



TRINIDAD AND TOBAGO POWERBOAT ASSOCIATION **GREAT RACE – RACING RULES 2024**

Citation

These rules shall be cited as the "Great Race Rules 2024".

Operation and Cessation

These rules shall come into operation at 6am on Saturday 17th August 2024 and shall cease at 6pm on Sunday 18th August 2024.

Application

These rules shall apply to all drivers and their crews taking part in the "Great Race" hereinafter referred to as the "Race" and all persons responsible for the conduct of the race.

The Executive Committee

1. The Committee shall have overall discretion for the conduct of the Race, the competing boats, and their crews.
2. The Committee shall decide the course and time over which the race is to be driven.
3. All powerboats, their drivers, and crews taking part in the race shall be under the control of the Committee.
4. Drivers of competing boats shall be responsible for the conduct of their crews and shall ensure that they comply with these Rules.
5. The Committee shall appoint a Racing Jury who shall adjudicate on all matters referred to it in connection with the race.
6. The Racing Jury shall receive reports of the Race from the GPS Tracking site, from persons in charge of Patrol/Marker Boats and other officials.
7. The Committee shall appoint a suitable person to be Chief Inspector and he shall appoint such other Inspectors as he deems necessary to inspect all crafts entered in the race to ensure that all drivers, their crew's boats, and their equipment comply with these rules.
8. The Committee shall appoint suitable Medical Practitioners to carry out Medical Examinations of all drivers and their crews at such times and places designated by the Committee. No persons shall be allowed to race unless he is found fit by the Medical Practitioner examining him.

Entries

Each team shall submit an entry form to the Committee with the prescribed entry fee by the 15th August, 2024.

TTPBA Annual Membership Dues

See separate Rate Sheet

Race Entry Fees per Team

See separate Rate Sheet

Annual Hull Registration Fee (To Be Completed by Team Captain)

See separate Rate Sheet

Late entries

See separate Rate Sheet

Any entries accepted after August 15th 2024 may incur additional fees TBD by the Race Committee

*Note: - A competitor who makes a false/misleading or deceptive statement on an entry form will incur a penalty as shown in para.21 of the rules.

Classification

All entries shall be classified by the Committee whose decision shall be final.

Start of Race

The following is the scheduled start times for following classes on the morning of Saturday 17st August 2024:

CLASS LETTER	MAXIMUM SPEED	START TIME
Cruiser	50 mph	7:15 am
Spec & G	60 mph	7:25 am
F	70 mph	7:30 am
E	80 mph	7:35 am
A, B, C & D	95/110/120/130 mph	8:00 am

Milling Area

Once in the milling area before the start, competing boats will move "OFF PLANE" in a clockwise or anti-clockwise direction as designated in the briefing. Drivers who are found in breach, as determined by the starter will incur a Penalty of five (5) minutes added to their time. This penalty will be imposed by the starter who will advise the Race Jury.

STARTING PROCEDURE

- a) The milling area shall be designated in the pre-race briefing.
- b) In the milling area all boats must be off plane (bow down, no wake) only and must turn in the direction designated in the briefing.
- c) The start boat shall be closest to one side or the other of the start chute.
- d) 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.
- e) At one minute to the start the starter will cross in front of the fleet to bring the boats out of rotation. Every boat must come out of rotation with the milling marker on the side designated in the briefing. 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. The start boat will bring the fleet onto plane and at the designated start time, the flag will be dropped, and the race officially started.
- f) The starter is not authorized to wait for any boat
- g) Racing may only begin when the starter drops the flag.
- h) Should a boat fail to start when its respective class has started, a delayed start is allowed provided the boat crosses the start line within half an hour (30 min.) of its respective class time and ONLY after permission is received from the Official Race Starter.
- i) A new Driver/s (rookie) must not be in the mill. When the main fleet exits the mill the rookie will follow keeping at least 100 ft. behind their class.
- j)** A rookie is a new driver that has not ever faced a TTPBA sanctioned race start..
- k) The Race Jury, upon formal request, may waive the rookie status for a driver they determine has the required race experience from competing in other territories national or international sanctioned events.
- l) NOTE: The term Driver applies to the position of Wheelman or Throttleman**
- m) Any two flags raised and crossed designates a delayed start.
- n) A delayed start may result if an **EMERGENCY** arises on the course. If at any time during the start procedure the Emergency flags have been signaled the start has been aborted and all boats must return Off Plane to the milling area for restart. The Start Boat and/or Race control will broadcast via VHF radio on the designated Race Channel the reason for the Emergency and the expected delay and re-start time.
- o) A **BLACK** flag will be raised if the race has been aborted. Boats should then proceed to the holder of the flag for instructions.

- p) Starting Rules infractions:

- i) Jumping the start
- ii) Milling in the wrong direction
- iii) Starting on the wrong side of the start boat
- iv) On plane in the milling area
- v) Not being in the milling area after the two-minute flag is raised

All the above infractions are subject to penalties (see penalties section).

