



NZJBRRR RACE RULES, GUIDELINES & POLICIES

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INTRODUCTION / MEMBERSHIP

These rules and guidelines are intended to protect administrators, entrants, safety 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 Organisers 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. Competitors are reminded that upon entering an event sanctioned by the New Zealand Jet Boat River Racing Assn (NZJBRRRA) and signing the indemnity form, that they are agreeing to abide by the NZJBRRRA rules governing the event.

Membership of the NZJBRRRA is open to any financial member of Jet Boating New Zealand and on application to the NZJBRRRA secretary, and payment of an annual subscription. All current financial race licence holders are automatically members.

Events may vary in make up and duration, and whilst these rules form the basis on which they will be run, specific events such as "Marathons" may require some changes and additions to be made. At all times, any such changes are to be notified to the NZJBRRRA and only included if passed by that body.

NEW ZEALAND MARATHON WINNERS

1970	Stan Fisher	1994	John Watson
1971	Peter Blunden	1995	Ross Bailey
1972	John Butterfield	1996	Neil Ross
1973	Cancelled Fuel Crisis	1997 World	Michael Hill
1975	Rod Coleman	1998	Jason Scott
1976	John Butterfield	1999	Russel Bezzant
1977 World	John Heslop	2000	Andrew Stuart
1978	Reg Benton	2001	Ross Bailey
1980 World	Mark Cromie	2002	Jason Scott
1981	John Heslop	2003	Neil Ross
1982	Doug Hill	2004	Neil Ross
1983 World	Mark Cromie	2005 World	Andrew Stuart
1984	Bill Roberts	2006	Neil Ross
1985	Michael Pooley	2007	Daryl Hutton
1986 World	Ken MacDonald	2008	James Murdoch
1987	Bill Roberts	2009 World	James Murdoch
1988	(No Event)	2010	John Derry
1989 World	Bill Roberts	2011	John Derry
1990	Bill Roberts	2012	John Derry
1991	Ken Macdonald	2013 World	John Derry
1992	Ken Macdonald	2014	Regan Williamson
1993 World	Ken Macdonald	2015	Regan Williamson

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1. RACING LICENCES

- (a) No person may take part in a race without holding and presenting a current approved Race Licence, current medical certificate (No less than 12 months old), First Aid Certificate and Log Book.
- (b) An approved race Licence is a current JBNZ issued NZJBRRRA Race Licence, or overseas competitors UIM International Licence, or a valid Jet Boat Race Licence issued by their National Authority.
- (c) One-Day Race Licence is not approved for Marathons.
- (d) Endorsements - All or any of the following steps can be taken by the Management Committee of the NZJBRRRA.
 - (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.
 - (iv) All licence holders must complete and sign the UIM Therapeutic use exemption form.
- (e) To Obtain a Race Licence a Person Must:
 - (i) Be eighteen [18] years of age or over.
 - (ii) Be a current financial member of JBNZ.
 - (iii) Have participated in three (3) JBNZ club events, these are to be river runs and be observed by an approved person or licensing officer.
 - (iv) Answer an oral questionnaire based on the NZJBRRRA Race Rules.
 - (v) Take the Licensing Officer for a test run in your boat.
 - (vi) Hold a current approved First Aid Certificate.
 - (vii) Hold a NZJBRRRA approved medical certificate which must be renewed annually.
 - (viii) All crew in race boats must be current members of JBNZ and NZJBRRRA (It is permissible for any person wishing to become a member to join on the day)
 - (ix) All crew in race boats must hold an approved first aid certificate.

Once all criteria have been met, the application needs the approval of their JBNZ Branch committee. Upon approval, all documents along with a \$250.00 application fee are to be submitted to the JBNZ Executive Officer who on approval of the medical by the association's Doctor will issue a licence and log book.

Licence Fees

Annual Fee - \$250.00 payable with annual JBNZ membership subscription, navigator membership annual fee \$100.00.

Whilst a medical examination is required annually, RRA Executive have the right to require any driver to undertake a medical at their discretion. It is the responsibility of the licence holder to report any change in their state of health to the JBNZ Executive Officer.

