

SANTANDER 2014
ISAF SAILING WORLD CHAMPIONSHIPS
8 – 21 September 2014

COACH BOAT REGULATIONS

1. GENERAL

1.1 These Coach Boat Regulations shall apply from 8 - 21 September 2014. For the purposes of these regulations, a coach boat includes any boat that is under the control or direction of a person who is providing physical or advisory support to an athlete, including the gathering of data that may be used at a later time.

The regulations also apply to spectator boats.

1.2 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 to the Santander 2014 venue and the course areas from the offending party either for a specified period or without the option of replacement during the Regatta.

1.3 The Organizing Authority may change these regulations at any time. Changes will be posted on the Official Notice Board and circulated to the team leaders.

1.4 The Organizing Authority may, at its discretion, refuse coach boats not deemed to be suitable. Generally, open boats more than 4.0m and less than 7.0m in length and having minimal or no superstructure (cabin, coach house, bridge, etc.) are considered suitable.

1.5 With the exception of a windsurfer travelling to and from a course area, or between races, no item carried on board a coach boat shall protrude over the stern, bow or sides of the boat.

1.6 All coach boats shall be registered at the Race Office by 1700 on the day before the first race for the Event that it is supporting.

1.7 Each boat shall be insured and have valid third-party liability insurance.

1.8 The person registering the coach boat shall sign to confirm that:

1.8.1 Third party liability insurance is in place;

1.8.2 The designated driver has a motorboat driving licence recognised by a national authority appropriate to that boat.

1.8.3 Anyone who will be using a radio has an appropriate radio operating licence recognised by a national authority.

1.8.4 Any radio device including VHF marine transceivers shall comply with Spanish radio equipment regulations, and may be subject to checking by the Organizing Authority.

1.9 All coach boats shall display the 3 letter national code in compliance with NoR 14.4.

In addition, coach boats shall display from each side of the boat a sequential number as provided by the Organising Authority.

Both markings shall be clearly visible at all times while afloat.

1.10 Coach boats shall only carry on board accredited personnel.

- 1.11 Coach boats are permitted to carry one or more coaches or other support personnel from other competing nations that do not have a registered coach boat for that Event.
- 1.12 While one or more Events are in progress on a course area, coach boats shall remain outside the course area unless they have a competitor entered in one of those Events.

2. SANTANDER 2014 VENUE

- 2.1 Unless arranged through their pre event training agreement coach boats shall use public launching ramps for launching. Since the opening of the boat park until 21st September, the launching ramp for coach boats will be at Barrio Pesquero (fishing harbour): map 1 (zone1). During this period, trailers will be stored at the Explanada Raos map 1 (zone 2). All trailers shall have the boat or owner’s name and MNA with number marked on the trailer for identification purposes.
- 2.2 Unfortunately there is no space at the venue to accommodate the coach and supports boats. Strict compliance with the following provisions is needed to have an smooth and effective event development.
- 2.3 Coach and support boats will be moored in the berthing area sharing a mooring buoy each 6-8 boats. Only registered coach and support boats will be admitted. See the map below.



- 2.4 There will be a daily shuttle service between 1000 and two hours after the last race of the day has been completed. This service will operate from the ramp identified as “boat transfer” in the map above.

