



2023 APBA REFEREE TEST

THE PREFERRED TESTING METHOD IS VIA THE ONLINE PLATFORM. YOUR TEST WILL BE GRADED FASTER THIS WAY! THE TEST CAN BE FOUND HERE: <https://form.jotform.com/231204517899159>

All rulebooks can be found by following this link:

<https://www.apba.org/news-2023-referee-and-risk-management-test.html>

If you plan to print and mail your test, you may use the following:

Name:

Member #:

Region:

Phone #:

Email:

Directions:

- The majority of test “questions” are rules verbatim from the rule book. The answers are the rule numbers from the book.
- Every category numbers their rules differently, so neatness counts in your answers.
- Some of the questions may be covered in General Racing Rules but when taking category sections of the test we are looking for the rule numbers within the category-specific rulebook.
- For those wishing to be a referee, you must complete the General section and Risk Manager section **in addition to** the category in which you intend to officiate.
- For those only wishing to be an Assistant Risk Manager, you will need to complete the Risk Manager portion only.
- Returned tests will be reviewed by HQ or APBA Chief Referee, Chas Dodge, as soon as we are able to, NOT as soon as received.
- The threshold for passing test is score of 100%.

APBA Chief Referee, Chas Dodge, can be reached at chiefref@apba.org if you have trouble or via call or text at 206-910-7996. If texting please include your name.

General Racing Rules

1. The competitor must complete the official Entry Blank for the event in full, and submit it to the appropriate person by the deadline listed thereon. Acceptance of an entry is at the discretion of APBA and the Race Committee and may be refused.

Rule #:

2. The question of how many participants in each class shall be inspected, shall be left to the discretion of the Referee and the Inspector, except in those cases where the procedure is set forth in the Technical Rules for any given class. During the course of the Drivers' Meeting, it shall be the duty of the Inspector to announce how many of the boats in each class shall report to the Inspector for inspection immediately after the running of their event. The Inspector shall also state the location of inspection area.

Rule #:

3. If, in the judgment of the Inspector or Referee, a boat is unsafe, he/she may refuse to allow the boat to start. If, in the Inspector's or Referee's judgment, the entrant, driver or owner has failed to live up to the spirit or letter of the rules prior to the race, he/she may refuse to allow the boat to start, except as hereinafter provided: Before a race, and after the owner or the driver has been notified in writing to comply with any rule, the owner or his representative may file an appeal with the Referee prior to the start of the race, in which case, the Referee shall, except in cases where the boat has been unsafe, allow the boat to start in a sanctioned race and shall withhold announcing the results of the race until a hearing has been held by the appropriate Racing Commission of the respective category, and an opportunity given to both sides to be heard. In case the appropriate Racing Commission rules that the appeal is justified, the performance of the boat should be considered as official; should the Racing Commission rule that the Referee or Inspector was justified in his action, then the performance of the boat in all races shall be recorded as "disqualified."

Rule #:

General Racing Rules continued

4. Should unfavorably weather or circumstances make a postponement advisable, a regatta, race, or heat may be rerun beyond the sanction. The Race Committee, at their discretion, shall decide whether the regatta, race, or heat postponement shall be considered a new race, and hence open to all entrants or restricted to the valid entries at the time registration was closed.

Rule #:

5. A boat shall not bear out of her course so as to hinder another in passing to starboard or port.

Rule #

6. All decisions of the Referee regarding violations of starting, driving, and of course rules shall be final, and appeals will be allowed only if suspension is involved.

Rule #:

7. A Referee will be on the Judges' Stand at all times during the running of a heat. Should the Referee have to leave the Judges' Stand for any reason, the race or heat is to STOP, until he/she returns, unless an assistant or alternate Referee is present. The assistant Referee or alternate Referee will then take over as the Referee with all authority until he/she returns.

Rule #:

Risk Management

To complete the risk management test, you will need general safety and racing rulebook and an insurance application.