One Day Race Licence

One day race licence is valid for two days only, in any one calendar year, in any JBNZ Branch. It can be issued at the discretion of your branch committee only, but must also be endorsed by RRA. The branch committee must be satisfied that the member is familiar with the race rules and capable of handling a boat. Applicant must comply with requirements of the safety/handbook under racing licences (e) i, iii and iv with the exception of 1(a) where they do not require a First Aid Certificate or log book. The purpose of a one day race licence is to promote new competition and is only to be used in R CLASS or restricted speed classes.

One-Day Licence Fee - \$35.00 (retained by your JBNZ branch).

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2. RACING CLASSES

The following classes are based solely on engine capacity;

E CLASS: 0 - 3400cc
D CLASS: 3401 - 4200cc
C CLASS: 4201 - 5100cc
B CLASS: 5101 - 6000cc
A CLASS: 0 - 7700cc
UNLIMITED: 7701cc and above
FX Class as per UIM Rules
CX class as per UIM rules

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.

3. ENTRIES

- (a) Admission
 - (i) The organisers have the right to decide whether an entry is acceptable.
 - (ii) An entry is not valid unless it meets the pre advertised criteria.
 - (iii) All entries must be on the official entry form and the indemnity form must be signed by all crew.
 - (iv) The organisers reserve the right to limit the number of entries.
- (b) Entry fee to be set by the event organisers. A higher fee may be imposed for late entries. An entry is only valid after the fee has been paid in full.
- (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 (which includes the driver) shall comprise of not less than two (2) nor more than three (3) members for the duration of the event.
 - (iii) Any changes to crew in a race boat from that advised in an entry form must be brought to the race controllers attention prior to the start of an event.
 - (iv) Crew changes during the event will only be accepted on medical or compassionate grounds and only with the explicit consent of the Race Controller.
 - (v) Each entrant shall have the boat driver designated as Captain who is responsible for the boat and all the actions of its crew. All Matters relating to the race shall be conducted through the Captain.
 - (vi) All drivers and crew are obliged to know the rules of river racing, and in particular the passing rule.
 - (vii) No class is to be included in any event unless there are a minimum of three entrants starting in that class.
 - (viii) In any event where there is less than three entrants in a class, the race organiser may move or combine classes to enable a race, with the exception of moving any classes into CX or FX. The race organiser's decision will be final.

4. DISTINCTIVE MARKS

- (a) Official sponsor's decals where supplied by the organisers, must be securely fixed to the boat and legible as directed for the duration of the race/event.

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- (b) All rights to advertising for any part of an event remain the sole property of the organisers or their nominees. No crew members or other persons shall permit any other person or organisation to use any information without the permission of the organisers.
- (c) JBNZ Registration letters a minimum of 70mm high, must affixed and legible.
- (d) 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. Stylised numbers are acceptable but must be legible and readable (2014)

NO EXCEPTIONS

- (e) 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).
- (f) Clear and legible boat race numbers must be displayed on the side and rear of the boat trailer and also on the windscreen of the tow vehicle

5. SAFETY RULES

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.

The boat captain is responsible for the recovery of a damaged or sunken boat.

- (a) Alcohol/Drugs
 - (i) Competitors and officials shall not be under the influence of alcohol or other banned substances while participating in the event.
 - (ii) Drug Testing, when carried out, shall be by approved personnel with appropriate equipment in accordance with procedures outlined in the 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 authorised 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 organisers is under the influence of liquor or any banned substance will be disqualified and have their licence endorsed accordingly.

6. SCRUTINEERING PROCEDURES

Scrutineering Standards

At all major events i.e. World, NZ National events, a full and thorough scrutineering to be carried out by competent people prior to the event.

At all other events racers will carry out their own RRA printed scrutineering checks, which must be signed by a member of the crew.

Spot checks may be carried out by officials with time penalties and up to total disqualification for any major breach may be applied.

- (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 organisers. If any equipment is found to consistently fail to comply with these rules, or if the owner/driver/crew has failed to comply with the spirit or letter of these rules, the race controller 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 race controller has the authority, after the finish of the race to order contestant(s) to dismantle the motor for inspection/measurement and or cc test with meter. If such action indicates the correct displacement for the class entered, the race organisers may pay up to \$NZ250.00 inc GST to the boat owner toward the costs of gaskets and/or labour, otherwise all costs shall be incurred by the boat owner. Should a test determine a motor is outside the limits of the class entered, then that competitor will be disqualified from the event.

