

# **T&TPBA RULES**

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## **INTRODUCTION**

The **T&TPBA** offers Speed Classes to give racers and manufacturers with high performance boats and parts a place to compete in a safe environment. There are so many boat configurations that the **T&TPBA** cannot cater to each and every boat by creating a separate class. Naturally there is not one boat that does it all, and different water conditions will cater to different boats, configurations and boat size. A boat that competes in the Speed Classes will be assigned a class by the TechComm. If a Speed Class boat is found to be in an inappropriate class during pre-race inspection, the TechComm Inspector or the TechComm will move the boat into the correct class. It is up to the TechComm to determine the Speed Class a boat will be entered into.

The spirit and intent of these rules are to promote competitive class racing within reasonably safe yet competitive speeds. Accordingly, the **T&TPBA** reserves the rights to take whatever actions are necessary, at any time, to ensure that no race boat exceeds its performance parameter.

If there is a disagreement or dispute regarding the meaning or application of the Technical Rules, the interpretation and application of the **T&TPBA** Technical Committee (TechComm) shall prevail. Appeals shall be considered by the **T&TPBA** as set forth in the Racing Rules.

No pretense is made of having designed a foolproof set of rules and regulations. The spirit and intent of these rules is going to be the standard by which racing will be guided. The TechComm is authorized to decide if an equipment change is an attempt to beat the rules. They can and will disqualify an entry in violation of the spirit and intent of these rules. The purpose of the foregoing is to maintain competitive parity between Class racing teams. The TechComm thus reserves the right to take whatever actions it deems necessary to enforce these rules, including but not limited to marking any boat and/or parts and components thereof for inspection purposes, and/or prohibiting the use of any part or component which it deems gives a team an unfair competitive advantage, in its sole and absolute discretion.

ACCORDINGLY, THE **T&TPBA** RESERVES THE RIGHT TO MAKE ADJUSTMENTS TO BOATS, ENGINES, DRIVES OR PROPELLERS, OR ANY OTHER EQUIPMENT, INDIVIDUALLY OR CATEGORICALLY, TO MAINTAIN COMPETITIVE BALANCE BASED UPON EXPERIENCE IN RACE CONDITIONS.

**IF THIS RULEBOOK DOES NOT SPECIFICALLY SAY THAT YOU CAN DO SOMETHING, THEN YOU MUST CONSIDER THAT THE CHANGE IS ILLEGAL.**

Remember Speed Classes is a place to race almost any boat, test your skill, start your Racing career or test your products and equipment. Welcome to the **T&TPBA** Offshore racing family.

## **SECTION A**

### **GENERAL**

The classes that comprise the **T&TPBA's** speed classes are an integral part of the **T&TPBA's** marine industry marketing program and thus is a core focus of all of its marketing productions, sponsorship, and promotional programs. The **T&TPBA** rules which follow are safety and competition based. These rules endeavor to keep competition close and exciting principally by eliminating technology changes that will create overly advantageous situations and to ensure maximum excitement and enjoyment for racers and fans alike.

#### **1.1 INTERPRETATION OF THE RULES**

- a) In all cases not foreseen by the rules or seemingly inaccurately defined, any decision has to be taken bearing in mind the spirit of the rules. Decisions on interpretation will be taken by the TechComm.

#### **1.2 ACCEPTANCE OF THE RULES**

By participating in a race conducted under these racing rules, each driver and team owner agrees

- a) to be governed by the rules;
- b) to accept the penalties imposed and other action taken under the rules, subject to the appeal and review procedures provided there in, as the final determination of any matter arising under the rules;
- c) To respect such determination, and not resort to any court or other tribunal not provided in the rules.

#### **1.3 COMPLIANCE WITH THE RULES AND REGULATIONS**

- a) Ignorance of the rules is no excuse for not complying with the rules.

#### **1.4 GENERAL APPLICATION TO ALL EVENTS**

- a) Unless otherwise specified the following Racing Rules apply to all **T&TPBA** Sanctioned Races/Events, and Special Events.
- b) A Race/Event is defined as from the start of the final briefing until one (1) hour after the completion of the last race/finishing boat, unless stated otherwise at the briefing.

#### **1.5 PRE-RACE REQUIREMENTS**

- a) Teams are encouraged to participate in all media opportunities, sponsor parties, parades, etc.

#### **1.6 DECISION TO RACE**

- a) The responsibility for an individual's decision to participate in a race or to continue racing is his alone.
- b) Any individual or riding crew involved in an accident in a race or testing on race day ***MUST*** proceed to the medical personnel to be checked out and given clearance before continuing to race. Failure to do so will incur a penalty.

1.7 ACTION BY THE RACE OFFICIAL(S)

- a) When a race official(s), from their own observation or a report received from any source, believes that a competitor may have committed a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute, they may call a hearing.
- b) The race official(s) shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing.
- c) A jury committee of at least three **T&TPBA** committee members or appointed persons shall conduct the hearing. If it decides that the competitor committed the alleged misconduct it shall either
  - i. warn the competitor or
  - ii. fine the competitor or
  - iii. Impose a penalty by excluding the competitor and, when appropriate, disqualifying a boat, from a race or all races of the championship, or by taking other action within its jurisdiction.

1.8 CONSUMPTION OF ALCOHOL

- a) No alcoholic beverages shall be permitted in the room where any briefings are being held. Any person in the meeting or briefing appearing intoxicated or acting in an unruly manner will be asked to leave the room. Refusal will incur a penalty to be decided by the Chairman of the hosting committee (see penalties).
- b) No contestant shall participate in a race or practice, nor shall any official serve in an official capacity, while under the influence of intoxicants, or any dangerous drug, which shall include narcotics, depressants, stimulants, or hallucinogenic drugs. The RaceComm shall suspend for the Race/Event day any competitor or official whom they believe to be under the influence of intoxicants or dangerous drugs as defined above or during the time the competitor arrives at the race site, on race day, until the competitor has been cleared through post-race inspection and for one hour after the race is over.
- c) No alcoholic beverages are to be consumed until after the unofficial results are displayed. No contestant or official participating at a **T&TPBA** event may evade this rule by withdrawing his entry or by resigning his duties while at the event.
- d) Ceremonial champagne or equivalent usage in the winner's circle shall be permitted provided that only minor consumption occurs.
- e) Further actions may then be taken by the ExCo.

## **SECTION B**

### **REQUIREMENTS FOR PARTICIPATION IN AN EVENT**

#### **2.1 RELEASES**

All participants in each event must execute a liability release to the **T&TPBA** prior to racing. No owner, driver, contestant or his representatives or any race official shall hold any other owner, driver, competitor or his representatives or any race official liable for any personal injuries or damage resulting from an accident occurring during a sanctioned race, except as the result of a deliberate collision or premeditated act of unsportsmanlike conduct. The interpretation of this shall rest with the **T&TPBA** and subject to review by the **T&TPBA**.

#### **2.2 DISQUALIFICATION**

No individual who has been expelled from the **T&TPBA** or its events or who is currently under suspension by the **T&TPBA** shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, or participate as a boat owner, driver or crew member in any sanctioned racing event.

#### **2.3 MEDICAL / RESCUE AND PATROL BOAT COVERAGE**

The RaceComm may or may not provide medical and rescue coverage for testing prior to the race event. If medical and rescue coverage is to be provided, a schedule will be made available at Race Registration detailing times and specific location of covered testing.

#### **2.4 ALL CLASSES**

- a) No Nitrous Oxide
- b) Fuel must be commercial automotive available at any government certified gasoline station pump, or racing type as distilled by a petroleum company and currently available for normal automobile or racing purposes.
- c) All external onboard electric fuel pump shutoffs must be controlled by the kill switch(es).
- d) No multi-speed transmissions.
- e) All drive or propulsion system utilizing the thrust of water is allowed. Any drive ratio may be used.
- f) A boat running two or more propulsion systems must have either an external tie bar to stabilize outdrives or some other protective device that will prevent drives colliding should a failure occur.
- g) Any water-jacketed exhausts are allowed. The engine exhausts must be water cooled by water-jacketed manifolds and/or pipes from the engine outlet to the point of exit overboard. This point must be located in such a position whereby the crew cannot be affected by the exhaust fumes.
- h) All boats as well as every part used in connection therewith, including but not limited to engines, outdrives, transmissions and propellers (and all parts and components related thereto) must be both manufactured and



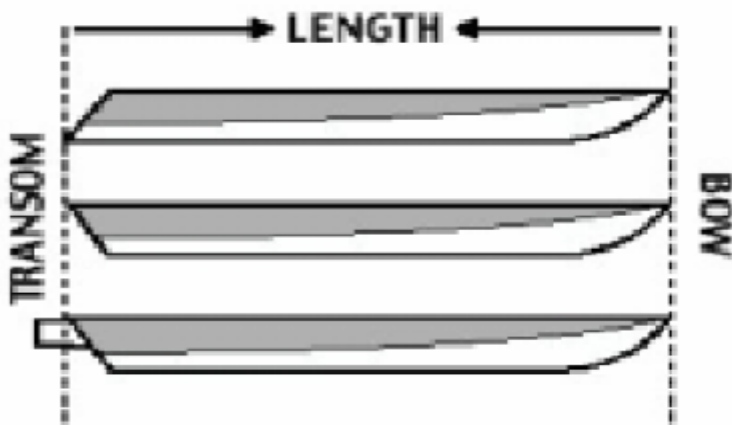
intended for sale to the public at commercially reasonable prices. Exclusivity agreements of every type are strictly prohibited.