1. APBA: APBA officers, officials, agents, and representatives are not present at APBA events with sufficient frequency to make any representations or warranties of safety to any competitor or other person. As a result, APBA cannot and does not take responsibility to ensure the adequacy - for purposes of safety - of the racing facility, safety personnel or equipment, or conditions of the premises including the waterway. The participants are solely and ultimately responsible for satisfying themselves as to the safety of the premises, pit areas and race course.

Rule #:

2. It is mandatory that all race courses have outside course marker/buoys surrounding the race course; these outside markers shall be visually different (different color) from the inside course markers. The area beyond the outer course markers is out-of-bounds; boat re-entry to the race course is subject to APBA rule provisions and/or referee instructions. The Offshore category and marathon racing are exempt.

Rule #:

3. No contestant shall participate in a race, nor shall any official serve in an official capacity, after having consumed alcohol or controlled substances or while intoxicated. The phrase “after having consumed or while intoxicated” shall mean from midnight before the day of the race and until the driver has been cleared through inspection.

Rule #:

4. Rules passed by the National Safety Committee take precedence over those written by any category. Categories, when writing rules regarding a subject covered by General Safety Rules, may only add more restrictive details. These more restrictive rules will then prevail for that category.

Rule #:

Risk Management continued

5. When restrained boats (anytime a driver is restrained in the boat by a seat belt) are on the course: There will be a minimum of two (2) Rescue Boats or Rescue Helicopters designated for rescue stationed on the course. They will be in position prior to the start. They will be motorized. When unrestrained boats are on the course: There will be a minimum of one Rescue Boat stationed on the course. The Rescue Boat will be in position prior to the start of each heat. It will be motorized. All Personnel on the Rescue Boat must be a minimum of 18 years of age.

Rule #:

6. The organizers will clear all persons from the water and/or restricted area(s) and move them to a designated spectator viewing area before allowing any “on water” activity to commence. If any persons go into the water and/or restricted area during “on water” activities, security/crowd control personnel must immediately remove them and return them to a designated spectator viewing area. If this cannot be immediately accomplished, “on Water” activities will be halted until the area can be re-secured.

Rule #:

7. No one under the age of 18 is allowed to operate motorized land vehicles of any kind on the event site. This includes golf carts, mopeds, scooters, and ATV's/quads.

Rule #:

Inboard

1. Safety Inspectors are required to inspect and certify all boats competing in any National, Divisional, or National Series once a year using the official Inboard “Equipment Inspection Checklist” supplied by the APBA office prior to the event. The inspector, at the first race of the season that the boat attends, will verify compliance to all safety related rules applicable to that boat. A certification inspection is required at the first event an owner enters with a new boat/restraint capsule. The inspector will sign off if no discrepancies are found and will issue an Inboard Safety Sticker, to be placed on the transom of the hull in plain view.

Rule #:

2. Drivers and riding mechanics, when in competition, are required to wear uniforms with tight-fitting cuffs at the ankles and wrists. These uniforms must be made of Nomex or a comparable fire-retardant material. Closed footwear is required.

Rule #:

3. It is mandatory that all boats competing in the Inboard hydroplane classes, have registered reinforced cockpits; and that the JSS class has registered reinforced cockpits or roll cages.

Rule #:

4. To be qualified as a course judge, an individual must be knowledgeable of race rules and racing equipment; and should have had driving or officiating experience and must be a member of the American Power Boat Association. Approval of qualifications of course judges shall be the responsibility of the Referee.

Rule #:

5. While on water, a competitor shall be governed by all rules, from the time of leaving the pits and until returning to the pits.

Rule #:

Inboard continued

6. The Race Committee may change the courses, amend the instructions and depart from the conditions set forth in the race circular provided such is announced to all affected drivers at the Drivers' Meeting or in some other manner.

Rule #:

7. Every boat must go fairly around the course without destroying, damaging, or dislodging any buoy unless forced to do so by another boat. In that event, only the offending boat will be disqualified or penalized.

Rule #:

8. A yellow or red card may be protested to the race committee. A negative response can be appealed according to APBA appeal rules.