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- (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.

7. SAFETY EQUIPMENT

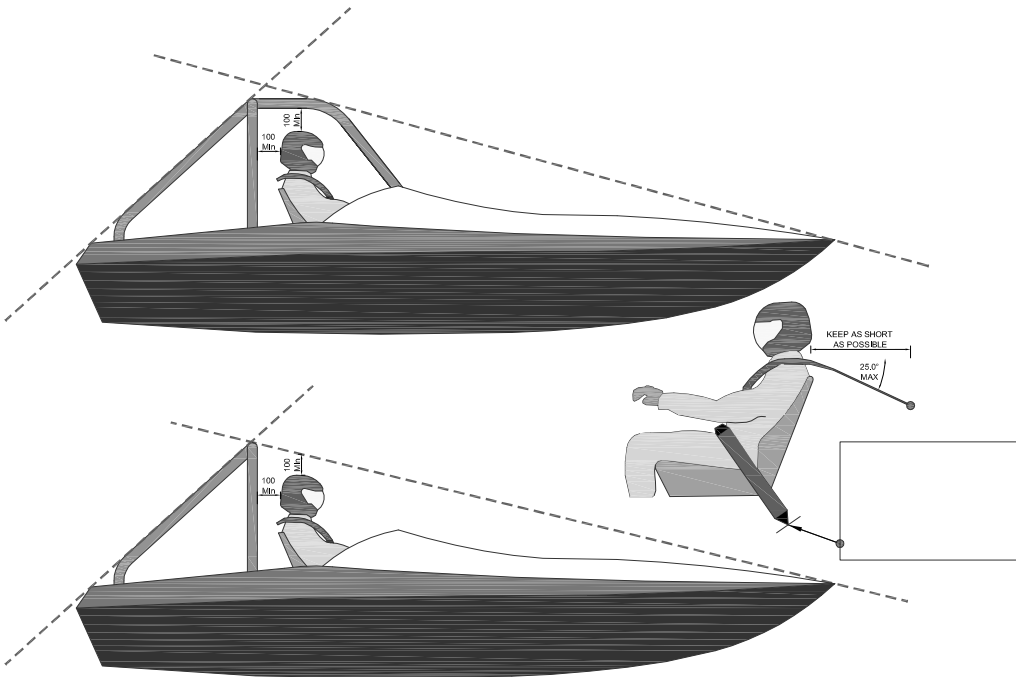
- (a) A NZ or Australian Standards Approved Life jacket, with appropriate labelling, must be worn at all times the boat is on the water. Crotch straps are required while racing. Specialised Type 406 jackets are recommended. In recognition of the constraints of seat belting and exiting in some boats, RRA on a case by case basis, may accept professionally manufactured buoyancy aids for racing, including capsule suits and torso suits must be worn by all crew (2014). It is the sole responsibility of the wearer to ensure the efficiency and type of life jacket worn is appropriate to its intended use.
- (b) Helmet; each person aboard a race boat must wear an approved helmet suitable for boat racing that is either red, yellow, orange or white colour, which complies with an equivalent NZ Standard. The wearer is entirely responsible for the efficiency of their helmet.
- (c) 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.
- (d) Personal Safety; each crew of a race boat shall carry on their person.
- (i) A current hand held orange smoke signal producing dense orange smoke for a minimum of 50 seconds and it must show a current non expired date.
 - (ii) Waterproof matches.
 - (iii) Thermal blanket in a water proof container.
 - (iv) Highly recommended all crew to carry on their person a resuscitation face shield.
- (e) Radios; VHF Radios. Each boat competing in any race must have an operative min 3 watt Marine VHF radio on board.
- (f) Each boat must have a current floating orange smoke canister on board.

