



## **SSF Selection Trials – Optimist**

20-22 March 2020

NATIONAL SAILING CENTRE, SINGAPORE

### **Combined NOTICE of RACE & SAILING INSTRUCTIONS (NoR/SI)**

The Organising Authority (OA) is the Singapore Sailing Federation (SSF).

The event website will be at: (<https://sailing.org.sg/events/ssf-selection-trials-optimist/>)

#### **1 RULES**

- 1.1 The event will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*. Other documents under RRS Definition: Rule (g) includes:
  - 1.1.1 [DP] The Support Vessel Regulations (SVR) in NoR/SI Addendum D will apply.
  - 1.1.2 [DP] The Maritime and Port Authority of Singapore (MPA) Regulations wherever they might apply.
- 1.2 National authority prescriptions will apply. For RRS 40 Personal Floatation Devices, add on after the rule the following: “Singapore Sailing Federation prescribes that every boat shall carry life-saving equipment conforming to government regulations that apply in the racing area.”
- 1.3 In all rules governing this event, the notations:
  - 1.3.1 [DP] denotes a rule for which the penalty is applied according to the RRS Introduction – Notation.
  - 1.3.2 [SP] denotes a rule for which a standard penalty may be applied by the Race Committee without a hearing or a discretionary penalty applied by the Protest Committee with a hearing. This changes RRS 63.1 and A5.
  - 1.3.3 [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
- 1.4 [DP] The penalty for a breach of the class rules may, at the discretion of the Protest Committee/International Jury, be less than a disqualification.
- 1.5 [NP] The infringement of RRS Appendix G, IDENTIFICATION ON SAILS, shall not be grounds for protests by a boat.
- 1.6 RRS Appendix G3, CHARTERED OR LOANED BOATS, will apply.
- 1.7 If there is a conflict between languages the English text will take precedence.

#### **2 [DP][NP] EVENT ADVERTISING**

- 2.1 Competitor advertising will be restricted to World Sailing Regulation 20, Advertising Code.
- 2.2 Boats may be required to display advertising chosen and supplied by the Organising Authority. If this rule is broken, World Sailing Regulation 20.9.2 applies.

#### **3 ELIGIBILITY AND ENTRY**

- 3.1 The event is opened to all competitors in the Optimist Gold Fleet Ranking.

- 3.2 [NP] All Singaporean competitors are required to have at least an Opti-Racer certification or a Dinghy Proficiency Level 1 for One Person Dinghy competitors.
- 3.3 SPARE
- 3.4 The Organising Authority may cancel the event if a minimum of 15 entries has not been received before the final registration day for the event. Competitors will be notified of any cancellation by email and posting on the event website. The entry fees for cancelled classes will be refunded.
- 3.5 Eligible boats may enter by completing the electronic online form via the link below before the closing date, 13<sup>th</sup> March 2020. Late entries after the closing date may be accepted at the discretion of the Organising Authority.  
(<https://singaporesailing.eventsmart.com/events/ssf-selection-trials-optimist/>)
- 3.6 The required entry fees are as follows:

<i>Category</i>	<i>Entry Fee</i>	
	<b>By 13<sup>th</sup> March 2020</b>	<b>By 19<sup>th</sup> March 2020</b>
Optimist	\$53	\$79.50

#### **4 [DP][NP] INSURANCE**

- 4.1 Each participating boat shall be insured with an adequate and valid third-party liability coverage.
- 4.2 The Organising Authority is not responsible for verifying the status or validity of certificates.

#### **5 DISCLAIMER OF LIABILITY**

Competitors participate in the event entirely at their own risk. See RRS 4, Decision to Race. The Organising Authority, or any other race officials and volunteers, will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.

#### **6 [DP][NP] MEDIA RIGHTS, CAMERAS AND ELECTRONIC EQUIPMENT**

- 6.1 By participating in this event, competitors and their support persons automatically grant to the Organising Authority and any event sponsors, the right in perpetuity to make, use, and show, from time to time at their discretion, any motion pictures and live, taped or filmed television and other reproductions of them during the period of the event without compensation.
- 6.2 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the Organising Authority. Information from such equipment shall not be used by a boat as evidence in a hearing. This changes RRS 63.6.
- 6.3 The equipment provided, once placed on the boat as instructed by the Organising Authority, shall not be manipulated by the competitor or the support person in any way, except when so required by the Organising Authority.
- 6.4 Competitors and their support persons may be required for media interviews during the period of the event.