Rule #:

Junior Classes

1. All Junior boats will have a tether-activated operational ignition cutoff switch (kill switch). When activated, kill switches must cut off the ignition to all cylinders of the engine. The tether switch should be mounted forward of the driver and use a minimum length cord, which at full extension from the switch, may not come within 12" of the top of the transom. The tether must be attached to the life jacket or wrist while racing. Taping of either kill switch cap or tether in a manner which interferes with the functional operation of the kill switch is prohibited. In a LeMans start, the tether must be attached before the engine is started.

Rule #:

2. Any driver who is off plane at the start of the race or during the race and pursues a position on the race course in an unsafe manner shall be disqualified for the heat.

Rule #:

3. In the Junior Classes, the same boat and motor must be used in all heats of a race where points of a heat are counted in the final standings. It shall be legal to change engines between elimination heat and/or final heats only if there is irreparable damage to the engine. However, the contestant must notify the Inspector, make proper notification and registration prior to the finals at the registration stand, and present both engines to the Inspector for inspection immediately following the final heat. It shall not be legal to change boats between elimination heats and/or final heats unless the boat is deemed damaged and unsafe by the Inspector or Referee. Drivers in different qualifying races or heats may not use the equipment previously used in qualifying for the same event.

Rule #:

4. Motors, hulls and other equipment subject to these rules shall be inspected by the Inspector, or a designee and a report of any violation of rules and regulations submitted at the earliest possible moment to the Race Committee. Except as noted below, it shall be up to the discretion of the Inspector, as to the extent of the inspection conducted.

Rule #:

Junior Classes continued

5. Protests involving the eligibility or legality of an entry must be filed in writing with the referee or assistant referee not later than one hour after the finish of the inspection in question, or one hour after the finish of the final heat of the day, whichever is later. Any driver wishing to file a protest after the final heat of the day has been completed must notify the referee or assistant referee of his or her intent to file a protest within fifteen (15) minutes of the time when the final class of the day clears inspection. The notification of intent to file a protest may be either written or verbal.

Rule #:

Stock Outboard

1. Drivers must wear life jackets, helmets, eye protection and cut-resistant, wrist-length sleeves and cut-resistant, ankle length pants at all times while on the water for the purpose of driving racing equipment. In closed course racing, when stopped on the course, the driver's helmet may be removed when no other racing craft are underway anywhere on the course. The helmet may be removed once the driver has boarded a rescue, turn or tow boat. The helmet may also be removed by drivers of stalled boats during out-and-back or point-to-point marathons. All drivers must also wear impact/flak jackets, which may be worn separately or incorporated into the life jacket. The impact/flak material, whether in a separately worn impact/flak jacket or incorporated into the life jacket itself, will provide full coverage of the front and back of the torso. The intent is to provide impact/flak coverage of vital internal organs. The referee or inspector has the right to prohibit the use of any helmet or life jacket that he/she determines to be potentially unsafe.

Rule #:

2. At least one qualified turn judge approved by the Referee shall be required in each turn. All turn judges must be APBA members. At record runs and championship races, two (2) turn judges shall be required in heats with 6 or more boats. The Referee will review the proper interpretation of the overlap rule prior to the start of the race. All overlap violations will be called by the turn judges and/or Referee. All disqualifications will be carefully reviewed by the Referee.

Rule #:

3. If the first heat has started with at least 4 boats but then must be rerun, the heat must be rerun even if only one boat starts the heat.

Rule #:

4. Any driver who races a motor or hull that does not meet with specifications as quoted in these rules, will be disqualified and warned. Except for disqualifications for fuel, engine height, or minimum racing weight, a second disqualification for the same offense in the same class within a six (6) month period will result in the automatic suspension of the driver for one (1) year from the date of the second disqualification. Note: Violations of a non-speed-advantage nature are covered in General Racing Rule 18.

Rule #:

Stock Outboard continued

5. Protests involving the sanction or the manner in which the regatta is being conducted must be made within sufficient time to allow the alleged violation to be corrected. The Race Committee shall consider the protest and render a decision.

Rule #:

MOD Outboard

1. If corrective lenses are required for a person to drive an automobile, they will also be required while operating a race boat.