8. EQUIPMENT

All boats involved in an event, whether racing or an official support boat will have an equipment 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.
- In the case of Official boats.
- All safety boats must carry a full set of race flags, and be scrutineered for same along with all other kit as laid down in the JBNZ scrutineering list.
- (c) Roll Cages
- (i) Roll cages must be constructed to meet the minimum clearances and materials as laid down by NZJBRRRA, design and material will be the racers choice.
 - (ii) Roll cage Material: Roll cages may be constructed from either Chrome Molly steel 38mm diameter with a minimum wall thickness of 1.65mm or Aluminium 50mm diameter with a minimum wall thickness of 3.2mm.
 - (iii) Where roll cage is fitted, mirror(s) must be fitted to give driver and crew effective rearward vision.
 - (iv) Roll cages are compulsory in all RRA recognized classes (2014)

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- (d) Seat belts must be securely fitted in all boats with roll bars, be in suitable condition for the intended use and clearly show current SFI or FAI standards certification label, any label that cannot be read or belts in damaged condition will fail inspection, belts will be of 75mm wide webbing, minimum 4 point harness. Depending on seat and boat design, belts are strongly recommended to be 5 point harness, the shoulder harness cannot run parallel or close to parallel to the back of the seat down to the floor (see diagrams). Damaged or expired belts during an event must be replaced, quick release cords or finger loops are recommended for ease of operation to release the latch. The latch mechanism can be operator choice either lever or cam lock systems. It is recommended racers check expiry dates when purchasing and choose appropriate belts suitable for their own application.

RRA has adopted the MANZ standard of permitting the expiry of seatbelts to be twice the factory date (2014).

- (e) Bow Rope Tow rope and attachment.

All race boats must be fitted with a 10m minimum bow rope and a 15m tow rope of minimum 12mm yacht braid or similar kevlar type rope. Any shackles in use must be of a similar strength, minimum 10mm galv type.

- (f) Fire extinguishers must be carried in all boats.

Permitted Types:

- (i) Multi purpose (A.B.C) dry powder of minimum capacity 2.0kg (2014 adopting min UIM stds)
 - (ii) ATC/AFFF multi purpose foam fire extinguisher capacity 1.75 litres.
 - (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.
 - (v) Aerosol type extinguishers are not permitted.
- (g) Two paddles/oars in good condition.

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- (h) Bilge pump; electric of minimum capacity 4400 litre per hr in good working order. Venturi pump can be an optional extra.
- (i) Reasonable tool kit and spares.
- (j) Seats (including back rests), tanks, battery, windscreens (where fitted), (etc.) to be securely fixed.
- (k) 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, to enable any person rendering assistance to locate the isolating switch. (In boats of metal construction it is recommended that the isolating switch be on the earth terminal).
- (l) 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 manufacturers specifications for their intended use.
- (m) It is recommended all exposed moving mechanical parts, i.e. belts, pulleys etc., must be enclosed by a secure cover – metal mesh acceptable.
- (n) 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 un-cooled part of the exhaust system.
 - (iv) Balance Pipes may be used. It must be well secured and be covered by at least a 6mm alloy or steel cover if it runs directly under the driveshaft.
- (o) Fuel Take Offs
 - (i) May be from the top or the bottom of the fuel tanks.
 - (ii) Fuel taps must be fitted immediately to any tank outlet and be controllable from the cockpit.
 - (iii) Only NZ Standard approved fuel line may be used and it must be securely fitted.
- (p) The location of all taps to be identified by a red triangle of at least 75mm sides positioned so any person rendering outside assistance can readily locate the taps.
- (q) The use of fuel filters is recommended.
- (r) Petrol/Methanol resistant fuel lines must be fitted and be well secured and in good condition.
- (s) 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 immediately adjacent to the fuel tanks. (And appropriate fire extinguisher on board).
- (t) All boats must have a minimum of two throttle return springs either one of which is capable of closing the throttles.
- (u) Ventilation - for totally enclosed engines the bilge must contain a bilge blower. All other engine compartments must be adequately ventilated.

Scrutineering

All drivers should tech inspect their own boats prior to an event. At an event and after the boat has passed tech inspection the Race Committee may re-inspect it at random to ensure that all of its compulsory equipment is present and technical specifications are in compliance with the rules.

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

9. TESTING BOATS

Areas for testing/practice maybe made available prior to and during any event. Whilst it is the responsibility of event Organisers to inform competitors of when and where testing may be done, 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 Event Organisers. It is the competitor's responsibility to be aware of such requirements. This includes compliance with local bylaws relating to speed and noise.

Failure to abide by Race or local bylaw rules or regulations may result in a penalty up to DNS for the next leg of the event.