#### **7 [DP] CODE OF CONDUCT**

- 7.1 Competitors and support persons shall comply with any reasonable request from an event official.
- 7.2 Boats not racing shall avoid the area where boats are racing and any race official vessels.
- 7.3 Boats that are on a Course Area to which they are not assigned shall avoid the area where boats are racing and any race official vessels.

## 8 [DP][NP] SAFETY REGULATIONS

- 8.1 All competitors shall wear personal floatation devices at all times while afloat, except briefly while changing or adjusting clothing, or personal equipment. Wet suits, dry suits and trapeze harnesses are not personal floatation devices. This changes RRS 40.
- 8.2 [SP] Check-Out and Check-In Procedures:
- 8.2.1 Before launching on each scheduled racing day, a competitor from each boat shall individually Check-Out, by personally signing on the forms provided outside the Race Office. This also applies when boats are relaunched after returning ashore following the application of NoR/SI 8.4.
- 8.2.2 Upon returning to shore after racing, a competitor from each boat shall individually Check-In, by personally signing on the forms provided outside the Race Office, as soon as possible but no later than the protest time limit. This also applies when boats return ashore following the application of NoR/SI 8.4.
- 8.3 A boat that retires from a race shall notify the Race Committee as soon as possible before leaving the Course Area.
- 8.4 When flags AP over H or N over H are displayed from a Race Committee vessel in their respective Course Area, all boats in that Course Area shall immediately return ashore and wait there for further information. This changes race signals AP over H and N over H.

## 9 COMMUNICATIONS WITH COMPETITORS

- 9.1 Notices to competitors will be posted on the Official Notice Board (ONB) located at the multi-purpose hall of the National Sailing Centre. Notices may also be posted online at (<https://sailing.org.sg/events/ssf-selection-trials-optimist/>). Failure to access a notice on the event website will not be grounds for redress. This changes RRS 62.1(a).
- 9.2 Any change to the sailing instructions will be posted at least 30 minutes before the displaying of flag D on the day it will take effect, except that any change to the schedule of races will be posted no later than 30 minutes after the end of the latest protest time limit on the day before it will take effect.
- 9.3 Signals made ashore will be displayed on the official flagstaff located at the boat park of the National Sailing Centre. When a visual signal is displayed over a Course Area, fleet or division flag, the signal applies only to that area, fleet or division. This changes the Race Signals preamble.
- 9.4 When flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in the race signal AP. This changes RRS Race Signals.
- 9.5 [SP][NP] Flag D with one sound means: “The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed, whichever is later. Boats shall not launch until this signal is made.”

## 10 [NP] FORMAT

The event will consist of a Single Series.

## 11 SCHEDULE

- 11.1 The schedule of activities will be as follows:

<i>Date</i>	<i>Time</i>	<i>Activity</i>	<i>Location</i>
20 March 2020	1000h	Coaches, Team Leaders and Competitors Briefing	NSC Auditorium
	1200h	First possible warning signal	Racing Area
21 March 2020	1000h	Coaches and Team Leaders Briefing	NSC Auditorium
	1200h	First possible warning signal	Racing Area

22 March 2020	1000h	Coaches and Team Leaders Briefing	NSC Auditorium
	1200h	First possible warning signal	Racing Area

11.2 Number of Races: 12

<i>Class/Fleet</i>	<i>Total number of races</i>	<i>Races per day</i>
Optimist Fleet	12	Not more than 5

11.3 On the last scheduled day of racing, no warning signal will be made after 1700h.

## 12 CLASS/FLEET FLAGS

Class or fleet flags will be as follows:

<i>Class/Fleet</i>	<i>Description</i>	<i>Background Colour</i>
Optimist	Optimist class insignia (Blue)	Yellow

## 13 EVENT VENUE AND COURSE AREA ASSIGNMENTS

13.1 The event venue will be hosted at the Singapore Sailing Federation, National Sailing Centre, which is located at: 1500 East Coast Parkway, National Sailing Centre, Singapore 468963.

13.2 NoR/SI Addendum A shows the location of the racing area and the assignment of classes or fleets to the Course Areas.

## 14 THE COURSES AND MARKS

14.1 The diagrams in NoR/SI Addendum B show the course, the course designations, the order in which marks are to be passed, and the side on which each mark is to be left.

