

## APBA GENERAL SAFETY RULES

<b>1. RESPONSIBILITY.....</b>	<b>3</b>
<b>2.REFEREE DUTIES.....</b>	<b>3</b>
<b>3.HELMETS AND LIFEJACKETS .....</b>	<b>4</b>
<b>4.AIR SYSTEMS.....</b>	<b>5</b>
<b>5.APBA APPROVED CAPSULE TRAINING CRITERIA .....</b>	<b>6</b>
<b>6.OUTSIDE COURSE MARKERS.....</b>	<b>8</b>
<b>7. FOOTWEAR.....</b>	<b>8</b>
<b>8.UNFIT EQUIPMENT.....</b>	<b>8</b>
<b>9.EYE PROTECTION.....</b>	<b>8</b>
<b>10.FLIPPED DRIVERS.....</b>	<b>8</b>
<b>11.FINISH LINE .....</b>	<b>8</b>
<b>12.STARTING LINE .....</b>	<b>9</b>
<b>13.COURSE RULES.....</b>	<b>9</b>
<b>14.EQUIPMENT INSPECTION .....</b>	<b>9</b>
<b>15. IMPAIRMENT .....</b>	<b>9</b>
<b>16. CRANES .....</b>	<b>10</b>
<b>17. WEATHER.....</b>	<b>10</b>
<b>18.PERSON IN WATER.....</b>	<b>10</b>
<b>19. AIRCRAFT.....</b>	<b>11</b>
<b>20.INCIDENT REPORT .....</b>	<b>11</b>
<b>21.WORLD CHAMPIONSHIPS.....</b>	<b>11</b>
<b>22. SPLINTS.....</b>	<b>11</b>
<b>23.SAFETY AND RESCUE TEAMS.....</b>	<b>11</b>
<b>24.RESCUE BOATS.....</b>	<b>11</b>
<b>25.CATEGORY SAFETY RULES .....</b>	<b>11</b>
<b>26. VIOLATIONS .....</b>	<b>12</b>
<b>27.PROHIBITED ADDITIVES.....</b>	<b>12</b>
<b>28.RIDING ON BOATS .....</b>	<b>12</b>
<b>29.TURN FINS .....</b>	<b>12</b>
<b>30.PROPELLER SAFETY.....</b>	<b>12</b>
<b>31. AMBULANCE.....</b>	<b>12</b>

# APBA GENERAL RACING RULES

1. MANAGEMENT .....	13
2. SANCTIONS .....	15
3. ENTRIES .....	16
4. DRIVERS MEETING .....	17
5. BOAT REGISTRATION .....	18
6. LICENSING AND REGISTRATION .....	18
7. EQUIPMENT .....	19
8. REGULATIONS – GENERAL .....	19
9. POSTPONEMENT .....	20
10.STARTING METHODS .....	20
11. FLAGS .....	21
12.CLOCK STARTING SIGNALS .....	21
13.START AND FINISH.....	22
14. BUOYS.....	23
15.RIGHT OF WAY.....	23
16. OVERLAP .....	23
17.BEARING AWAY .....	23
18.DISQUALIFICATIONS .....	23
19.YELLOW CARD SYSTEM.....	24
20. PRIZES .....	25
21.SCORING POINTS .....	26
22. PROTESTS.....	26
23. APPEALS .....	27
24.SUSPENSION OF RULES.....	27
25.MINIMUM CLASS REGISTRATION .....	27
26.CONDUCTING TIME TRIALS .....	27
27.OFFICIAL APBA RECORDS.....	30
28.TIME TRIAL REPRESENTATIVE .....	31
29.INSPECTOR AND DUTIES.....	32
30.DUTIES OF THE SCORER.....	33
31.REFEREE AND DUTIES .....	35
<b>32.ELECTED OFFICIALS ANNUAL MEETING .....</b>	<b>35</b>
<b>33.PROMOTIONAL BOAT SAFETY REGULATIONS.....</b>	<b>36</b>
<b>34.NORTH AMERICAN CHAMPIONSHIPS.....</b>	<b>36</b>
<b>35. HOT PIT/COLD PIT REGULATIONS.....</b>	<b>37</b>
<b>36. DATA ACQUISITION AND TELEMETRY.....</b>	<b>37</b>
<b>37. ENGINE PERFORMANCE TECHNOLOGY .....</b>	<b>37</b>

## **2025 APBA GENERAL SAFETY RULES as of 06/05/2025**

**Due to the many different characteristics of APBA events, the APBA General Safety Rules do not apply to Special Events & Unlimited Class**

### **1. RESPONSIBILITY:**

Racing is an inherently dangerous sport and each competitor 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 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 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.
- B. Participants: All participants are obligated to inspect the racing facilities, including the pit area and race 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 race craft and racing 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 RACE CRAFT, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.**

### **2. REFEREE DUTIES:**

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 race before the sanctioned testing or racing activity (competition, testing, exhibition) begins.
- C. **A properly equipped ambulance must be present on site at all times when a race craft is on the water. Individuals serving in a medical capacity - whether a physician, registered nurse, paramedic or EMT - must hold the necessary credentials and certifications for their role. They must also be clearly designated and made aware that they are fulfilling the role for the duration of the weekend, and they are forbidden to act in other official capacities.**
- D. Two patrol boats as an absolute minimum, and more if conditions warrant, are available for duty on the course at all times.
- E. There must be at every race one or more judge whose duty it shall be to watch for and report violations of safety and racing rules.
- F. The proper number of rescue boats as indicated by the general safety rules and category safety rules.

### 3. HELMETS AND LIFEJACKETS;

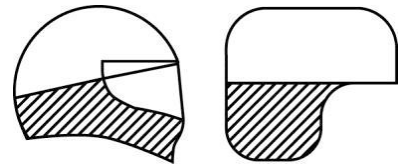
Helmets and Life Jackets: A driver (and passenger, if any) when operating registered equipment at any time while at a sanctioned regatta, must wear complete safety equipment, including helmet and life jacket, except where exempt, with the following exception: Helmets may be removed only (1) when the boat is stopped or operated off-plane at idle speed, and (2) when there are no other race boats operating on plane on the race course or in the vicinity so as to create a danger, or (3) when the driver's boat is tethered to a tow boat. The helmet only may be removed by drivers of stalled boats during point-to-point marathons.

Considering the fact that there is no safest life jacket and helmet that will eliminate all risks, the participants are solely and ultimately responsible for selecting a suitable helmet and life jacket. Only those considered in good condition may be used. **Drivers in restrained vessels must wear a lifejacket or flotation that provides positive buoyancy.**

- A. Helmets shall meet minimum rating specifications (SNELL 2015, SFI, FIA or newer). Beginning in 2023 ratings must be no greater than 12 years from rated date code (i.e., SNELL2015 rating good through the beginning of the 2027 season).

1) Unrestrained Drivers:

- a) The upper fifty percent (50%) of the helmet must be a single color of the following: yellow or fluorescent (high visibility) yellow or lime green or orange or international orange or fluorescent red. Competitors may put writing or artwork in an area across the front to the helmet directly above the opening. This area is not to exceed 8" wide x 2" high.



2) Restrained Drivers:

- a) The majority (>50%) of the helmet must contain one or more of the following colors: yellow or fluorescent (high visibility) yellow or lime green or orange or international orange or fluorescent red. Additional artwork or lettering is acceptable as long as the majority color(s) are maintained.

- 3) No image recording devices may be attached to helmets **for unrestrained drivers. Restrained drivers may use a device that weighs less than 60 grams. Not to be attached to top of helmet. Must be attached to the visor, chin or inside helmet. No holes are permitted to be drilled in the helmet shell for camera attachment.**

- a) Empirical data is showing that when the camera does not disengage immediately upon water impact it can lead to a neck injury. The camera acts as a keel and creates drag using the neck as the fulcrum.

- B. **Life jackets:** All racing life jackets must be constructed in compliance with the ["APBA Life Jacket Basic Manufacturing Specifications"](#) dated March 1, 2013. Copies are available from APBA National Headquarters.

- 1) All racing life jackets must have a permanent affixed (sewn in) manufacturer's label indicating:
- a) The date of manufacture or the date of recertification.
  - b) The manufacturer's or re-certifier's company name.
  - c) The type category (A, A-100, B or C)

"A" For use in an open cockpit and by an unrestrained occupant. Maximum boat speed is less than 100 mph.

“A-100” For use in an open cockpit and by an unrestrained occupant. Maximum boat speed is 100 mph or greater. A-100 may also be used where A is required.

“B” For use by a restrained occupant of a cockpit, not necessarily employing supplemental life support equipment needing life jacket accommodations.

“C” For use by a restrained occupant of a cockpit that employs supplemental life support equipment.

- d) Color Requirements: All “A” and “A-100” life jackets shall have at least 70% of the upper surfaces above the waist, both front and back, international orange or yellow in color.
- e) Restrained drivers in cockpits wearing “B” or “C” lifejackets, and the Drag category are exempt from any color requirements.
- f) Every driver shall demonstrate that his life jacket will function properly when requested by the referee.

#### **C. Discipline for non-compliance of all Safety Gear usage:**

- 1) First offense - Yellow card
- 2) Second offense - 2 Yellow cards
- 3) Third offense - Red card

**\*\*Refer to General Racing Rule 19 for Yellow Card System Rules**

#### **4. AIR SYSTEMS:**

Onboard air system usage is recommended or required for all drivers in reinforced cockpits (capsule boats).

##### **A. Inboard:**

- 1. Type 4 capsule (F-16 type structural) – mandatory; 30 cu. ft. air tank capacity mandatory.
- 2. Type 1, 2, 3, - recommended; 30 cu. ft. air tank capacity recommended.

**B. Inboard Endurance:** mandatory; 30 cu. ft. air tank capacity mandatory.

**C. OPC:** recommended; 30 cu. ft. air tank capacity recommended.

**D. PRO:** recommended; 30 cu. ft. air tank capacity recommended.

**E. Vintage OPC capsule equipped:** mandatory if full time air is required, otherwise recommended; 30 cu. ft. air tank capacity recommended.

F. The driver's mask must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. An ambient air valve is allowed; an ambient air valve is required when air tank capacity is less than 30 cu. ft. The mask shall be worn by the driver anytime the boat is under racing or testing conditions.