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10. RACING RULES AND PENALTIES

(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 racecourse. 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 each racers - mass 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 especially in the interests of safety. The interval between boats for starting will be one minute. (this rule replaces and prohibits intervals being less than one minute)
- (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 may be assessed a penalty of three (3) minutes. The only exception will be if briefing is above or below the start line and competitors are required to boat back across the line to start.
- (iv) While the leg is open to racing, if, for reasons beyond the control of the crew, a boat crosses the starting line from the start zone prior to its designated starting position, it may boat back beyond the start line except if another boats 10 second flag is raised.
- (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 any other boat that is rightfully in the starting zone. Failure to abide by this rule may (2014) 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.
- (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.

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- (xii) To officially start a leg and record a start time, boats must travel approximately two kilometres under their own power. The motor is the only means of power to achieve this and utilising the current of the water to drift, other assistance or the rowing action of the crew to travel the two kilometres is not permitted.
- (c) Race in Progress Rules
- (i) Safety Equipment – Bow Riding
- Whilst racing, racers must be fully kitted with safety equipment, this includes life jackets, helmets and seatbelts. At all other times it is highly recommended where practical racers comply with this rule as well. Violation of this rule may result in assessment of a penalty of from, ten minutes up to total disqualification from the event for any blatant breach of the rule.
- (ii) 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 penalised 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.
- (iii) Obstructing a faster boat is not permitted and may (2014) incur a penalty of 15 minutes or up to a DNS penalty for that leg.
- (iv) 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.
- (d) Overtaking
- (i) 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.
- (ii) 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.
- (iii) 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 by slowing down and moving to one side of the race line. Strict adherence to the passing rule will be followed. Any boat being overtaken must give way, slow down, and let the passing boat through.
- (vi) Failure to replace any equipment required in these rules, which may be lost or damaged during a race, and 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, may 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) All boats must be capable of maintaining at least 65km/hr in race conditions (approximately 40mph)
- (e) Fuel
- Fuelling of race boats may only be carried out in designated areas. A race boat is not permitted to refuel on a leg, which is open to racing. Fuel can only be carried in a race boat in approved fixed tanks or containers.
- (f) Alcohol and Drugs
- No alcohol / banned substances to be carried within the boat. Penalty – disqualification from event.
- (g) Finishing Rules
- (i) A boat must cross the finish line under its own power to receive an elapsed time for that leg. The motor is the only means of power to achieve this and utilizing the current of the water to drift, other assistance or the rowing action of the crew is not permitted.
- (ii) Once a boat has crossed the finish line it may not wilfully cross back and re-enter that leg until the finish line is officially closed. Wilfully re-entering an open leg may result in assessment of a penalty of 15 minutes up to a 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, or at the pre – race briefing. 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.
- (iv) A boat, which fails to finish a leg, may continue in subsequent legs but will incur a DNF time for that leg.

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- (v) When racing two consecutive legs on one river – ie down then up or vice versa, the competitors may continue boating toward the finish line even if outside their “allowed” time, until five (5) minutes before the advertised time of briefing for the return leg, unless informed otherwise by the officials. If they have not reached the 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.
- (vi) If, within any one class, there are no finishers, then any DNF/DNS penalties for that class will be based on the slowest time of the class below.
- (h) Race Stoppages
If a race/leg is cancelled for any reason due to the actions of a racer the offending racer will receive a 30 minute penalty and will not be eligible for an overall placing.

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) Under its own power - the boat is in motion and not assisted by any other powered vehicle or craft.
- (viii) Under the control of its own crew - the crew is deemed to be able to control the destiny of its own boat.
- (ix) Wilfully - a boat is under its own power and under the control of its crew.
- (x) Being in tow - (taking a tow) the boat is put in motion or shifted with the assistance in any way of another powered vehicle or craft.
- (xi) 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.
- (xii) Refuelling Area - all boats must be removed from the river to an area designated by the race organisers for the refuelling only of boats and support vehicles. Smoking or naked flames are totally prohibited in the refuelling area.

12. GPS

The use of GPS or any electronic navigation tracking device for any reason whilst racing is prohibited. Where a racer chooses to carry a GPS for emergency location purposes or trip information, the device must be stowed away. No dash or on board mounting of any device which enables viewing whilst racing is permitted.