Rule #:

2. Turn judges, race committee, referee, or assistant referee have the authority to stop a heat. If the lead boat is on the final lap, the order of finish shall be determined by the order of finish of the previous lap. The driver or drivers responsible for the stoppage of the heat will not be scored.

Rule #:

3. The local Race Committee may run one-heat races provided that notice has been given to drivers on the race circular. If circumstances beyond the control of the Race Committee develop, they may also run a one-heat race. This rule does not apply at the Nationals where the appropriate category chair must give approval.

Rule #:

4. A heat may be cancelled if fewer than three (3) boats cross the starting line except when a previous heat in the race has been run. However, if the first heat of a race is started with at least three (3) bona fide starters, a rerun of that heat must be run if there is at least one (1) bona fide starter. If a previous heat for the class has been run, any subsequent heat shall be cancelled only if no bona fide starters cross the starting line or if all boats cross the starting line before the gun.

Rule #:

5. A temporary number, such as an "X" or "I", may be used. However, only one (1) regatta will be allowed without a regular number properly displayed on the hull.

Rule #:

Pro Outboard

1. To prevent ingestion of water in the engine, all carburetors shall have a spray shield. Carburetor spray shields are not required for rear-facing carburetors or straightaway time trials. Hull cowlings and canopies may serve as spray shields provided, they extend over the carburetor(s). In classes where engines are required to use a factory cowling, said cowling shall constitute a spray shield.

Rule #:

2. The driver is responsible for the actions of his/her pit crew and family. The driver shall be subject to disciplinary action for the actions of pit crew and family.

Rule #:

3. A heat may be cancelled if fewer than three (3) boats cross the starting line except when a previous heat in the race has been run. However, if the first heat of a race is started with at least three (3) bona fide starters, a rerun of that heat must be run if there is at least one (1) bona fide starter. If a previous heat for the class has been run, any subsequent heat shall be cancelled only if no bona fide starters cross the starting line or if all boats cross the starting line before the gun.

Rule #:

4. The race for each class shall consist of up to three (3) heats. The maximum number of boats competing in any heat shall be determined by the Referee after consulting with the PRO Commissioners present. Due consideration shall be given to safety at the particular course. The maximum number of boats need not be the same for every class.

Rule #:

5. In order for a race to be counted for national points in a given class, a minimum of three (3) bona-fide boats of the class must make a start in any one heat. That heat must include at least three (3) bona fide boats of that class. All boats entered in the race are eligible for points in the given class as long as the above requirements are met.

Rule #:

OPC

1. Who is the APBA Chief Referee and their phone number?

Answer:

2. What is the difference in the start of the race and when timing begins?

Rule #:

Written Explanation (required):

3. Explain the overlap rule?

Rule #:

Written Explanation (required):

4. What must a referee do in a drivers meeting?

Rule #:

5. How will the start position of a second heat of qualifying begin?

Rule #:

6. Who is the OPC Chief Referee and their phone number?

Answer:

7. Where will the driver that caused a race stoppage line up on the restart?

Rule #:

OPC continued

8. Who is the OPC Chairman and their phone number?

Answer:

9. How will the course be altered when a buoy has been dislodged or fouled?

Rule #:

10. During a nonstop 10 lap race; How many times should the lead boat cross the start/finish line?

Written Explanation (required):

11. The following is a race scenario, using the answers of this test and other resources, write a report on the race below; describe in your words the events that should be addressed and the outcome of the race. In your report, address the following questions:

- * What should be the restart lineup?
- * What penalties, if any, should be assessed?
- * Should there be a restart and why?
- * Should the Risk Manager complete a report?
- * Before the race can be complete, how many laps must be run to finish the race after the restart?
- * Who won the race?
- * Can this race be considered a North American Championship or National Event?

OPC continued

#11 Scenario:

There is a yellow, red, blue, green and white boat field; this will be a 10 lap race, only five boats are legal to participate. The boats have been called to the dock for line-up, the white boat never got off the trailer, all other boats made the dock call. The yellow, red, blue and green boats are present at the one-minute gun, the flag goes up, the yellow boat jumps the start but all other boats leave the dock on the start flag, there is no safety issue so the race continues.