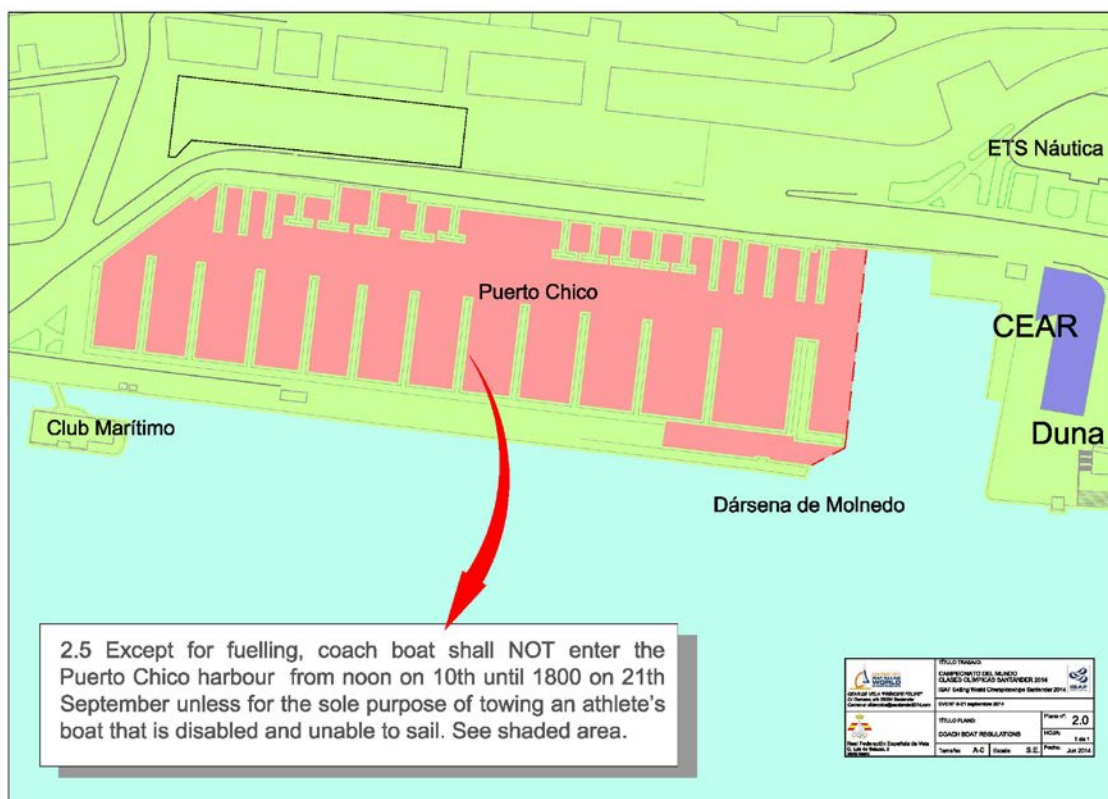
The shuttle service is intended to transport people to/from the coach/support boats. If needed, after recovering the boat or before leaving it, coaches and support personnel may go ashore to one of the points indicated in the next paragraph in order to load/unload their belongings and other material needed.

- 2.5 Loading/unloading points are identified in the inserted map above under a circle. Other

alternative points with reduced capacity are identified by a square box. Use of all those points is temporary and strictly reserved to loading/unloading operations: boats are allowed to stay there the time needed for those activities.

It is forbidden to let the boats overnight at those points.

- 2.6 Except in an emergency, coach boats shall not use the dinghy launching boat ramps in the boat parks for any purpose whatsoever, including mooring, launching, retrieval, loading and unloading of equipment.
- 2.7 From 1200 on 8 September until 1700 on 21 September coach and support boats shall NOT enter the Puerto Chico harbour except in case of emergency and to refuel boats (see 2.8 below). See the map below.



- 2.8 Petrol supply. There are three petrol stations at the disposal of coach and support boats: Puerto Chico, Marina de Pedreña (43° 26' 44" N, 3° 45' 56" W) and Marina de Santander (43° 25' 35" N, 3° 48' 22" W).

Boats from the Organising Authority will have preference at Puerto Chico petrol station between 1700 and 1900.

3. SAFETY

- 3.1 Coach boats shall carry on board:

- Life jackets / approved personal flotation device for all accredited passengers, including the driver; (it is recommended they are worn at all times afloat)
- First-aid kit;
- Compass;

- Adequate anchor and tackle for the conditions and water depth;
- Tow rope (minimum 15m long and 10mm thick);
- Operational engine kill cord; and
- Knife.
- Additional safety equipment as required by local laws for locally chartered coach boats, as detailed in their charter agreement.

3.2 It is strongly recommended that all coach boats carry on board a VHF radio capable of receiving instruction on VHF radio channel 71, see 3.5 below.

3.3 Coach boats shall never exceed maximum plated / certified passenger limits.

3.4 It is strongly recommended that the kill cord is used at all times when the engine is running. Coach boats shall comply with local harbour and marina regulations. In particular:

- Boats shall avoid commercial traffic and shall cross shipping and boating access channels as nearly as practicable at right angles; and
- Speed limits shall be respected in the harbours and marinas (Dead Slow).
- Shall obey instructions from government Marine Safety officials.

3.5 When the Race Committee displays flag V with repetitive sounds, all coach boats shall monitor VHF radio channel 71 for search and rescue instructions and comply with these instructions (if safe to do so).

4. GENERAL RESTRICTIONS

4.1 The registered driver(s) of a coach boat shall 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 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.

Disposal of any kind of trash is absolutely forbidden.

4.3 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.

5. COACH BOAT ZONE: NON-MEDAL FLEET RACES EXCEPT FOR DUNA COURSE

5.1 If racing is to take place, coach boats shall immediately move outside the racing area 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. See Diagram 1(a) and 1(b).