13. DRIVERS BRIEFING

A drivers briefing must be held at least 20 minutes prior to each leg of a 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 may be assessed for crew late or absent.

Dispensation may be granted by the race Controller ONLY.

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.

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14. NOISE

All boats must be silenced to 95dBa as per JBNZ Inc. testing procedure. All boats may be tested at random during an event. Penalties: 98.1 - 99.9dBa: + 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).

15. BEHAVIOUR

- (i) All competitors, their support teams, and officials involved in jet boat river racing are expected to conduct themselves in a professional and acceptable manner whilst taking part in any NZJBRRRA sanctioned event.
- (ii) 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.
- (iii) 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.
For the avoidance of doubt all racers and crew will be under the jurisdiction of the event race control from first briefing until the completion of Prizegiving.
- (iv) All crew must obey the instructions of any official associated with the event. Failure to do so will result in a penalty of 15 minutes – or up to disqualification from the event for blatant breaches of this rule.

16. 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.

17. 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 an emergency for the purpose of sharing location. Failure to observe this rule may result in the contestant being given a penalty up to DNS for the leg.

18. HULL/ENGINE

- (i) The hull shall not be replaced during an event. Failure to abide by this rule will result in total disqualification from the event.
- (ii) Engine changes – unless specified by the event organisers, there will be no engine changes during an event. Penalty for not abiding by the rules of any particular event – total disqualification from that event.
Disqualification – a boat which has been disqualified is no longer permitted to compete in the event.

19. 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.

20. ACCIDENT/INCIDENT

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

21. SMOKING

No smoking in or adjacent to boats, or in the vicinity of any containerised fuel. Penalty - plus 30 minutes.

22. 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

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23. JURISDICTION

THE JURY (Protest Committee)

- (a) Shall compose of;
 - (i) Chairman appointed by organizers.
 - (ii) Any UIM Commissioner or NZJBRRRA Management Committee member appointed to the event.
 - (iii) Minimum of three members including the chairman. It is preferable that jury members are not race officials or competitors, however this may not be possible in some events. It is strongly advised that jury members should be well versed in these rules with some experience in the running and organisation of jet boat racing.
- (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 practicable 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.

24. PROTESTS

- (a) 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.
- (b) 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.
- (c) 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.
- (d) Judgement
 - (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 judgement pronounced by a judicial body takes immediate effect and cannot be altered except after appeal to the NZJBRRRA Inc. Management Committee.

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(e) 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.

(f) 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 decision to the concerned parties in writing as soon as is practicable.

(g) Availability of Documents

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

(h) 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.

(i) 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 involves the protester himself.
- (iv) A protest, which complies with these rules, must not be refused by the organisers.
- (v) The Protest Fee to be advised by the event organisers in any advanced programme or at the latest the pre-race briefing (one-day event).

(j) Format of Protest

A protest must be in writing, 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. Any evidence the protester considers useful can accompany it.

(k) 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.

(l) Time Limit for Lodging a Protest -

- (i) For "race in progress" matters - one hour after the protestor having completed the leg.
- (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 organisers, 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.

25. PENALTIES

(a) General

- (i) Any proven breach of the rules of the NZJBRRRA or of any duly published race regulations may be penalised.
- (ii) The race controller will be responsible for issuing penalties resulting in time penalties or reprimands, and shall issue then immediately he is made aware of the breach.
- (iii) In order to protect the interests of the sporting community, the following actions may be penalised:
 - 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.

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- Any abusive or unsportsmanlike behaviour.

(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 either/or the Jury, Race Control, NZJBRRRA Management Committee.

(d) DNS / DNF

- (i) The penalty for a DNS will be the slowest time in class plus 30%.
The penalty for a DNF will be the slowest time in class plus 10%.
- (ii) Event organisers must inform the competitors of the system to be used prior to the event and no later than the pre-race briefing.
- (iii) 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 DNS penalty time for the leg not started.
- (iv) DNF (did not finish) Means a boat starts a leg and travels 2 kilometers under its own power but fails to finish within the allowed time.