On the 5th lap, the red boat is overtaking the blue boat on the outside, the boats make contact and both spin out, the race is stopped, the blue boat goes to the shoreline to tape holes in the deck, the green boat pulls out on the trailer to change a prop. The boats are called to the dock for the restart, now the white boat is ready to take his position on the start dock; the blue boat is two minutes late to take his place on the dock, but made it to his position on the dock before the one-minute gun; all boats are lined up and started, the race continued for two laps before the race is called for weather. After the restart, no boats changed positions.

Answer:

Jet River Racing

1. UIM Anti-Doping Alcohol rule in effect. Disqualification will be issued with a reading above 0.00 blood alcohol level. Any race or safety boat driver(s) and race officials must comply with UIM antidoping rules and regulations prior and during the event hours. Violation of this rule by any of the race driver(s) will result in the disqualification and or sanctions according to UIM Anti-Doping rules. For Race Official(s) they will be suspended from their duties for the remainder of the event. All drivers prior to the event must sign the Acknowledgement and Agreement letter. This ruling also applies to all participants in the designated hot pit area.

Rule #:

2. Any racers caught cheating on A, CX or FX motors will be permitted to race with proper entry fees and registration completed, however they will not be eligible to receive any U.S.A. 1 Series points, nor will they be eligible for any race trophies or prize monies for one year.

Rule #:

3. Crew Assistance: Boats can be assisted by their crew to make any necessary repairs to the boat and/or engine during the race as long as not on an open leg.

Rule #:

4. If the starting procedure is stopped for any reason, a black flag must be displayed by the Starting Officials at the Starting Line during at all times, the Race Director must be informed. When the race course is reopened, the racing starting procedure will be re-assumed within the next minute, and the procedure will be according to Rule 900.9.5 (a White Flag will be displayed for a minute and the last ten seconds a Green Flag will be raised). The boat that was last in the staging area will then start, the Starting Officials will keep track of all the new starting minutes of the remaining race boats.

Rule #:

5. The life jacket and helmet must be worn by everyone in a race boat at all times while the boat is in motion under its own power, this implies during racing, testing or tuning. Violation of this rule will result in a fifteen-minute penalty.

Rule #:

Jet Sprint Boat

1. Once a driver and navigator have registered for the event as a team, they will be the only participants allowed to compete on that team. Driver and navigator may not switch seats during the event. During an event a navigator can be replaced for good cause, subject to the approval of the racing committee for the event, as long as that navigator is paid member of the USJSA and ABPA. The navigator can only be changed during the qualification rounds. No swapping will allowed during the elimination rounds. All other conditions must be met for the replacement navigator with respect to forms, ID, age, and USJSA and APBA membership.

Rule #:

2. Sprint course planning and layout will be done by at least one licensed USJSA and ABPA driver who has past experience in course layout, design and course safety. Any protest of the course rotation for any event shall be done through the Race Controller (APBA Race Director or Referee). No one except the Race Controller (APBA Race Director or Referee) may change or alter the selected course rotation for the day, if the Race Controller(Race Director) determines that the selected course rotation is unsafe due to unforeseen conditions, the chosen rotation may be changed.

Rule #:

3. If the boat fails to launch due to plugged pump intake grate, the driver may elect to waive off the run immediate return to the pit area and rectify the issue. Five minutes will be given to correct the problem and get re-staged. If the problem cannot be rectified and the boat re-staged with the 5 minutes period, the boat will receive a DNF for the round. A maximum of two restarts after a failed start due to a plugged pump intake grate will be allowed per round. No waves off are allowed for mechanical problems ,the driver must attempt to run the course or return to the pits and take a DNF.

Rule #:

4. The timekeepers word is final and no protests will be considered, the Timekeepers area is out of bounds to competitors and their crew at all times except by direct invitation of the Race Controller (APBA Race Director or Referee). This also applies to the control tower. Penalties include but are not limited to disqualification of the day's racing.