Late starts

Late starting will be allowed up to 30 minutes after the Main start. IE: the 8:00am up starters up to 8:30am.

Late starters must pass the starting line only after prior approval of the starter.

Crew

A competing boat must start and finish with the same crew and under its own power.

Race Finish Time

The Great Race will officially finish at 12 noon on Saturday 17th^t August 2024.

Age Requirements and Competence

The minimum age for a driver or crew member shall be 17 years unless such person, upon recommendation of at least two other experienced crew members, has been accepted by the Race Committee as a person competent to be a member of a racing crew. The Committee must be satisfied with the competence of all drivers and their crews before such persons are allowed to drive or act as crew.

Drinking and Taking Drugs

The imbibing of intoxicating liquor or the taking of Narcotic drugs within eight (8) hours before or during the race shall be strictly prohibited. Any person found in breach of this rule shall be disqualified from racing.

Course

All competing boats are required to follow the Course laid down.

Patrol and Marker Boats

Race Boats will pass Marker Boats as stipulated on the Official Course Map as defined at the Briefing and will pass Marker Boats and Patrol Boats within 100 feet to be properly identified.

Boats out of the Race

The driver of a competing boat which drops out of the race must report this to Race Control or to the nearest Marker or Patrol Boat for the information of Race Control. Reporting can be done using VHF Radio or Cell Phone.

See penalty section for noncompliance.

Cessation of Race

In the event of a cancellation of the Race, a black flag will be flown by each Marker Boat, any of which will give information to any competing boat requiring it.

Racing Jury

The Racing Jury shall be appointed by the Executive Committee no later than 7 days prior to race day and comprise a Chairman and at least 3 other members. All protests on any matter concerning the Race shall be referred to the Chairman. Any person who feels aggrieved by the Jury's decision shall appeal within one (1) hour after such decision is given to the full Race Committee whose decision shall be final.

Racing Jury Powers

The Racing Jury shall have the power to discipline any owner, driver or crew member who shall violate any of these rules whether competing in the race or not.

The Committee in its appellate jurisdiction shall have the power to confirm, vary or increase any penalty that has been imposed or shall reverse any decision given by the Jury or any other person charged with enforcing these rules.

Protests

All protests shall be in writing accompanied by a fee of \$1,000.00 all protests shall be forwarded to the Chairman of the Racing Jury to reach him no later than one hour after the race and may be left with the persons in charge of Tobago or Port of Spain Race Control. If the protest is proven to be valid, the fee shall be returned to the protesting party. Should the protest be found invalid, the protest fee shall be paid to the owner of the boat protested to defray cost of teardown etc. In protests not involving other boats and which are denied by the Race Jury, the protest fee shall be forwarded to the President of the TTPBA for crediting to the account of the Association. Upon proof of an allegation of breach of any rule made by any Patrol, Marker Boat Captain, or Coast Guard Personnel, the Racing Jury shall have the power to admonish, fine, disqualify or suspend the guilty party from future racing for such period as it may deem fit, but not exceeding 1 year.

Penalties

Unless otherwise specially provided for in these rules, the following penalties will be incurred by any racing driver, or his crew found in breach as follows; -

- Late arrival to any race briefing – 2-minute penalty
- Late inspection of boats - \$500.00
- False or inaccurate information/declaration on Entry Form: from 1 minute added to racing time to disqualification.
- Improper conduct: Abusive or Obscene language to a Race Official (From 5 minutes added to racing time of the competing Boat to disqualification.

- Improper start: FIVE (5) Minutes added to racing time.
- Improper milling: FIVE (5) minutes added to racing time.
- Non completion of racecourse, i.e. (Passing on the incorrect side of Marker Boats and or Marker Buoys. Missing Marker Buoys): From FIVE (5) minutes added to racing time to to disqualification
- Absence from briefing: DQ until briefed AND FIVE (5) minutes added to racing time.
- Failure to report breakdown or 'out of race' - \$5,000 applied to crew and/or boat
- Any conduct or operating the race boat prejudicial to the good order of the race from FIVE (5) minutes to disqualification.
- **Breaking out of speed bracket:**
 - **ONE (1) minute added to racing time for every breakout reading.**
 - **More than 10 breakouts – Disqualification.**
 - **Breakout by more than 5mph above bracket – Disqualification.**
- Any other offense committed by a driver or his crew member under these rules for which no specific penalty is provided, the penalty may be a fine not exceeding \$500.00, or a time penalty not exceeding FIVE (5) minutes added to racing time or disqualification based upon the Race Jury's finding of the severity of the offense.

Broken Down Crafts

Accepting any outside assistance to effect repairs, a tow, or any assistance that would enable a disabled race boat to continue the race or using any facility except its own power shall result in disqualification. However, tools & parts may be passed but competing boats may not be towed, held with boat hooks or other means. Boats accepting assistance may be disqualified.