(e) Suspension

- (i) Suspension means an immediate loss of all rights to participate in any activities falling under the jurisdiction of, or sanctioned by, NZJBRRRA.
- (ii) Suspension can be imposed on a competitor, official, or organization.
- (iii) Temporary suspension can be imposed by Race Control, but the NZJBRRRA Inc. Management Committee only may impose any prolonged suspension. A suspended licence holder must hand his licence/logbook to the issuing authority who will return it only after the suspension has been reviewed and terminated by NZJBRRRA.

26. APPEALS

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.

Parties eligible to Appeal - The only parties able to lodge an appeal against the decision of the protest committee are those who lodged the original protest or who were the party protested in the original protest.

Time frame for lodging of Appeals - An appeal against the decision of the protest committee must be lodged with the Race Controller within 12 hours of the handing down of the protest committee's decision.

Appeal Committee Members - Members of the appeal committee shall be appointed by NZJBRRRA Management Committee (RRAMC) prior to any event and can include any person in whom RRAMC have confidence.

Presiding over Appeal - The appeal committee is to gather all relevant information and preside as soon as is practicable over the appeal.

Fee for lodging an Appeal - A non-refundable fee of \$500 must support any appeal lodged.

Notification of Appeal Decision - The decision of the Appeal Committee is final and may not be challenged. Such decision shall be conveyed as soon as practicable to all parties involved and with a vested interest.

The race organisers and/or the NZJBRRRA Management Committee reserve the right to invoke any rule on any issue not foreseen by these rules.

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RACE ADMINISTRATOR'S GUIDE TO THE INTERPRETATION AND IMPLEMENTATION OF OUR RULES.

Purpose

The purpose of this guide is for the avoidance of doubt and to provide clarity to our race Organiser's, Controllers and administrator's on the practical application of the rules.

RRA's overarching policy is to keep racers racing, we are an enabling organization, not a penal one.

Where necessary RRA will comment on the interpretation and intent of a rule.

If no comment is made then it is assumed the rule is self explanatory.

10. RACING RULES AND PENALTIES

(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 racecourse. 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.

Note the white flag is only to be used to signal race start. ie boat number 1, It must not be used for any ensuing slots.

- (vi) Green Flag - raised at the starting line ten (10) seconds before each racers or mass start, and lowered at the start.
- (vii) Black and White Chequered Flag - mounted or raised at the finish line.

It is important to have it clear and visible, please take into consideration race crews view of the flag,

(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 especially in the interests of safety.

The interval between boats for starting will be one minute. **(this rule replaces and prohibits intervals being less than one minute)**

- (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 may be assessed a penalty of three (3) minutes. The only exception will be if briefing is above or below the start line and competitors are required to boat back across the line to start.

Purpose of this rule - This rule is intended to ensure where possible all boats are behind the start line primarily for safety but also for operational reasons. It should only be applied to any blatant breach of the rule where there is clear intent by the racer to gain advantage. It should not apply to a boat which for mechanical or practical reasons cannot comply eg weed in the intake, or stalled motor.

- (iv) While the leg is open to racing, if, for reasons beyond the control of the crew, a boat crosses the starting line from the start zone prior to its designated starting position, it may boat back beyond the start line except if another boats 10 sec flag is raised.
- (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.

Purpose of this rule – This rule is only to be applied to a racer who deliberately crosses the line ahead of the flag drop. It is not intended to penalize a boat who may have crossed the line early due to confusion, breakdown or strong current etc

- (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 its ten (10) second flag (for its designated start) is dropped 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.

For the avoidance of doubt when a boats flag drops the clock starts

- (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** any other boat that is rightfully in the starting zone. Failure to abide by this rule may 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 speed ie NOT PLANING. Failure to abide by this rule will result in the assessment of a penalty of 15 minutes.
- (xi) A boat, which is unable to start a leg, may continue to compete in subsequent legs. It shall be given a DNS and a NDF time for that leg.
- (xii) To officially start a leg and record a start time, boats must travel approximately two kilometres under their own power. The motor is the only means of power to achieve this and utilising the current of the water to drift, other assistance or the rowing action of the crew to travel the two kilometres is not permitted.

(c) Race in Progress Rules

(i) Safety Equipment – Bow Riding

Whilst racing, racers must be fully kitted with safety equipment, this includes life jackets, helmets and seatbelts. At all other times it is highly recommended where practical racers comply with this rule as well. Violation of this rule may result in assessment of a penalty of from, ten minutes up to total disqualification from the event for any blatant breach of the rule.