G. Air tank: All tanks regardless of size shall be designed for the delivery of breathing air. The tank shall be stamped to verify inspection and certification of the tank to meet D.O.T. (US Department of Transportation) or T.C. (Transportation Canada) standards. The air tank shall be securely mounted to the boat; a commercially made driver worn holster is acceptable only for appropriately sized tanks.

H. All components of the air system shall be rated for use with compressed air and with the pressures utilized. All connections in the air system shall meet diving industry standards (SCUBA type), including high pressure, crimped hose ends. Hose clamps, push-lock or similar low-pressure connections are not allowed.

I. A quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 10 inches (min) to 36 inches (max) to the connection; the air supply hose from the tank to the driver mask hose connection shall be ten (10) to fifteen (15) feet long (Inboard) or of sufficient length to move driver clear of farthest side or front of hull (OPC/PRO) measured from the center of the steering wheel. The female coupler fitting shall be attached to the air supply hose from the tank; the male coupler fitting shall be attached to the driver mask hose. A tee block with two male coupler fittings, attached to the driver mask hose, is allowed. Parker part number SH1-62 / SH1-63 (or other manufacturer interchange) is the accepted design sealed coupler assembly; stainless steel material is highly recommended; brass is an acceptable alternative.

##### 5. APBA APPROVED CAPSULE TRAINING CRITERIA:

- A. Capsule certifications shall be good for two (2) years from the date of certification.
- B. Anyone participating in the capsule training exercise must be at a minimum an APBA Participating member.
- C. All procedures are to be discussed in detail with the driver before they are carried out. Drivers must indicate that they understand the procedure to be carried out and are comfortable with it prior to each exercise.

APBA Capsule Training for drivers shall be performed under the following conditions:

1. controlled environment;
2. no water current;
3. minimum underwater visibility 4 feet;
4. minimum two (2) certified divers shall be in the water while training is conducted;
5. divers must be able to clearly see the driver and the driver's face throughout the training exercise;
6. minimum water depth shall be 5 feet, maximum water depth recommended is 15 feet. It is highly recommended that APBA Capsule Training shall take place in a swimming pool.

- A. Orient driver with procedures and drill.

B. Familiarization with driver's air system.

- 1) Driver demonstrates knowledge of operation and proficiency with his equipment.
- 2) Driver demonstrates ability to utilize and clear his system in the pool with divers standing by.

C. Familiarization with diver's SCUBA regulator.

- 1) Function and use of regulator explained.
- 2) Demonstration of methods to clear regulator.
- 3) Explanation of breathing techniques, i.e., DO NOT HOLD YOUR BREATH!
- 4) Driver demonstrates use of regulator underwater.
- 5) Driver demonstrates how to clear regulator.

D. Familiarization with capsule safety equipment and function, i.e., steering wheel release, harness release and canopy release.

- 1) Driver demonstrates ability to release steering wheel, harness, and canopy.

E. Orient driver on procedures to extricate himself from the capsule.

- 1) Review extrication procedures. (1) canopy (2) wheel (3) safety harness (4) roll forward and out
- 2) Explain proper method for exiting capsule (driver rolls forward into a "C", coming up in front of boat)
- 3) Explain signals to be used
  - a) Driver ready (thumbs up)
  - b) Driver needs help (a clenched fist held out); safety divers will extricate.
- 4) Go over procedure to be followed; when signals are to be given, safety procedures, how drill will be conducted.
- 5) Driver is strapped into capsule with a SCUBA regulator.

6) Driver is asked if he is ready and signals, he is ready.

F. Driver is flipped and allowed to extricate himself using SCUBA air.

G. Driver is strapped into capsule using his own air system.

H. Driver is asked if he is ready and signals, he is ready.

I. Driver is flipped and allowed to extricate himself using his own air system.

J. Optional: Driver is strapped into capsule using either his own air system or a SCUBA regulator with mask/visor blacked out.

1) Driver is asked if he is ready and signals, he is ready.

2) Driver is flipped and allowed to extricate himself using his own air system or SCUBA.

K. Driver should be wearing his flotation device and helmet he wears while racing. It is recommended that the driver also be wearing his driving suit and shoes.

#### 6. OUTSIDE COURSE MARKERS:

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.

#### 7. FOOTWEAR:

All participants must wear closed footwear when driving boats or working as pit crew (working on boats, launching boats, or retrieving boats) in the restricted area.

#### 8. UNFIT EQUIPMENT:

The Referee shall prohibit use of any equipment he deems unfit for service.

#### 9. EYE PROTECTION:

When driving or riding in any racing craft, eye protection in the form of a helmet face shield, goggles or ANSI/OSHA approved safety glasses with restraint straps shall be mandatory.

A. A full canopy is described as “a cover for the top of the reinforced cockpit which completely encloses the driving compartment and is securely fastened”. Canopies meeting this criterion shall be considered sufficient eye protection.

#### 10. FLIPPED DRIVERS:

Flipped drivers, if uninjured, should clasp hands above head as an “okay” signal.

#### 11. FINISH LINE:

After crossing the finish line, a boat shall not interfere with any boat still in the race so as to affect the time



of such boat at the finish.

12. STARTING LINE:

The starting line shall be of sufficient length to permit all starters to start abreast without interference, except (modified) LeMans, marathon and offshore starts. Both ends of the starting line shall be plainly marked, and the flagman, if any, shall be on the line, clearly visible to all contestants. All competing boats must cross the starting line between the markers indicating the official starting line and official stand.

13. COURSE RULES:

Boats and participants shall be controlled by all rules after the warning or preparatory signal has been given, and until the particular boat has finished and is free and clear of the race course or has withdrawn from the race and left the course.

- A. Audio communication (radio, etc.) from shore to driver is mandatory for all boats with a reinforced cockpit (capsule boats). A spotter or spotters in audio contact with the driver(s) shall be stationed in immediate proximity to the referee or his/her designee to facilitate direct communication with the driver(s) as directed by the referee or his/her designee.

14. EQUIPMENT INSPECTION:

If requested, it is the responsibility of the driver or owner to submit his equipment for safety inspection. If, in the judgment of the Inspector or Referee, a boat is unseaworthy, unsafe, or unmanageable, he shall refuse to allow the boat to participate in the race. The Referee, at his discretion, may require any flipped boat or boat involved in any accident to be re-inspected before entering another heat of racing.

15. IMPAIRMENT:

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 impaired.

- A. The phrase “after having consumed alcohol or controlled substances or while impaired” shall mean from midnight before the day of the race and until the driver has been cleared through inspection.
- B. Impairment is defined as under the influence of either alcohol; controlled substance; any drug that affects the ability to safely operate a race boat or officiate; or any combination of the above that causes a state of diminished function and inability to safely operate a race boat or interferes with ability to competently officiate.
- C. At all APBA sanctioned Regattas a drug and/or alcohol test may be required of any participant (anyone required to sign the insurance participant form) under the following guidelines:
  - 1) A Race Committee may, at the time of issuing a sanction, set in place a program to test any or all participants and officials.
  - 2) The Referee has the authority to require any or all participants (including non-member holders of hot pit passes) to submit to a drug and/or alcohol test.
  - 3) The Risk Manager or Race Director shall have the authority to require the referee to submit to a drug and/or alcohol test and/or to ask the referee to test any participant or official.

- 4) APBA Headquarters will randomize sanctioned race events in every category using a program to determine which events testing will be required. The event testing will include all officials and participants. A randomizing phone application will determine who has been selected for urine drug screening.
- 5) Tests may be administered on race day one-half hour before registration until one-half hour after the final heat has concluded.

### **Alcohol Testing**

Accepted alcohol tests include:

- a) Over the counter Breathalyzer test administered by Police, Sheriff, Referee or his designee or another qualified agent.
- b) Criteria: The maximum allowable blood alcohol level shall be no greater than .00

### **Urine Drug Screen**

- 1) Accepted Urine Drug Test: 6 Panel WDOA-865 Drug Test administered by the Race's Chief Inspector or their designated persons.
  - a) Criteria: Follow Standard Operating Procedure Form found in Resource Section of APBA's Website
- 2) Penalties:
  - a) One failed test will result in 2-Yellow cards and an automatic disqualification for the length of the event. Mandated test at next event.
  - b) Two failed tests will result in a Red Card issued.
  - c) Refusal to take the test - will result in a Red Card.
- 3) Waivers: A waiver may be issued for prescription medication using the waiver form from APBA's Website Resource Section.
- 4) Failed Test Results will be on APBA's Website Resource Section for Inspector, Referee and Scorer viewing only.

### **16. CRANES:**

The areas in which the cranes are located shall be separated from all other pit areas. Access to the crane area shall be restricted and limited to authorized personnel.

### **17. WEATHER:**

With regard to weather conditions, racing shall take place at the Referee's discretion.

### **18. PERSON IN WATER:**

Local race committees shall not establish a ground rule which employs a person in the water or a person in a stopped boat as a course marker.

19. AIRCRAFT:

Race coverage by overhead aircraft shall be conducted in the following manner:

- A. All persons wishing to fly any aircraft over a race course in which power boats are competing shall obtain prior approval from the Referee and be briefed as to any rules that may be imposed.
- B. Flight permission shall be granted at the discretion of the Referee, giving priority to those crafts whose purpose shall be race patrol.

DRONE

Any race coverage by drone shall include the following additional requirements:

- C. Drone operator will not be on our insurance unless they are an APBA member.
- D. Drone operator must submit a Certificate of Insurance for each drone used.
- E. Conducting club must have filled out the aircraft/drone portion of the Insurance

20. INCIDENT REPORT:

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. Race officials will assist local authorities in completing reports if necessary.

21. WORLD CHAMPIONSHIPS:

When APBA classes compete for "World Championships," APBA safety rules shall apply.

22. SPLINTS:

No contestant shall participate in an APBA-sponsored event with any type of splint, including, but not limited to, a cast or brace applied to his body without showing written authorization from a medical doctor and approval by the Referee at the particular event.

23. SAFETY AND RESCUE TEAMS:

- A. The Safety & Rescue Team is defined as the team designated to provide medical care and rescue services to APBA boat racers. These teams must meet the criteria set forth in the category Safety & Rescue Team section of the rule book.
- B. Each category must establish minimum Safety & Rescue Team criteria, including personnel, equipment and operations.
- C. If, during competition or testing, a driver appears to need medical assistance or rescue services, the Turn Judge or Safety & Rescue Team must signal the Referee to stop the race.

24. RESCUE BOATS:

- A. The rescue craft shall have radio communications with the Referee, or his designee.
- B. The rescue craft crew shall lift all accident victims from the water in as nearly a horizontal position as possible on a Stokes, or backboard type litter.
- C. The rescue boat staff shall consist of a minimum of two persons. All personnel on the Rescue Boat must be a minimum of 18 years of age.
- D. When any participating driver is strapped into any racing boat, a qualified diver must be included in the rescue crew, and such diver must be made familiar with the restraint systems used.

## 25. CATEGORY SAFETY RULES:

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.

## 26. VIOLATIONS:

A violation of any General Safety Rule and/or Category Safety Rule may result in a disqualification for the class in which the violation was found, effective with the first race of the day of the violation, and until the violation is corrected. Any violation of a safety rule: a safety rule of a non-speed advantage nature: unless otherwise specified, shall result in a yellow card to the driver.

## 27. PROHIBITED ADDITIVES:

The use of the following substances greater than that allowed in commercial gasoline by the current EPA upper limits are forbidden to be present in gasoline during any APBA event: Acrylonitrile, Aminodiphenyl, Aniline, Benzene, Benedine, Beryllium compounds, Bromine compounds, Chromoethylether, Chlorine compounds, Ethylene oxide, Hydrazine compounds, Manganese compounds, Nitrobenzene, Nitrochlorobenzene, Nitrogen compounds, Nitrodiphenyl, Propylene oxide and Tert Butyl toluene. The penalty for a first violation will be disqualification from the race and a two-year suspension. A second offense will result in a lifetime suspension.

## 28. RIDING ON BOATS:

No crew member may be on a race boat while it is in the water under power unless an emergency requires assistance. Failure to comply with this rule will result with the driver earning two yellow cards. Due to size of some boats the only allowable exception is for launching or docking purposes. Any boat with crew on it for this specific reason must be off plane.

## 29. TURN FINS:

Leading edge radii of less than .500", in sideview, are prohibited on outboard hydroplanes and runabout fins. Leading edge are defined as any edge that can be seen in front view.

## 30. PROPELLER SAFETY:

**TO BE IMPLEMENTED IMMEDIATELY, TO BE MANDATORY FOR 2025 SEASON** - All boats parked in the cold pits, or while in transit to, or from the hot pits, must have propellers removed or covered with a prop cover made of cut-resistant fabric or a protective guard/cage to prevent injury to any persons. A towel/rag is not considered a prop cover. Hulls with a through-hull rudder post, aft of the prop shaft is considered adequate cover, as is a hull which has the propeller at least one foot ahead of the trailing edge of the covering transom, and therefore are not required to have a cover on the propeller.

## 31. AMBULANCE:

A properly equipped ambulance must be present on site at all times when a race craft is on the water. Individuals serving in a medical capacity - whether a physician, registered nurse, paramedic or EMT - must hold the necessary credentials and certifications for their role. They must also be clearly designated and made aware that they are fulfilling the role for the duration of the weekend, and they are forbidden to act in other official capacities.

# **2025 APBA GENERAL RACING RULES**

## **RULE 1 • MANAGEMENT**

1. All races and all boats taking part therein shall be under the control and direction of a Race Committee, consisting of the Race Director, Timer, Scorer, Starter, and Inspector, as printed on the sanction, all of whom shall be current members of the APBA. The Chief Referee, Assistant Referee(s), and Assistant Risk Managers(s) are not part of the Race Committee. Matters shall be subject to its approval and control, and all questions and disputes that may arise shall be decided by it. Its decision may be overruled by the Chief Referee, from whose ruling an appeal may be carried to the appropriate racing commission.

### **A. Referee**

- 1) Referees must be at least 18 years old.
- 2) The Referee shall be the Chief Representative of APBA at APBA events and shall have broad authority, including but not limited to the following:
  - a) To remove any official or assistant at any time who in the opinion of the Referee, fails to perform satisfactorily.
  - b) To work with Race Committee in modifying the race course as may be deemed necessary to assure the safety of drivers and spectators; and,
  - c) To postpone any competition for reasons of safety or forces beyond the control of APBA and/or the organizer.
- 3) The Referee shall forward to the National Headquarters of APBA, as soon as feasible after an event, a report which shall include at least the following information:
  - a) Details of any accidents; incident report(s), a copy which will be forwarded to the specific category chairman and the Insurance Committee by headquarters.
  - b) Details of protest or appeals received by the Referee in any decisions which they may have rendered in connection therewith;
  - c) Any action taken or penalties imposed;
  - d) General observations and recommendations pertaining to the event; and
  - e) Any other material that the Referee may deem appropriate or as the National Headquarters of APBA may request.
  - f) To serve as the Risk Manager and make sure that the event is in full compliance with all APBA rules and requirements.

### **B. Assistant Risk Manager**

- 1) There may be more than one Assistant Risk Manager at any regatta. The Assistant Risk Managers must be members of APBA and at least 18 years old. The Assistant Risk Managers are NOT members of the Race Committee and will have NO other duties than those concerning the SAFETY

of the event. The Assistant Risk Managers must work with the referee to make sure that the event is in full compliance with all APBA rules and requirements.

- 2) The Assistant Risk Managers will report any and all violations immediately to the Referee and have the authority to correct any violation. The Referee and Assistant Risk Managers must work together.
- 3) Officials who have passed the previous year's test shall be grandfathered for a period of 45 days after the new test comes out.

C. Timer and Scorer

- 1) The Timer and Scorer shall obtain, accurately compile, and record all necessary timing and scoring information for each racing competition.

D. Inspector

- 1) In APBA racing competition, the Inspector shall supervise the technical aspects of the competition.

The Inspector may appoint a committee to assist with the duties of the Inspector. The Inspector shall have the following specific duties and authorities:

- a) To conduct before, during and after a competition such inspections and examinations of the equipment entered in such competitions as may be deemed necessary or appropriate to determine compliance with all and supplementary regulations applicable to such competition and to ascertain whether any potentially dangerous conduct may exist;
- b) To supervise and maintain control of the inspection areas during the course of an event;
- c) To take possession and conduct such examination of any and all equipment, to determine compliance with applicable rules and regulations at the conclusion of competition; and,
- d) To prepare and deliver to the Referee immediately following each competition any reports as may be necessary for the Referee to make during the course of the event.

E. Race Director

- 1) The Race Director shall function as Chairman of that event's Race Committee. It shall be the responsibility of the Race Director to effectively organize the racing event, to implement appropriate safety measures and to provide the necessary personnel and adequate facilities as required by APBA for officials, competitors and other participants to ensure the appropriate environment for an APBA sanctioned event, and to assist APBA in the securing of entries.
2. The decision of the Race Committee shall be based upon these rules, but as no rules can be devised capable of meeting every incident and accident of racing, the Race Committee should be guided by the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair racing, superior skill and speed.
3. No member of any Race Committee nor the Referee shall take part in the decision of any question in which he is directly interested.

4. No person shall act as a member of the Race Committee or act as a Referee during a heat in which he competes or owns an interest in a competing boat.
5. In cases where a Deed of Gift for trophy contains special rules, then the special rule shall apply, provided a copy of the Deed of Gift is on file in the National Headquarters of APBA.

## **RULE 2 • SANCTIONS**

1. Definition: An APBA-sanctioned event is an event that APBA has agreed in writing to sanction, in an applicable, fully executed Sanction Application and Agreement form that is in effect at the time of the event and that has not been canceled or rescinded by APBA. A sanction for a specific event does not obligate APBA to enter into a sanction agreement, or to issue a sanction, for any future event.
2. Running of Regatta: A regatta must be run in accordance with all provisions of the Association rules under the supervision of the category rules of the Association and under the direction of the Referee. A sanction for such a regatta must be obtained, the requirements for which are established by the Board of Directors. A pamphlet, "Instructions for Running Regattas," may be obtained upon request to National Headquarters.
3. Regatta Reports and Summary Sheets: All regatta reports, summary sheets, and applications for records, etc. must be completed in all details and properly prepared and signed by the appropriate officials. The Scorer shall immediately thereafter file a full report of the regatta, to be mailed to National Headquarters bearing a postmark not later than eight (8) days after the final day of competition in the regatta. In event of a National Championship race, the time shall be extended to fifteen (15) days. Material received after this will be subject to not being considered for high point scoring, championship tabulation, or records claimed. A scorer found in violation of not submitting results according to the rule book may be subject to be removed from the approved Scoring List by the Chair of the Scoring Committee for a period which shall not exceed more than two (2) seasons.
4. Sanction Fees: Each club, at the time it requests a sanction, shall deposit with National Headquarters the sanction fee as from time to time established. Sanction applications received at National Headquarters less than forty-five (45) days prior to the regatta date are subject to non- acceptance. Official notification for a National Championship, Divisional Championship, or North American Championship must be sent from APBA Headquarters 20 days prior to the event. If accepted, an additional fee may be assessed as a penalty. For other conditions, sanctions, and fees, contact National Headquarters. **Changes or additions to sanctions will not be permitted closer than 14 days prior to the event, except for National Championships, World Championships, Divisional Champions and North American Championships where the time period shall be 21 days prior to the event.**
5. Club Races: APBA Member clubs may schedule sanction club races for club members only. Drivers participating in these races must be racing members of APBA. National Headquarters will issue sanction numbers and furnish regatta supplies, but there will be no high point scoring and no mailing of race circulars by National Headquarters for these special club races. These events must have approval of the Region Chairman concerned.

6. Local Classes: Each Category Governing Body has the authority to approve classes to be raced as “Local Classes” with no rights to High Points, Championships or Records. The class, rules and rule changes for each Local Class must be approved by the Category Governing Body each year. Local Classes shall be exempted from the requirements of the New Class Rules but are NOT exempt from being sanctioned and paying fees, etc. Local Classes must meet APBA and their respective Category Safety Rules. Drivers and riders must be APBA racing members. Any Local Class which has not been approved by the Category Governing Body must be approved by the Special Events Chairman prior to a sanction being issued.
7. After September 1st, no additional classes (or additional running of classes) may be added to a sanction for a race taking place between September 1st and November 1st.

### **RULE 3 • ENTRIES**

1. The entries made on the form provided by the Race Committee must be filed with the Race Committee within the time specified on the race circular. The entry shall be made on a “Standard Form Entry Blank.” No entry shall be considered official until the driver and/or owner has displayed proof of his/her current APBA racing membership and club membership cards. Where applicable with category rules, a current physical exam certificate (or copy) is required or the current APBA racing membership card shows the physical expiration date.
2. Persons wishing to compete in an event scheduled at an APBA sanctioned regatta, being otherwise qualified, may purchase a SINGLE EVENT membership in accordance with APBA membership fee structure. Such members shall not, however, participate in Regional, Divisional, North American, National Championships and World Championships. Single Event members may participate in record events but shall not be entitled to establish records. There shall be no other privileges to Single Event members and they shall not be eligible to participate in elections.
3. 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.
4. The Race Committee may, if it considers it expedient, refuse any entry or set penalty for entries received after a specified closing date and so stated on the race circular.
5. If a competitor participates in an APBA-sanctioned event without having properly submitted a fully executed official Entry Blank, the competitor nevertheless is subject to all APBA Rules, Amendments, and Special Rules, as well as all statements, releases, and obligations appearing in the official Entry Blank, as if he had properly submitted a fully executed official Entry Blank.
6. A competitor in an APBA-sanctioned event shall have no claim for damages or recompense of any kind for any advertising, exploiting his name, picture, or the picture of his boat, or exploiting the achievements of any product used by the competitor’s participation in the event.
7. An APBA-sanctioned event is a competitive sports event, the conduct of which is governed by APBA officials in accordance with the APBA By- Laws and Rules, as may be amended from time to time; any Special Rules that may be published by APBA specifically for the event; and any applicable agreement to which APBA is a party. By submitting his entry application and taking part in any activity relating to the event, a competitor agrees to abide by the decisions of those officials relating to the event, except as provided in the By-Laws and Rules. Such a competitor further agrees that it is his obligation to inspect the racing area



to determine that it is in a safe, raceable, and usable condition, and that he voluntarily assumes the risk of, and has no claim for damages against APBA, its promoters or their officers, directors, officials, agents or employees by reason of damage to, the watercraft, driver, and/or pit crew. ALL such competitors assume full responsibility for any and all injuries sustained including death and property damages, any time they are in the racing area or enroute thereto or therefrom.

8. Any competitor who competes in an event for which he is not eligible, while under suspension, probation, or for any other reason, shall forfeit all prize moneys and points won in the event, and shall forfeit all championship points won in previous events, and may be subject to a fine and suspension.
9. The Referee may cancel a heat, if fewer than three (3) boats cross the starting line, except when a previous heat in the race has been run. If a previous heat for the class has been run, any subsequent heat shall be canceled only if no boats cross the starting line.
10. A driver or owner placed in the incorrect division or class by the Race Committee shall so advise the committee in advance of the race and shall not start in a race in which he is not entitled to run.
11. The Referee must limit the number of boats starting in any heat to the number specified in the category rules. The Referee may, when limitations on certain courses so demand, to ensure good starting and the safety of contestants, further limit the number of boats starting in any heat or race. In such event, the Race Committee must run elimination heats for any class in which there are more entries than the permissible number of starters.
12. The final standing in any event necessitating qualifying heats will be determined in accordance with the point system outlined and herein contained. All trophies, merchandise, and cash prizes shall be awarded according to the total point standings as accumulated in the qualifying and the final heat, or as per category rules.

#### **RULE 4 • DRIVERS' MEETING**

1. It is compulsory that the contestant(s) of each boat attend a Drivers' Meeting. The Referee must verify the presence of each contestant. In case the contestant(s) cannot attend the Drivers' Meeting as scheduled because of very extenuating circumstances, it shall be the privilege of the Referee to permit the contestant(s) to be excused and have a private meeting. Contestant(s) may possibly be subject to other penalties as per category rules for failing to attend the Drivers' Meeting.
2. The Race Committee may change the courses or amend the instructions, provided notice of such alteration is given at the Drivers' Meeting.
3. There shall be no departure from the conditions as set forth in the race circular unless announced to all affected drivers by the Race Committee at the Drivers' Meeting or in some other manner.
4. The Race Committee shall adhere to the racing schedule as advertised in the race circular unless some real emergency, such as adverse weather or shifting buoys, necessitates a postponement. The Race Committee should publicly announce all postponements as far in advance as possible.
5. 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 5 • BOAT REGISTRATION**

1. Application for registration of boats shall be made annually to the National Headquarters.
2. Upon receipt of the application for a racing number, properly filled out and signed, and accompanied by the correct fees, National Headquarters will assign racing numbers and forward to the owner a membership card. This card, along with club membership card, must be presented to the Registry Clerk at every regatta.
3. The release form on the application for membership must also be signed before any membership card will be officially issued.
4. The assignment of a racing number in no way guarantees that the boat is qualified for any particular class.
5. All boats entered in a sanctioned race must be registered with National Headquarters and display a racing number in conformity with the appropriate categories' rules for the current membership and racing year.
6. Registrations and assignments of racing numbers become effective November 1st and are valid until the following October 31st unless rescinded or surrendered. When requested, the numbers of the previous membership year will be reassigned if the application is received prior to October 31st of the following membership year. After that date, old racing numbers will be considered null and void and duly canceled without further notice.
7. Numbers assigned by the various categories as special numbers for National Championship and high point winners shall be valid for the year assigned only.
8. Each of the respective categories may establish its own requirement concerning boat numbers. In the absence of such category requirements, the following requirements shall apply. Numbers and letters will be black in color on a white background that is approximately elliptical or rectangular in shape. The reverse of the preceding is also acceptable. Vertical block characters shall be used in dimensions as stated in category rules. The background requires a contrasting-colored border approximately elliptical or rectangular in shape and a minimum of 1/2 inch. The legality of any boat numbering is the responsibility of the Scorer and the Referee only and cannot be protested. The Referee shall have the power to disqualify without previous notice, a boat that races with improper or illegible numbers.
9. Each category may designate special numbers or letters to be assigned to specific drivers honoring them for their achievements for the past racing year.

## **RULE 6 • LICENSING AND REGISTRATION**

1. Physical Condition
  - A. APBA may require a driver, crew member or other competitor or official to undergo a medical examination to determine physical fitness to participate in sanctioned events.
2. Physical or Mental Disqualification
  - A. Any driver, mechanic, participant or official who shows visible signs of, or as a result of a medical examination, gives evidence of exhaustion, substance abuse, or other physical or mental irregularity may be barred from competition in a sanctioned event by the Referee.

## **RULE 7 • EQUIPMENT**

1. A safety inspection of each entry may be made by the Inspector or his designee to determine whether the boat is of safe construction and that all mechanical devices for steering, throttle, etc. are in good safe working order. An inspection of the driver's helmet and life jacket may also be done before an entry will be allowed to race or test.
2. 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:
  - A. 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."
3. The use of oxygen tanks in connection with the performance of motors is specifically prohibited.

## **RULE 8 • REGULATIONS - GENERAL**

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

1. The rules and conditions governing a regatta shall apply to all boats in such a regatta.
2. While on water, a competitor shall be governed by all rules, from the time of leaving the pits and until returning to the pits.
3. The owner of a competing boat, or his crew, shall not be allowed on the premises used and occupied as Operating Headquarters or the Judges' Stand by the Race Committee after the preparatory signal has been given until the last boat has finished the race. If requested to come to Headquarters or the Judges' Stand, said owner or crew may do so, but shall immediately depart therefrom when the matter which prompted the request has been attended to. Failure to leave said Headquarters or Judges' Stand when so requested will subject to disqualification the boat owned or operated by the party so refusing. The Race Committee may designate a drivers' representative to act as agents for all drivers in matters that come before the Race Committee and Referee.
4. No owner, driver, contestant, or representative thereof shall hold any other owner, driver, contestant, or representative thereof liable for any personal injuries or damage resulting from an accident of racing occurring in a sanctioned race, except as a result of deliberate collision or other premeditated acts of unsportsmanlike nature. The question whether the act was deliberate or premeditated shall be determined by the Referee, subject to review by the appropriate Racing Commission, or Board of Governors if applicable.

5. No person who has been expelled from the Association or who is under suspension from the Association by the Racing Commission, or Board of Governors if applicable, shall be permitted to officiate or assist in any capacity in connection with any sanctioned regatta or race or engage in such regatta or race as a committee member, boat owner, driver, mechanic, or passenger. At regattas or races sanctioned by the Association conducted under the Association racing rules or any club that is a member of the Association, such persons shall be denied access to the race course and to any committee boat, Judges' boat, vessel, float, dock pits, or other premises under the control or supervision of the race committee or club conducting the regattas or race. No boat, motor or other racing equipment owned or chartered in whole or in part by such expelled persons shall be allowed on the race course or on any of the aforesaid premises. If, however, such person's terms of discipline specifically require him to provide assistance in conducting a regatta or race, such person may assist in such capacity pursuant to the terms of his discipline.
6. No red articles, such as clothing, umbrellas, or placards shall be allowed in the vicinity of the starter or Judges' Stand and the patrol boat during the running of any regatta.

## **RULE 9 • POSTPONEMENT**

1. The Referee may postpone a regatta, race, or heat.
2. 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.
3. Should it be necessary to postpone a race during a regatta program, the black flag will be displayed at the official starting line and at such points on the race course as are authorized by these rules.

## **RULE 10 • STARTING METHODS**

1. Clock (sweep hand or digital), Modified LeMans, Pace Boat or Flag Starts may be used and must be stated in sanction application.
  - A. CLOCK, sweep hand type: This starting clock may be manually or electrically operated and must not be less than 6 feet in diameter. It shall be equipped with lights or drop boards to visually inform the drivers of the passage of each minute during the five- or three-minute period. This clock shall also indicate by seconds, the elapsed time of the last minute before the start.
  - B. CLOCK, digital type: This starting clock is to be electrically operated and be capable of driving a minimum of two digit displays not to be less than 21 in. X 36 in. actual digit size each. These digits should be in a black or dark face display case. Each digit shall be made using lights of not less than a 75-watt incandescent bulb or lights of an equal brightness. When the clock is of an LED configuration, digits shall not be less than 12 in. x 18 in. actual digit size and shall be made using LED (light emitting diodes.) This clock shall also indicate by seconds, the elapsed time of the last minute before the start.
  - C. If a clock start is used, all races must have a video start to identify illegal boats.
2. In case of emergency, any form of substitute clock or starting method may be used, provided it is visible, accurate, and fair to all competitors.

## **RULE 11 • FLAGS**

1. All signal flags shall be a minimum of two feet by two feet.
2. Flag signals are used to designate specific time or to give instructions to contestants. Briefly, the flags and their purposes are as follows:

BLACK	Course is closed, return to pits; do not leave pits. It is permissible to add a neon stripe for visibility.
RED	STOP RACING! Be alert and watch for other signals. The discharge of red or orange smoke/aerial flares in conjunction with RED FLAGS is advised.
WHITE	Time between one-minute signal and start; leader has started last lap.
GREEN	Time between five-minute and one-minute signal; while race is underway except last lap.
YELLOW	CAUTION: Problems on race course, continue with caution and HOLD POSITION
BLUE/WHITE	CAUTION: Problems on race course, continue with caution.
BLUE/YELLOW	CAUTION: Problems on race course, continue with caution. CHECKERED FINISH.

## **RULE 12 • CLOCK STARTING SIGNALS**

1. Before the start of a heat, a preparatory signal will be given and at this time a GREEN flag will be displayed at the Judges' Stand.
2. Exactly sixty (60) seconds before the start, the one-minute signal will be given, the GREEN flag shall be immediately lowered and a WHITE flag will be displayed at the Judges' Stand.
3. At the exact instant when the hand of the starting clock or the digital display indicates that the final minute has elapsed, the starter shall drop the WHITE flag to indicate that the race has officially started. A starting signal may be given to call attention to the dropping of the WHITE flag.
4. During the time that the race is underway and until the final lap, the GREEN flag shall be displayed at the Judges' Stand. When the lead boat begins its final lap, the GREEN flag shall be lowered and the WHITE flag shall be displayed signifying the start of the final lap for the leadboat.
5. In the event of a false start, the starter will display the RED flag; and if, in the opinion of the Referee, the field is ready for a restart, the one-minute signal will be given and the starting signals repeated as described above. If in the opinion of the Referee the field is not ready for a restart, the BLACK flag will be displayed signifying for all boats to return to the pits.
6. Any or all of the above flags may also be displayed in the turn judge boats and/or patrol boats on the course.
7. The above rules do not affect communication signals between patrol boats and the Judges' Stand, except that such signals must not be in conflict with the basic rules.

## **RULE 13 • START AND FINISH**

1. The start of handicap races may be in accordance with the handicap time allowance in which the Race Committee starts each boat separately, the scratch boat being last away; or all may start together, the winner being calculated at finish of the race.
2. In the event of a clock start, the starting time of a race is when the clock hits zero.
3. The time of finish of each boat shall be taken when the boat's bow crosses the finish line.
4. The finish of each heat shall be when the last boat in its class has crossed the finish line after completing the required number of laps. In the event a majority of the boats still running have crossed the finish line, the Referee shall, at his discretion, flag off the remaining boats still running, and they shall be scored according to their positions. Boats not running at the time the boats are flagged from the course shall receive no points for the heat. Any boat still running that has not crossed the finish line at said time shall not receive a time for its finish.
5. The number of boats crossing the starting line before the lead boat has completed the first lap in any heat of a race shall determine the number of boats starting the race. The start line shall be defined by the edge of the buoy closest to the first turn.
6. A boat working into position from the wrong side of the line after the first starting signal has been given, must keep clear of, and give way to, all boats in the race.
7. No boat shall be allowed to start in any particular race or heat after the leading boat has completed one lap of the race course. The OPC category is exempt in races of more than 5 laps. No boat will be allowed to leave the pits after the one-minute signal, except in marathon racing. No boat other than those entered in the heat shall leave the pits after the five-minute or three-minute signal.
8. All boats required for inspection immediately after finishing must report to the inspection area at a place designated by the Inspector.
9. Boats crossing the starting line during the last minute before the official start will be penalized pursuant to the category rules.
10. The Referee shall have the power to annul any start and request a restart. In the event a restart is caused by a boat(s), that boat(s) will not be allowed to run in that heat except in OPC Racing.
11. A boat shall be disqualified that approaches the starting line at other than a right angle, or nearly so, within 500 feet of the starting line. A buoy shall be located as near as possible at a point 500 feet from the starting line.
12. Milling around the 500-ft. buoy and the starting line shall be permitted unless specifically forbidden by the Referee and so announced at the Drivers' Meeting. All turns must be made to the left in any area while approaching the starting line and maneuvering for a start.

## **RULE 14 • BUOYS**

1. A buoy is any vessel, or other object, used to indicate the course.
2. Should any buoy be absent or moved from its proper position during a race, the Race Committee shall, if possible, replace it. If failing thus to replace a buoy, the race may be ordered rerun or not, at the option of the Race Committee.
3. The buoy must be so constructed as to inflict no major damage to racing craft striking said buoy.
4. All turning buoys and course buoys shall be passed on the driver's left-hand side unless otherwise indicated and announced at the Drivers' Meeting.

## **RULE 15 • RIGHT OF WAY**

1. When two boats are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows:
  - A. When two boats are meeting end on, each shall alter her course to starboard.
  - B. When two boats are crossing, the one that has the other on her starboard side shall keep out of the way.
2. Every boat that is directed by these rules to keep out of the way of another boat shall, if the circumstances of the case allow, avoid crossing ahead of the other.
3. Every boat that is directed by these rules to keep out of the way of another boat shall, on approaching her, if necessary, reduce her speed, stop, or reverse.
4. Every boat overtaking any other shall keep out of the way of the overtaken vessel.
5. In obeying and constructing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances that may render a departure from the above rules necessary in order to avoid immediate danger.

## **RULE 16 • OVERLAP**

1. Each of the respective categories shall establish its own rules concerning when an overtaking boat has established an overlap so as to invoke the risk of fouling.

## **RULE 17 • BEARING AWAY**

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

## **RULE 18 • DISQUALIFICATIONS**

1. 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 in accordance with the category rules.

2. The Referee may, with or without a protest, disqualify any boat, should it come to his knowledge before the awarding of prizes, that the contestant(s) has committed a breach of the rules.
3. Failure of the Race Committee, Judges, or any other official directly or indirectly connected with the handling of a race or any other details, to carry out any provisions of the rules or regulations, shall have no bearing whatsoever on the right of any contestant or upon a contestant's duty to obey all rules.
4. Should any boat or owner commit a breach of the rules, which is of a minor or technical nature, and in the judgment of the Referee has had no direct effect on the relative position of the boats at the finish, the Referee shall have the power to decide whether or not such boat shall be disqualified.
5. Any official on the Judges' Stand shall be relieved of his/her duties for the day if he/she coaches any driver with hand signals or in any other manner as the boats are coming up to the start.
6. Race committee and referee approved video may be used as an aid to race officials.

#### **RULE 19 • YELLOW CARD SYSTEM**

1. The referee, assistant referee, Board of Directors member, Officer of the Association, or Category Chairperson may give a yellow or red card to a member for unsportsmanlike conduct at the race site during the sanction period.
2. For unsportsmanlike conduct on the race course, the referee shall issue a yellow/red card on or before one hour after the finish of the least heat of racing except when the offense occurs in inspection, whereupon the card shall be issued within one hour after the finish of the last heat or within one hour of the alleged occurrence, whichever is later.
3. On boat-to-boat contact resulting in transport to a hospital, the following procedure shall take place. A decision on whether to issue a red/yellow card shall be allowed up to 72 hours after the incident. Should more time be needed by the referee, the category chairman can grant an additional 3 days from the end of the 72 hours.
4. A yellow or red card may be appealed to the APBA disciplinary committee. An appeal is made by filing a written statement with the Referee or Assistant Referee along with a ~~\$100~~ **\$500** filing fee. In the event an appeal is filed, any penalties shall abate until the appeal is decided.
5. Additionally, up to two yellow cards can be given at one time for dangerous driving, and a red card can be given for extremely dangerous driving.
6. All cards will remain valid through the four events (entire week/weekend) in which the driver competes following the date on which the last card was delivered. If there are no cards given during those four events, all cards expire.
7. A driver who has a valid red card or three valid yellow cards will lose the right to take part in the next APBA competition event (full weekend) in which he would reasonably compete, and his next championship (divisional or national championship) or race series event. Then all existing cards are removed.



8. All cards must be reported to the APBA office within three days of delivery.
9. If a driver receives a third valid yellow card or a red card and is suspended from participation, the APBA office will notify the APBA Chief Referee, driver's region chairman, club commodore and category chairmen, and post the suspension notice on the APBA website.
10. Suspension or other active penalties for competitors in Junior Hydro or Runabout classes will be reviewed by the Junior Classes Committee before taking effect; unless the committee fails to act within 4 days.
11. Cards and penalties in effect extend into the following season.
12. During the running of a heat of racing (green flag to black flag), the operation of personal electronic devices (cell phones, video recorders, I-pads, etc.) by turn judges is prohibited. The minimum penalty for violations of this rule will be one (1) yellow card.

## **RULE 20 • PRIZES**

1. The amount of cash prizes and how it is to be divided will be specified on the race circular. Any other type of prizes will also be listed on race circular.
2. No prizes shall be presented for a protested event until all protests that might affect the prizes have been decided. In a sanctioned event, if any owner or driver gives notice of his intention to appeal from any decision of the Referee or Race Committee, the awarding of the prizes in that event shall not be made until said appeal has been decided.
3. Any Club, Race Committee or Race Commission that requests the return of any trophy, prize, or prize money, shall be required to put said demand in writing and mail it to the contestants involved by registered mail, return receipt requested, with a copy to National Headquarters for action by the appropriate Racing Commission or Board of Governors if applicable.
4. Should any contestant refuse or fail to return any trophy, prize, or prize money so demanded by any Racing Commissioner, who shall make said demand in writing and mail to the contestant involved, by registered mail, return receipt demanded, he shall be immediately suspended from all racing.
5. With the exception of Offshore, in the event boats of a slower class are permitted by the step-up to compete in a race for boats of a faster class, the prizes posted for the heat or race shall be awarded as follows:
  - A. When only one set of prizes is at stake, any boat permitted to start shall be eligible to compete for the prizes.
  - B. When both trophies and cash are at stake, the trophies shall be awarded to the boats of the class for which the heat or race was scheduled in the order of their finish; and the cash shall be awarded to the placing boats in the order of their finish, regardless of whether or not they are step-ups or boats of the class for which the race was scheduled.

## RULE 21 • SCORING POINTS

1. No national points shall be awarded unless there are at least three (3) bona fide starters in at least one of the heats of the race, all of whom must be of the class being run; except in the Unlimited and Offshore categories.

2. Unless otherwise specified, scoring in races consisting of two or more heats shall be by the following method: The winner of the race shall be determined by the point system, whereby each boat starting and finishing a heat of a race will receive as many points as is indicated in the following table:  
**ORDER OF FINISH**

First	400	Sixth	95	Eleventh	23	Sixteenth	5
Second	300	Seventh	71	Twelfth	17	Seventeenth	4
Third	225	Eighth	53	Thirteenth	13	Eighteenth	3
Fourth	169	Ninth	40	Fourteenth	10	Nineteenth	2
Fifth	127	Tenth	30	Fifteenth	7	Twentieth	2

**All races shall receive single points for each race. The only multi-point races shall be the Nationals, the Worlds, North American Championships, and the Divisionals. Double points will be awarded for the North American Championships and Divisionals and Triple points for the Nationals and the Worlds. With the exception of Inboard, this rule shall apply to all categories and racing committees without exception.**

**For the 2025 Racing season only, both Stock and Modified Outboard will be using the scoring and point system, in particular the bonus point system, from 2024. In 2026 both categories will convert to the system listed above in GRR 21.**

In case two or more boats have scored the same number of points for the series, thus establishing a tie, the winner shall be one of the tied boats with the least elapsed time for both heats.

- A. Unless category rules state otherwise, if a tie cannot be decided by the above, issue each boat the same winning position and points and do not issue position and points for the next lower place winner.
3. If an entry be disqualified, the points for that heat shall be awarded to the legal boats in the corrected order of finish. If inspection reveals that a boat or motor is illegal, the entry shall be disqualified for each heat in which it raced, and the order of finish shall be corrected for each heat. Overall positions shall be obtained by adding the points from the heat after the order of finish has been corrected for each heat.
  4. For the purpose of tabulating annual high points, the racing year shall be from November 1st through the following October 31st.
  5. Headquarters will review and shall have the right to correct any errors found on race paperwork submitted after an event and prior to posting results on the APBA website. Review and correction of points may take place 30 days after event results are posted by headquarters. After 30 days, any review and correction to points will require action by the appropriate commission. Points are final 90 days after the initial posting and no additional changes will be allowed.

## RULE 22 • PROTESTS

1. Drivers shall have the right to protest any violation of the rules from sanctioned regattas affecting their particular class.

2. When the alleged violation, concerns the sanction or method the regatta is being conducted, said protest shall be filed within sufficient time to allow the appropriate persons to correct their error.
3. If the protest concerns the eligibility or legality of an entry, the protest must be filed in writing with the Referee not later than one hour after the finish of the inspection in question or not later than one hour after the finish of the last heat of racing on that day, whichever comes later. If the protest concerns the eligibility or legality of an entry, the complainant must post a fee, in accordance with the category rules.

## **RULE 23 • APPEALS**

1. All decisions of the Referee regarding violations of starting, driving, and of course rules shall be final, and appeals **to the Referee and Race Committee** will be allowed only if suspension is involved. **Any decision on a rule may be appealed to the National Commissioner as outlined in Article XIV of the bylaws, Section 14.4.a.**
2. Any contestant who wishes to appeal a disqualification of a boat, motor, or suspension, may do so by filing with the Referee a written statement accompanied with the appropriate fee. The matter will then be settled by the appropriate Racing Commission, or Disciplinary Committee if applicable. Under no circumstances will an appeal be entertained unless it is filed with the Referee not later than one hour after the finish of the last heat of racing of the day or within one hour of the adverse decision, whichever comes later.
3. All appeals received by the Referee must be sent to the appropriate Racing Commission Chair or Disciplinary Committee Chair and APBA HQ within 48 hours of receipt.
4. The Racing Commission or Disciplinary Committee must render a final decision within 7 days of the appeal.
5. All appeal payments must be made payable to APBA.

## **RULE 24 • SUSPENSION OF RULES**

1. In sanctioned races when, on account of local conditions, special racing rules not provided by these rules, or changes in these rules are deemed necessary by the local Race Committee for a particular race, then the local Race Committee may send in writing to the President and the Chairman of the appropriate Race Commission of the American Power Boat Association their suggested changes, and if approved in writing or by telegram by the President or the Chairman of the Racing Commission, these rules may be used in the particular race in question and sanction granted.

## **RULE 25 • MINIMUM CLASS REGISTRATION**

1. To be eligible to hold championship events or obtain national high point honors, classes must have had a minimum APBA registration as set by each category.

## **RULE 26 • CONDUCTING TIME TRIALS**

1. All surveys must comply with all instructions in the 2014 pamphlet “Race Course and Records” available from National Headquarters. All surveys must be approved by the Chief Surveyor in advance of the trial in conformity with the timing and procedure specified in “Race Course and Records”.
2. The course shall be a straightaway of 3280.8 feet in length for a kilometer course; 1320 feet in length for a ¼ mile course; and, for a mile course 5280 feet in length. For speed calculation in miles per hour, refer to the Speed Computation Formulas in the Reference Book. (UIM recognizes a nautical mile, a statute mile, a kilometer course, and a ¼ statute mile course, but recognizes only the fastest miles per hour speed,

regardless of course used.)

3. The course shall be surveyed by a licensed land surveyor and approved by the APBA Chief Surveyor. He shall file a chart of same with distance, ranges, marks, buoys, etc., clearly indicated thereon in advance of the trials.
4. At the end of the straightaway, there shall be at least two range marks placed exactly at right angles to the length of the course. These range marks shall be used by the timers to determine the time of the start and finish.
5. A floating buoy is not a range mark, but can only be considered in time trial courses as a guide to the competing boat, and such buoys are not to be used in timing the boat at start and/or finish.
6. The timing shall be performed by the APBA-Kiekhaefer Scanner System, Wilde Scanner Timer Equipment, Eastman Scanner Timer, Utah Speedboat Association Timing Subcommittee, Region 10 light emitting, diode triggered Kilometer Scanning Equipment and must be operated by a minimum of two qualified timers at each scanner position who are members of the APBA. **Video based timing using Line-scan cameras at 2000 frames per second or better and have GPS synchronization and Finish Lynx software is also approved.**
7. Alternative methods and equipment shall be approved by the Timing and Timing Equipment Subcommittee and shall be stated in these rules upon subsequent printing of the Rule Book. The basic components of record timing systems must include, but are not limited to, the following:
  - A. Two (2) manually operated scanners or photoelectric devices, which accurately activate and deactivate timers at the exact instant a contestant's boat stem enters and leaves the trial distance. Maximum error of said scanner or photoelectric devices are as specified on the Time Trial Representative's Report form.
  - B. A timer system, consisting of at least two (2) electronic digital stop watches, electrically activated directly by the system described in paragraph A above. In the event the two watches do not agree, the official time will be established from the watch with the least elapsed time.
  - C. Experimental video timing equipment may also be approved by the APBA Chief Timer.
  - D. Photo flash lights will be attached at each scanner position, to be activated by the system described in paragraph A above.
8. The test shall consist of two consecutive runs, one of which shall be made in one direction and one in the opposite direction. The boats shall be timed on each of these runs as provided above. All time shall be measured to 1/100th seconds, or better, and all times shall be recorded to 1/100th second. The two times, one for each direction as recorded above (26.7.B), shall be averaged and the speed computed using the appropriate Speed Computation Formula in the APBA Reference Book (In the Special Events and Agreements on the APBA web site) and recorded to 1/100th MPH.
9. A boat shall not leave the course before the two runs are completed. Should it be necessary to refuel, this shall be done without leaving the course.

10. A trial shall be defined as a set of six runs for a driver, crew, equipment, and class as described on the

registration entry form. There shall be no changes made to the hull, power plant, crew, etc., during the progress of the trials, except as specifically permitted under the special time trial eligibility rule for Inboards. Minor changes and adjustments shall be allowed. In a class where multiple gear ratios are permitted; final gear ratio changes are allowed in inspection between runs during time trials.

11. The start shall be “flying” and time will be taken as the stem of the boat crosses the line.
12. Each contesting entry will make the first-round runs in the order established by a drawing of lots preceding the Drivers’ Meeting and supervised by the Referee.
  - A. Only one entry for each boat/driver combination per class will be allowed, and, as used in this rule, the word entry refers to a specific boat, driver, class combination.
  - B. No trading of positions between entries is permitted, except as authorized by the Referee at the Drivers’ Meeting for special cases of hardship.
  - C. An entry will be charged with having used up two of the runs, one in each direction-whenver the order of rotation requires it to make its trial and it makes two runs, one run or none.
  - D. The order of rotation for the second round and all subsequent rounds are established in the following manner: Any time after an entry had completed a trial, the driver shall inform the Race Committee of his intention of participating in the next round of rotation, and his position shall be placed immediately behind the last previously committed entry in that particular round. An entry may skip as many subsequent rounds of rotation as it desires by not notifying the Race Committee of its intention to run, and it will not be charged with any runs; but if it has notified the Race Committee of its intention to run, as stated above, it will be charged with having used up two rounds when its turn is called, irrespective of whether it makes two runs, one run, or none.
  - E. If time permits, and at the discretion of the Race Committee, an entry having used up all of its allowed six runs may, upon payment of a full entry fee, resume its position in the order of rotation for an additional maximum six runs, three in each direction.
13. Time Trials shall be conducted at an organized sanctioned regatta held by an organized club or Association unless otherwise authorized by the APBA.
14. The APBA Racing Commission will not approve a sanction for a Time Trial for a single boat or for certain specified boats. Any person or persons wishing to hold a time trial for a certain class or classes of boats may do so, but such a time trial must be conducted by a member club of APBA in accordance with the rules for Time Trials and shall be advertised by means of a race circular mailed and/or e-mailed to all members of the classes involved no later than thirty 30 days before the event, display advertised in the Propeller or on the APBA’ no later than thirty (30) days before the event, and open to all registered boats in the class or classes to be invited. The parties conducting such an invitational time trial shall be responsible for all of the expenses of sanction and conduct of the event, and any entry fee charged to participants shall not exceed \$300 per boat except Offshore. Requests for higher fees must be sent to the Race Management Committee at least 60 days prior to the date of the time trial.
15. The two runs of any boat shall be completed within a period of fifteen minutes, except at the discretion of

the local Race Committee.

16. Time permitting, a boat shall have the privilege of making up to and including three consecutive two-way runs, from which shall be selected for the test the two fastest consecutive (each way) runs. Also, a boat that fails to cross the finish line in any one run shall be allowed the privilege of a restart. However, a total of only three restarts shall be allowed.
17. When a boat makes more than one two-way run, but leaves the course between one set of two-way runs and her next set of two-way runs, only those times shall be used that are made in any one complete two-way run.
18. Quarter Mile Record Trials: All of the above rules shall apply to Time Trials on a 1/4-mile course, in addition to the following:

Equipment: Boats and motors must comply with all competition rules.

19. Officials required to conduct straightaway competition: Chief Referee, Assistant Referee, Assistant Risk Manager, Chief Scorer, Time Trial Representative, a minimum of 2 Scanner Operators per scanner position on site, and one Inspector for each category listed on the sanction.

## **RULE 27 • OFFICIAL APBA RECORDS**

1. Official APBA records will be awarded for the fastest speeds to date as follows:
  - A. In Competition – ALL Classes: 5 miles and/or those distances specified in the rules for the particular class. Timing to be to 1/100th of a second and the calculation of speed to be the first two places after the decimal. (Note: This distance specified by UIM are 5, 10, and 15 miles).
  - B. Time Trials in all classes: SEE RULE 26; Conducting Time Trials.
  - C. Qualification Laps: Unlimited Category only.
2. No record shall be awarded unless the new speed equals or betters the previous record speed multiplied by 1.003.
3. All competition records shall be made over a one mile, one and one-fourth mile, or one and two-thirds mile course, unless otherwise specified in the rules for the particular class, except in the Unlimited class. (Note: UIM has agreed to accept the various distances specified by APBA.)
4. Any boat that betters an existing competitive or straightaway record shall be subject to inspection immediately after its performance unless entered in another event on the same program. In the latter case, the motor must be sealed by the Inspector pending subsequent inspection.
5. Each of the respective categories may establish its own criteria concerning competition records. In the absence of such category criteria, the following rules shall apply. No competition records shall be awarded unless there are four (4) bona fide members of the class starting in the heat in which the record is claimed and at least three (3) of the competitors finish the heat. The Unlimited Category is exempt from this provision.
6. Official records shall be awarded only in races sanctioned by the American Power Boat Association.

7. There shall be no records awarded for lap speeds, except those maintained as a matter of historical interest in the Unlimited Class.
8. Supervision of records and contests shall be vested with the appropriate Racing Commission. (Note: UIM specifies that courses must be laid out in relation to known marks on land.)
9. Records shall be awarded only when a Referee, appointed by the Racing Commission, is present.
10. No records shall be approved unless the boat and engine were inspected by a person approved by the appropriate Racing Commission.
11. No record shall be awarded unless the course is surveyed and the survey approved by APBA Chief Surveyor prior to the event in accordance with all instructions and requirements as outlined in the "Race Courses & Records" pamphlet dated 2010 available from APBA National Headquarters; the boat time, and the motors inspected by person approved by the appropriate racing commission.
12. A record shall only be awarded to a person who is an annual racing member of APBA and of a club belonging to APBA.
13. The various officials shall file the results of events involving records on the forms provided for the purpose. They must include Surveyor's Statement, Certificate of Accuracy of The Equipment, Contestant's Entry Blank, Scorer's and Timer's Sheet, Time Trial Representative's Report, and Inspector's Report.  
A Certificate of Accuracy of the Scale(s) shall also be filed when weight regulated classes are involved.
14. A Certificate of Accuracy of Timing Equipment must contain the results of accuracy checks performed on the watches or electronic timing equipment by a qualified watchmaker or timing equipment expert within seventy-two (72) hours before and after the record event and must show a 24-hour rate error of no more than 26 seconds. For manually wound stopwatches, the rate must be determined with the stopwatches fully wound, after 5 minutes
15. Only one record on any course shall be allowed on any one particular day for a given class. The highest speed made during a day for that particular class and course shall be considered a record provided the same meets all requirements. (No simultaneous record runs.)
16. In classes having both piston displacement and hull requirements, a boat must comply with all requirements of the class for which a record is claimed.
17. APBA will submit applications for new world records to UIM following approval of the application by the Category Governing Body concerned, provided that the driver or owner makes proper application for the new world record and includes the fee required to cover the cost of recording, processing and preparation of the certificates. UIM approves new records ONLY if UIM fees are paid. No records shall be eligible for UIM recognition unless the speed betters the current APBA class speed by the required factor. UIM requires that APBA transmit the application to UIM no later than four (4) weeks after the trial date for UIM classes and sixteen (16) weeks for APBA classes. Requests after this time period will not be accepted by UIM.

## **RULE 28 • TIME TRIAL REPRESENTATIVE**

1. The responsibilities of the Time Trial Representative are:

- A. To observe the conduct of Time Trials, including the recording of times and their conversions to speed.
  - B. To advise the Referee on all aspects of the rules governing Time Trials.
  - C. To ascertain the proper functioning of all timing equipment before, during, and immediately after the Time Trials.
  - D. To submit a Time Trial Representative's Report to the Referee, with copies to the Chairman of the Cognizant Racing Commission, and the Chairman of the Timing Subcommittee. This report will become part of the Referee's report and will contain approval of the timing equipment and timing procedures, or any reason in detail for withholding such approval.
2. Region chairman will submit a list of time trial representative nominees from their region to the Chairman of the Timers and Timing Subcommittee. The Chairman of the Timers and Timing Subcommittee will appoint a number of qualified representatives from the nominees submitted and they shall serve during the racing year of their appointment. The appointments will be listed on the APBA website and the Time Trial Representatives for any time trial shall be selected from this list.

#### **RULE 29 • INSPECTORS AND DUTIES**

1. At sanctioned races, an Inspector, selected from a list of approved Inspectors, shall be present.
2. It shall be the responsibility of the Inspector to attend the Drivers' Meeting and any meeting of the Race Committee. The Inspector shall inform the drivers on the number of finishers required in inspection after the race.
3. It shall be the duty of the Inspector to see that all provisions of the technical rules are complied with by contestants and report in writing to the respective APBA Racing Commission.
4. The Inspector shall act as a member of the Race Committee in connection with the race or regatta. He shall have power to enforce all provisions of the technical rules.
5. Immediately after the conclusion of any event where a record is claimed, the Inspector must see that the boats and motors are inspected and make a report and shall file a copy of the report with APBA Headquarters, Category Chairman and Referee.
6. The Chairman of each Racing Commission shall appoint a number of persons qualified to act as Inspector who shall serve during the racing year of their appointment. Officials who have passed the previous year's test shall be grandfathered for a period of 45 days after the new test comes out.
7. In case of an emergency, any member of a Racing Commission may designate an Inspector for any particular regatta.
8. Technical questions regarding the legality of a boat or motor shall be referred to the inspector at each respective race site.
9. Motors, hulls, and other equipment subject to rules shall be inspected by the inspector, and a report of any



violation of rules and regulations submitted at the earliest possible moment to the Referee for action.

10. Immediately after the finish of a race, contestants shall report with their boats and motors to the Inspector at such place as designated by the Race Committee. The boat and motor shall remain in the custody of the Inspector until dismissed. For the purpose of the enforcement of technical rules, the engine and boat shall be assumed to have been raced in the same condition in which it appears during post-race inspection.
11. The inspectors shall have the power after the finish of any race to order any contestant to dismantle his motor for inspection and measurement. Any contestant refusing to comply with the orders of the Inspector or Pit Manager or who violates the provisions of Section 12 of this rule shall be disqualified by the Referee.
12. Each winning boat and motor and such others as may be designated by the Referee, shall be torn down, inspected, measured and weighed, when weight is a requirement. The Referee may waive inspection except at National Championship regattas or if a protest has been filed or records are claimed.
13. The Inspector shall inspect and check the boat with the same powers and requirements defined for motors. Boats in each weight regulated class must be weighed at the Inspector's discretion. If the category requires the boat to have its own lifting bridle, it will be disqualified if not available at weigh in. All water must be removed from the boat prior to weigh-in.
14. The driver shall be responsible for the condition of the motor and hull as raced. Errors on the part of the manufacturer, boat builder, mechanic, or previous owner shall not excuse noncompliance with the rules.
15. Whenever the Inspector has a technical disqualification, he must immediately complete the APBA form "NOTICE OF TECHNICAL DISQUALIFICATION" and have the Referee sign it. The Referee is to see that this completed form is given to the driver or owner as soon as possible.

### **RULE 30 • DUTIES OF THE SCORER**

1. Must be a currently active member of the American Power Boat Association.
2. The scoring test will be updated every two years. Scoring candidates must take and pass the scoring test with the minimum required passing grade PRIOR to being named Scorer. Scorers who have passed the previous test shall be grandfathered for a period of 45 days after the new test comes out.
3. Will be named Scorer by Region Chairman for only those races in which he/she is qualified by category.
4. Must be chosen from the list of approved scorers published in the current rule book.
5. Shall be in charge of registration and scoring and shall be responsible for maintaining only trained qualified personnel to assist in the duties of same.
6. Is responsible for reviewing and submitting all summary sheets, scorers/timer's data sheets, original entry blanks, liability release waivers, minor releases, official's sign in sheets, money and any other registration forms used to APBA Headquarters within the specified time required.
7. Shall assist the Referee in completing accident/incident reports.

8. Must enforce all category and general racing rules pertaining to a Scorer as stated in the current rulebook.
9. Shall act as a member of the race committee.

