



WASZP Class Standard Support Vessel Regulations [DP] [SP]

The WASZP class values the contribution coaches and supporters make to enable WASZP events. These regulations are to ensure a fair and consistent approach to Support Vessel involvement across all events.

1 GENERAL

- 1.1 Unless the Notice of Race (NoR) or Sailing Instructions (SIs) state otherwise, the WASZP Class Standard Support Vessel Regulations (SVRs) apply to all WASZP racing events.
- 1.2 Other individual event Support Vessel rules may be added to the NoR or SIs.
- 1.3 RRS Definitions:
Support Person Any person who
 - a) Provides or may provide physical or advisory support to a competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition or the event, or
 - b) Is the parent or guardian of a competitor.
- 1.4 In these regulations:
 - (a) "Support Vessel" refers to any vessel that is under the control of a *support person*.
 - (b) "Session" means a continuous period between a WASZP fleet launching and returning to shore.
- 1.5 A Support Vessel may be inspected by the event's organising authority (OA) for compliance with these rules at any time.
- 1.6 Support Vessels and designated drivers shall register, including payment of relevant fees, as part of the event's Registration process as set out in the NoR. Support Vessels:
 - (a) Shall register their call sign and the name and mobile/cell phone contact number of all the Support Vessel's drivers.
 - (b) Declare the names and sail numbers of competitors they are directly supporting.
- 1.7 Only registered Support Vessel drivers may drive a Support Vessel.
- 1.8 By participating as a Support Vessel in the event, the operator acknowledges and accepts the risks associated with such activities. The Support Vessel operator agrees to assume full responsibility for their actions and those of their crew and hereby releases the event organisers, officials, volunteers, sponsors and affiliated parties from any liability for injuries, damages or losses incurred by anyone as a result of their participation.
- 1.9 Support Vessel drivers shall attend any officially requested Support Vessel briefings.
- 1.10 Support Vessels shall follow the OA's reasonable requests relating to Support Vessel launching, recovery and berthing, and parking of associated cars and trailers.

2 SUPPORT VESSEL REQUIREMENTS AND OBLIGATIONS

- 2.1 Support Vessels shall be seaworthy, open, suitably powered craft 4.0m to 7.5m long. Support Vessels that do not meet these requirements shall seek permission from the OA



before engaging in the event. The OA may apply additional restrictions to such vessels, including prohibiting their participation in the event.

- 2.2 Support Vessels shall have in place valid third-party liability insurance to the equivalent value or greater than the requirement for WASZP competitors of the event.
- 2.3 All Support Vessel drivers shall hold a valid powerboat operator's licence or certificate of competence recognised and where required by the relevant national authority.
- 2.4 All Support Vessel drivers shall hold a valid radio operator's licence or certificate of competence where required by the relevant national authority.
- 2.5 Safety Equipment: Support Vessels shall carry on board safety equipment required by local maritime law including a minimum of the following:
 - a) Two engine immobilisers (one active and one spare). Immobilisers may consist of kill cords or wireless engine immobilisers. Support Vessels using wireless engine immobilisers shall declare their use at on-site registration and may be required to demonstrate the device to the OA.
 - b) Suitable first-aid kit.
 - c) Operational VHF radio capable of receiving the event allocated VHF channels.
 - d) Device for making a sound signal.
 - e) Adequate anchor and tackle for the venue conditions and depth.
 - f) Tow rope (minimum 15m long and 10mm thick).
 - g) Safety knife.
 - h) A basic WASZP tool kit, including knife, metric Allen keys, Torx keys, tape, rope and a mallet.
 - i) At least 5 litres of spare drinking water.
- 2.6 Support Vessel identification flags, where provided, shall be displayed when afloat.
- 2.7 Support Vessels shall not leave equipment in the water when boats are *racing*. At other times, Support Vessel shall stand by floating objects used for current measurement.
- 2.8 When afloat, Support Vessels shall continuously monitor the VHF channel(s) designated by the OA.
- 2.9 All Support Vessels shall provide to any competitor:
 - a) Emergency assistance on any part of the racecourse. Support Vessels shall inform the race committee of their intention to offer assistance prior to engaging with a competitor, or where time is of the essence, as soon as reasonably possible.
 - b) Short term repair assistance when approached in a Support Vessel Holding Area (see SVR section 5) or at any time where a holding area is not defined; including use and return of tools, tape, etc.
 - c) Trash drop off.
 - d) Water refill.
 - e) Towing assistance. Support Vessels may prioritise boats they are directly supporting but shall return to assist others until no further assistance is required.

3 SAFETY

- 3.1 A Support Vessel found in breach of any rule in SVR section 3 shall promptly leave the course area when instructed to do so by the OA, the race committee or an official vessel.
- 3.2 At all times, Support Vessels shall comply with reasonable directions of race officials.