- i) Hulls utilizing adjustable planes, such as hydrofoils, shall not be allowed.
- j) Three (3) or four (4) point "Hydro-Designs" are not offshore designs which are to be considered safe and manageable in an open sea condition.
- k) Any boat extensions added to the original structural hull and deck to meet the minimum length rule is not allowed.
- l) No Braking Systems of any kind to reduce boat speed are allowed on boats in any class.
- m) Racing bolsters or approved racing seats are required in all classes.  
(60 mph and below class boats may be exempt if the seats are deemed to be sturdy and of adequate construction)
- n) In conjunction with the UIM safety rule, it is highly recommended that inside hatch covers be painted International or iridescent yellow for visibility and that said covers be open at all times (weather permitting) on craft who are object to search and rescue
- o) Any boat or engine combination that is in non-conformance with the regulations for its designated class must write the committee for approval.
- p) The **T&TPBA** reserves the right to grant exemptions to particular race boats with hull or engine configurations which do not fit within the following rules, provided that these boats fit within the performance parameter of boats in the class that conform to the rules.
- q) Requests for exemptions must be directed to the **T&TPBA** TechComm.
- r) Additional bulkheads, bracing and structural supports may be added to increase the integrity of the hull.
- s) Production dash layout may be revised for ergonomic or safety reasons. Any loose or unsecured interior items must be removed prior to racing.
- t) The original hull dimensions or specifications may be altered with regard to strake placement, size and configuration; hull step placement, size and configuration etc. if approved by the TechComm.
- u) Bottom blue printing is allowed.
- v) Canopy safety systems are mandatory in **A-Class** (130mph), **B-Class** (120mph) and **C-Class** (110mph), and are optional in all other classes, and must conform to the latest Lavin or UIM guidelines at the time of construction.
- w) Removable ballast (sandbags, lead shot, etc.) must be enclosed in a permanently mounted box and lid capable of withstanding the rigors of offshore racing. All other ballast must be bolted or permanently attached to the hull.
- x) Fuel tank(s) locations other than originally supplied by the boat builder, or other than as originally installed are not allowed, unless inspected and approved by the designated **T&TPBA** Inspector.
- y) Wings or other aerodynamic devices are not allowed except for the tunnel itself. Adjustable or fixed planes at the rear of the tunnel are allowed. Vertical fins are allowed only if it part of the original hull and deck design.

- z) Anti-stuff planes are not allowed except for boats that have anti-stuff planes that were registered and raced in the 2010 racing season. These boats will be exempt from this rule.

#### 2.5 HULL MEASUREMENT PROCEDURE

- a) All race boats shall be measured to obtain a designated length on the centerline of the hull between the perpendiculars at the extreme bow and stern. All measurements will be taken while the boat is ashore. The keel line shall be level amidships. The stern shall be defined as the transom, joining the extremities of the hull on which the outboard motor or driveline is attached. Swim platforms, rub rails, bustles and any parts attached to the transom are not to be included in the measurement.
- b) A 6" tolerance is allowed in all classes (e.g., 23' 6-1/2" is considered 24' 0").
- c) The maximum beam shall be no more than 2' wider than the beam measured at the transom chine to chine (does not pertain to catamarans - see catamaran hull specs for maximums).



#### 2.6 REGISTRATION

- a. All racers wishing to compete in **T&TPBA** sanctioned races must register their boats and equipment annually with the TechComm so that it may be classified.
- b. The registration fees are (see ASR's):
- c. The **T&TPBA** ExCo reserves the right to terminate accumulation of points should there be any change to racing hull or equipment after registration.
- d. In the event that a race date that has been previously published by the **T&TPBA** in the annual race calendar is to be changed or cancelled for any reason, the **T&TPBA** Executive is required to give thirty (30) days notice to the general membership of the change of date or cancellation of the event. Failure by the **T&TPBA** Executive to inform the General membership of the date change or cancellation waives the right of the Executive to enforce penalties for non-attendance to the event by a race team/boat.
- e. All boats, either imported, out of the mold or never before been registered by the **T&TPBA** under any name or class, must compete in at least one event prior to the "Great Race" or it will incur a penalty (see penalties). TTPBA invitees exempted.

- f. Existing race boats that have not been entered for two or more years and are re-entering the sport, must re-register prior to their first event, and must compete in at least one race prior to the Great Race or a penalty will apply (see penalties). The two years will be counted from the beginning of the year and not the first race entered (i.e. for the 1999 season applies to boats that did not race during 1997 & 1998).
- g. A boat may re-register to a new class provided it meets the requirements, but will start over in point accumulation in its' new class. Former points will remain in the previous class. **Boats re-registering in a new class must compete in at least one race in any class prior to the "Great Race" so as not to attract a time penalty** (see penalties).
- h. Boats will not be allowed to step down in class unless adequate evidence is provided to the committee why they should do so. Remember the idea is to run within the speed limit not to exceed it.
- i. For a boat to be eligible for the "Class Champion" prize it must participate in more than 50% of the races for that year.
- j. No owner may use the same racing number on more than one hull.
- k. The minimum requirement to fill a class (except the highest speed class) is two (2) boats. If this is not met by the close of race day registration, the existing boat shall move up to the next available class to race in order to compete for trophies & prizes. Finishing points, however, will be given for their original class.  
However once a class is fully subscribed at the close of race day registration, should any number of registered entrants be unable to make the start on race day thereby reducing the class to a single entrant, this will not affect the minimum requirement and the remaining entrant will be entitled to the prizes, trophies and points in the class.

## 2.7 INSPECTIONS

- a) There will be a mandatory inspection of all registered racing boats (hulls & engines) prior to the start of the racing season. They shall be inspected prior to their first race for class legality. The equipment may then be marked to prove that it was inspected.
- b) The owner or driver **MUST** notify the TechComm if there was a change of equipment at any time after mandatory inspection. The new equipment will then be inspected if deemed necessary by the TechComm. (see ASRs)
- c) All race boats entered in an event are subject to inspection by a **T&TPBA** designated Inspector.
- d) Inspections cannot take place without a member of the crew present.
- e) The Inspector shall examine each entrant for compliance with all safety requirements and visually inspect the hull, propulsion and engine for compliance with class rules and are in good safe working order.
- f) For the purpose of the enforcement of the rules, the engine and boat shall be assumed to be in the condition it is intended to be raced when it is presented for pre race inspection.

- g) The owner shall be responsible for the condition of the engine and hull as raced. Errors on part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse noncompliance with the rules.
- h) Inspections shall take place on a day or days designated at the race briefing prior to the event.
- i) Any boats entered and not inspected at that time **will not** be allowed to compete at the event, unless the inspection was not carried out due to a committee error. Then the inspection shall be carried out prior to the launch of the boat on race morning.
- j) An inspection of the crews' helmet and life jacket will also be done before an entry is allowed to race.
- k) In the event that a pre-race inspection finds that any rules have not been complied with, the inspector will notify the owner of the illegal boat or his representative immediately. The infraction will have to be corrected and inspected prior to launch on the day of the event or the boat will be disqualified from the event.
- l) After a race boat owner has been notified verbally or in writing of his failure to comply with any rule or specification set forth herein, should that owner or his representative choose, he may give written notice and a fee [see ASR's] to the RaceComm of his intention to file an appeal to the **T&TPBA** ExCo from that decision rendered by the Inspector.
- m) If this should be the case the RaceComm shall (except in cases involving intoxicants and unmanageable and unsafe craft rulings) allow the race boat to start. The ExCo who shall give both sides an opportunity to present their case shall deem results of that class unofficial pending the outcome of a hearing. Should the ExCo rule that the appeal is justified; the performance of the race boat in question shall be considered to be official. Should the appeal be denied, the performance shall be unrecorded, and the protest fee be retained by the Exco.
- n) The responsibility for proof of legality, class determination or race boat equipment rests with the boat owner or driver. If such proof cannot be provided, the committee shall have the right to re-determine the entrant's class.
- o) Technical questions regarding the legality of a boat or equipment shall be referred to the TechComm.
- p) The committee reserves the right to refuse any entry up to the start of race.
- q) No race boat may be considered a bona fide entrant in a sanctioned race until such time as the Inspector has passed and signed his official inspection form.
- r) Any **T&TPBA** member refusing an inspection after being notified by the Inspector that equipment within his control must be checked for conformance with safety and/or technical specifications shall be suspended from that event.
- s) The Inspector does not have the right to waive any rule or allow a boat to run in non-conformance.
- t) Competitors in any class may not vote to allow a boat in non-compliance to compete within that class.
- u) The committee reserves the right to inspect any boat for legality up to and after any race.
- v) All Offshore boats utilizing seat restraints should use the latest Mark Lavin Foundation or UIM Cockpit Guidelines as references in determining how their reinforced restrained cockpit systems should be

constructed. Boats not meeting or exceeding these guidelines may be refused entry into any **T&TPBA** sanctioned event if in the judgment of the TechComm that the restrained cockpit construction techniques appear to be unsafe. There shall be no appeal from their decision.

