

### 1.1.3 Mode of assistance

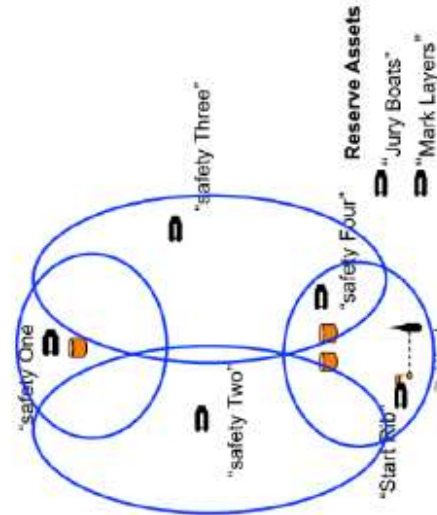
Dinghies and boats that are likely to capsizes are best assisted by RIBs or similar small boats. It is common place to have a fleet that is positioned at predetermined points on the race course. A floating base such as a mother ship is a useful facility to which boats that cannot cope with the conditions are tied and made safe whilst others are rescued. A patrol plan for the RIBs is essential to effect good safety monitoring and cover. This plan must be defined and understood by all safety crews to patrol effectively when boats sail out to the race area, race and return to the dinghy park. Each safety boat will have designated area to patrol during the race and during transit of boats to and from the racing area. During the races safety boats will move to a pre-allotted patrol zone (see diagrams). Generally 1 or 2 boats would cover each leg of the course with overlapping areas around the marks. Boats should also be stationed at gybe marks as these are often problem areas. In the event of bad visibility, heavy sea, strong wind, etc, boats should also be stationed at the leeward aspect of the course to 'mop up' - this is especially important if the wind is offshore. If more safety boats are available some can have a roving role.



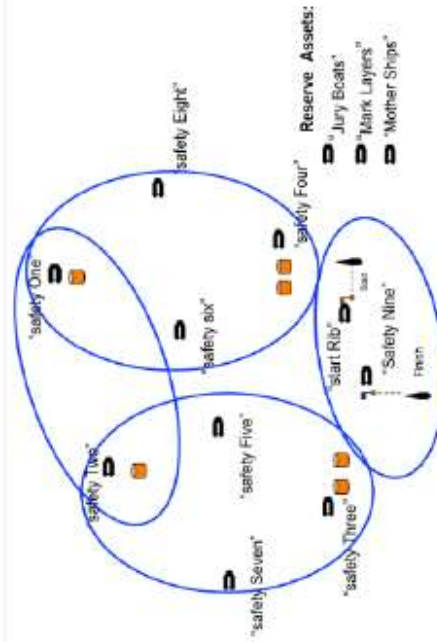
## ΚΥΠΡΙΑΚΗ ΙΣΤΙΟΠΛΟΙΚΗ ΟΜΟΣΠΟΝΔΙΑ CYPRUS SAILING FEDERATION