- 3.3 Support Vessels shall be operated in a safe, controlled and responsible manner that does not pose a risk to the fairness or safety of the competition.
- 3.4 While afloat except briefly while adjusting clothing, all persons aboard a Support Vessel shall wear a personal flotation device to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AS 4758 PFD Level 50 or equivalent standard.
- 3.5 At all times when the motor is running, the Support Vessel driver shall have an active engine immobiliser in operation.
- 3.6 A Support Vessel's maximum plated / certified passenger limit shall not be exceeded.
- 3.7 Where RRS 37 is used, Support Vessels shall not stand down until permitted to do so by the race committee over VHF.

4 GENERAL ON-WATER RESTRICTIONS

- 4.1 The restrictions in SVR section 4 apply except where a Support Vessel is providing emergency assistance or acting in accordance with RRS 37.
- 4.2 When operating in the vicinity of a race course, including when boats are not *racing*, Support Vessels shall minimise wash and avoid unnecessary transitions between planing and displacement modes.
- 4.3 Support Vessels shall stay 150m outside of the extensions and laylines of the course area, except when in the Holding Areas defined in SVR section 5.
- 4.4 Support Vessels shall stay at least 150m away from any boat *racing*.
- 4.5 Where a course area overlaps or comes within 150m of a continuing obstruction or another course area, Support Vessels shall not transit between the course(s) and/or obstruction when any boat is *racing*.

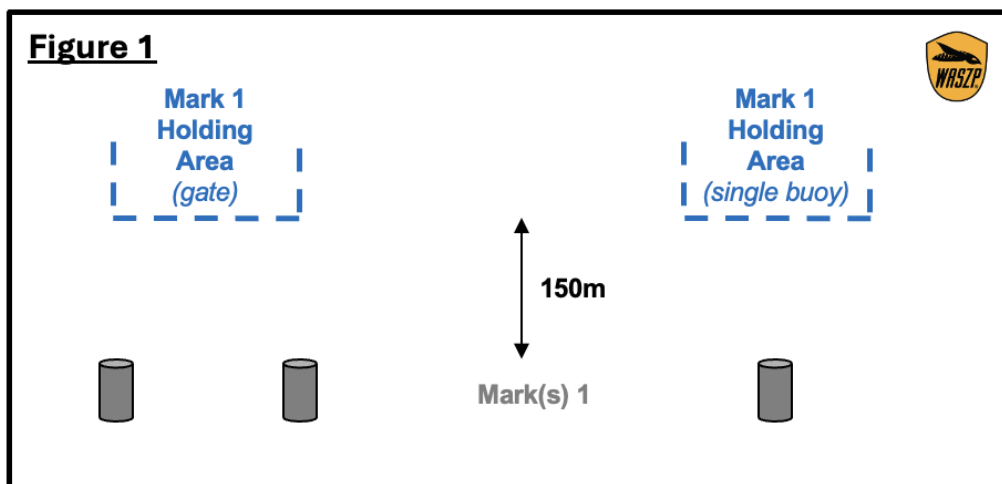
5 HOLDING AREAS

- 5.1 SVR section 5 does not apply for Tier 4 events unless invoked by the NoR or SIs.
- 5.2 Except where SVR 5.3 or 5.4 applies, when boats are *racing*, Support Vessels shall be positioned in one of the Holding Areas defined in SVR section 5.
- 5.3 Where a Support Vessel is directly supporting boats on different course areas, Support Vessels may transit between course areas providing the rules in SVR section 4 are adhered to and providing they transit at a consistent speed without stopping until they reach the designated Holding Area for that course.
- 5.4 Where a Support Vessel needs to transit to the shoreside venue, Support Vessels may transit to/from the course area and to/from the shore providing the rules in SVR section 4 are adhered to and providing they transit at a consistent speed without stopping until they reach their destination.
- 5.5 When moving within any Holding Area, Support Vessels shall not exceed 6kts.



5.6 Mark 1 Holding Area:

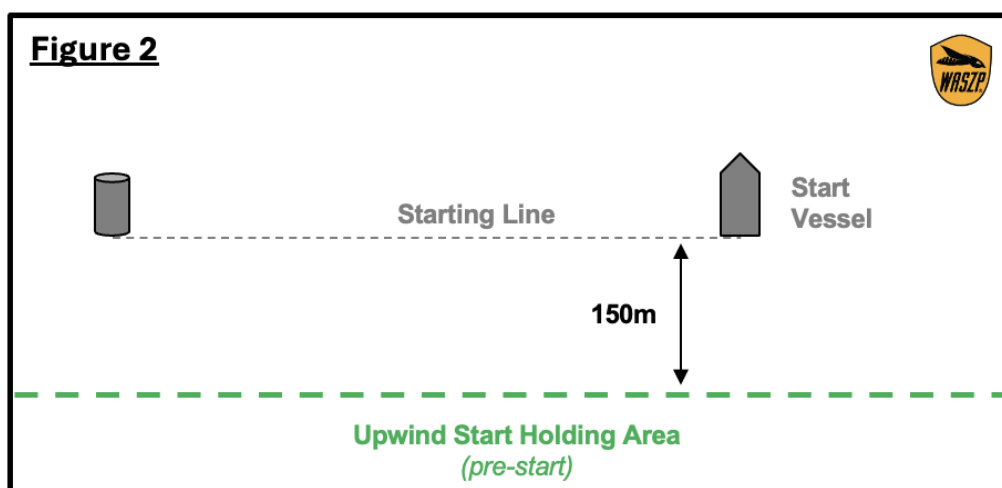
- a) The Mark 1 Holding Area applies to all racecourse configurations unless otherwise communicated by the race committee.
- b) The Mark 1 Holding Area is shown in Figure 1.



