

2009 U.I.M WORLD JET BOAT RIVER RACING MARATHON CHAMPIONSHIP

**SOUTH ISLAND
NEW ZEALAND**

19th September to 27th September 2009

ADVANCE PROGRAM

**Event Organiser:
Jeff Horne
2585 South Eyre Rd
Rangiora RD6
NEW ZEALAND**

**jeff@hornit.co.nz
+64-275-346082**

Race officials

UIM Commissioner: Denise Moughan
Race controller: Tony Ewens
Assistant Race controller and event organizer: Jeff Horne
Head Tech inspector: Phil Spicer
Safety Boat Captain: Lance Kerr
Safety Helicopter Captain: Andrew Reid
Medics: ST Johns
Communications and timing: AREC
Head Starter: Colin McCall
Head Finisher: Clive Workman
Race Secretary: TBA

Course:

The dates and course is as below:

Day One: Saturday 19th September
2pm-4.30pm Tech Inspection Christchurch
Day Two: Sunday 20th September
10.30am: Waimakariri-Criterion SH1 Bridge
Day Three: Monday 21st September
10am: Up Waiau River, Spotswood to Hanmer
2pm approx: Hanmer to Waiau Township
Day Four: Tuesday 22nd September
10am: Rakaia River, lagoon to gorge
2pm approx: Rakaia gorge to Rakaia lagoon
Day Five: Wednesday 23rd September
9am: SH1 Waitaki River, SH1 Bridge to Kurow
12.15pm approx: Kurow to SH1 Bridge
Prize Giving at Carlton Hotel 6 pm
Day Six: Thursday 24th September Lay Day
Day Seven: Friday 25th September
10 am: Waimakariri River SH1 to Woodstock
2pm approx: Woodstock to SH1 Bridge
Day Eight: Saturday 27th September
9 am: Waimakariri-Criterion SH1 Bridge area
Prize Giving at venue to be advised 6 pm
(all times and rivers are subject to change)

Titles to be competed for will be

NZ1 overall New Zealand winner
UIM world champion overall 1st, 2nd & 3rd
UIM world champion Unlimited 1st, 2nd & 3rd
UIM world champion A class 1st, 2nd & 3rd
UIM world champion B class 1st, 2nd & 3rd
UIM world champion C class 1st, 2nd & 3rd
UIM world champion D class 1st, 2nd & 3rd
UIM world champion E class 1st, 2nd & 3rd
UIM world champion FX class 1st, 2nd & 3rd

INTRODUCTION

It is emphasized that the following rules are designed to protect administrators, entrants, their boats and crews from any adverse situation they are likely to encounter as a result of their participation in jet boat river racing. However, since no sets of rules are entirely comprehensive, decisions taken by Organizers and the Jury will be based on these rules tempered by a desire to ensure that success results from fair racing, superior speed and skill.

All competitors, their support team, and officials involved in the event are expected to conduct themselves in professional and acceptable manner whilst the event is "in progress" It is assumed that this is from the moment they arrive at the venue (Christchurch Tech inspection) until they leave following the conclusion of the event (4 hours after prize giving).

Areas for testing/practice will be made available during the duration of the event. These will be notified to competitors by way of the information pack that will be mailed to them on acceptance of their entry. It is stressed that all local bylaws relating to the use of waterways are to be abided by at all times, unless specific exemptions are notified by the Race Organizers. It is the competitor's responsibility to be aware of such requirements. This includes compliance with local bylaws relating to excessive noise.

Competitors will race for;

- (i) the Overall Title – in which their boat must start and finish every leg under its own power, and within the prescribed allowed time. The winner will be the entrant with the lowest elapsed time, irrespective of class entered.
- (ii) (ii) class placing where those incurring DNF/DNS penalties may continue to compete.

1. RACING CLASSES

The following classes are based solely on engine capacity. A minimum of three boats will need to register for any one class for it to be run.

E Class: up to 3400cc

FX Class: up to 5817cc

D CLASS: 3401 - 4200cc

C CLASS: 4201 - 5100cc

B CLASS: 5101 - 6000cc

A CLASS: 6001 - 7700cc

UNLIMITED: 7701cc and above

NOTE - Multiplication factors

- (i) Forced induction engines, (except two stroke engines) those engines using combustion supporting additives (e.g. Nitrous Oxide, Turbo, supercharger etc) will be required to multiply their cc rating by 1.8 to obtain their class rating.
- (ii) Rotary engines will be required to multiply their cc rating by 1.8, and if forced induction is utilized, by a further 1.8 to obtain their class rating.
- (iii) Diesel engines are NOT subject to any multiplication factors to obtain class rating irrespective of whether forced induction is utilized.

(iv) Turbine engines shall fall in unlimited class.

2. RACING LICENCES

(a) No one can take part in the event without being in possession of their approved current Race Licence, First Aid Certificate and for NZ entrants, Log Book.

(b) NZ race Licences must be current NZPBF Licence issued by the NZJBRRA.

(c) JBNZ Licences including day licences are not recognized for this event.

(d) International Competitors must have a current Licence issued by their UIM National Authority for Jet Boat River Marathon Competition and ratification in writing releasing them to compete in this event.

(e) Endorsements - All or any of the following steps can be taken by the Management Committee of the NZJBRRA.

(i) Reprimand (in writing) to be recorded in Licence/Logbook.

(ii) Disqualification (in writing) to be recorded in Licence/Logbook.

(iii) Licence Suspension or Cancellation, in which case the licence holder may be required to appear before a disciplinary committee.

(f) All competitors must sign the UIM Anti-Doping "Acknowledgement and Acceptance Form".

3. JURISDICTION

Section 400 of the UIM Rules are applicable to this event.

THE JURY (Protest Committee)

(a) Composition

(i) Chairman appointed by organizers.

(ii) The UIM Commissioner appointed to the event

(iii) One representative may be appointed by each competing country

NO race official or competitor shall be a jury member.

Appointments of Jury members representing competing countries must be made in writing, and authorized and signed by an official of their National Authority.

(b) Authority/Duties

(i) The Jury sits for the duration of the event and has the authority to enforce all applicable rules/regulations and to decide on any matter relevant to the conduct of the event, including penalties.

(ii) The Jury must decide as soon as possible on all disputes, protests and claims presented to it during the event.

(iii) The Jury must determine whether a Protest or Claim presented to it has been lodged in accordance with the rules. If found invalid, the reasons must be given to the claimant and fee if paid, refunded.

PROTESTS

(c) Hearing of the Parties

(i) Any person or body being party to a Protest, Claim or Dispute or being charged for an offence against the rules shall have the right to be heard before the judicial body in question in order to defend himself.

(ii) The judicial body must satisfy itself that notice has been given to the parties of where and when the Hearing will take place.

(iii) If any party duly convened fails to appear without giving an acceptable reason, judgment can be rendered by default.

(d) Witnesses

(i) Each party may bring witnesses to the Hearing. They must only testify to the facts and may not express opinions, unless asked to do so by the judicial body.

(ii) Any costs incurred by the appearance of witnesses shall be borne by the respective parties unless decided otherwise by the judicial body.

(e) The hearing procedure

The following procedure must be followed in all hearings unless stated otherwise elsewhere in these rules:

- written minutes must be taken and kept for twelve months from the conclusion of the event.

- all parties to the case are entitled to be present throughout the hearing and question all evidence

- the protest, claim or charge shall be read out to the parties

- the parties shall be invited to state their cases. The parties may call witnesses.

All witnesses must be excluded from the hearing except when giving evidence.

Each witness, after having given his account of the case, may be questioned by all parties and by the members of the judicial body. The witnesses then withdraw

- any member of the judicial body who is familiar with the case may give his evidence

- the parties shall be entitled to question each other and any member of the judicial body who may have given evidence

- the parties shall be invited to make a final statement of their cases

- the judicial body may recall any party, previous witness or new witness and call on other evidence. The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements

(f) Judgment

(i) Decisions by judicial bodies shall be reached by simple majority of votes. In case of equal votes, the Chairman's vote will be the casting one.

(ii) Any judgment pronounced by a judicial body takes immediate effect and cannot be altered except after appeal to the NZJBRRRA Inc. Management Committee.

(g) Interested Parties

No member of a judicial body may adjudicate on a matter if they know themselves to have directly or indirectly an interest in one of the parties involved. However this does not exclude a member from participating if one or more of the parties are from the same country

(h) Notification of Decision

All decisions by any judicial body must be notified to the Race Controller in writing as soon as practicable. The Race Controller is to then pass on that notification to the concerned parties in writing as soon as possible.

(i) Availability of Documents

All documents relevant to any decision by a judicial body must be filed and held available for a higher authority.

(j) Return of Fees

If a protest is upheld by a judicial body, the respective fee may, at the discretion of the jury, be returned to the protester.

(k) Right of Protest

(i) Only a competitor or race official taking part in the event, has the right to lodge a protest. Joint protests, severally signed, will not be considered.

(ii) A protest can be lodged against the posted provisional results or against any decision made by the Race Committee or an Official, or against one or several competitors.

(iii) A protest can only be lodged in a matter, which concerns the protester himself.

(iv) A protest, which complies with these rules, must not be refused by the organizers.

(l) The Protest Fee - NZ\$1000 inc. GST.

(m) Format of Protest

A protest must be written in English on the official form, (available from Race Control) legible, and signed by the protester. It must give clear indication of what matter the protest concerns, the reason for the protest, any competitors/officials involved, and any rules that he/she considers relevant. It can be accompanied by any evidence the protester considers useful.

(n) Lodging of a Protest

(i) A protest must be handed to the Race Controller who must in the presence of the Protester record the time of receipt.

(ii) The protest must be accompanied by the stipulated fee.

(iii) Any justification, explanation or supporting evidence once lodged must be confidential and not revealed, and must not be amended or added to before the Hearing.

(o) Time limit for lodging a protest -

- (i) For "race in progress" matters - one hour after the protestor having completed the leg, but one half hour for the final leg of the event.
- (ii) For matters arising from the provisional daily results – one hour after the posting of these results
- (iii) However, if the protest is against the legality of a competitor's equipment or against the validity of an entry or any regulation by the organizers, the protest must be lodged before the protester starts in the race, unless he can prove to the Jury that he was not given access to the facts before the start. Starting the race is taken as acceptance of the conditions of the event and the eligibility of other competitors

4 PENALTIES

(a) General

(i) Any proven breach of the rules of this event or of any duly published race regulations may be penalized.

(ii) The race controller will be responsible for issuing penalties resulting in time penalties or reprimands and shall issue them immediately he is made aware of the breach

(iii) In order to protect the interests of the sporting community, also the following actions may be penalized:

- any deliberate act taken to gain unfair advantage
- any false act made or statement given with the intention of suppressing facts required for the proper conduct of the race
- any attempt to bribe or the taking of a bribe
- any abusive or unsportsmanlike behavior

(b) Reprimand

(i) A reprimand is a notice of disapproval of an unacceptable action. The Race Controller must record it. A reprimand must be given in writing and recorded in the competitor's Logbook. A reprimand automatically constitutes a warning that if the offence recurs, a heavier penalty will be given.

(ii) A reprimand can be given by the Race Controller or the Jury

(c) Disqualification

(i) Disqualification deletes a competitor from the results of the event

(ii) Disqualification is made by the Jury and/or Race control

(d) Suspension

(i) Suspension means an immediate loss of all rights to participate in any activities falling under the control of the NZJBRRRA Inc. UIM, or any competitors/officials national body for a period of time specified in the sentence.

(ii) Suspension can be imposed on a competitor or official for a deliberate and serious offence, repeated or very serious indiscipline or very serious misconduct.

(iii) Temporary suspension can be imposed by Race Control, but prolonged suspension can only be imposed by the NZJBRRRA Inc. Management Committee, or UIM

A suspended licence holder must hand his licence/logbook to the issuing authority who will return it only after the suspension has expired.

(e) Right of Appeal – A decision by a jury may be appealed only by the parties involved in the protest, when they consider an injustice has been made against them and/or fresh evidence has been made available that may alter the decision of the jury. Notice of the intention to appeal must be made in writing to the UIM Secretariat by the interested party within four days of the Jury decision. Full details of the ensuing process can be obtained from the UIM rule book under section 405 – The Appeals Procedure. This rule book is available from Race Control on a loan basis only or from the UIM website www.uimpowerboating.com

5. ENTRIES

(a) Admission

- (i) The organizers have the right to decide whether an entry is acceptable.
 - (ii) An entry is not valid unless it reaches the organizers within the time prescribed.
 - (iii) All entries must be on the official entry form and the indemnity form must be signed by all crew.
 - (iv) The organizers reserve the right to limit the number of entries.
- (b) Entry fee for the event is NZ\$1750.00 including GST. Late entry fee NZ\$2500.00, Entries to be on the official form only and be in the hands of the organizers by 6 pm on the 20 July 2009. Overseas competitors – reciprocal agreement prevails re entry fees (free entry)

(c) Crew

- (i) All drivers must be at least eighteen (18) years of age. Crew must be at least sixteen (16) years of age.
- (ii) Any crew shall be comprised of not less than two (2) or more than three (3) members for the duration of the event.
- (iii) No change to the list of crew members shall be made between the official entry of the crew and the start of the race, except when the organizers give their explicit consent to the change.
- (iv) Crew changes during the event will only be accepted on medical or compassionate grounds and with the explicit consent of the Race Controller.
- (v) Each entrant shall have one (1) team member designated as Captain who is responsible for the boat and all actions of its crew. All matters relating to the race shall be conducted through the Captain. The Captain may not necessarily be a member of the actual boat crew.
- (vi) All drivers and crew are obliged to know the rules of river racing, and in particular the passing rule.

6. DISTINCTIVE MARKS

- (a) Official sponsors decals where supplied by the organizers, must be securely fixed to the boat and legible as directed for the duration of the race/event.
- (b) All rights to advertising for any part of an event remain the sole property of the organizers or their nominees. No crew members or other persons shall permit any other person or organization to use any information without the permission of the organizers.
- (c) Registration letters (where applicable) and race numbers affixed and legible.
 - (i) Race numbers must be black at least 300mm in height with class letter three quarters of the number size on a white block background or reverse. No stylized numbers. NO EXCEPTIONS
 - (ii) Numbers to be placed amidships on each side of boat (and not obscured by water outlets or such like) plus on the foredeck (Foredeck numbers to read from the front of the boat)
 - (iii) Boat race number to be clearly written on each side plus the rear of the trailer, as well as in the front window of the tow vehicle

7. SAFETY RULES

(a) Alcohol/Drugs

- (i) Competitors and/or organizers shall not be under the influence of alcohol or other banned substances while participating in the event.
- (ii) Testing, when carried out, shall be by approved personnel with appropriate equipment in accordance with procedures outlined in relevant section of the Transport Act and UIM Handbook. Zero tolerance - any reading will result in Disqualification.
- (iii) A competitor shall, if requested by an authorized official, submit to an alcohol/drug test. Refusal or failure to do so may be taken as if a positive test had been recorded and dealt with accordingly.
- (iv) Any boat crew observed consuming liquor or other banned substance during the allocated time of racing or practicing, or who, in the opinion of the organizers is under the influence of liquor or banned substance, will be disqualified and have their licence endorsed accordingly.

(b) Life Jackets

- (i) Lifejackets must be worn by all crew while the boat is in motion. These must be of the appropriate N Z Standard (verifying label/s attached) or for those manufactured overseas, showing evidence that they comply with the appropriate requirements of that countries regulatory body
- (ii) It is the sole responsibility of the wearer to ensure the efficiency and type of life jacket worn is appropriate to its intended use.

(c) Helmet

- (i) Each person aboard a race boat in motion must wear an efficient helmet suitable for boat racing of red, yellow, orange or white colour, which complies with an equivalent NZ Standard.
- (ii) The wearer is entirely responsible for the efficiency of their helmet.

(d) Clothing

- (i) Fire resistant overalls are compulsory for all crew in race boats.
- (ii) Face/feet/hand protection is strongly recommended.
- (iii) Plastic wet weather gear may only be worn over fire resistant clothing.

(e) Personal Safety

Each crew of a race boat shall carry on their person

- (i) A hand held orange smoke signal producing dense orange smoke for a minimum of 50 seconds, and must show a current non-expired date.
- (ii) Waterproof matches.
- (iii) Thermal blanket in a waterproof container.
- (iv) Highly recommended all crew to carry on their person a resuscitation face shield.

8 EQUIPMENT

All boats involved in the event, whether racing or an official support boat will have a technical and safety inspection prior to the event. They must have on board or comply with the following -

(a) Comprehensive first aid kit in waterproof container including:

- (i) St Johns or Red Cross first aid manual (highly recommended)
- (ii) Several bandages: crepe/cotton, 50mm, 75mm, 150mm & triangular
- (iii) Dressings: several Telfa dressings, small & large, assorted Elastoplast strips
- (iv) Safety pins, roll of adhesive plaster
- (v) One super insulation sheet e.g. Soehngen
- (vi) Matches (30 waterproof or in waterproof container)
- (vii) Knife

(b) Orange distress flag - minimum size 600mm - 600mm attached to a handle.

(c) Buoyant orange smoke signal producing dense orange smoke for a minimum of 3 minutes, and must show a current non-expired date.

(d) Roll Cages

(i) All boats must have a roll cage fitted; mirror(s) must be fitted to give driver and crew effective rearward vision.

(iii) The roll cage must protect all crew in the boat irrespective as to how the boat could be laying, i.e. Upside down or on its side. (See diagrams below.

(iv) Clearance from the underside of the top bar to the top of the crew/drivers helmet must be 100mm(millimeters). Side and rear - Minimum of 100mm, however if side or rear clearance is less than 100mm, appropriate roll cage padding must be fitted. Roll cage to bow, if you string a line from the under side of the top bar to the bow of the boat a minimum of 100mm helmet clearance must be maintained. (See diagrams)

(iii)All boats in all classes must have a roll cage

(iv)Construction – must be well structured of steel chrome molly material.

Minimum specifications for this are 1 1/2 inches or 38mm diameter with a wall thickness of 0.065 inches (1.65 mm). It is also recommended that the main “A” frame(s) be made of one piece and the structure of the roll bar be done with a set of triangles with front and back supports. It is also recommended that the primary elements of the roll bar be secured to the main engine bearers and the chine, and if possible the seats and seat belts be attached to the roll bar/cage structure. For boats built before 1 Jan 2004, aluminum may be used.

(e) Seat belts to be fitted in all boats with roll bars. Minimum 4 point harness, the shoulder harness can not run parallel or close to parallel to the back of the seat down to the floor (see diagrams).

(f) Tow rope/Painter of at least 10M length and 12mm diameter to be attached to bow eye of boat. Plus one additional rope of same dimensions to be securely stowed in the boat.

(g) Fire extinguishers must be carried in all boats.

Permitted Types:

(i) Multi purpose (A.B.C) dry powder of minimum capacity 1.4 kg

(ii) ATC/AFFF multi purpose foam fire extinguisher capacity 1.75 liters.

- (iii) Extinguishers must be fitted in suitable mounting bracket capable of supporting the fire extinguisher in the event of an accident.
- (iv) Competitors must have documentation in their log book, or a suitable certificate, to show their extinguisher has been serviced within the previous 12 months. New extinguishers must also have certificates to show they have been serviced. All extinguishers must be pressure tested and recharged every five years.
- (v) Aerosol type extinguishers are not permitted.
- (h) Two paddles/oars in good condition.
- (i) Bilge pump - electric of minimum capacity 4400 liter per hr in good working order. Venturi optional extra.
- (j) Reasonable tool kit and spares.
- (k) Seats (including back rests), tanks, battery, windscreens (where fitted), (etc.) to be securely fixed.
- (l) Battery isolating switch - to be located between the two front seats and easily accessible by driver and crew even when strapped in their seats, must be identified by a red triangle of at least 75mm sides. (In boats of metal construction it is recommended that the isolating switch be on the earth terminal).
- (m) The steering system must be in good condition and all threaded fixings must have effective locking devices. A chain guide must be fitted to boats with sprocket and chain steering. All other systems must comply with manufacturer's specifications for their intended use.
- (n) All exposed, moving mechanical parts, i.e. belts, pulleys etc, must be enclosed by a secure cover - metal mesh acceptable.
- (o) Fuel Tanks
 - (i) Tanks must not leak. Tanks must be securely fastened
 - (ii) Fillers - fitted so no fuel can spill into the hull. (All spilt fuel is to be contained)
 - (iii) Breathers - Adequate breathers fitted to each tank, venting overboard and a minimum of 300mm from any uncooled part of the exhaust system.
 - (iv) Balance Pipes must have a tap connected directly to each tank. This line to be of the appropriate NZ Standard Fuel Line, or appropriate overseas equivalent, and to be well secured. To be covered by at least a 6mm alloy or steel cover if it runs under the driveshaft.
- (p) Fuel Take Offs
 - (i) Top of Tank.
Fuel line to be securely fitted and above the level of the top of the tank and to be of appropriate NZ Fuel Line Standard. Master Shut-off tap to be fitted which can be closed from crew seats.
 - (ii) Bottom of Tank.
Must have a tap securely fitted to the tank at the outlet which can be closed from the crew seats. Fuel line to be of appropriate NZ Fuel Line Standard and to be well secured.
- (q) All taps to be identified by a red triangle of at least 75mm sides.
- (r) A fuel filter must be fitted.
- (s) Petrol (Methanol) resistant fuel lines must be fitted and be well secured and in good condition.

(t) Methanol fuelled (includes as an additive) boats must be marked with a bold RED letter 'M' at least 200mm high on both sides of the boat. (And appropriate fire extinguisher on board)

(u) All boats must have a minimum of two throttle return springs (not including internal carburetor springs), either one of which is capable of closing the throttles.

(v) Where carbs or air inlets are enclosed, flame arrestors are to be fitted to carbs or air inlets. (Metal mesh acceptable with at least 28 wires per 25mm).

(w) Ventilation - for totally enclosed engines the bilge must contain a bilge blower. All other engine compartments must be adequately ventilated.

9. INSPECTION PROCEDURES

(a) Motors/Hulls and other equipment subject to these rules may be inspected prior to and during racing events to ensure compliance with these rules. It is the responsibility of the entrant to ensure his craft complies fully with the race rules/requirements.

(b) All equipment must be made available for inspection as requested by the organizers. If any equipment is found not to be in compliance with these rules, or if the owner/driver/crew has failed to comply with the spirit or letter of these rules, the organizers may:

(i) rescind the entry

(ii) apply a minimum of a 5% penalty for each and every item deficient, accumulative for each stage of the race for which the deficiency(s) remains, provided that safety is not materially affected.

(c) The organizers have the authority, after the finish of the race to order any contestant(s) to dismantle the motor for inspection/measurement and or cc test with meter. Should a test determine a motor is outside the limits of the class entered, then that competitor will be disqualified from the event

(d) Any boat that is involved in an accident must be re-inspected by the Technical officer. It is the responsibility of the competitor to ensure that this is done.

10 RACING RULES AND PENALTIES

Testing and practicing is allowed before and during the event in the designated areas only, and at the times advertised to competitors. Those operating outside those limits will incur a DNS penalty for the next leg.

(a) Flag Signals

(i) Red Flag - raised/displayed by a safety boat implies danger or emergency. All approaching boats must stop and await instructions, which must be complied with. Failure to stop and/or comply with instructions will result in a DNS penalty for that leg.

ii) Yellow Flag - raised and displayed by a safety boat implies problems on the race course. Slow down and proceed with caution until past problem area.

(iii) Orange Flag - A race boat crew may raise its orange emergency flag only when a crew member requires immediate assistance or the boat prevents or endangers the safe passage of oncoming boats or endangers the life of any or all

crew members. The improper use of an emergency flag will result in a DNS penalty for the offending boat for that leg.

A race boat is required to stop and render assistance upon seeing another boat's emergency flag. Failure to stop will result in a DNS penalty for that leg.

(iv) Orange smoke signals are to be used in place of the orange flag in situations where immediate assistance is required and where the visibility of the orange flag may be restricted.

(v) White Flag - raised at the starting line one (1) minute before start and lowered ten (10) seconds before the start.

(vi) Green Flag - raised at the starting line ten (10) seconds before start and lowered at the start.

(vii) Black and White Chequered Flag - mounted or raised at the finish line.

(b) Starting Rules

(i) The starting order for other than mass starts may be determined by seeding. Subsequent starting orders for other than mass starts will be determined from the cumulative elapsed times for previous legs. The starting order will progress from the fastest time to the slowest time. The starting line officials, in conjunction with Race Control, may at their discretion, alter the order of the start if conditions so warrant.

(ii) A leg is deemed to be open to racing at the start of briefing. Thereafter, and until the leg is officially closed, the leg is deemed to be open to racing.

(iii) All boats must be behind the starting line when a leg opens to racing. Any boat, which is in the water and ahead of the starting line at this time, will be deemed to be wrongfully on the leg and will be, assessed a penalty of three (3) minutes.

(iv) While the leg is open to racing, if, for reasons beyond the control of the crew, a boat crossed the starting line from the start zone prior to its designated starting position, it will be deemed to be wrongfully on the leg and it will be assessed a penalty of two (2) minutes.

(v) Boats must be in the start zone when the green flag is raised for their designated start.

(vi) A boat will be assessed a penalty of one (1) minute per second if it willfully crosses the starting line from the starting zone prior to its designated starting position.

(vii) A boat is deemed to have started a leg if it willfully crosses the starting line from the start zone at any time after the ten (10) second flag (for its designated start) is raised and before the starting line is closed.

(viii) Regardless of when a boat starts a leg, it will begin to accumulate a running time for that leg from the time that it was designated to start.

(ix) A boat that is unable to start at its designated starting position may remain in the starting zone provided that it does not willfully obstruct or impede a boat that is rightfully in the starting zone. Failure to abide by this rule will result in assessment of a penalty of 15 minutes up to a DNS penalty for that leg. No boat shall enter the start zone while the green ten (10) second flag is raised for another boat. Penalty - plus five (5) minutes.

(x) The boat that is unable to start at its designated starting position may cross the starting line from the staging area at any time within the allowed starting period provided that the ten (10) second flag is not raised for another boat, and that it enters the Start Zone at displacement. Failure to abide by this rule will result in the assessment of a penalty of 15 minutes. Any boat unable to start within 15 minutes after his advertised start position may continue only at the discretion of the chief starter.

(xi) A boat, which is unable to start a leg, may continue to compete in subsequent legs. It shall be given a DNS time for that leg.

(xii) Boats will only be deemed to have started any lap if, after crossing the starting line, they travel approximately two (2) kilometers under their own power. This cannot be done by utilizing the current of the water and/or the rowing action of the crew

(c) Race in Progress Rules

(i) Any boat which is towed from aground, or along any portion of a leg, and subsequently finishes the leg under its own power, will be penalized a DNF for that leg. Help from aground, by way of pushing by fellow competitors or spectators (using "manpower" only) acting in a sportsmanlike manner, is acceptable

(ii) Any boat that is overtaking another boat must do so in a safe and courteous manner or it will be assessed a penalty of 15 minutes up to disqualification from the event. There are times when the channel is not wide enough for passing and safety must prevail.

(iii) Any boat wishing to overtake must adhere to the Official Passing Rule, which is - The navigator in the boat wishing to overtake is to raise his arm and keep it raised until acknowledged by a crew member in the other boat. This does not mean that the driver has to delay his passing maneuver. It is the responsibility of the boat being overtaken to watch for passing craft and to make every effort to give these boats a clear passage. Strict adherence to the passing rule will be followed. Any boat being overtaken must give way, slow down, and let the passing boat through.

(iv) Obstructing a faster boat is not permitted and will incur a penalty of 15 minutes or up to a DNS penalty for that leg.

(v) Any boat having run aground or requiring to travel in the reverse direction of the race must do everything possible not to impede the progress of any other competitor. Right of way must be given to boats travelling in the direction of the race. Penalty - plus 30 minutes.

(vi) The loss of any equipment required in Rules 6, 7&8 during a race, which materially affects the safety of the boat/crew, will result in up to total disqualification from the event. Any loss, which does not materially affect safety of boat/crew, will receive a penalty of five per cent (5%) to be added to his/her actual time for each and every item deficient for each and every stage the deficiency(s) remain.

- (vii) A race boat is not permitted to refuel on a leg which is open to racing. No fuel in loose containers may be carried in the boat. Penalty - plus 30 minutes.
- (viii) No alcohol/banned substances to be carried within the boat. Penalty – disqualification from event
- (ix) All boats must be capable of maintaining at least 65 km/hr in race conditions (approximately 40mph).
- (x) The first boat at an accident/incident scene must take control of the accident/incident and stay at the scene until the accident/incident is safe and secure, or until suitable help arrives.
- (xi) The boat captain is responsible for the recovery of a damaged or sunken boat.

(d) Finishing Rules

- (i) A boat must cross the finish line under its own power to receive an elapsed time for that leg. Providing the boat has run the leg without outside assistance, then it may use the current of the water and/or the rowing action of the crew to cross the finish line
- (ii) Once a boat has crossed the finish line it may not willfully cross back and re-enter that leg until the finish line is officially closed. Willfully re-entering an open leg will result in assessment of a penalty of 15 minutes up to DNS penalty for that leg.
- (iii) A boat must finish a leg within the allowed time for the class. The allowed times for each class in each leg will be notified to all competitors prior to the event. This time will be based on average fastest time for each class in previous racing on each and every river run plus a set time to be the same for every class on every leg of the event. Failure to finish within this time will result in a DNF time for the leg.
- (v) A Boat, which fails to finish a leg, may continue in subsequent legs but will incur a DNF time for that leg. (the boat will not qualify for overall results)
- (vi) When racing two consecutive legs on one river – i.e. down the up or vice versa, then competitors may continue boating toward the finish line even if outside their “allowed” time, until 5 (five) minutes before the advertised time of briefing for the return leg. If they have not reached to finish line by that time, then they must stop and ensure their boat is clear of the racing line and await further instructions from support boats.
- (vii) If, within any one class, there are no finishers, then any DNF/DNS penalties for that class will be based on the winning time of the class below

(11) GENERAL RACING RULES

Definitions

- (i) Leg - that segment of the race course between the starting line and finish line as designated for any particular part of the race.

(ii) Starting Line - the imaginary line as drawn from the starting flag person to a point across the water as described by the Race Controller at the daily drivers' meeting.

-To be ahead of the starting line implies being on the leg between the starting and finish lines so designated for that leg

- To be behind the starting line implies being out of the leg designated for that day.

(iii) Start Zone - that segment of the water immediately behind the start line and continuing away from the start line for a distance of approximately 50M or as flagged

(iv) Holding area - that area behind the start zone and continuing for a reasonable distance away from the start zone.

(v) Finish Line - the imaginary line drawn from the finish flag indicator (flag/light etc), to a point across and approximately perpendicular to the riverbank. The finish line will be described at the drivers briefing prior to the beginning of each leg.

(vi) Course Closure - The course is deemed to be open until the race controller has closed it

(vii) DNS (did not Start) A boat which is unable to start a leg may continue to compete in subsequent legs, It shall be given a time for the not started leg equal to the slowest boat in there class plus 30% (the boat will not qualify for overall results)

(viii) DNF (did not finish) Starts a leg and travel 2 kilometers under its own power but fails to finish within the allowed time shall be given slowest in there class plus 10% and may compete in subsequent legs(the boat will not qualify for overall results)

(ix) Under its own power - the boat is in motion and not assisted by any other powered vehicle or craft.

(x) Under the control of its own crew - the crew is deemed to be able to control the destiny of its own boat.

(xi) Willfully - a boat is under its own power and under the control of its crew.

(xii) Being in tow - (taking a tow) The boat is put into, or is in motion with the assistance (in any way) of, another powered vehicle or craft.

(xiii) Allowed starting period - that period of time between a boat's designated starting time plus 15 minutes and thereafter at the discretion of the Chief Starter.

(xiv) Refueling Area - all boats must be removed from the river to an area designated by the race organizers for the refueling only of boats and support vehicles. Smoking or naked flames are totally prohibited in the refueling area.

Drivers Briefing

A drivers briefing will be held at least 20 minutes prior to each leg of the race. It is compulsory that driver and crew of each boat entered in that leg attend the drivers briefing. A roll call will be held and a penalty of up to DNS for that leg will be assessed for crew late or absent.

Evening briefings – when held these are compulsory for drivers and crew. In special circumstances dispensation may be given by Race Control and only then if the team Captain can attend in their place.

Life Jackets/Helmets

A life jackets, helmet and protective clothing as required in the rules must be worn by everyone in a race boat at all times while the boat is in motion. Violation of this rule will result in assessment of a penalty of ten minutes, or up to total disqualification from the event for blatant breach of the rule

Noise

All boats must be silenced to 95 dBa as per NZJBA Inc. testing procedure. All boats will be tested on the first day and at random on subsequent days.

Penalties: 98.1 - 99.9 dBa: + 15% leg time; 100dBa +: up to DNS penalty for that leg. Any further failure to comply will result in disqualification from the event.

(Consideration may be given in the case of mechanical failure)

Behavior

(i) The use of offensive language by a crew member towards any other person or crew member will not be tolerated. Violation of this rule will result in assessment of a minimum ten minute penalty.

(ii) Intentionally causing damage to another boat or intentionally causing bodily harm to a race official or crew member of another boat will not be tolerated.

Anyone failing to comply with this rule will be totally disqualified from the event.

(ii) All crew must obey the instructions of any official associated with the event.

Failure to do so will result in penalty of 15 minutes – or up to disqualification from the event for blatant breaches of this rule

Firearms

The carrying of firearms at any time by any crew member during the event is strictly prohibited. Violation of this rule will result in disqualification.

Navigational Assistance

No person shall provide or receive outside assistance while racing, from the air, or by radio during the race. Except for GPS in the case of safety. Failure to observe this rule will result in the contestant being given a DNS penalty for the leg

Tech Inspection

All drivers shall tech inspect there own boats prior to event. After the boat has passed tech inspection the Race Committee may re-inspect it to ensure that all of its compulsory equipment is present and technical specifications are in compliance with the rules.

Hull/Engine

(i)The hull shall not be replaced during the event. Failure to abide by this rule will result in total disqualification from the event.

(ii) All engines will be sealed before racing begins. A complete engine change may be done once only during the event, but only in the case of long block failure and at the discretion of the Chief Technical officer and Race control. The Technical officer will inspect the damaged motor as well as the replacement unit and mark in the appropriate manner.

Disqualification – a boat which has been disqualified is no longer permitted to compete in the event.

Equipment

All boats must carry all listed equipment and must maintain safety standards as directed under the rules for the duration of the event.

Indemnity

The official indemnity forms must be completed and signed by the boat crew.

Penalty for non-compliance – will not start the event until signed.

Accident/Incident

The official accident/incident form must be completed and returned within seven (7) days of receipt from race organizers. Penalty - DNS next race. Maritime Safety Authority requires that you notify them as soon as practical of any accident or incident.

Smoking

No smoking in or adjacent to boats, or in the vicinity of any containerized fuel.

Penalty - plus 30 minutes

Race Control

(i) All entrants in the event are under race control, whilst at the venue, for the duration of the event

(ii) Competitors must advise Race Control if they:

- Withdraw from the race or any leg thereof
- Have an accident/mishap involving boat damage
- Have an accident/mishap involving personal injury

The race organizers and/or the NZJBRRRA Management Committee may decide any issue not foreseen by these rules.

Check List

Competitors - Licence First aid certificate Log Book Indemnity form

Personal safety – Life jackets Helmets Fire resistant overalls
Hand-held smoke signal Waterproof matches Thermal blankets

Distinctive marks – Decals Registration letters Race numbers on boat,
trailer, and tow vehicle

Race equipment – First aid kit Orange Distress Flag Buoyant Smoke Signal
Mirror(s) Tow-rope & Spare Fire Extinguisher(s) Oars / Paddles
Bilge Pumps Tool-kit & Spares Fixtures & Fittings Secure
Battery Isolating Switch Steering System Covers / Moving Parts
Fuel Tanks Secured Fuel Fillers & Breathers Balance Pipes
Taps & Red Triangles Fuel Filter Throttle Return Springs
Ventilation

12 INDEMNITY FORM

NZ JET BOAT RIVER RACING INDEMNITY FORM
INDEMNITY TO THE NEW ZEALAND JET BOAT RIVER RACING
ASSOCIATION INC. , THE NEW ZEALAND POWER BOAT FEDERATION INC.
, THE UIM , AND TO ANY SUBSIDIARY BRANCH, ASSOCIATION, CLUB OR
AGENT ACTING UNDER THE AUTHORITY OF THE NEW ZEALAND JET
BOAT RIVER RACING ASSOCIATION INC. - hereafter referred to as "the
Association"

I/WE being the persons listed on the entry form above severally state-

1. I/We wish to take part in the competition/sporting event arranged by the Association.
2. I/We hereby indemnify the Association and each and every representative and/or official working under the authority of the Association against any claims or demands whatsoever which may arise from or in respect of my/our competing in the event, including, but not limited to, any claims in respect of personal injury (whether wholly or partially covered by the provisions of the Accident Compensation Act or otherwise), any claims in respect of property owned by other competitors or spectators or other persons, or any local authority and I/WE AGREE AND CONFIRM that The Association shall not be in any way liable for any such claims whether made by me/us or any person under my/our name or by my/our authority, or by any third party relating to any action of mine/our.
3. I/WE AGREE that this indemnity shall also apply to all persons who may participate in the event as a member of any boat owned by me/us or in any way under my/our authority.
4. I/WE have read this indemnity and fully understand its contents and intent.

Signed.....

Name