## 2.8 CLASS DESIGNATIONS AND LETTERING

- a) If applied to a white hull, a one inch (1") black border must surround them.
- b) The minimum height of each number shall be eighteen inches (18"); minimum width shall be twelve (12"); minimum stroke shall be three inches (3"); minimum spacing between each number shall be three inches (3").
- c) The single exception to this can be the number "1" when used with another digit in which case the width may be narrower.
- d) The racing numbers shall be clearly visible on either beam and from above.
- e) Those numbers shall be displayed on the foredeck and shall read correctly from the driver's position and shall be underlined.
- f) Side numbers shall be on the front half of the hull.
- g) Numbers not meeting these rules or any number that becomes unreadable during an event will be scored at the discretion of the RaceComm for that event. Their decision is final.

**NUMBERS AND LETTERS SHALL BE IN BLACK OR WHITE, VERTICAL BLOCK LETTERING OVER A BLACK OR WHITE BACKGROUND.**

**A request in writing may be made to the TechComm to waive the black or white lettering and background for aesthetic purposes. Approval will be determined by the TechComms ability to read the lettering.**

## 2.9 ENTRIES

- a) Entries for a race meeting will be accepted at the race briefing prior to the event.
- b) Race briefing always Thursday before race event. (unless otherwise noted)
- c) Any entry after the briefing will be considered a late entry and subject to an additional fee. (see ASR'S)
- d) All fees must be paid at the time of entry.
- e) Late entries will be considered up until and during inspections on Saturday prior to race day, no entries will be accepted after this time.
- f) Returned cheques written to the **T&TPBA** will result in immediate suspensions and other penalties. This suspension will eliminate the competitor from all classes of racing until the debt is cleared.

## SECTION C

### RACE EVENTS

#### 3.1 STARTING PROCEDURE

- a) The milling area shall be designated in the briefing.
- b) All boats must be off plane in the milling area (bow down, no wake, 7 mph) and turn in the direction designated in the briefing.
- c) Boats on their way to the milling area **MUST** proceed on the **OUTSIDE** of the course and **MUST NOT** cross the course at any time. This is extremely dangerous and will result in a penalty.
- d) The start boat shall be closest to one side or the other of the start chute.
- e) At two minutes to the start the starter will raise the appropriate flag and ALL boats designated to start **MUST** be in the milling area.
- f) At one minute to the start the starter will raise the appropriate flag and then the start boat will cross in front of the fleet bringing the boats out of rotation. The start boat will then proceed down the start chute until the majority of the fleet forms a line abreast and **100ft astern** of the start boat transom at which time (no less than one minute later) the flag will be dropped and the race officially started.
- g) Racing may only begin when the starter drops the flag.
- h) The starter is not authorized to wait for any boat.
- i) Should a boat fail to start when its respective class has started, it may start crossing the start line provided one lap has not been completed by the last boat in the respective class for circuit races and within half an hour (30 min.) of its respective class time for non circuit races.
- j) A new Driver/s (rookie) in any boat must start a minimum of 100 ft. behind their class. **The term Driver applies to the position of Wheelman or Throttleman.**
- k) A rookie is a new driver that has not raced in the boat in which he will race on race day in a **T&TPBA** sanctioned event within the previous two (2) yrs.
- l) During the new Driver's first event, the RaceComm will judge his/her/their ability to perform under race conditions. Should an infraction occur the committee might prevent the new Driver from future participation until the deficiencies are remedied.
- m) After the rookies' first event the RaceComm may then if satisfied of his/her/their ability then allow them to start with the rest of the class.
- n) Any two flags raised and crossed designate a delayed start.

- o) The **RED** flag will be raised if an **EMERGENCY** situation arises on the course. If at any time during the start procedure a **RED** flag is raised, the start has been aborted and all boats must return off plane to the milling area for restart.
- p) If the **RED** flag is raised at any time during the first lap, the race has been stopped and all boats are to return to the milling area immediately and await instructions from the official starter.
- q) If the race is stopped prior to completion of the first lap and then restarted, one lap will be deducted from the required number of laps to compensate for the distance run during the initial start.
- r) A **BLACK** flag will be raised if the race has been aborted. Boats should then proceed to the holder of the flag for instructions.
- s) Scoring begins when boats pass through the designated start line and ends when boats pass through the designated finish line.

**Infractions:**

- a) Crossing course on way to mill area
- b) Outside designated milling area
- c) Turning wrong direction in milling area
- d) On plane in milling area
- e) Interference with starting procedure
- f) Incorrect side of pace boat
- g) Jumping start
- h) Sling shot start

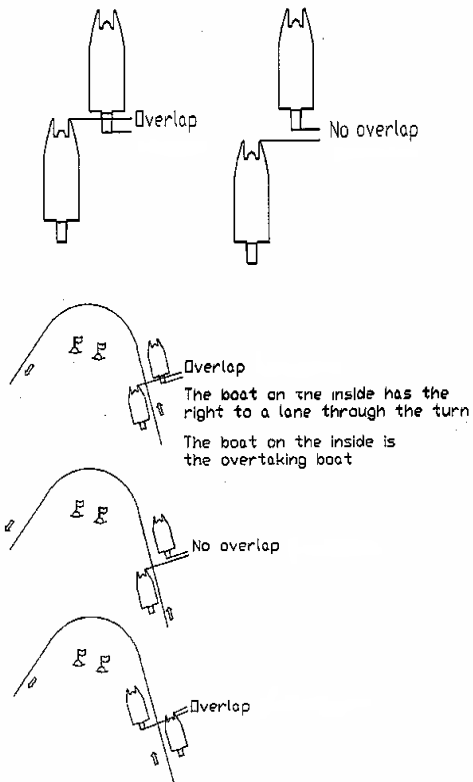
**3.2 RACE COURSE**

- a. The committee shall in the design of the course give the Drivers the longest practical distance between the starting line to the first turn.
- b. All turn marks of the course must be negotiated as designated by the pre-race instructions at the Race day briefing.
- c. Any turn that exceeds 90° must have two (2) buoys placed far enough apart to decrease the angle of the corner
- d. The course must be taken in sequence at all times. Should a checkpoint / marker be missed the sequence must be picked up at the point missed and repeated to be scored.
- e. Should a race boat fail to execute a mark of the course correctly and hence be compelled to negotiate the mark, the driver must return and circle inside the course and pass the mark on the proper side, keeping well clear of the balance of the racing fleet in doing so (see penalties).
- f. Every boat must go around the course without damaging, dislodging or destroying any turn buoy unless forced to do so by another boat. In that event, only the offending boat will be penalized (see penalties).