- a) Support Vessels positioned in the Mark 1 Holding Area shall remain in this Holding Area (including slowly repositioning if Mark 1 is moved) from the preparatory signal of the first race of the Session until either:
 - i. the conclusion of last race of the Session (last boat finishes or finishing window closes), or
 - ii. between races, the race committee signals the end of the Session.

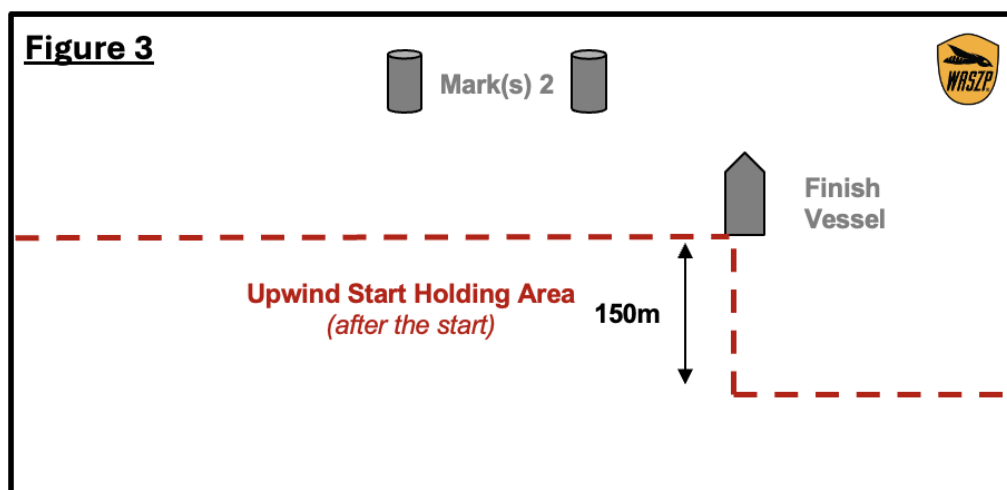
5.7 Upwind Start Holding Area:

- a) Pre-start; From the preparatory signal until after the starting signal when all boats racing have cleared the starting line, the Upwind Start Holding Area is shown in Figure 2.





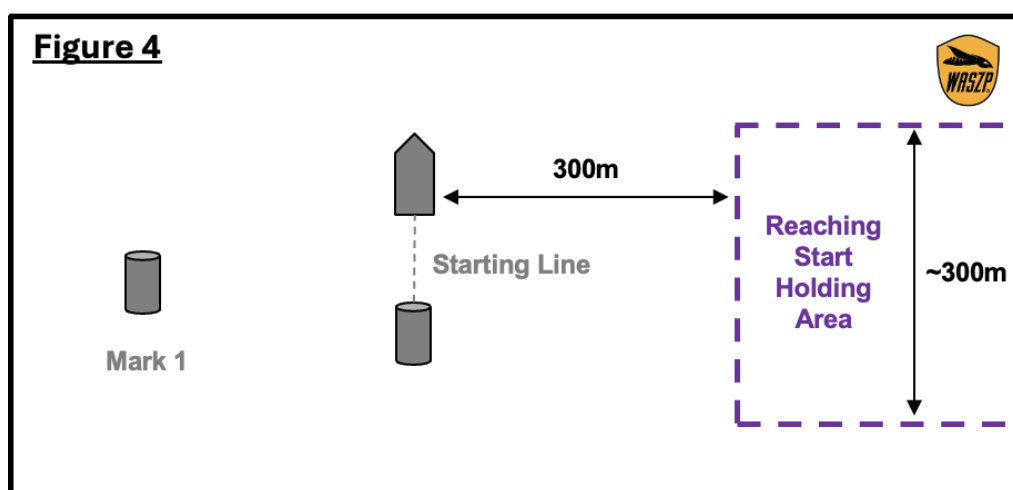
- b) After the start; When all boats racing have cleared the starting line, the Upwind Start Holding Area is shown in Figure 3.



- c) Support Vessels positioned in an Upwind Start Holding Area shall remain in an Upwind Start Holding Area from the preparatory signal of the first upwind start of the Session until either:
- the conclusion of last race of the Session (last boat finishes or finishing window closes), or
 - between races, the race committee signals the end of the Session or changes the course configuration to a reaching start.

5.8 Reaching Start Holding Area:

- a) The Reaching Start Holding Area as shown in Figure 4.



- b) Support Vessels positioned in this area shall remain in this area from the preparatory signal of the first reaching start of the Session until either:
- the conclusion of last race of the Session (last boat finishes or finishing window closes), or
 - between races, the race committee signals the end of the Session or changes the course configuration to an upwind start.