Rule #:

Jet Sprint Boat continued

5. Proper conduct by all members of the USJSA and APBA also applies to all forms of communication. Disparaging remarks by any member including , but not limited to: texting, SMS, Twitter, Facebook online forums and other public and/or semi-public means that are detrimental to the sport could be cause for a warning, temporary suspension or permanent suspension of membership at the discretion of the USJSA Board of Directors or APBA Special Event Chairperson

First Offense – Written Warnings

Second Offense - \$250.00 fine and receive next three race suspension.

Third Offense - \$500.00 fine and receive a one year racing suspension (365 days)

Fourth Offense – ineligible for USJSA membership

Rule #:

6. The Race Controller (APBA Race Director or Referee) or the USJSA Board of directors, may request a competitor to attend a meeting. Either during an event or at a suitable time, to provide good reason why they should not have disciplinary action taken against then for a breach of the rules or code of conduct, which in the opinion of the Race Controller (APBA Race Director or Referee), could bring the sport into disrepute.

Rule #:

Thunder Cats

1. Air Chambers boats shall be inflated with atmospheric air or nitrogen gas only, in independent compartments. The boat shall be able to float even if one half of the compartments are out of service. Flexible foam high jackers are not allowed.

Rule #:

2. Cutoff Switches (Kills) Engines shall have two tether-activated ignition cutoff switches capable of stopping the engine if the driver or co-driver is separated from the boat. A cutoff switch shall consist of a line and plug or cap, electronically attached to the engine to facilitate its continuous operation. The length of the driver's cutoff switch tether shall not exceed 3'6". The co-driver's cutoff switch tether length shall not extend beyond the inside of the boat's transom. Cutoff switches shall be attached to the driver's and co-driver's wrist or life jacket by a breakaway device with a pull force greater than the switch's operating force. All competitors shall be connected to said individual ignition cutoff switches while on plane at a race site. No additional kill caps, plugs, etc. will be allowed. No toggle type switches are allowed. An offense will result in disqualification.

Rule #:

3. Distance of Closed Course Each heat shall be a maximum of approximately five (5) miles and shall be a minimum of three (3) laps. However, the Referee is empowered to reduce the number of laps if, in his/her judgment, such action would be in the best interests of the race sponsor and the drivers.

Rule #:

4. Missing A Turn A boat that misses a turn will be assessed a one-lap penalty. A boat is not allowed to round the mark again after missing the buoy. The referee may, with or without a protest, penalize any boat that has committed a breach of these rules, before the awarding of prizes.

Rule #:

5. Warnings Any driver who is warned by a referee for dangerous driving shall have his license marked to reflect this warning. On the driver's receiving a second warning during a season he/she will be disqualified from the event as well as receiving a one-month suspension from all races or fine set by the Thunder cat Commission.

Rule #:

Vintage & Historic

1. Driving former racing boats is an inherently dangerous sport and each participant assumes the risk when he/she participates in an event. While everyone involved - owners, drivers, crewmembers, officials, promoters, and the sanctioning body - can take, and have taken, measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present. It is the participant's responsibility to advise their spouses and next of kin that APBA cannot be, and is not, responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the events as follows: A. APBA: APBA officers, officials, agents, and representatives are not present at APBA events with sufficient frequency to make any representations or warranties of safety to any participant or other person. As a result, APBA cannot and does not take responsibility to ensure the adequacy - for purposes of safety - of the racing facility, safety personnel or equipment, or conditions of the premises including the waterway. The participants are solely and ultimately responsible for satisfying themselves as to the safety of the premises, pit areas and event course. B. Participants: All participants are obligated to inspect the facilities, including the pit area and event course, including all of the conditions that would affect their participation in, before and after the event. Participants are solely and directly responsible for the safety of their craft and equipment, are obligated to perform their duties whether as an owner, driver, or crew member in a manner designated to minimize, to the degree possible, the risk of injury to themselves and others. NEITHER APBA NOR THE PROMOTER / CONDUCTING CLUB CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A PARTICIPANT'S CRAFT, EQUIPMENT, OR ACTIVITY TO ACCOMPLISH THIS PURPOSE.