Patrol zones- Ζώνες Επιτήρησης

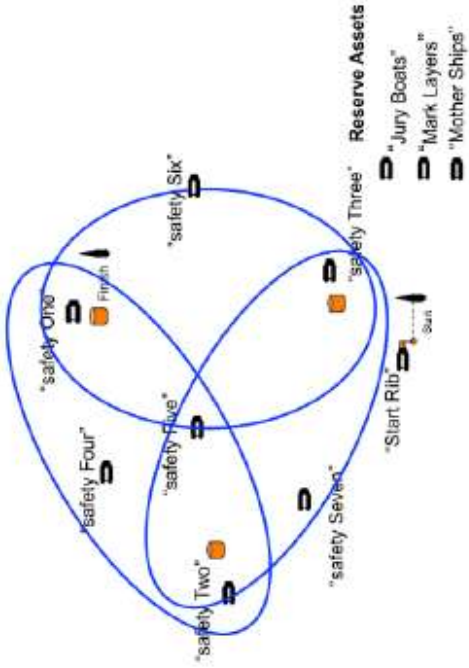
Indward Leeward Course



Trapezoid Course



Sausage Triangle Course

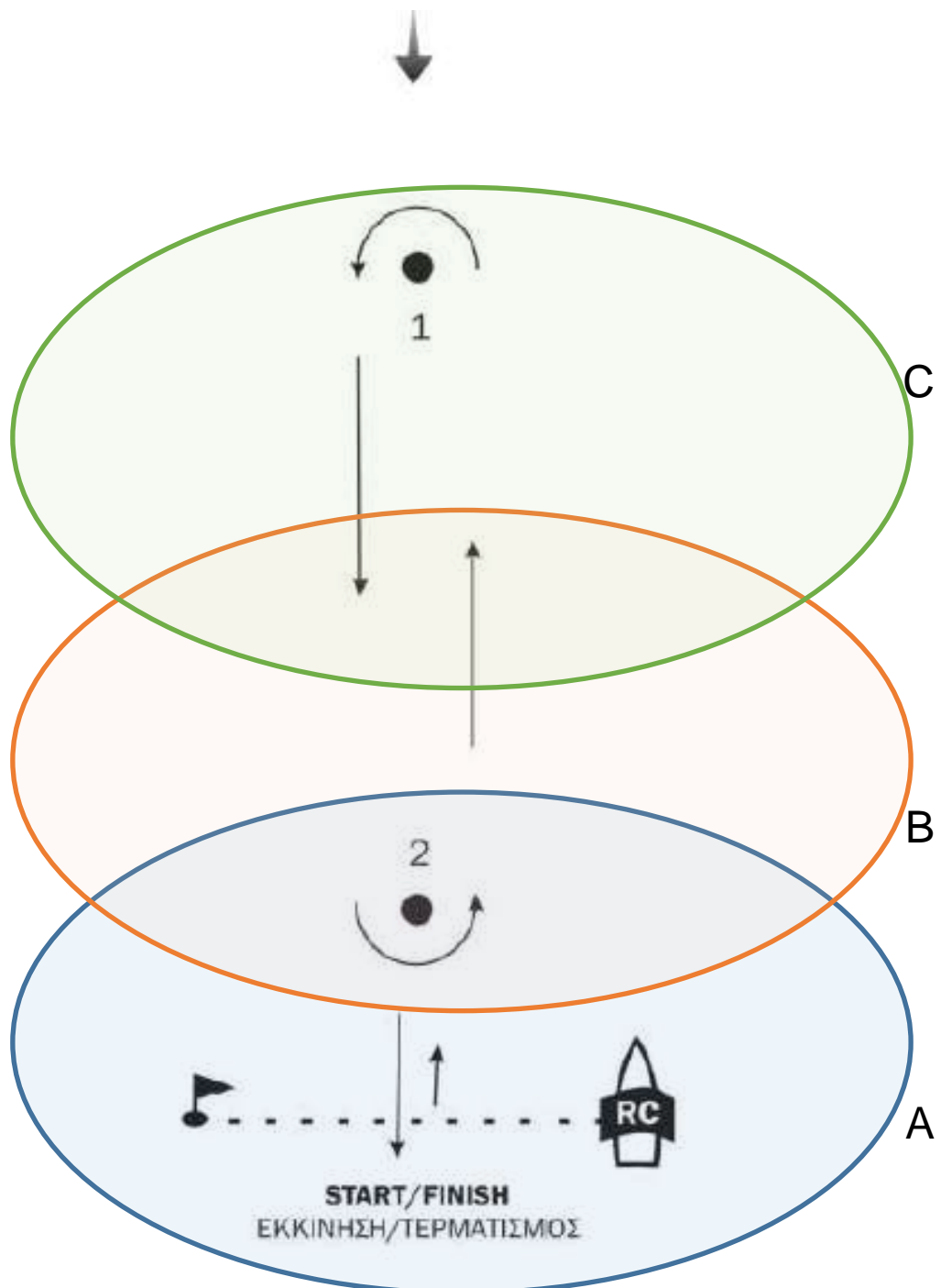




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In the above V.6.1.3 are mentioned the guidelines from the Race Management Manual. In our competitions we operate usually with 2 mark layers' boats. Therefore, the following diagrams are to be used.





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