14.2 SPARE

14.3 To change the next leg of the course, the Race Committee will (a) lay a new mark, (b) move the finishing line, or (c) move the leeward gate. When a new mark is laid, the original mark will be removed as soon as possible. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

14.4 SPARE

14.5 Marks will be as follows:

<i>Course Area</i>	<i>Marks 1, 2, 3</i>	<i>New Mark</i>	<i>Starting Marks</i>	<i>Finishing Marks</i>
<b>Bravo</b>	Orange Truncated Conical Buoy	White Spherical	Race Committee Vessels and Blue Spherical	Race Committee Vessels and Blue Spherical

## 15 THE START

15.1 The starting line will be between a staff displaying an orange flag on the Race Committee vessel at the starboard end and the course side of a blue spherical mark on the port end.

15.2 [DP][NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races and shall stay 100 metres away from boats that are starting or manoeuvring around the starting area to prepare for the start.

15.3 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

15.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

## **16 THE FINISH**

16.1 The finishing line will be between a staff displaying a blue flag on the Race Committee vessel and the course side of the nearby finishing buoy.

16.2 [DP] When boats are finishing, boats who have finished shall avoid the finishing area, keeping well clear of all boats racing, and shall not act to interfere with a boat that has not finished.

## **17 PENALTY SYSTEM**

17.1 RRS Appendix P, Special Procedures for RRS 42, will apply as changed by NoR/SI 17.2.

17.2 RRS P2.3 will not apply and RRS P2.2 is changed so that it will apply to any penalty after the first one.

17.3 Penalties for breaches of rules marked [SP] will be 10% of the score for Did Not Finish (DNF) for each infringement, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for DNF. The Race Committee may protest a boat when they consider the standard penalty to be inappropriate. A boat that has been penalised with a standard penalty can neither be protested for the same incident by another boat nor can another boat request redress for this Race Committee action. This changes RRS 60.1, 63.1 and A5. See NoR/SI 19.5 for the scoring procedures of the [SP].

17.4 For the Optimist class, a graded penalty system in NoR/SI Addendum C will apply.

## **18 TIME LIMITS AND TARGET TIMES**

18.1 The time limits and target times in minutes are as follows:

<i>Class/Fleet/ Division</i>	<i>Time limit</i>	<i>Mark 1 time limit</i>	<i>Finishing window</i>	<i>Target time</i>
Optimist (Gold)	90	25	20	45

18.2 If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned.

18.3 Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

18.4 For all classes, boats failing to finish within the time stated in the finishing window after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4 and A5.

## **19 SCORING**

19.1 The Low Point System of RRS Appendix A will apply. RRS B8 is deleted.

19.2 One race is required to be completed to constitute the event.

19.3 When fewer than five races have been completed, a boat's event score will be the total of her race scores. When five or more races have been completed, a boat's event score will be the total of her race scores excluding her worst score.

19.4 To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the Race Office or online via the event website. On the last scheduled day of the Qualifying Series, or on the last day of racing, a scoring enquiry shall be delivered no later than 30 minutes after the results had been posted or by the protest time limit, whichever is later.

- 19.5 Standard penalties [SP] cannot be discarded and will be added to a boat's series score as the event progresses. A separate column titled "SP" on the results sheet will display the total standard penalty count for each boat.

## 20 PROTESTS AND REQUESTS FOR REDRESS

- 20.1 Add to RRS 61.1(a), "To inform the Race Committee of the boat(s) being protested, the boat intending to protest shall approach the Race Committee vessel at the finishing line as soon as possible after finishing or retiring, and shall hail the protested boat(s) sail number(s).
- 20.2 Physical protest forms are available from the Race Office. Protests and requests for redress or reopening shall be delivered there or submitted online via the event website, within the appropriate time limit. This changes RRS 61.3 and 62.2.
- 20.3 For each class or fleet, the protest time limit is 60 minutes after the last boat has finished the last race of the day, or the Race Committee signals no more racing today, whichever is later.
- 20.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Jury room located at the second storey of National Sailing Centre, beginning at the time posted.
- 20.5 Notices of protests by the Race Committee, Technical Committee or Protest Committee will be posted to inform boats under RRS 61.1(b).
- 20.6 A list of boats that have been penalised under Appendix P for breaking RRS 42 will be posted.
- 20.7 On the last day of a series, or on the last scheduled day of racing, a request for redress based on a Protest Committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## 21 [DP][NP] REPLACEMENT OF CREW OR EQUIPMENT