5.2 Following the last starting sequence of the racing session and unless otherwise instructed by the Race Committee, coach boats shall not be positioned:

5.2.1 Closer than 100m to any boat racing;

5.2.2 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;

- 5.2.3 Between any boat racing and the next mark of the course;
- 5.2.4 Between the inner and outer trapezoid courses when boats are racing on both courses;
- 5.2.5 Within 100m of any mark of the course while boats are in the vicinity of that mark;
and
- 5.2.6 Within 100m of the finishing line and marks while boats are finishing.

See Diagrams 2(a) and 2(b).

- 5.3 Coach boats should proceed around the race area in a way to minimise the effect their wake will have on boats racing. Boats that are motoring above 5 knots shall remain at least 150m from any boat racing.
- 5.4 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 5 knots.

COACH BOAT ZONE

Diagram 1(a)

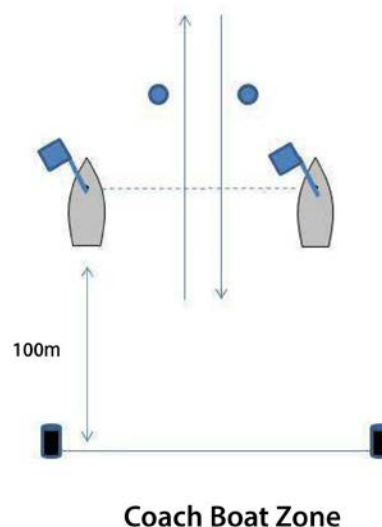
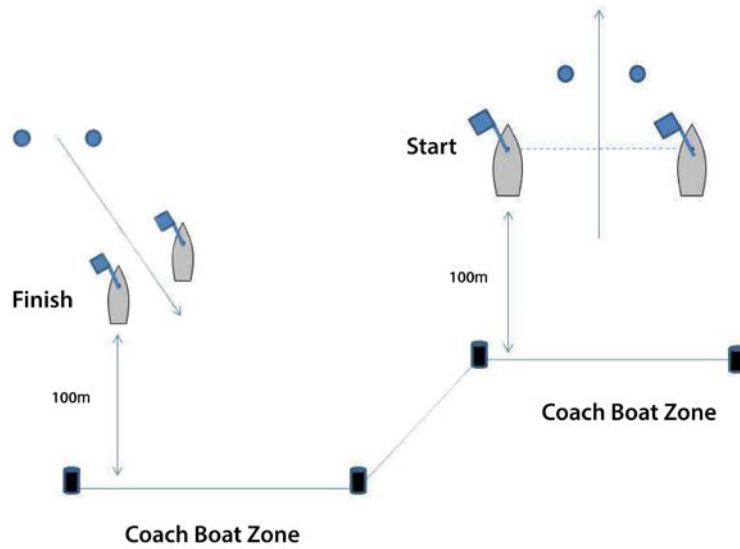


Diagram 1(b)



COACH BOAT RESTRICTED (SHADED) AREA AFTER THE STARTING SEQUENCE/SESSION HAS BEEN COMPLETED

Diagram 2(a)