Accidents

The first race boat on the scene of an accident shall render all possible assistance to any vessel or person in peril, and if in the judgment of the Racing Jury the race boat rendering assistance shall impair its chance of winning or placing, the Racing Jury shall allocate a finish position consistent with the boat's position at the time of the rescue assistance. Any participant thrown overboard and not injured shall clasp both hands above his head as a signal that he is unharmed.

Overtaking

At all times during the execution of a racecourse, the "Rules of the Road" shall apply. When two boats are on the same course the overtaking boat shall keep clear of the boat being overtaken and in passing shall allow at least 50 feet of clear water between them. The overtaken boats shall not alter course to compel the overtaking boats to pass within the 50 feet limit.

Finish Boat and Timekeeper

At the Race Day Briefing the name of the "Finish Boat" will be disclosed. The official timekeeper will be located on that Boat. Finish time will be taken when the race boat

crosses the finish line between the finish gate. Racers must pass between the two finish markers known as the finish gate for finish times to be taken.

Compulsory Safety Equipment

Each competing craft must pass inspection carried out by the Inspector appointed for the purpose at such place and time designated by the Inspector. Late inspections will be done under penalty as shown in the Penalties section of these rules.

All competing boats must have the following equipment on board while racing: -

- i) Life Jacket and helmet of an approved type and color for each occupant of the boat. Helmet colour should be suitably bright enough to be seen by rescue craft in the air or sea and from distance. Colour must be acceptable and passed by the inspecting official at the pre-race Jacket and Helmet test. Helmet must have the name of the competitor and his blood type painted thereon. Jackets shall be the Lifeline Brand, or an equivalent substitute of the same standard, or of another make approved by the Inspector. The helmet shall be SNELL manufacture, or such other type as may be approved by the Inspector. The helmet may be open faced or enclosed type.
- ii) Lifeline jackets for open cockpits boats and canopy style jackets for enclosed cockpits.
- iii) Radio must be fixed base with the International select button and frequencies must include 6/16. Handhelds will not be accepted but encouraged as an additional safety item. All boats must be prepared to do Radio checks on inspection of the boat, and prior to the start of the race.
- iv) Fire Extinguisher Co 2 or dry powder type minimum (5-7lbs) capacity or Halon Extinguisher.
 - a. Inboards –
 - i. must be fixed
 - ii. must have additional handheld for electrical/ under deck fires etc, – not just for engine. Must be assessable in cockpit area.
 - b. Outboard - access to handheld and minimum on one per engine
- v) Hand Bilge pump or bailer and electrical bilge pump.
- vi) Anchor or grapnel and a minimum of 50 meters (160 ft.) of rope, at least 5/8" diameter and 19 meters (60ft) of nylon rope 5/8" diameter for towing.
- vii) One Flashlight - water proof.
- viii) Compass - a recent certificate of Deviation from the Coast Guard or other approved authority is strongly encouraged
- ix) Reflective mirror.
- x) Knife
- xi) Towing Cleat, Sampson post or bow ring.
- xii) Motorist type First Aid Kit.
- xiii) Adequate fuel.
- xiv) Identification of boat, that is Name and numbers painted on the port and starboard sides, and numbers on top decks to be clearly visible from the sides and above.

- xv) Non-canopied boats - Kill switch installed in such a way to stop engine/engines in event that any crew member is thrown overboard. Each boat must be equipped with an override mechanism.
- xvi) One gallon drinking water for each person on the boat is encouraged.

All boats finishing are subject to safety equipment check. In the event safety equipment listed cannot be accounted for, such boats may be disqualified.

Dress of crew

Any boat while racing seen with its driver or a Crew member without his helmet or life jacket shall be disqualified.

Savings

Where the rules are silent on any matter, and any driver/crew member needs clarification or a decision on any matter affecting the Race, within one hour before the start of the Race, the matter shall be referred to the Race Chairman whose decision shall be final.

Made this day of 1st^t August 2024 by the Executive of The Trinidad and Tobago Powerboat Association.

C. Mowser
Rules Committee

Explanatory Notes.

These notes do not form part of the TTPBA Racing Rules and Regulations, but are intended only to indicate their general purpose.

1. The main purpose of these rules is to create comprehensive and functional guidelines for offshore racing and consolidate some already existing practices which relate to Power Boating and the use of our seas.
2. The rules are designed to make racing safer by their observance and have given penal consequences of contravening their provisions.
3. Rules are developed to highlight a greater awareness of Safety on the part of all concerned with offshore racing.
4. The rules set out the minimum items of safety equipment which must be carried when racing.
5. The rules are designed to update and bring them in line with International Standards.
6. When read, understood, and indeed, complied with, these rules will assist in insulating competitors from accidents and distress, consequent upon carelessness or negligence.

7. Although not specifically stated, distress signals for boats in distress still apply and must be done in accordance with the Shipping distress signals and prevention of Collision Regulations of 1990.
8. To be safe one's boat must be seaworthy, equipment serviceable, in good condition and driver and his crew must be mentally alert and physically fit.

Good luck and be careful out there.