- 21.1 Substitution of competitors will not be allowed.
- 21.2 Substitution of damaged or lost equipment will not be allowed unless approved in writing by the Race Committee. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity by completing an Equipment Replacement Request Form at the Race Office or online via the event website.
- 21.3 Repairs or replacements may be made on the water before or between races provided that the Race Committee afloat is notified, and approval granted by the committee before the next race. After the end of the day's racing, the substitution is still subject to the approval of the Race Committee given retrospectively.

## 22 [DP][NP] EQUIPMENT AND MEASUREMENT CHECKS

On the water, a boat may be instructed by a Race Committee or Technical Committee to proceed immediately to a designated area for inspection. Ashore, equipment may be inspected or measured at any time.

## 23 OFFICIAL & SUPPORT VESSELS

- 23.1 Official vessels will be identified as follows:

<i>Vessel</i>	<i>Identification</i>
Race Committee	Yellow flag with black letter corresponding to the Course Area
Jury/Umpires	White flag with black letter "J"
Rescue/Safety	Pink flag with numbering
Media	White flag with black letters "MEDIA"
Principal Race Officer	White flag with black or red letters "PRO"

Actions by official vessels, drones or helicopters shall not be grounds for requesting redress by a boat. This changes RRS 60.1(b).

- 23.3 Support vessels will be identified with a Green flag.
- 23.4 [DP] All support vessels shall comply with the Support Vessel Regulations (SVR) in NoR/SI Addendum D.

## **24 TRASH DISPOSAL**

Competitors and support persons shall not intentionally put trash in the water. In addition to RRS 55, trash may be placed aboard support or official vessels. The use of 'single-use' plastic bottles or containers on shore or afloat is strongly discouraged.

## **25 [DP][NP] RADIO COMMUNICATION**

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

## **26 LIABILITY**

- 26.1 Singapore Sailing Federation, owners, affiliates, officers, employees, agents, committee persons and race officials acting in the official capacities do not accept liability for loss of life or property damage, or personal injury or damage caused by or arising out of the event. Competitors take part in the event at the own risk.
- 26.2 The establishment of the Notice of Race and Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he is sailing.
- 26.3 All competitors shall maintain their boats in a safe and seaworthy condition.
- 26.4 A competitor shall be of good health and a competent sailor capable of racing in open water in all conditions including strong winds.
- 26.5 At-fault occurrences to other boats are the responsibility of the helmsman. Competitors are not covered by any liability insurance provided by the organising authority and should provide their own coverage for personal goods and liability protection. The organising authority recommends that competitors consult their own insurance carriers to assure they are covered at this event and regarding additional personal liability insurance coverage.
- 26.6 A competitor is recommended to have personal accident and health insurance that covers him while attending the regatta and while racing.

## **27 INDEMNIFICATION**

To the fullest extent permitted by law, each competitor agrees to indemnify and hold Singapore Sailing Federation, owners, affiliates, officers, employees, agents, committee persons and race officials acting in the official capacities, harmless from any third party claim to the extent arising from a competitor's acts or omissions.

