



INTERNATIONAL C CLASS CATAMARAN CHAMPIONSHIPS 2013

SUPPORT BOAT INSTRUCTIONS

REGISTRATION

Support and coach boats shall register at the Race Office during the registration period and shall be prominently marked with the sail number of the boat that they are supporting.

ON WATER OPERATIONAL CONTROL

The Race Officer has the ultimate control of the regatta and has the services of an on course Safety Officer who operates from one of the two Patrol Boats run by RSC. The Patrol boats will fly R flags. The Sailing Instructions define the allowed use of the respective Support Boats during the racing.

If the Support Boat requires additional assistance or there is injury which needs outside assistance, that Support Boat should call the Safety Officer (**VHF CH 69**, call sign **Safety Leader**) who will arrange for assistance to be provided by a Patrol Boat. The Safety Officer may, if necessary and after discussion with the PRO, call the Coastguard.

The landing point for casualties is the Oil Terminal Pontoon inside the Eastern Arm of the docks. (N 50° 09.20' W 005°03.04°). This can only be used after discussion between PRO or Safety Officer and the Coastguard.

VHF CHANNEL

The VHF Channel in use for the regatta will be Ch 69. Support boats should monitor this and use it to call the Safety Officer. It should not be used for other traffic.

HARBOUR LAYOUT

Appendix A shows the layout of the harbour with the principal navigation and racing marks. Note that there are speed limit zones in the inner harbour of Falmouth and in St. Mawes.

From the Prince of Wales pier and Custom House Quay at Falmouth there are regular ferries and tour boats operating which cover the area from the Truro River to St. Mawes and to Helford River. Falmouth is a bunkering port for commercial shipping which anchors in Falmouth Bay and sometimes in Carrick Roads. The fuel is supplied by tankers operating from the Eastern Arm of the docks.

COMMERCIAL SHIPPING

Commercial vessels constricted by their draft or size form moving exclusion zones which competitors are to treat as obstructions. The exclusion zone extends to 100m on all sides of the vessel and includes tugs and pilot boats. No competitor is to enter the exclusion zone and if becalmed is to use any means of propulsion including the assistance of their support boat to move out of the way. Such propulsion should only be

sufficient to move out of the exclusion zone by the shortest distance and the boat should gain no significant advantage in the race as a result. This changes RRS 42.

Competitors and Support Boats who interfere with commercial shipping bring the sport into disrepute and risk the Race Committee acting in accordance with RRS 60.2(c) and reporting the incident to the Protest Committee for action under RRS 69. A complaint by the Harbour Authority will automatically initiate such a report.

Daily reports of planned shipping movements, updated about 0900, are shown on www.falmouthport.commercialshipping.

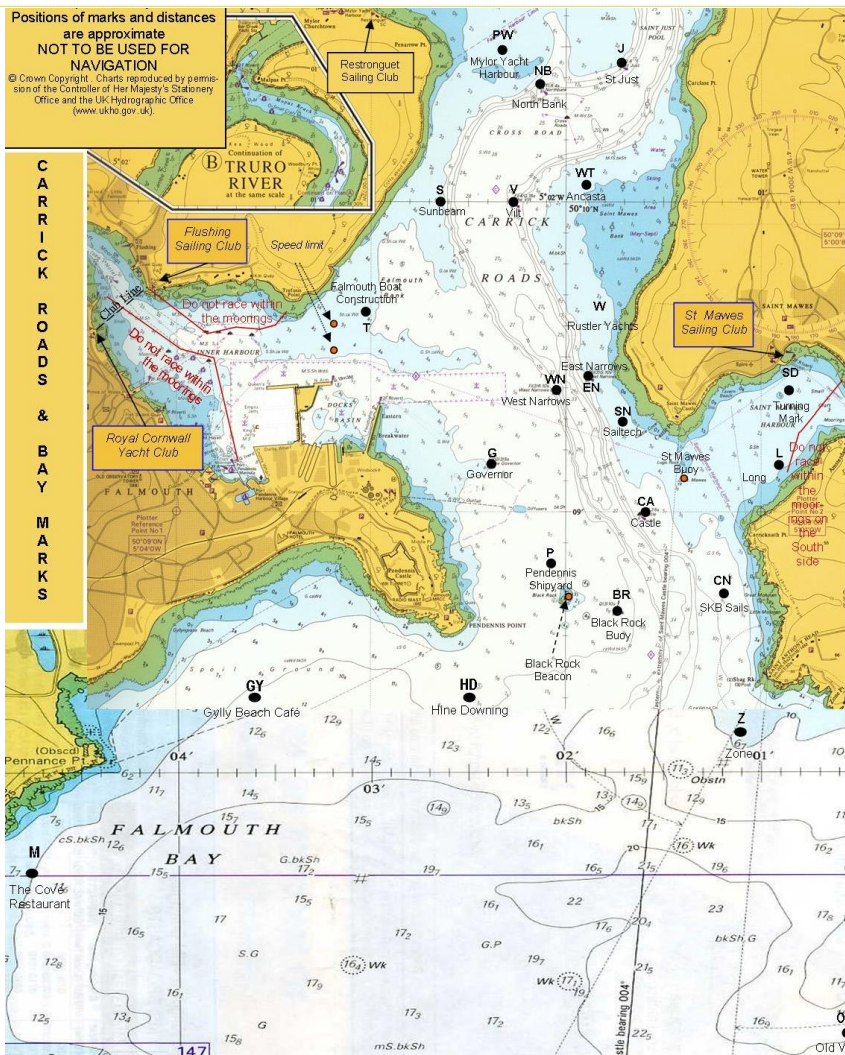
ASSISTANCE TO BOATS IN DIFFICULTY

RSC confirms that no claim for salvage will be lodged by vessels employed by RSC. Craft in difficulty should avail themselves of assistance immediately it is offered.

DIVERS

A 25m zone round a dive boat flying code flag A, an inflatable orange pillar marking a diver below the surface, or a diver on the surface shall be observed as obstructions. A vessel shall not enter the 25m zone.

APPENDIX A



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