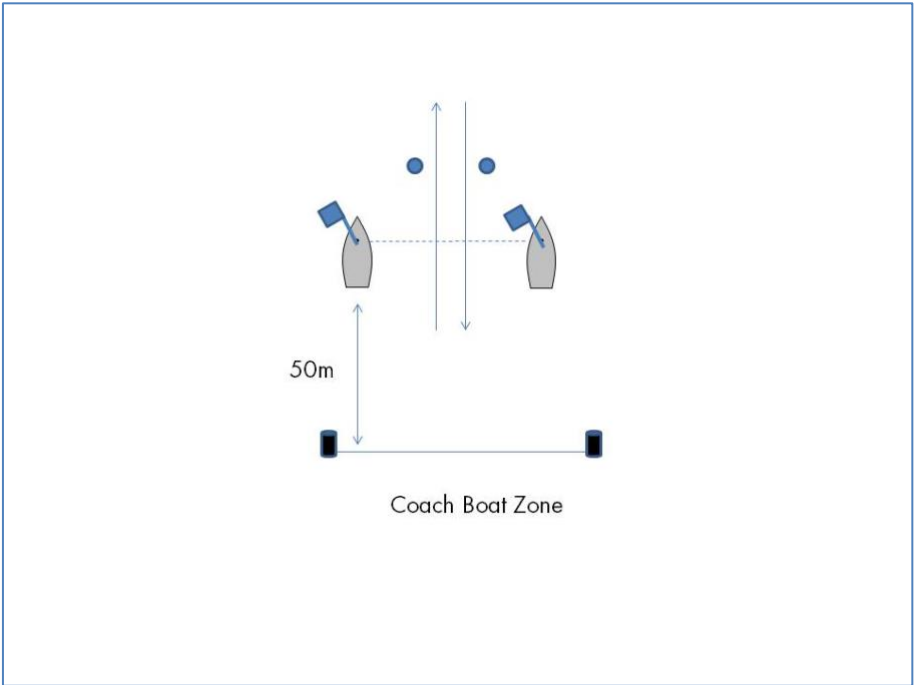
- 7.1 For safety reasons, the Race Committee signal boat may display flag V to signal that STR 7 applies.
- 7.2 From the time of the preparatory signal for the first fleet to start until all boats have finished or retired or the Race Committee signals a postponement, general recall or abandonment, support boats shall stay outside areas where boats are racing. Such areas are defined as:
  - not closer than 100m to any boat racing (except a boat in distress or requiring assistance);
  - within 100m 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 100m of any mark of the course while boats are in the vicinity of that mark; and
  - within 100m of the finishing line and marks while boats are finishing.
- 7.3 The VHF radio permitted in regulation 3.1 shall be switched on and used for safety communication on VHF radio channel 73
- 7.4 Support boats 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.
- 7.5 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 to service their athletes but shall restrict their speed to five knots. If further racing is to take place, support boats shall immediately move outside the racing area and into the Support Boat Zone at the warning signal for the first race of the next racing session and remain in the Support Boat Zone until after the starting sequence has been completed for one or more starts in a session.

## **8. Support Boat Electronics**

- 8.1 Support team members shall not provide any outside help as per RRS 41.
- 8.2 VHF Radios
  - 8.2.1 Support boats shall carry VHF radios as required by STR 3.1.3. These shall be used only in compliance with these STR.
- 8.3 Other electronics
  - 8.3.1 Support boats and support team members may carry and use electronics only as permitted as follows:
  - 8.3.2 Video cameras, photograph cameras, simple wind indicators without transmission functions, and the items listed in STR 3.2 are permitted.
  - 8.3.3 Any other electronic equipment, including mobile phones, laptops and tablets, are prohibited on board support boats (this includes any equipment which can transmit, receive or collect/gather any kind of data).
  - 8.3.4 The OA may supply an electronic position system for each support boat. These shall be carried at all times whilst afloat in accordance with any instructions issued by the OA.
- 8.4 The use of coded/encrypted radio communications is prohibited. Only open and publicly available VHF frequencies shall be used.

**Appendix 1**

**Windward – Leeward Course**



**Trapezoid Course**