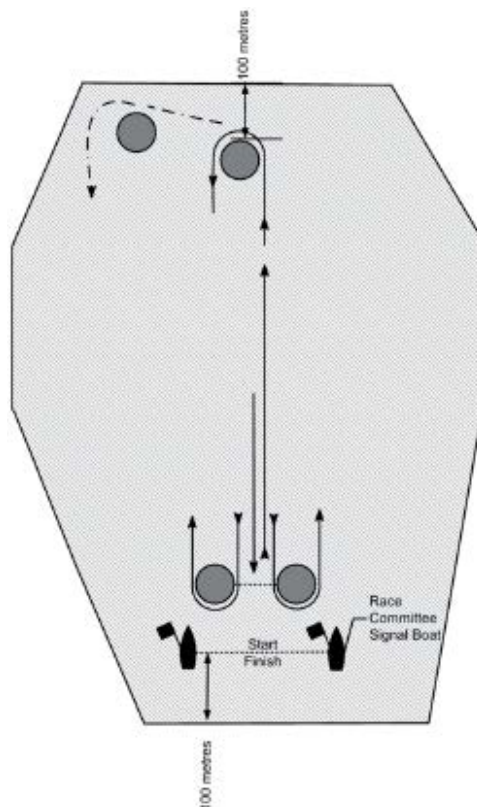
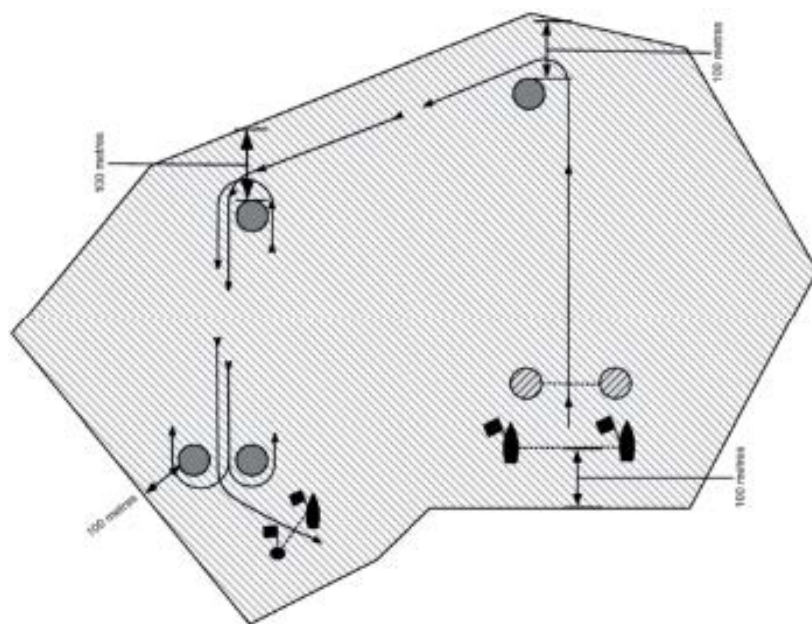
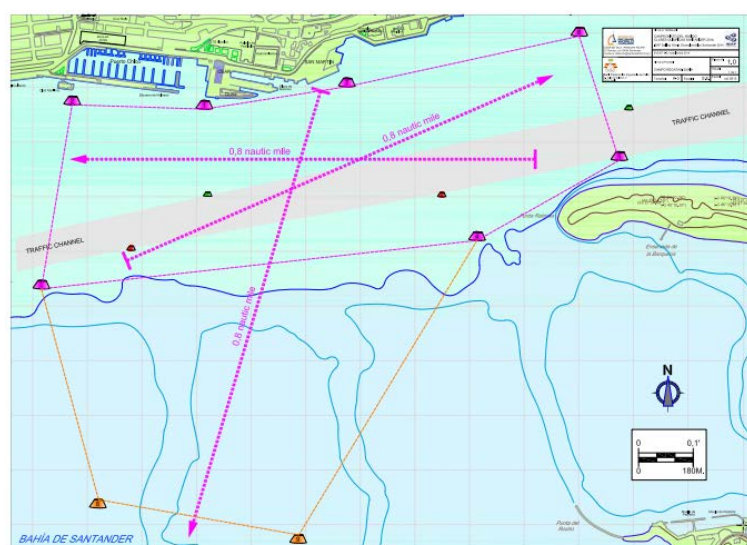


Diagram 2(b)



6. COACH BOAT ZONE: MEDAL RACES AND DUNA COURSE

- 6.1 After the first warning signal of the day coach boats on the Duna Course (see the map below) shall retire to the Coach Boat Zone until all racing has been completed, postponed or abandoned for that course area, unless instructed to do otherwise by the Race Committee. See diagram 1(a) and 1(b).



- 6.2 When all fleet racing for that course area has been postponed or abandoned, coach boats may enter the course area to service their athletes. 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.
- 6.3 The Medal Race Coach Boat Zone and any further restrictions for Medal Races will be defined in a notice that will be posted on the Official Notice Board prior to Medal Races.

7. EQUIPMENT

- 7.1 It is prohibited to carry any electronic device on board a coach boat except:
- Items listed in 3.1;
 - Any device for time-keeping;
 - Devices for measurement of wind, 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;
 - GPS receiver;
 - a stand-alone GPS plotter, which may be interfaced only to a GPS receiver; and
 - Mobile phones and tablets.
- 7.2 Weather data may be logged and analysed on board a coach boat.
- 7.3 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 regulation 3.1 and 7.1. The use of private radio channels whilst afloat is prohibited.
- 7.4 Mobile phones and tablets shall not be used for making radio transmissions or receiving radio communications on a course area after the first warning signal of the day on that course area, until all racing has been completed, postponed or abandoned for that course area.
- 7.5 While on the water, any communication equipment carried in accordance with regulations 3.1 and 7.1 shall not be used to discuss any technical sailing, weather or tidal information.