- g. Any loss or damage to the marker, anchor or anchor line shall be made good, repaired or replaced by the racing crew of the boat that caused the loss or damage.
- h. Should any check boat or turn boat or buoy be absent from its proper position during the course of a race, the RaceComm shall, if possible, replace it. If this should prove to be impossible, the race boat shall negotiate that fixed mark (i.e. the position where the buoy or boat should be) of the course as per race instructions.
- i. When two race boats are on the same course or approximately the same course, the overtaking boat shall keep clear of the boat being overtaken, and in passing, shall allow at least 50' of clear water between **the stern of the overtaking boat and the bow of the overtaken boat**. The overtaken boat shall not alter course so as to compel an overtaking boat to pass within this 50' limit.
- j. Bearing Away - A boat shall not bear out of her course so as to hinder another in passing to starboard or port.
- k. Overlap – An overlap can be attempted and exist on either side. An overlap exists when one boat is not clear ahead of another. See diagrams below for clarity.
- l. Overlap establishes right of way at turn buoys and marks of the course. An overlap is established only when two boats are on the same course, or approximately the same course and the overtaking boat has no longer a free choice on which side he shall pass.
- m. When passing a mark and an overlap has been established, both boats must maintain their lanes, i.e.: they must maintain their distance from the mark until the mark has been rounded.
- n. The following rules shall apply to an overlap:
  - i. The lead boat has the right of way until an overlap is established.
  - ii. Once an overlap is established, the overtaken boat must give the overtaking boat room to clear any course markers.
  - iii. The overtaking boat cannot force an overlap once the lead boat has altered her helm for the purpose of turning a mark of the course.
- o. A safe overlap is the responsibility of the overtaking boat.
- p. After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or endanger its crew.  
Violation of this rule shall result in penalty. (see penalties)



**Overlap Rule Diagram**



- q. **The first racing craft to encounter an accident scene MUST stop to render assistance (and notify Race Control).**
- r. If the finishing points of the assisting boat is thereby compromised, the craft shall be awarded the points outlined as follows:
- Clarification of proper scoring procedure when one boat stops to assist another boat in trouble:
  - The boat that stops to assist receives points for the position it was in at the accident scene. Such placing shall be related to the last confirmed position it held prior to the time of stopping at the accident scene after deleting all non-finishers from the placing list.
  - That boat that actually finishes in that place receives the same amount of points as the boat that assisted, and they split any prize money **that would normally be awarded to either or both of the boats.**
  - If the boat should continue on racing after assisting and if the time out of the race is verifiable, the time out may be taken off to determine their finish. This decision is at the discretion of the RaceComm and may not be appealed or protested.

### 3.3 EMERGENCY RACE STOPPAGE

- a) When stoppage is to be indicated as race boats pass through the finish line a checkered flag together with a red flag shall be waved from the finish boat. Positions of finish shall then be recorded at that point.
- b) Should the race have to be stopped at any other point on the racecourse, a black flag shall be waved. Finish positions shall be recorded as they were at the finish line just prior to the stoppage. (This applies to lap races)
- c) Emergency race stoppage may occur at the discretion of the RaceComm.

### 3.4 FINISH

- a) In order to be scored as an official finisher, a race boat must make a legal start within his class and complete the entire race course (i.e. in a non circuit race complete all laps unless there is an emergency race stoppage).
- b) In order to be scored as an official finisher, a race boat must pass through the Finish Gate
- c) After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or to endanger its crew.
- d) After crossing the finish line, a race boat shall proceed to the area designated in the race briefing and await the all clear (waving of the appropriate flag) by the Finish Boat to cross the course if necessary.
- e) No Patrol Boat or Medical Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.
- f) A boat shall only be eligible for position points once it has completed the entire course.
- g) Finishing positions shall be determined by the number of infractions.

Therefore the first boat to legally complete the course shall be the winner. If there are no such boats, placing shall be determined by adding up the penalties and positions shall be determined from first place to last place by the boat with least penalties to the boat with the most penalties.

### 3.5 PENALTIES

- a) No penalty shall be assessed to any competitor unless a **T&TPBA** Race Official, designee or race competitor has observed the infraction
- b) Any contestant or member of his crew including those on shore will be subject to penalties at the discretion of the **T&TPBA** committee for verbal abuse or physical abuse to a **T&TPBA** Official or other **T&TPBA** member.
- c) At a race site, *any race boat occupant* failing to wear a life jacket and helmet at any time while a race boat bearing a racing number exceeds 10mph (a visual estimate will suffice) shall be subject to a penalty. (**This applies before, during and after races**)(see ASRs)
- d) Accepting any outside physical assistance to affect repairs or any physical assistance that includes taking on fuel, supplies or equipment of any description that would thus enable a disabled race boat to continue the race shall result in a penalty.
- e) Any race boat that misses a turn buoy and fails to renegotiate that buoy correctly shall be penalized.

- f) Fueling or de-fueling of race boats are not allowed in the time frame between the Race Day Briefing and the end of the last race of the day. ***Fueling or de-fueling of race boats in the water is specifically prohibited.*** Fueling at commercial marina pumps on the water is allowed only **prior** to the start of the race day briefing. Waste oil and fuel must be disposed of in a responsible manner by all race teams.

**NOTE:** the **T&TPBA** RaceComm shall determine any penalties for an infraction that does not carry a penalty listed here. (See ASRs or ESRs)

### 3.6 PROTESTS

- a) After posting of unofficial results, within one hour thereof, a protest of the results may be made to the RaceComm. If heard, the results are final. (No fee is required.) If no written protests are filed within the one-hour limit then the results are considered official and may not be appealed. The decision of the RaceComm shall be final. The **T&TPBA** ExCo shall have the power to review any and all decisions or paperwork relating to a **T&TPBA** sanctioned event without a formal appeal or protest and shall have the power to correct any errors up to ninety (90) days after the event.
- b) Contestants within the same class shall have the right to protest technical violation of these rules by a competitor.
- c) Technical rules shall be interpreted to be those governing the qualifications of the race boat itself, its engines, its structure, its conformance with descriptive rules set down to describe its eligibility to complete in its class.
- d) A verbal protest may be filed with the RaceComm not later than one hour (1hr) after the last boat has crossed the finish line or the specified race time has elapsed. This may be allowed only if the protesting party is at sea but must provide a written copy within one hour (1hr) of reaching to shore.
- e) The protest must state which rule was violated and must be filed with the appropriate protest fee. (see ASRs)
- f) If the protest is upheld the fee shall be returned to the protesting party. Should the protest be found invalid, the amount of the protest fee will be paid to the owner of the boat protested to defer any costs.
- g) Should the protest be upheld, the protested party shall then lose all points and prizes for that race.
- h) **PROTEST FEES:** All violations – (see ASRs)

### 3.7 POST RACE

- a) No post-race protest shall be honored if it should be a violation known to the protester prior to the start of the race.
- b) Protests must be filed in writing with the RaceComm not later than one hour (1) after the protesting boat has officially finished and must be accompanied by the specified protest fee. In the event a non-finishing contestant should elect to protest a competitor and hence be unable to fulfill the stipulations outlined above, the RaceComm must respect his verbal indication to do so provided this verbal request comes within the allotted time period. This message may be directly transmitted to Race Control when notification is made of

the protester's intent to drop out of the race. In the event of any failure of his radio equipment, such notification can be made via that vehicle which shall relay his intention to drop out.

- c) When such a protest intention is received, the RaceComm may not authorize an official finish until such time as the matter has been adjudicated.
- d) All protests shall state which rule was violated and be delivered to RaceComm within one (1) hour.
- e) Should the RaceComm decide that all requirements for a protest have been met; they shall accept the protest and act on it as soon as possible. The written protest or a copy thereof shall be made available to all boats involved, and each shall be notified of the protest so that their testimony can be taken. The decision of the RaceComm shall be made promptly, and communicated to all parties concerned.
- f) If the protest is upheld, the protest fee shall be returned to the protesting party. Should the protest be found invalid, the amount of the protest fee will be paid to the owner of the boat protested to defer the cost of tear down.
- g) Should the protest be proved valid, the protested party shall be subject to penalties.
- h) A qualified **T&TPBA** Official and a member of the RaceComm shall conduct or supervise the protest inspection and file a written report with the **T&TPBA**.

### 3.8 APPEALS

- a) Any contestant who wishes to appeal a disqualification of a boat, motor or suspension may do so by filing with the RaceComm in writing no more than twenty four hours (24 hrs) after notification of the disqualification or suspension. A fee must accompany the appeal. (see ASRs)
- b) If the appeal is upheld, the fee will be refunded. Otherwise, it will be used to defray the general expenses of the **T&TPBA**.
- c) A written report of the findings will be submitted to the protesting and the protested party.

### 3.9 POINTS AND SCORING (excluding the T&TPBA "GREAT RACE")

See ASR for details.

### 3.10 POINTS STRUCTURE

- a) **Fully Subscribed Class** – Three (3) boats or more in a class will receive place pts plus 10 bonus points for each boat that crosses the start. e.g. 5 boats start then 1st place will receive 100pts + 50 bonus pts for 5 starting boats.
- b) **Partially Subscribed Class** (i) Two (2) boats in a class will receive place pts plus 5 bonus points for each boat that crosses the start.
- c) **Partially Subscribed Class** (ii) One (1) boat in a class will receive only place points.