Rule #:

2. The Referee of a sanctioned regatta must require that: A. All proper officials are present and functioning during the conduct of the regatta. B. Adequate facilities are available for the efficient conduct of the regatta before the on the water activities begin. C. A properly equipped ambulance will be used and a doctor, registered nurse, paramedic, or an EMT will be in attendance at all times while boats are under power. D. Two patrol boats as an absolute minimum and more if conditions warrant, are available for duty on the course at all times. Only authorized personnel shall man safety and/or patrol boats. E. Two designated rescue boats capable of carrying one or more accident victims in a supine position shall be present and the craft shall be staffed and ready for use at all times when racing boats are under power. A patrol boat, properly staffed and equipped, may be used as a rescue boat. F. At events where restrained drivers are present, Rescue Safety Team Criteria and Staffing will comply with current Inboard Racing Rule 4. G. All persons on the water in patrol boats or rescue craft must be 18 years of age or older.

Rule #:

Vintage & Historic continued

3. The Referee shall immediately submit incident (accident) report forms following the event and follow all instructions contained in the current form. This does not preempt local authorities from reporting those accidents required by state and federal law. Event officials will assist local authorities in completing reports if necessary.

Rule #:

4. All participants or anyone entering the restricted area must sign an APBA Insurance Waiver and Release Form.

Rule #:

5. All drivers of inboard boats must submit a statement of good health, certified by either a physician (MD or DO), physician's assistant or nurse practitioner every two (2) years. The original or a photocopy of this current FAA Class I, II or III, or USCG or D.O.T. V&H or APBA Inboard Racing medical certificate, with no waivers except for corrective lenses, may be sent to APBA headquarters with membership application. If corrective lenses are listed on the medical certificate, they must be used in the event. If an individual prefers to submit his/her at the regatta site or applies for a single event membership, the same requirements given above must be met; however, the Scorer will have the responsibility of attesting to the validity of the medical. Should the participant wish to submit their medical at the event site they must bring it with them to every event. A. Canadian residents can submit proof of their CBF physical and membership forms along with their APBA application and waive the required FAA, D.O.T. or Inboard physical. Canadians who are not members of CBF must still provide an FAA, M.O.T., V&H or Inboard medical certificate. B. A physical is not required for a driver of a vintage boat that can still compete in its class where physicals are not a requirement (e.g. Outboards). Physical requirements mirror those of the equivalent competitive category. C. A physical is required for all V&H drivers regardless of category at the age of 60 years or older, every two (2) years.

Rule #:

Offshore

1. Additionally, all participants must be members of a Club or Association affiliated by agreement with the APBA. Per APBA rules, a current paid member of any APBA Club may participate in any other APBA club's event without being required to join that club, provided that proof of club membership is provided.

Rule #:

2. The event referee shall file a report in writing to APBA headquarters detailing any accidents or other incidents such as disciplinary actions, and technical disqualifications. The Referee shall report ALL accidents, even though no injuries are involved, to the APBA National Headquarters. This does not preempt local authorities from reporting those accidents, as required by State and Federal law to be reported. Race Officials will assist local authorities in completing their reports where necessary.

Rule #:

3. No contestant may protest any other contestant with regard to a failure to properly execute the prescribed racecourse. Judgments on these matters are to be rendered by the check boat judges, pace boat judge, scorer, and the Referee. No penalty for a course infraction may be imposed unless it was witnessed by an APBA Official. A contestant may provide video evidence to an APBA Official and referee after the fact, and which may constitute official "witnessing".

Rule #:

4. Any driver or riding crew member who participates on plane in a race, or test session, without wearing an approved life jacket and crash helmet shall be disqualified and receive a double yellow card.

Rule #:

5. In order to receive full APBA Points there must be a minimum of three boats registered and crossing the starting line or taking the green flag in the class at that race to qualify. In the event that only 2 boats register and cross the starting line, half points will be awarded for that race. In the case of a single boat registering and crossing the starting line, no points will be awarded.

Rule #: