

TRINIDAD AND TOBAGO POWERBOAT ASSOCIATION **CARIB GREAT RACE – RACING RULES 2011.**

Citation

These rules shall be cited as the "Carib Great Race Rules 2011".

Operation and Cessation

These rules shall come into operation at 6am on Saturday 30th July 2011 and shall cease at 6pm on Sunday 28th August 2011.

Application

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

Power to Appoint a Race Committee

- (I) The Trinidad and Tobago Powerboat Association shall appoint a Race Chairman who shall appoint a Race Committee. - hereinafter referred to as the "Committee" and Race Officials to conduct the race and enforce these rules.
- (II) "Race Official" means any member of the Committee, the Starter, Time-keeper, Race Marshall, Boat Inspectors, Medical Examiners, Captains of Patrol and Marker Boats, Members of the Racing Jury, Race Controllers, Coast Guard Personnel charged by the Committee to perform certain functions and any other person charged with the responsibility of performing certain functions in connection with the Race.

Composition of The Race Committee

The Race Committee shall comprise: - a Chairman, a Secretary, and four (4) other members one of whom shall be the Treasurer. Members shall be selected by the Chairman from the Powerboat Community. Three (3) members shall form a quorum.

Power of Committee

1. The Committee shall have overall discretion for the conduct of the Race, the competing boats and their crews.
2. The Committee shall decide the course and time over which the race is to be driven.
3. All powerboats, their drivers, and crews taking part in the race shall be under the control of the Committee.
4. Drivers of competing boats shall be responsible for the conduct of their crews and shall ensure that they comply with these Rules.
5. The Committee shall appoint a Racing Jury who shall adjudicate on all matters referred to it in connection with the race.
6. The Racing Jury shall receive reports of the Race from persons in charge of Patrol/Marker Boats and other officials.
7. The Committee shall appoint a suitable person to be Chief Inspector and he shall appoint such other Inspectors as he deems necessary to inspect all crafts

entered in the race to ensure that all drivers, their crew's boats and their equipment comply with these rules.

8. The Committee shall appoint suitable Medical Practitioners to carry out Medical Examinations of all drivers and their crews at such times and places designated by the Committee. No persons shall be allowed to race unless he is found fit by the Medical Practitioner examining him.

Entries

Each team shall submit an entry form to the Committee with the prescribed entry fee by the 13th August, 2011.

TTPBA Annual Membership Dues

Racing Members \$ 850.00

Race Entry Fees per Team

Racing Classes (M, C, B, A)

Entry Fee \$3,000.00

Sports Classes (I & II)

Entry fee \$2,000.00

Production & Pirogue Classes

Entry fee \$ 900.00

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

Annual Hull Registration Fee \$ 1,000.00

Late entries

Late entries may be accepted with penalties as follows:

Up to \$4,000.00 at the discretion of the Committee.

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

Classification

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

Start of Race

The following is the scheduled start times for following classes on the morning of Saturday 27th August 2011:-

Class Letter Designation	MAXIMUM Speed	Start Time
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SHORT COURSE

D	60 mph	7.50am
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P	60 mph	7.50am
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MEDIUM COURSE

S1	70 mph	8.00am
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S11	80 mph	8.00am
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LONG COURSE

B	90 mph	8.00am
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C	110 mph	8.00am
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M	120 mph	8.00am
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Milling Area

Once in the milling area before the start, competing boats will move "OFF PLANE" in a clockwise or anti-clockwise direction as designated in the briefing. Drivers who are found in breach, as determined by the starter will incur a Penalty of one (1) minute added to their time. This penalty will be imposed by the starter.

STARTING PROCEDURE

- a) The milling area shall be designated in the "Thursday before" briefing.
- b) In the milling area all boats must be off plane (bow down, no wake, 10 mph max) only and must turn in the direction designated in the briefing.
- c) The start boat shall be closest to one side or the other of the start chute.
- d) At two minutes to the start the starter will raise the appropriate flag and ALL boats designated to start MUST be in the milling area.
- e) At one minute to the start the starter will raise the appropriate flag and then the start boat will cross in front of the fleet to bring the boats out of rotation. Every boat must come out of rotation with the center buoy on the side designated in the briefing. The start boat will then proceed down the start chute until the majority of the fleet forms a line abreast and 100ft astern of the start boat transom at which time the flag will be dropped and the race officially started.
- f) The starter is not authorized to wait for any boat
- g) Racing may only begin when the starter drops the flag.

- h) Should a boat fail to start when its respective class has started, a delayed start is allowed provided the boat crosses the start line within half an hour (30 min.) of its respective class time.
- i) A new Driver/s (rookie) must start a minimum of 100 ft. behind their class.
- j) NOTE: The term Driver applies to the position of Wheelman or Throttleman**
- k) A rookie is a new driver that has not raced in the class within the previous five yrs.
- l) Any two flags raised and crossed designates a delayed start.
- m) The **RED** flag will be raised if an **EMERGENCY** situation arises on the course. If at any time during the start procedure a **RED** flag is raised, the start has been aborted and all boats must return off plane to the milling area for restart.
- n) If the **RED** flag is raised at any time during the first lap, the race has been stopped and all boats are to return to the milling area immediately and await instructions from the official starter.
- o) A **BLACK** flag will be raised if the race has been aborted. Boats should then proceed to the holder of the flag for instructions.
- p) Starting Rules infractions:
 - i) Jumping the start
 - ii) Milling in the wrong direction
 - iii) Milling on the wrong side of the start boat
 - iv) On plane in the milling area
 - v) Not being in the milling area after the two minute flag is raised

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

Late starts

Late starting will be allowed up to 30 minutes after the Main start at 8:00am i.e. 8:30am. Late starters must pass the starting line only after prior approval of the starter.

Crew

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

Race Finish Time

The Carib Great Race will officially finish at 12 noon on Saturday 27th August 2011.

Age Requirements and Competence

The minimum age for a driver or crew member shall be 17 years unless such person, upon recommendation of at least two other experienced crew members, has been accepted by the Race Committee as a person competent to be a member of a racing

crew. The Committee must be satisfied with the competence of all drivers and their crews before such persons are allowed to drive or act as crew.

Drinking and Taking Drugs

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

Course

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

Patrol and Marker Boats

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

Boats out of the Race

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

Cessation of Race

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

Racing Jury

The Racing Jury shall comprise (Chairman), and .All protests on any matter concerning the Race shall be referred to the Chairman. Any person who feels aggrieved by the Jury's decision shall appeal within one (1) hour after such decision is given to the full Race Committee whose decision shall be final.

Racing Jury Powers

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

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

Protests

All protests shall be in writing accompanied by a fee of \$1,000.00 all protests shall be forwarded to the Chairman of the Racing Jury to reach him no later than one hour after the race and may be left with the persons in charge of Tobago or Port of Spain Race Control. If the protest is proven to be valid, the fee shall be returned to the protesting party. Should the protest be found invalid, the protest fee shall be paid to the owner of the boat protested to defray cost of teardown etc., in protests not involving other boats and which are denied by the Jury, the protest fee shall be forwarded to the President of

the TTPBA for crediting to the account of the Association. Upon proof of an allegation of breach of any rule made by any patrol, Marker Boat Captain, or Coast Guard Personnel, the Racing Jury shall have the power to admonish, fine, disqualify or suspend the guilty party from future racing for such period as it may deem fit, but not exceeding 1 year.

Penalties

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

- Late arrival to any race briefing – 2 minute penalty at start of race
- Late inspection of boats - \$500.00
- False or inaccurate information/declaration on Entry Form: from 1 minute added to racing time to disqualification.
- Improper conduct: Abusive or Obscene language to a Race Official (From 1 minute added to racing time of the competing Boat to disqualification.
- Improper start: One Minute.
- Improper milling: One minute.
- Non completion of race course; i.e. (Passing on incorrect side of Marker Boats and or Marker Buoys. Missing Marker Buoys): From 5 minutes to disqualification
- Absence from briefing: From two minutes at start to disqualification.
- Failure to report breakdown or 'out of race' - \$5,000 applied to crew and/or boat
- Any conduct prejudicial to the good order of the race from two minutes to disqualification.
- Breaking out of speed bracket: A 1 minute time penalty for every recorded speed above the assigned speed bracket (GPS speeds are transmitted every 15 seconds).
- Any other offence committed by a driver or his crew member under these rules for which no specific penalty is provided, the penalty shall be a fine not exceeding \$500.00.

Broken Down Crafts

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

Accidents

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

Overtaking

At all times during the execution of a race course, the "Rules Of the Road" shall apply. When two boats are on the same course the overtaking boat shall keep clear of the boat

being overtaken and in passing shall allow at least 50 feet of clear water between them. The overtaken boats shall not alter course so as to compel the overtaking boats to pass within the 50 feet limit.

Finish Boat and Time Keeper

At the Briefing the name of the "Finish Boat" will be disclosed. The official time keeper will be located on that Boat.

Compulsory Safety Equipment

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

All boats finishing are subject to a safety equipment check. In the event that safety equipment listed cannot be accounted for, such boats may be disqualified. Engines/outboard motors may be sealed for further inspection later in order to confirm classification.

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

- i) Life Jacket and helmet of an approved type for each occupant of the boat. Helmets must be orange/red in colour and must have the name of the competitor and his blood type painted thereon. Jackets shall be the Lifeline Brand, or an equivalent substitute of the same standard, or of other make approved by the Inspector. The helmet shall be SNELL manufacture or such other type as may be approved by the Inspector. The helmet must be open faced or enclosed type but some form of visor or goggles must be used.
- ii) Lifeline jackets as well as the canopy style jackets.
- iii) Radio must be fixed base with International select button and frequencies must include 6/16. Hand held will not be accepted but encouraged as an additional safety item.
- iv) Fire Extinguisher Co 2 or dry powder type minimum (5-7lbs) capacity or Halon Extinguisher.
- v) Inboards –
 - i. must be fixed
 - ii. must have additional hand held for electrical/ under deck fires..etc – not just for engine. Must be assessable in cockpit area.
- b. Outboard - access to hand held and minimum on one per engine
- vi) Hand Bilge pump or bailer and electrical bilge pump.
- vii) Anchor or grapnel and a minimum of 50 meters (160 ft.) of rope, at least 5/8" diameter and 19 meters (60ft) of nylon rope 5/8" diameter for towing.
- viii) One Flash Light - water proof with minimum of 2 D cells
- ix) One compass - a recent certificate of Deviation from the Coast Guard or other approved authority is strongly encouraged

- x) Reflective mirror.
- xi) Knife
- xii) Towing Cleat, Sampson post or bow ring.
- xiii) Motorist type First Aid Kit.
- xiv) Adequate fuel.
- xv) Identification of boat, that is Names and numbers painted on the port and starboard sides, and numbers on top decks to be clearly visible from the sides and above. Minimum size of figures is to be 30cm or 12".
- xvi) Kill switch installed in such a way to stop engine/engines in event that any crew member is thrown overboard. Each boat must be equipped with an override mechanism.
- xvii) One gallon drinking water for each person on boat.
- xviii) VHF Radio with Channel 6 and 16 and be prepared to do Radio checks on inspection of the boat, and prior to start of race.

All boats finishing are subject to safety equipment check. In the event safety equipment listed cannot be accounted for, such boats may be disqualified. Engines/outboard motors may be sealed for further inspection later in order to confirm classification.

Dress of crew

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

Savings

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

Made this day of 25th July 2011 by the Executive of The Trinidad and Tobago Powerboat Association.

A. Bell
Secretary.

Explanatory Notes.

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

1. The main purpose of these rules is to create comprehensive and functional guidelines for offshore racing, and consolidate some already existing practices which relate to Power Boating and the use of our seas.
2. The rules are designed to make racing safer by their observance, and have given penal consequences of contravening their provisions.
3. Recent events in racing have shown the need for greater awareness of Safety rules on the part of all concerned with offshore racing.
4. The rules set out the minimum items of safety equipment which must be carried when racing.

5. The rules are designed to update and bring them into harmony with International Standards.
6. When read, understood, and indeed, complied with, these rules will Insulate competitors from accidents and distress, consequent upon carelessness or negligence.
7. Although not specifically stated, distress signals for boats in distress still apply And must be done in accordance with the Shipping distress signals and prevention of Collision Regulations of 1990.
8. To be safe one's boat must be sea worthy, equipment serviceable, in good condition and driver and his crew must be mentally alert and physically fit.

Good luck and be careful out there.

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