### 3.11 SPONSORSHIP ISSUES

- a) **T&TPBA** requires an area reserved on the side (above the water line) and the deck of all race boats for the purposes of event sponsor signage. The size of this area should be no smaller than the following:
  - i. Boats under 25' – 12" x 12"
  - ii. Boats over 25' – 18" x 18"

### 3.12 RACING CREW

- a) It is compulsory that a member from the racing crew of each boat attend the Race Briefing. Briefings shall be confined to riding crew members, boat owners and concerned officials only.
- b) Any riding participant will be considered a member of the racing crew.
- c) All racing participants must be current and financially up-to-date racing members of the **T&TPBA**.
- d) Racing crew is established at a minimum of two (2) persons and restricted to a maximum of four (4).
- e) The minimum age shall be 18 years unless otherwise agreed to in writing from the ExCo. It will be in the ExCo's sole discretion to determine whether a racer and/or team will be allowed to race under this waiver. The ExCo's decision will be final. Requests for waiver of this rule must be in writing to the ExCo no later than 15 days before an event.
- f) A boat may only be eligible for position points or prizes if the crew that faced the starter's flag is the same crew that finishes the race.
- g) When required all Riding Crew members must attend a physical examination for current physical and cognitive function.
- h) A final Race Day Briefing for all events may be held not less than one (1) hour prior to the start of the race.
- i) There shall be a roll call at the Race Briefing to verify the presence of each entrant. The late arrival or unexcused absence of response to roll call and briefing shall result in a penalty (see penalties).
- j) Any race team that has not attended the Race Briefing shall upon arrival to the event proceed directly to the race committee for a briefing.
- k) The excused non-attendance to roll call at the Race Briefing does not allow the team to enter any race without being briefed.
- l) Competitors utilizing safety canopy/capsule or cockpit systems must complete training in a **T&TPBA** approved EGRESS tester prior to entering the first event of **EACH SEASON'S** competition.
- m) Absolutely no person who has not been certified in a TTPBA EGRESS tester shall be allowed to compete in a canopied boat. (see penalties)
- n) Any **T&TPBA** member observed to be behaving in an improper manner shall be subject to disciplinary action. A **T&TPBA** committee member or designee must witness the said infraction.
- o) Any participant in a **T&TPBA** event must have submitted proof of blood type from a Medical Clinic to the membership committee. The membership committee is not obligated to keep a copy of this record for more than one season.

- p)** Substitution of a disqualified riding crew member is allowed.
- q)** All riding crewmembers must complete and pass the following Medical and Safety Requirements and supply documentary evidence, prior to the start of their first race of each season:
  - a. Completion of TTPBA administered Self Rescue Dunker Training (Canopy-riding crew-members only)
  - b. Completion of SWIM TEST is highly recommended, but not mandatory. (Non-Canopied riding crewmembers only)
  - c. Completion of the Medical Data Information Form (mandatory for ALL races)

## SECTION D

### *SAFETY REQUIREMENTS*

#### 4.1 SAFETY

Safety takes precedence over racing. Do nothing to endanger you, spectators or other participants.

- a. Whenever registered equipment bearing T&TPBA numbers or designation is being operated at or in conjunction with a race event, including while testing or at any other time while the craft exceeds 10mph (a visual estimate will suffice), the competitors must wear complete, approved helmet and jacket. *This rule shall be in effect from the time of launch and until the craft is out hauled.*
- b. Whenever such registered equipment is being operated at sanctioned events or at any other time, such operation shall be conducted in a careful and prudent manner according to local maritime rules of safe operation, so as not to endanger life or property and so as not to bring powerboat racing into disrepute. Violation of this rule shall result in a fine or disqualification from a subsequent event at the discretion of the RaceComm. *It is understood that some Performance class boats are used for race and/or pleasure. However, if it is determined that the boats were not being used for pleasure or used in an unsafe manner while bearing T&TPBA numbers or designation then they will not be exempt from this rule.*
- c. At race sites where medical and rescue coverage is not provided for pre-race testing or at times other than when medical rescue is provided by the RaceComm, owners and riding crew members must recognize that there are no medical or rescue facilities on the water during such testing and specifically acknowledge that they are testing at their own risk without medical and rescue coverage and by launching their boat further agree to indemnify and hold harmless the T&TPBA, its officials, the race committee, the sponsoring club and all sponsors in the event of any accident and its consequences.
- d. Any boat leaving the dock for the purpose of testing must notify RaceComm.
- e. Any boat that has stopped (broken down) and cannot resume the race must report to race control that they are out of the race.
- f. Boats shall adhere to all T&TPBA race rules after departure from the docks in the pre-race staging and until that particular boat has finished and is free and clear of the racecourse or has withdrawn from the race and departed the course.
- g. Boats while waiting for their event must do so either at the dock or at the designated area/s.
- h. No fixed **glass** windshields or windscreens will be allowed in any class of offshore racing. In non-restrained cockpits, windshields or windscreens of other materials, which are shatterproof, shall be inspected and approved by the TechComm.
- i. All exposed edges and corners on windscreens must be radiused or padded in such a manner as to minimize injury incurred upon impact.

- j. Locking boat intercom plugs connecting helmets to racing craft are expressly prohibited. Plugs must disconnect easily, inflexible metal or plastic microphone booms are strongly discouraged.
- k. Lap belts shall not be permitted in any race boat.
- l. Seat restraints (seat belts) shall only be permitted in boats with safety canopies/coupees.
- m. All boats utilizing seat restraints should use the latest Mark Lavin Foundation or UIM as references in determining how their reinforced restrained cockpit systems should be constructed. Boats not meeting or exceeding these guidelines may be refused entry into any T&TPBA sanctioned event if in the judgment of the TechComm that the restrained cockpit construction techniques appear to be unsafe. There shall be no appeal from their decision.
- n. In non-restrained cockpits, individual Ignition kill switches for connection to each riding crew are mandatory. Kill switch cords must not exceed 4 ft. All kill switch cords must be permanently attached to life jackets by a breakaway device with a pull force greater than the switch operating force. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All competitors must be connected to said individual kill switches while on plane at a race site
- o. In Restrained Cockpits, a means of emergency engine shutoff switch shall be accessible to all riding crewmembers. A florescent 1" area must surround the switch.
- p. All cleats and other deck hardware shall be protected by a shield to stop any objects from being caught / suspended from it.
- q. A semi-rigid or rigid rounded edge protective shield shall cover all spare propellers mounted on the hull over the blades.
- r. Rails (max. height of 6"), closed end grab handles or hand holes shall be fitted, which shall extend fore and aft to enable crew to proceed from the cockpit to the towing eye on the bow of the hull. Cables and lifelines are not permitted.
- s. Closed end grab handles or grab rails shall be installed on the top portion of the transom to facilitate emergency boarding from the water.
- t. It is MANDATORY that non-skid material be installed on the deck surface from the transom boarding area to the area surrounding the cockpit, if applicable (Clear non-skid is available).
- u. Any boat not conforming to the safety rules will not be allowed to race.
- v. All boats must have the required safety equipment on board during each race. Boats found to have raced without any or all of the required safety equipment will be penalized (see penalties).
- w. Through deck fuel fills are mandatory. All fuel must be carried in tanks that are secured and vented overboard.
- x. It is MANDATORY that all boats racing in Classes A, B & C must have fully enclosed canopies with appropriate seat restraint systems and all required canopy safety systems (see rule 4.8).



#### 4.2 MANDATORY SAFETY REQUIREMENTS

ALL BOATS MUST HAVE THE FOLLOWING ITEMS ON BOARD FOR INSPECTION AND SUBSEQUENT RACE.

Life Jacket for each occupant as specified below.

#### 4.3 BOATS WITHOUT CANOPIES

- a. All racing jackets shall be of full vest type, with collar and leg straps.
- b. All straps shall be at least 40mm wide and have a minimum breaking strain of 500kg. The vest shall be at least 75% orange or yellow, have lifting straps at the front or on the shoulders, and have impact protection material covering the back.
- c. The disposition of the solid buoyancy must be such as to ensure that an unconscious person will float face up in the water. The racing jacket must have a minimum of 7.5kg buoyancy.

#### 4.4 BOATS WITH CANOPIES

- a. All personal floatation devices worn must meet or exceed the 1996 Lavin Foundation Guidelines, regarding color and impact material. Additional inflatable floatation is strongly encouraged.
- b. A five pound (5 lb) maximum natural buoyancy personal flotation device with additional total fifty pound (50 lb) personally activated incremental flotation is highly recommended.
- c. This PFD must inflate to display 70% visible yellow or orange and support the head and neck above the waterline so as to maintain a patent airway.
- d. This jacket must be designed so as not to hinder restraint harness release.