### **RULE 31 • REFEREES AND DUTIES**

1. Each Racing Commission Chairman shall appoint a number of persons qualified to act as Referees, who shall serve during the racing year of their appointment.
2. All referees must have completed and passed a yearly Referee test before being approved to work an event. Officials who have passed the previous year's test shall be grandfathered for a period of 45 days after the new test comes out.
3. At all sanctioned events a Referee and Assistant Referee, selected from the list of approved Referees, shall be present.
4. In case of an emergency, any member of a Racing Commission may designate a Referee for any particular regatta.
5. The Referee is the bona fide representative of the appropriate Racing Commission, with all personnel connected with the regatta, officials, drivers, mechanics, and owners to be under the jurisdiction of the Referee during the entire regatta.
6. The Referee is to have in his/her possession a copy of the insurance certificate before any boats are allowed on the race course.
7. It is the particular duty of the Referee to see that the INSURANCE WAIVER and RELEASE FORMS are being signed by all PARTICIPANTS and that everyone who signs a waiver wears a nontransferable wrist band that must be worn on the wrist, as verification that the waiver has been signed. Other forms of verification are not acceptable.
8. It shall be the Referee's responsibility to attend all Drivers' Meetings, protest hearings, and any meeting of the Race Committee, and while he may advise, he does not vote. The Referee must assure himself that all questions regarding rules, conduct of the regatta, and conditions of awarding of posted prizes are thoroughly explained to all contestants. The Referee should also inform the drivers whether or not all requirements for sanction have been provided for.
9. 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.
10. The Referee must realize that he/she is there to prevent errors, if possible, and help make a smooth-running

regatta. He shall advise the Race Committee or make suggestion for the proper handling of the race. His suggestions to the Race Committee as to course, conduct, inspection, and compliance with rules, etc. must be observed. He shall insist that all provisions of the racing rules be complied with at all times.

11. While rendering this assistance, he still must never assume the responsibility rightfully belonging to the Committee Chairman and other officials. He shall not act as a member of the Race Committee or any other committee in connection with the race or regatta.
12. No specific duties shall be assigned to the Referee such as Announcer, Timer, Surveyor, Inspector, etc. Although a Referee is forbidden to act in other official capacities, this does not prohibit his instructing officials when they obviously are unfamiliar with their work. To observe formalities, all matters are handled through the race committee chairman.
13. It shall be the duty of the Referee to see that officials themselves obey all rules and impartially compel obedience by others. He/She must make sure the timing, scoring, and all other details of procedure are properly handled and correctly recorded on standard forms. He/She is to see that adequate pit facilities, pit security, and course patrols are provided and that promises as to prizes or other inducements of the race circular are fulfilled.
14. It shall be the duty of the Referee to report in writing to APBA Chief Referee and Category Chairman any problems that he/she may have enforcing any rules. This report is to be done not later than eight (8) days after the final day of the sanction.
15. He shall have power to enforce the conditions demanded for a proper basis for records. He may decline to allow a speed made to be considered as a record, if in his judgment, the rules have not been complied with or enforced.
16. Immediately after the conclusion of any event where a record is claimed, the Referee shall make a report on blanks provided for the purpose, and shall file two copies of the report with the sanctioning official.
17. It shall be mandatory that the Referee notify the owner and/or the driver as soon as possible of any disqualifications.
18. The Referee shall record a disqualification on a specific member's card whenever:
  - A. A driver does not report with his boat to the Inspector after a race for inspection.
  - B. A driver refuses to dismantle his engine when asked to by the Inspector.
  - C. A driver forfeits a race rather than submit to inspection.
  - D. In the opinion of the Inspector, the driver has defied the rule and competed with illegal equipment.
  - E. In case of infractions of any technical rules during a heat, the driver shall be disqualified from that heat and all other heats of the race.
19. The above rule shall apply to all categories; penalties for defying the rule may differ for each category.

**RULE 32 • Any elected APBA person must attend the Annual Meeting. Failure to attend will result in replacement.**

### **RULE 33 • PROMOTIONAL BOAT SAFETY REGULATIONS**

- 1. Any boat used as part of on-water promotion must pass the required category pre-race safety inspection.**
- 2. Promotional use may only take place during non-competition times. However, safety and rescue units, as well as an ambulance must be on station when a promotional boat is on the water. Under no circumstances may a promotional boat be used during competition.**
- 3. If the promotional boat is used to take non-competition participants for a ride, the promotional boat driver must be a current APBA racing member and must have a minimum of three years of competition experience.**
- 4. Any person participating as a “rider” in a promotional boat ride-along during a non-competition event must have at least an APBA Single Event membership for the specific ride date. They must comply with all APBA rules and must wear APBA approved safety equipment. Non-competition riders must sign a separate APBA waiver and release form before entering the cockpit.**

### **RULE 34 • NORTH AMERICAN CHAMPIONSHIPS**

***North American Championships are held in any one of the three North American countries.***

- 1. North American Championships may be held annually at the rate of one championship per class; all categories.**
- 2. Awarding of the N.A.C. will be on a bid basis.**
- 3. All provisions of the APBA-CBF agreement will be followed to the letter.**
- 4. All provisions of the FMM-APBA agreement will be followed to the letter.**
- 5. All provisions of the FMM-CBF agreement will be followed to the letter.**
- 6. The cost of N.A.C. plaques shall be \$150.00.**
- 7. In order for the N.A.C. plaque to be awarded to any one class at a regatta there must be a minimum of four (4) starters in the class in at least one heat; step-ups excluded. The exception to this rule is OPC which requires five (5) starters in the class in at least one heat.**

### **RULE 35 • HOT PIT / COLD PIT REGULATIONS**

- 1. Hot Pits will be defined as anywhere at the race site where boats or racing craft are entering or exiting the water by hand, trailer or crane. This also includes the water area inside the outside course markers.**

- a. Due to race site variations, there is no set plan for this area. The Hot Pit area is to be marked and fenced separately from the Cold Pits to control unauthorized entry.
  - b. The only persons allowed to enter the Hot Pits must be: a Racing member of APBA, Single Event member of APBA, or Non-Racing member of APBA. Persons allowed in the Hot Pit area will wear a unique armband to indicate authorized access. APBA memberships are available at each race site as well as through [www.APBA.org](http://www.APBA.org).
  - c. Racing members of APBA, Single Event members of APBA and non-Racing members of APBA are allowed into any APBA hot pits, unless there are additional category based restrictions or restrictions from the conducting club. Example, J drivers in Unlimited hot pits.
2. Cold Pits will be defined as anywhere a boat or racing craft is being stored and/or prepared during the entire event and properly signed and fenced. Anyone entering the Cold Pits must sign the APBA release waiver but does not need to be a member of APBA.
  3. Vendors who are covered by their own Insurance policy must provide Certificates of Insurance indemnifying APBA from any claims from their employees or volunteers in order to be exempt from our membership requirement.

#### **Rule 36 • Data Acquisition and Telemetry**

1. Teams may not upload (transmit data or information to the boat) or download (transmit data or information from the boat) data while the vessel is competing in a sanctioned event. Voice information from one person, the Crew Chief, or a spotter is allowed.
2. Dataloggers may be used for the purpose of collecting data ONLY. This data can only be accessed while the vessel is stationary and not competing. The only exceptions to downloading data during competition are: Video, RPM, Speed, and GPS location strictly for promotional purposes and the following list of data channels, used only to monitor the health of specific systems which include engine and gearbox.
  - a. Engine Oil Pressure
  - b. Engine Oil Temperature
  - c. Gearbox Oil Pressure
  - d. Gearbox Oil Temperature
  - e. Engine Water Pressure
  - f. Engine Water Temperature
  - g. Exhaust Gas Temperature
  - h. Rotational speed of compressor turbine
  - i. Fuel Flow
  - j. Accelerometer to measure driveline vibration ONLY
3. No other data may be downloaded during competition. And no data may be uploaded at any time while the vessel is competing in a sanctioned event. Any data logged may be examined by technical officials and referees. Any logged data will be kept private by technical officials and referees and will not be shared with any other team. Teams must provide full access to the data logger and provide a copy of all data when requested by a technical official or referee.
4. Violations to this rule will result in immediate disqualification, and exclusion of National Championship qualification, if applicable.

#### **RULE 37 • Engine Performance Technology .**

- a. The intent of this committee is to review the ever-changing world of electronically controlled engine performance technology, and the possible systems used to circumvent the rules and parameters as set forth by APBA and the manufacturers. Only the committee chair will be named- Kurt Romberg.

The only data logging systems allowed in competition are: (All loggers must be Silent on bus and not have any active outputs)

- AiM MXP, MXT, MXS (any size screen) (No AiM RIO products are legal in competition)
- AiM MyChron 3, 4, 4 2T, 5, 5 2T, 5S, 5S 2T, 6, 6 2T
- AiM EVO4s, EVO5
- AiM Solo2DL
- Alfanso 6, 7 1T, 7 2T
- MoTeC L120, L180, C125, C127, C1212, C185, C187, C1812 (No MoTeC ECUs are legal, and no Power Distribution Modules are legal)
- Racepak **G2X and G2X Pro**
- **Link ECU for the Honda 2.5-liter inboard engine.**
- Any loggers that are provided and installed on motors by the manufacturer of said motors.
- APBA supplied data loggers for specific scrutineering.

b. The data logging system must only be set up to receive data (i.e. “silent on bus”). All data logs are subject to collection by an APBA official at any point during a sanctioned event for inspection. If a logger is equipped with WiFi, that connection shall be enabled, and the unit password shall be supplied to the APBA official upon request. Loggers shall be set to start and stop logging such that the entire race is captured. Typical trigger criteria would be greater than 1000 rpm OR greater than 6 mph to start logging. Note- APBA is aware that technology is evolving rapidly. In the event a team would like APBA to consider another system, it must be sent to the committee chair for review.

c. APBA wants the humans onboard the boat to control the boat and ALL systems onboard. The ability to control any system remotely (other than safety systems used by the race committee) during competition is illegal, this includes any ECU operations. Monitoring of systems during competition, to prevent catastrophic damage to the engine and driveline is allowed. Digital outputs and active CAN connections that can be controlled through software (remotely) are problematic as they can be used to control relays to operate hydraulic or electric actuators; doing this, or anything like it is illegal. The systems can't have any active outputs. Feedback systems that do not include on board humans operating changes are illegal. The ECU software/firmware versions, and ECU hardware, should always be exactly what the engine manufacturer installed. All ECU software and firmware must be approved and version numbers available.

**The list in section 37.a can be modified at any point by the committee chair without the need of BOD approval. All modifications need to be conveyed to the BOD at the next BOD meeting and published in the next Propeller magazine**