## **28 FURTHER INFORMATION**

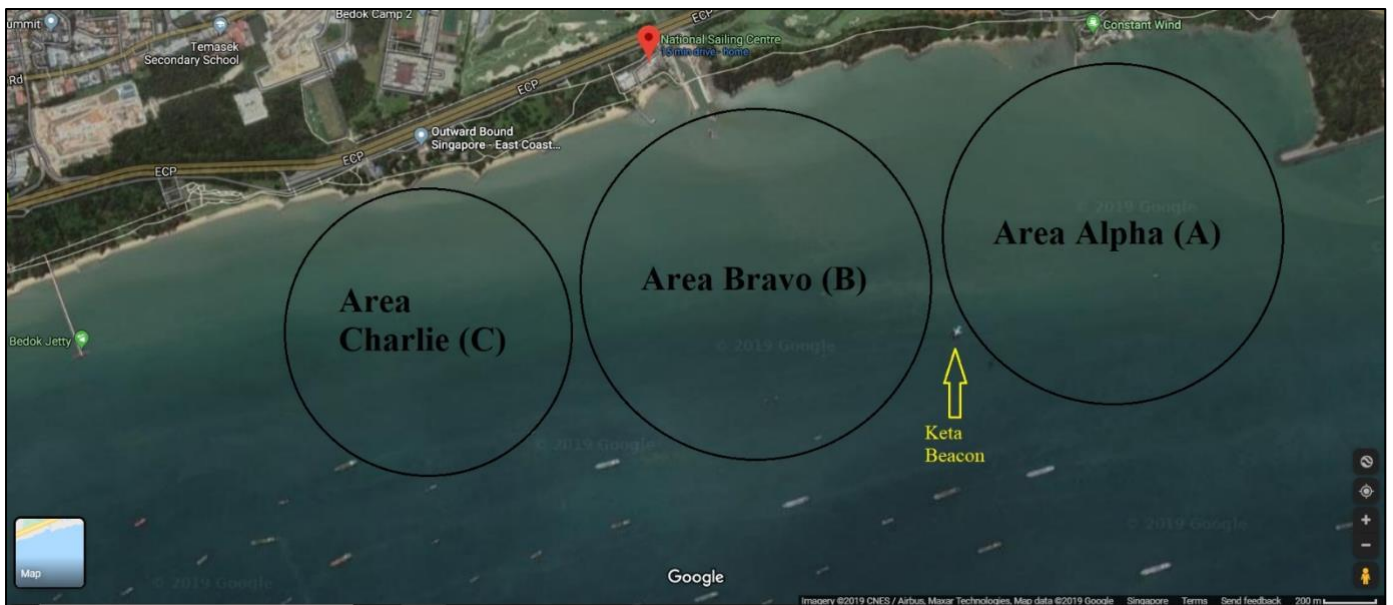
Please contact the Singapore Sailing Federation (SSF) for any question regarding this event via the following means:

Tel: 6444 4555

Email: [info@singaporesailing.org.sg](mailto:info@singaporesailing.org.sg)

Website: <https://sailing.org.sg/>

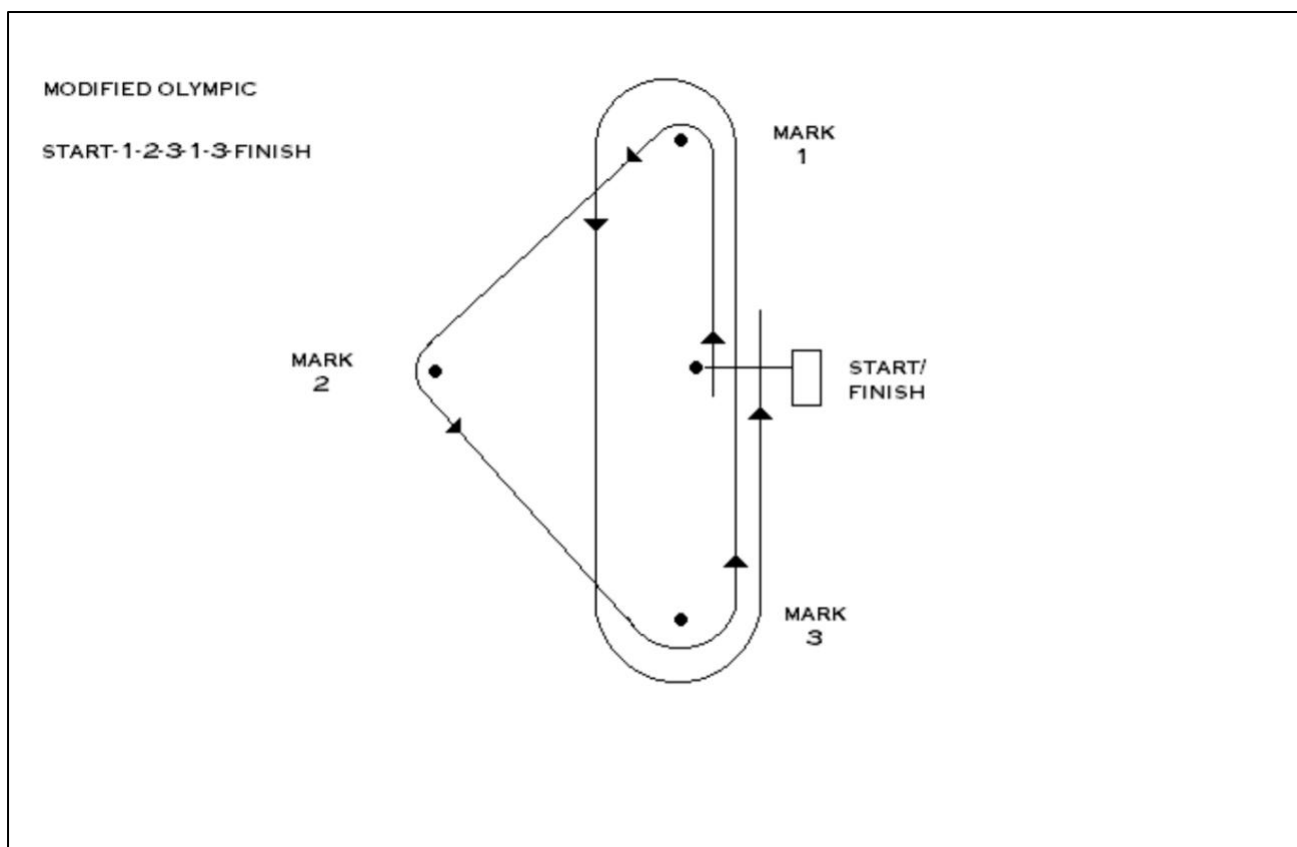
## Addendum A – Racing Area and Course Area Assignments



<i>Area Bravo</i>
Optimist

## Addendum B – The Courses





## **Addendum C – Optimist Graded Penalty System**

### **Minor Penalties**

*Penalty approximately equal to 5% of fleet*

- Breaches of NoR/SI 8 Safety Regulations if no danger was involved
- Breaches of NoR/SI 6.2, 6.3 Media Equipment provided by the OA
- Not displaying the coloured ribbon or incorrect ribbon (NoR/SI 10.4)

### **Intermediate Penalties**

*Penalty equivalent to 10% of fleet*

- Bailer not attached to the hull (CR 4.3a)
- Paddle not attached to the hull (CR 4.3c)
- Daggerboard not attached to the hull (CR 3.3.4)
- Painter not attached to mast step (CR 4.3b)
- Whistle not attached to personal flotation device (CR 4.2a)
- One sail tie 5 mm or more loose (CR 6.6.3.4)
- Two sail ties 3 mm or more loose (CR 6.6.3.4)
- Accidental loss of sail tie (CR 6.6.3.4)
- Sailing across a race in progress before starting or after finishing (NoR/SI 7.2, 7.3, 16.2)
- Out of the waiting area and/or interfering with boats starting in another fleet or division (NoR/SI 15.2)
- Breaches of NoR/SI 24 Trash Disposal

### **Major Penalties**

*Penalty equivalent to 30% of fleet*

- No bailer, paddle or painter in boat (CR 4.3)

- No whistle (CR 4.2a)
- No lanyard, locking device or other arrangement to attach mast to the hull (CR 3.5.2.11)
- Sail outside limits of bands (CR 3.5.2.7)
- Two ties 5 mm or more loose (CR 6.6.3.4)
- Three or more ties 3 mm or more loose (CR 6.6.3.4)
- Throat, tack or clew eyelet 3 mm or more loose (CR 6.6.3.4)
- Repeat of intermediate penalty infringement

### **Disqualification**

#### *Penalty DSQ*

- Use of uninspected equipment
- Use of unapproved fittings
- Repeat of major penalty infringement

## **Addendum D – Support Vessel Regulations (SVR)**

### **1. GENERAL**

- 1.1 These Support Vessel Regulations (SVR) shall apply at all times during the period of the event while support persons are at the venue, ashore or afloat on the field of play (Racing Area).
- 1.2 For the purposes of these SVR, a support vessel includes any vessel that is under the control or direction of a person who is or may provide physical or advisory support to a competitor, including the gathering of data that may be used at a later time.
- 1.3 The Organising Authority may inspect vessels at any time to ensure that they comply with these regulations, and the person responsible for the vessel shall facilitate such inspection.
- 1.4 An alleged breach of any of these SVR may be referred to the Jury for a hearing. As a result of the hearing, the Jury may instruct the Organising Authority to withdraw access rights such as excluding the driver or person in charge from the event or venue, with or without the option of substitution, either for a specified period or for the remainder of the event. Note also, action may be taken under RRS 69.
- 1.5 The Organising Authority may change these SVR at any time. Any changes will be posted as per NoR/SI 9.1.
- 1.6 All support vessels and their designated drivers shall register at the Race Office on the first racing day before the first race and collect a Green identification flag as per NoR/SI 23.3 which is to be conspicuously displayed at any time whilst afloat.
- 1.7 Designated drivers of all support vessels shall attend any Coach or Team Leaders meetings scheduled by the Organising Authority.
- 1.8 The person registering the support vessel shall confirm that:
  - 1.8.1 A valid insurance certificate showing proof of third-party liability coverage has been obtained; and
  - 1.8.2 Each designated driver has a motorboat-driving license recognised by a national authority appropriate to that vessel or a valid MPA Powered Pleasure-Craft Driving Licence (PPCDL).

### **2. SAILING VENUE**

- 2.1 Support vessels shall use the areas designated by the Organising Authority for launching and recovery.
- 2.2 Priority for the use of the pontoon within the harbour of the National Sailing Centre (NSC) Singapore, is reserved for official vessels designated by the Organising Authority or as stated in NoR/SI 23.1. Support vessels may use the pontoon such as loading and unloading of equipment under the permission of the Organising Authority but shall not interfere with the operations of any official vessels using the pontoon.

### **3. SAFETY**

- 3.1 Support vessels shall carry on board:
  - 3.1.1 life jackets / buoyancy aid for all passengers and the driver;
  - 3.1.2 device for making a sound signal;
  - 3.1.3 adequate anchor and tackle for conditions and depth;
  - 3.1.4 tow rope of adequate length and size
  - 3.1.5 operational engine kill cord (also known as a safety lanyard or automatic engine immobiliser);
  - 3.1.6 hand pump or bailer;
  - 3.1.7 any additional safety equipment required by local maritime law.

- 3.2 Support vessels or support team personnel may carry on board and use:
- 3.2.1 electronic watch
  - 3.2.2 optimised binoculars
  - 3.2.3 GPS
  - 3.2.4 Compass
  - 3.2.5 A working VHF radio
- 3.3 Life jackets or Personal Floatation Devices shall be worn at all times when afloat. The kill cord shall be securely attached to the driver at all times when the engine is running and in gear.
- 3.4 The maximum plated / certified passenger limits for the boat shall not be exceeded.
- 3.5 At all times, support persons including the registered driver(s) of a support vessel 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.

#### **4 GENERAL RESTRICTIONS**

- 4.1 The driver(s) of a support vessel will be responsible for the control of the vessel 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 the event.
- 4.2 Support vessels 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.
- 4.3 Support vessels should take particular care to minimise their wash when transiting the Course Areas.

#### **5 DRONES**

The use of drone is prohibited.

#### **6 SUPPORT VESSEL RESTRICTED AREAS**

- 6.1 From the time of the preparatory signal for the first fleet to start until all boats of a fleet have finished or retired or the Race Committee signals a postponement, general recall or abandonment, support vessels shall stay outside areas where boats are racing. Such areas are defined as:
- (a) not closer than 50m to any boat racing (*except a boat in distress or requiring assistance*);
  - (b) within 50m of the starting line and marks;
  - (c) between any boat racing and the next mark of the course;
  - (d) between the inner and outer trapezoid courses when boats are racing on both courses; (*this also applies to the Optimist Course Area where the Gold fleet may be racing between Marks 2 and 3, and the Silver fleet may be racing between Marks 1 and 4.*)
  - (e) within 50m of any mark of the course while boats are in the vicinity of that mark;
  - (f) within 50m of the finishing line and marks while boats are finishing; and
  - (g) Support vessel exclusion zone or boundary – 50m outside the area where boats may be racing bounded by all racing marks.
- 6.2 Support vessels should proceed around the racing area in such a way to minimise the effect their wash will have on boats racing. Vessels that are motoring above five knots shall remain at least 100m from any boat racing.
- 6.3 Between sequences of races, following a general recall or when all racing for that Course Area has been postponed or abandoned, support vessels may enter the Course Area to service their competitors but shall restrict their speed to five knots. If further racing is to take place, support vessels shall then comply with the applicable SVR.

- 6.4 When a Race Committee or Jury member instructs a support vessel to move further away from the Course Area, the support vessel shall do so immediately.