#### 4.5 IMPACT RATING

- a. In addition to type of PFD, there is IMPACT RATING, which applies primarily to type III VEST. This is a measure of strength, expressed in mph. A vest that has a certain impact rating means that it should survive the stress of contacting water (with a person inside) at high speed.

#### 4.6 HELMET FOR EACH OCCUPANT SPECIFIED BELOW

- a. International or high visibility orange/red/yellow approved crash helmets for each riding member of the crew must be worn at all times the boat are on plane.
- b. Helmets worn must meet minimum standards set in the ASRs. Snell label must be in the helmet. Face shields and face guards are allowed if they permit ready access to the mouth for rescue purposes and are of shatterproof material.
- c. Helmets may display logos and/or decals on the lower 50% of the helmet for promotion purposes. The upper 50% must remain International or highly visible Orange/Red/Yellow in color.

#### 4.7 ONBOARD SAFETY EQUIPMENT – ALL BOATS

- a. A minimum of two (2) 1500Gph bilge pumps are mandatory, one (1) of which should be manually operated. Catamaran hulls must install one bilge pump per hull with a manual backup. One pump must be installed to operate automatically and independent of the battery cutoff switches so fluids levels cannot raise undetected.
- b. Any independent sealed bilge areas that do not drain into the area of the bilge pump must have its own 1500Gph bilge pump.
- c. Anchor or grapnel properly secured.
- d. Anchor rope. For ALL Classes, 200ft of ½".
- e. Working Water Proof flashlight with a minimum capacity of two-D batteries.
- f. Fixed Compass properly swung.
- g. Towing cleat, Sampson post or bow ring.
- h. Complete, unexpired First Aid Kit, appropriate for racing.
- i. Adequate tool kit including a sharp knife and mirror.
- j. Emergency locator systems. (Optional)
- k. One gallon of drinking water per crewmember
- l. Permanently installed working VHF radio with a minimum of 25 watts output power with “International” capability. It is not permissible to have a hand held radio in the place of a fixed type, but is recommended as a backup.
- m. All boats are to have an on board one (1) fire extinguisher per engine that is EASILY accessed, each a minimum of 2Kg. For all boats with inboard engine installations, a properly engineered automatic fire extinguishing system over each engine must be installed. A manual system may also be installed with an early warning signal clearly visible in the cockpit.

#### 4.8 REINFORCED COCKPIT AREA AND CANOPY MANDATORY REQUIRMENTS

- a. One single air supply (not oxygen) and a bottle will be provided for each riding crew member. The air supply must be securely fixed adjacent to, or on each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes.
- b. Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.
- c. Air supply bottles shall be “Turned On” before starting a race or taking part in practice and/or testing. All air hoses to be secured and mouthpieces to be placed within reach of the pilots and mounted on retainers
- d. Diving Masks for each crew member, stowed securely and accessible.
- e. A minimum of 1 belt cutter or knife is to be secured in the cockpit.

- f. Stop buttons/switches located in the cockpit area, immediately accessible to the crew and rescue officers. The stop buttons/switches must be identified by a fluorescent color. These switches must shut off all fuel pumps as well as the ignition circuit.
- g. A quick release steering wheel must be fitted on all boats but all pilots must be able to exit the cockpit without removing the steering wheel.
- h. Rear view mirrors are mandatory, as well as a method of cleaning the canopy whilst underway.
- i. Two fire extinguishers, each a minimum of 2kg must be carried and be readily accessible to the crew. All crew containment areas of inboard engine canopied boats must be fitted with a carbon-monoxide alarm.
- j. Racing Vests - the efficiency of the racing vest is a matter of the exclusive responsibility of the wearer. Every crew member whilst on board must wear a racing vest during the practice runs and throughout the race. Racing vests must be colored high visibility orange or yellow. The racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crutch straps or a method of ensuring that the vest does not "ride up".

**Notes**

"Cool Suits" - may contain any proven safe fluid or gas cooling agent other than Freon.

Eye protections - must be constructed of shatterproof material. Eyeglasses shall not be accepted as eye protection.

The TechComm may prohibit use of any equipment he deems unfit for service.

Violation - of safety rules will result in a penalty assessed by the RaceComm in conjunction with the TechComm.

**4.9 OPEN COCKPIT**

- a. It is recommended that the forward fairing on the deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position.
- b. It is recommended that the lateral protection [side fairing] be provided up to the shoulders.
- c. It is recommended that all catamarans or monohulls without Reinforced Cockpits be fitted with Reinforced Water Deflectors above and below deck forward of the crew area.
- d. It is recommended that the Reinforced Water Deflector be designed and constructed of materials of sufficient strength to provide adequate crew protection.
- e. It is recommended that the Reinforced Water Deflector be designed and constructed so as to present no hazard if the crew is thrown forward and must be so designed that it would not restrict the crew from being ejected.
- f. Polycarbonate areas are strongly recommended to be as small as possible while still maintaining that the driver and co-driver have clear, safe and undisturbed visibility.
- g. Polycarbonate areas must be built using 12mm thickness or more

#### 4.10 REINFORCED COCKPIT AREA AND CANOPY UIM GUIDELINES

##### (For your information)

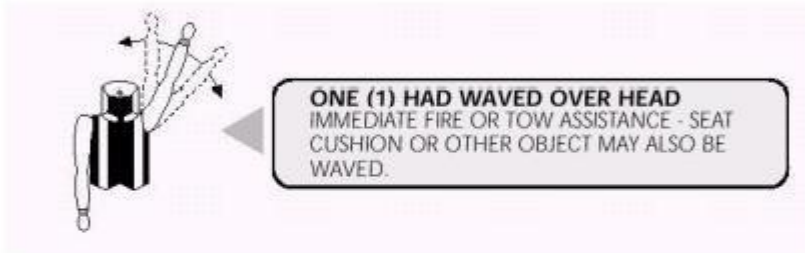
- a. All boats with restraints must have a Reinforced Cockpit Area with a Canopy which is suitably designed and fit for the purpose of safety at the designed/expected speed of the craft and designed to ensure that the occupants are protected at all times especially in the event of a severe accident, in accordance to the latest LAVIN or UIM cockpit guidelines.
- b. The construction, strength safety and conformity to meet and exceed the recommended requirements are the sole responsibility of the boat owner and or boat builder. Any scrutineering or measurement by the **T&TPBA** officials is not condition/construction survey.
- c. It is mandatory to close the canopy with a hatch, and for the hatch to remain closed during all racing and practice.
- d. Canopies must be a composite structure with the following features:**
- e. Polycarbonate areas are strongly recommended to be as small as possible, while still maintaining that the pilot and co-pilot have clear, safe and undisturbed visibility ahead at sea level whilst racing. It is strongly recommended that these polycarbonate areas are built using 12 mm thickness, or more.
- f. The combined visibility the pilot and co-pilot must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).
- g. These polycarbonate panels are to be recessed into the composite structure and may be bonded using a suitable bonding agent, and/or “bobbins”.
- h. It is highly recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels.
- i. Screen flanges should be a minimum of 50 mm and should be fastened every 100 mm if using “bobbins”; it is recommended to use metal “bobbins” with heads, as opposed to the recessed plastic type.
- j. The outer polycarbonate area of the flange fitting must not be painted, so that the measurer /scrutineer may monitor any discrepancies.
- k. These Restraint Cockpits must be fitted with an internal roll bar, two in a tandem cockpit as a minimum. There must also be, between the two single cockpits, an anti-compression strut or structure of similar strength to the roll bar.
- l. Hatch openings shall have a minimum of 25 mm flange.
- m. Hatches should be recessed on the front and sides.
- n. It is recommended the hatches are constructed to the same specification as the main Restraint Area. The hatches shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces. These catches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary.

- o. These hatches should be fitted with hinges with short release pins. This is important, because long pins invariably bind the hinge.
- p. There should be one or more divers' grab handles fitted to the outside of each hatch.
- q. Canopy hatch release handles, which must be provided both inside and out, must be painted fluorescent orange or have a fluorescent orange background panel to identify them and directional arrows to indicate the method of opening.
- r. The canopy lid hinges' and the canopy hatch cover's release mechanism must not encroach within the canopy aperture area, and these hinges and release mechanisms must not in any way hinder the exiting of crew members when fully race fitted.
- s. Canopy openings should have the entry/exit apertures located directly above the crews' heads.
- t. The canopy aperture openings should be at least 0.55m in length and 0.55m in width. If the crew is seated side by side, then the opening should be at least 0.55m x 0.825m wide. In tandem configuration, the opening(s) should be 0.55m x 0.55m per crew member. The canopy apertures should be cut with all corners having a radius of 0.025m minimum or 0.25m maximum. The radius should be constant and have a smooth finish to relieve stress.
- u. The canopy aperture must have a 20 mm wide (minimum) fluorescent orange band around the opening.
- v. It is mandatory that one single air supply (not oxygen) and a bottle will be provided for each riding crew member. The air supply must be securely fixed adjacent to, or on each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes.
- w. Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.
- x. Air supply bottles shall be "Turned On" before starting a race or taking part in practice and/or testing.
- y. Reinforced Cockpits must have flood tubes or other means of flooding the cockpit to equalize the pressure quickly in an accident. The floor of the cockpit should be as airtight as possible to help the cockpit pressure equalize far more quickly when in an upturned position. Unless a secondary escape hatch is provided.
- z. Boats with restraints must have stop buttons/switches located in the cockpit area, immediately accessible to pilot, co-pilot and rescue officers. The stop buttons/switches must be identified by a fluorescent color.
- aa. These switches must shut off all fuel pumps as well as the ignition circuit.
- bb. Cockpits with Restraints must be fitted with rear of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the Restraint Compartment. The head protection must be a minimum of 0.2m wide and extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal seating position. There must be a minimum of 0.12m vertical and lateral clearance between the canopy and each of the crewmembers when in the normal seating position.
- cc. The Restraint System must consist of a 5 or 6 strap harness and should utilize a 75 mm lap belt, a 50 mm strap over the shoulder harness rated at 4,100kg (9,000 lb.) and grommited to prevent chafing or cutting of the belt. Harness straps must be attached directly to the cockpit structure.

- dd. Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at point of attachment. The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimize compression injuries under high "G" loading. All straps must be free to run through intermediate loops or clamps/buckles.
- ee. All anchor point bolts must be fitted with backing plates of 10cm minimum width.
- ff. The driver harness attachment bolts in reinforced cockpits must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts. There must be a spacer and plain washers on each bolt. The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts. This always leads to local delamination which easily spreads out over cockpit structure, when it is under stress.
- gg. On the sides of the structure, which has to take up the force on the attachment bolts, there must be a stainless steel plate (washer of minimum 3 mm thickness and 100 cm<sup>2</sup> area).
- hh. When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be approved prior to boat measurement.
- ii. All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) or rotary type, are both acceptable restraint release systems.
- jj. Both types of restraint release must be examined for satisfactory operation by the scrutineer before every race.
  
- kk. The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimize compression injuries and the high "G" loading. 75 mm minimum/maximum to Centre line of Lap Belt at Seat Back, Seat Bottom junction. Lap Belt should continue in straight line to anchorage.
- ll. A quick release steering wheel may be fitted on a boat with personal restraints, but all pilots must be able to exit the cockpit without removing the steering wheel.
- mm. Rear view mirrors are mandatory, as well as a method of cleaning the canopy whilst underway.
- nn. Two fire extinguishers, each a minimum of 2kg must be carried and be readily accessible to the crew.
- oo. Should a life raft be carried, it may be placed in the same locker.
- pp. All crew containment areas of inboard engine canopied boats must be fitted with a carbon-monoxide alarm.
- qq. Racing Vests - the efficiency of the racing vest is a matter of the exclusive responsibility of the wearer. Every crew member whilst on board must wear a racing vest during the practice runs and throughout the race. Racing vests must be colored high visibility orange or yellow. The racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crutch straps or a method of ensuring that the vest does not "ride up".

4.11 HAND SIGNALS

**OFFSHORE HAND SIGNALS**



ADDITIONAL SUPPLEMENTARY REGULATIONS



## SECTION A - Fees

### Annual Membership fees

Racing crew membership fees - \$900.00

Non Racing membership fees - \$300.00

Canopied Racer Fees (per person) – B.R.A.C.E/Egress - \$900.00

### Boat Registration fees

All Racing Classes - \$1,500.00

Boats in Entry Level Classes ONLY - \$800.00

### Event Entry fees

Class F, G – Event specific Class

Class D & E – Event specific

Class A, B & C – Event specific

### Late Entry fees

Class F, G - \$2,000.00

Class D & E - \$3,200.00

Class A, B & C - \$4,000.00

### Protest fee

All Classes - \$1,500.00

### Appeal fee

All Classes - \$1,500.00

### Great Race fee's

See Great Race Rules And Reg's



## SECTION B – Speed Classes

### Speed Classes – Maximum Speed

- a) “A” Class 130mph
- b) “B” Class 120mph
- c) “C” Class 110 mph
- d) “D” Class 95mph
- e) “E” Class 80 mph
- f) “F” Class 70 mph
- g) “G” Class 60mph

### Hull Specifications

- a) Catamarans or Monohulls are allowed in all classes
- b) “A” Class – minimum length 38ft – maximum length 50ft – Canopy Mandatory
- c) “B” Class – minimum length 36ft – maximum length 50ft – Canopy Mandatory
- d) “C” Class– minimum length 34ft - maximum length 42ft – Canopy Mandatory
- e) “D” Class – minimum length 29ft – maximum length 42ft
- f) “E” Class – minimum length 24ft – maximum length 32ft
- g) “F” Class – minimum length 20ft – maximum length 30ft
- h) “G” Class – minimum length 20ft – maximum length 30ft

### Class Letters

- a) “A” Class [130 mph] – letter **A**
- b) “B” Class [120 mph] – letter **B**
- c) “C” Class [110 mph] – letter **C**
- d) “D” Class [95 mph] – letter **D**
- e) “E” Class [80 mph] – letter **E**
- f) “F” Class [70 mph] – letter **F**
- g) “G” Class [60 mph] – letter **G**

BOAT AND ENGINE COMBINATIONS EXISTING PRIOR TO THE 2011 SEASON MAY BE GRANDFATHERED INTO A CLASS ON AN INDIVIDUAL BASIS. GRANDFATHERED BOAT OWNERS MUST MAINTAIN CONTINUOUS FULL ANNUAL MEMBERSHIP AND HULL REGISTRATION IN ORDER TO QUALIFY FOR COMPETITION UNDER THIS RULE.

***THE EXECUTIVE COMMITTEE RESERVES THE RIGHT TO MAKE CHANGES TO MAINTAIN PARITY IN EACH CLASS.***

***FOR SAFETY REASONS A BOAT MAY BE PLACED IN A CLASS BELOW ITS PERFORMANCE LIMIT PROVIDED IT CONFORMS TO THE STIPULATIONS SET DOWN BY THE TechComm. E.g. a 20 ft boat capable of 75 mph will be placed***

***in the 65 mph class with restrictions that can be propeller size, rpm, engine height, weight or any combination of the above deemed necessary for the boat to compete fairly and safely in its designated class.***

### Governance of Speed Classes

All race boats participating in a **T&TPBA** sanctioned event will be required to have an on board, a GPS monitoring device purchased from the **T&TPBA**. Race boats will not be allowed to race without their working transponder. A working transponder is defined as a transponder whose readings are read by the TTPBA sanctioned computerized GPS computer platform from the beginning of a race to the end of that race.

A **T&TPBA** approved fixed mounted GPS that has trip and data card downloading capabilities, supplied by the racer, may be used as a back up or integrity check of the **T&TPBA** supplied unit. The **T&TPBA** supplied GPS monitoring device is the primary device for establishing the speeds of a race boat.

**As a guide, the Speed Class that you will be racing in may be determined by calculating the estimated speed of your boat or by a TechComm inspector and a racing crew member of the boat by making a speed run with the boat in question. The TechComm may use the inspection of your equipment, his experience, and various other formulae as tools to determine your class, i.e. Pitch X RPM X .01 divided by Gear Ratio divided by 12.**

**Speeds can be confirmed by: GPS, Stopwatch, Radar, Formulae or any combination of the four**

**Maximum** – All speeds shown in the respective classes are the Maximum speed for the respective class e.g:

120mph = 120.00000. ....therefore: 120.0001 will exceed the limit and be considered a break-out.

#### **Breaking out - Penalties**

- a) Any boat that exceeds its class speed limit as recorded by the GPS tracking devices utilized by the TTPBA will be considered to have broken out.
- b) Any boat competing in any class that exceeds the listed Max. Speed of the class as defined in (a) above will be considered as having broken out and will be disqualified and will not be eligible for trophies, flags or prize money or points. NB: Boats that have been DQ'd due to Break-Out are still entitled to their Start Points from any race which they properly completed the start procedure.
- c) Any boat competing in any class that has broken out as defined in (a) above and exceeds the listed Maximum Speed of the class by more than **5mph** will be disqualified from the entire race day event in which the breakout was recorded and will not be eligible for trophies, flags, prize money or points for that entire event.
- d) Any boat competing in any class that has broken out as defined in (a) above and exceeds the listed Maximum Speed of the class by more than **10mph** will be disqualified from the entire racing season in which the breakout was recorded and will not be eligible for trophies, flags, prize money or points for the entire racing season.

## SECTION C – Engine Restrictions

### TURBINES

TechComms approval of Turbine Engines shall be the base for competition.

Turbine engines allowed are as follows:

Lycoming T-53 Series engines, Lycoming T-55 Series engines, Pratt & Whitney PT Series engines, GE t-58 Series engines

- a) Turbines CAN be modified from their original manufactured configuration to better suit the Marine environment and racing conditions.
- b) Entire exhaust systems must be water cooled, insulated or coated.
- c) No flame show or after burners allowed.
- d) An electric or manual emergency fuel shut off, or bypass, must be in place on each engine.
- e) A minimum of one certified fire extinguisher per engine compartment. Extinguisher must be sized according to **T&TPBA** regulations.
- f) Only Jet Kerosene and /or diesel are permitted as fuel. Gasoline is NOT permitted.
- g) A Kevlar containment blanket is recommended to be used on the hot end of every engine to contain any GP or PT rotor failure.
- h) Any number of engines may be installed as long as safety requirements per engine are met.

## SECTION D - Helmet Specifications

1. Helmets worn must meet Snell SA2000 minimum standards.

## SECTION E - Points

Points for attending a **T&TPBA** Boat Show .....150

Points for starting an event-multiple in one day.....5 each start

Points for starting a single major event.....10

Points for Sprints, Circuit and Feature Events per Class:

Any boat not finishing the complete course will not be eligible for any finishing position points

Classification	Sprint Points	Circuit Points	Endurance Points
1st	100	200	400
2nd	75	150	300
3rd	60	120	240
4th	45	90	180
5th	35	70	140
6th	25	50	100
7th	20	40	80
8th	15	30	60
9th	10	20	40
10th	5	10	20

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### **Bonus Points:**

**Fully Subscribed Class:** Three (3) boats or more in a class will receive Place Pts plus Start Pts plus 10 bonus points for each boat that crosses the start. e.g. 5 boats start then 1st place will receive 100pts + Start Points + 50 bonus pts for 5 starting boats.

**Partially Subscribed Class:** Two (2) boats in a class will receive Place and Start Points plus 5 bonus points for each boat that crosses the start.

**Partially Subscribed Class:** One (1) boat in a class will receive only Place Points and Start Points.

## SECTION F - Great Race Time Penalties

Number of events to be completed prior to Great Race – To Be Announced by EXCO prior to first race of the season

Failure to complete the required number of pre-Great Race events – A Time penalty will be applied for each event missed. The time penalty for each event will be announced by the by the EXCO prior to the first race of the season.



## SECTION G - Penalties

### 1. General

**The severity of any race infraction that carries a penalty will be determined by the Race Jury. If the Jury finds that the severity is minimal, the penalty applied may be a withholding of a percentage of the points and the withholding of place prizes as defined in the penalties below.**

**If the Jury finds that the severity of the infraction is severe and/or extreme, the Jury may DQ the boat and team from the entire race in which the infraction was adjudged to have been committed.**

**If the Jury also determines that the infraction was severe or extreme, the Jury may refer the offending boat and Team to the EXCO for further sanctions to be determined by the EXCO.**

**In the case of any applied penalties, the offending Race Team will be written to by The EXCO, noting the infraction committed and the penalty assigned, and further advising the said Race Team that any appeal to the penalty will need to be logged with the EXCO within 48hrs of the date of the EXCO's communication to the Race Team .**

- a. refusing an inspection - DQ
- b. change of equipment after inspection – DQ
- c. failure to notify the Race Committee of substitution of member(s) of the race team listed on the race entry form - DQ
- d. Late arrival to roll call at final briefing – 50% of finish place points for the first race
- e. Unexcused absence from race briefing – DQ from racing until having been briefed
- f. Refusal to adhere to dismissal from the briefing for unruly behavior – DQ
- g. Fuelling or de-fuelling when prohibited - DQ
- h. Racing without any or all of the required safety equipment on Board - DQ
- i. Failure to complete approved EGRESS training – DQ
- j. Not proceeding to the medical personnel to be checked after accident - TBD
- k. Failure to wear a life jacket and helmet while on plane:
  - i. Prior to Start – DQ from the race to be competed
  - ii. After finish - DQ from the race just completed
- l. Required # of races to qualify penalty free for Great Race – To be announced by EXCO prior to first race of the season
- m. Failure to complete the required number of pre-Great Race events – To be announced by EXCO prior to first race of the season
- n. Exceeding maximum class speed – see break-out penalties.

## **2. Sprint races**

- a. Crossing course on way to mill area – DQ
- b. Improper milling after 2-min. flag is raised - 50% of finish place points, no prizes
- c. On plane in milling area – 50% of finish place points, no prizes
- d. Interference with starting procedure – DQ
- e. Incorrect side of pace boat - DQ
- f. Jumping start – DQ
- g. Sling shot start - DQ
- h. Not passing through Finish gate - DQ
- i. Bearing Away - DQ
- j. Exceeding maximum class speed – see break-out penalties

## **3. Circuit races**

- a. Crossing course on way to mill area - DQ
- b. Improper milling after 2-min. flag is raised - 50% of finish place points, no prizes
- c. On plane in milling area – 50% of finish place points, no prizes
- d. Interference with starting procedure – DQ
- e. Incorrect side of pace boat - DQ
- f. Jumping start – from 50% of finish place points, no prizes, to DQ and no prizes
- g. Sling shot start – from 50% of finish place points, no prizes, to DQ and no prizes
- h. Not passing through Start gate – from 50% of finish place points, no prizes to DQ and no prizes
- i. Missing a marker – from 50% of finish place points, no prizes to DQ with no prizes
- j. Passing the incorrect side of the marker – from 50% of finish place points, no prizes, to DQ and no prizes
- k. Not passing through Finish gate – from 50% of finish place points, no prizes to DQ with no prizes
- l. Overlap interference – from 50% of finish place points, no prizes to DQ with no prizes
- m. Bearing Away - 50% of finish place points, no prizes
- n. Accepting outside physical assistance during a race – DQ
- o. Exceeding maximum class speed – see break-out penalties

## **4. Endurance race (i.e. Great Race, North to South)**

**Time is accumulated for each occurrence of the infraction**

- a.** Late arrival to roll call at morning briefing – 1 minute added to individual finish time
- b.** Unexcused absence from race briefing – DQ until briefed, then 2 minutes added
- c.** Crossing course on way to mill area – 1 minute added to individual finish time
- d.** Improper milling after 2-min. flag is raised - 1 minute added to individual finish time
- e.** On plane in milling area – from 1 minute added to individual finish time to DQ
- f.** Interference with starting procedure – from 2 minutes added to individual finish time to DQ
- g.** Incorrect side of pace boat – 2 from minutes added to individual finish time to DQ
- h.** Jumping start – from 2 minutes added to individual finish time to DQ
- i.** Sling shot start – from 2 minutes added to individual finish time to DQ
- j.** Not passing through Start gate – 2 minutes added to individual finish time
- k.** Missing a marker – 15 minutes added to individual finish time to DQ
- l.** Passing the incorrect side of the marker - 15 minutes added to individual finish time to DQ
- m.** Not passing through Finish gate – from 10 minutes added to individual finish time to DQ
- n.** Overlap interference – from 1 minute added to individual finish time to DQ
- o.** Bearing Away – from 1 minute added to individual finish time to DQ
- p.** Accepting outside physical assistance during a race – DQ
- q.** Exceeding class maximum speed – See break-out penalties

## SECTION H - FLAGS

2 minute flag – Orange flag (or as defined at the Race Briefing)

1 minute to start – T&TPBA flag (or as defined at the Race Briefing)

Start – Green flag (or as defined at the Race Briefing)

Aborted start – Red flag (or as defined at the Race Briefing) - return to milling area off plane

Race stoppage on 1<sup>st</sup> lap – Red Flag (or as defined at the Race Briefing) - return to milling area

Race stoppage – Black flag [proceed to holder of flag]

Race stoppage at the finish - Checkered flag together with a red flag (or as defined at the Race Briefing)

Finish – Checkered Flag

## Glossary

ASR – Additional Supplementary Regulations

DQ – Disqualified

ESR – Event Specific Regulations

Event – shall be considered the races for the entire day

ExCo – Executive committee

Parity - Equality

RaceComm – Race Committee

Race control – Official VHF or cellular contact for the event

TechComm – Technical committee

TTPBA – Trinidad & Tobago Powerboat Association

UIM – Union Internationale Motonautique.

TBD – To Be Decided