Purpose of this rule – This rule is intended to ensure safety equipment is worn during times of high risk ie. racing. A boat is deemed to be racing as per 10/vii above.

It is not intended to penalize a boat which has run aground or is giving assistance. In any instance where a boat has stopped for any reason and safety gear removed, the crew may clear the hazard, but must stop immediately they are in clear water and don all safety gear before reentering the race.

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

Refer to the passing rule for clarification

- (iv) 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.
- (d) Overtaking
 - (i) 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.
 - (ii) 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 manoeuvre.
 - (iii) 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 by slowing down and moving to one side of the race line. Strict adherence to the passing rule will be followed. Any boat being overtaken must give way, slow down, and let the passing boat through.

For the avoidance of doubt the boat being overtaken must slow down move over and get off the race line. With the benefit of on board footage these days the race controller may request a viewing of any footage demonstrating poor sportsmanship or blocking.

- (iv) All boats must be capable of maintaining at least 65km/hr in race conditions (approximately 40mph)
- (e) Fuel

Fuelling of race boats may only be carried out in designated areas. A race boat is not permitted to refuel on a leg, which is open to racing. Fuel can only be carried in a race boat in approved fixed tanks or containers.

Unless prescribed by the Race Controller, and only in designated areas off the river, fuelling is totally banned during any race event.

- (f) Alcohol and Drugs

No alcohol / banned substances to be carried within the boat. Penalty – disqualification from event.
- (g) Finishing Rules
 - (i) A boat must cross the finish line under its own power to receive an elapsed time for that leg. The motor is the only means of power to achieve this and utilizing the current of the water to drift, other assistance or the rowing action of the crew is not permitted.
 - (ii) Once a boat has crossed the finish line it may not wilfully cross back and re-enter that leg until the finish line is officially closed. Wilfully re-entering an open leg may result in assessment of a penalty of 15 minutes up to a 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, or at the pre – race briefing. 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.

Setting and advising the cut off time is critical and must be attended too for each leg

- (iv) A Boat, which fails to finish a leg, may continue in subsequent legs but will incur a DNF time for that leg.
- (v) When racing two consecutive legs on one river – ie down then up or vice versa, the competitors may continue boating toward the finish line even if outside their “allowed” time, until five (5) minutes before the advertised time of briefing for the return leg, unless informed otherwise by the officials. If they have not reached the 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.

The purpose of this rule is to ensure the course is clear once a race starts

- (vi) If, within any one class, there are no finishers, then any DNF/DNS penalties for that class will be based on the slowest time of the class below.

(h) Race Stoppages

If a race/leg is cancelled for any reason due to the actions of a racer the offending racer will receive a 30 minute penalty and will not be eligible for an overall placing.

This rule is to be applied when for example a boat sinks and blocks the only boatable channel, this happened in 2005.

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.

Generally the start zone should be no less than 50m the UIM rule is 70M.

Using a bridge as a start line is fine

- (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) Under its own power - the boat is in motion and not assisted by any other powered vehicle or craft.
- (viii) Under the control of its own crew - the crew is deemed to be able to control the destiny of its own boat.
- (ix) Wilfully - a boat is under its own power and under the control of its crew.
- (x) Being in tow - (taking a tow) the boat is put in motion or shifted with the assistance in any way of another powered vehicle or craft.
- (xi) 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.**
- (xii) Refuelling Area - all boats must be removed from the river to an area designated by the race organisers for the refuelling only of boats and support vehicles. Smoking or naked flames are totally prohibited in the refuelling area.

12. GPS

The use of GPS or any electronic navigation tracking device for any reason whilst racing is prohibited. Where a racer chooses to carry a GPS for emergency location purposes or trip information, the device must be stowed away. No dash or on board mounting of any device which enables viewing whilst racing is permitted.

13. DRIVERS BRIEFING

A drivers briefing must be held at least 20 minutes prior to each leg of a 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 may be assessed for crew late or absent.

Dispensation may be granted by the race Controller ONLY.

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.

Dispensation can be allowed for personal or practical reasons, provided the race crew have communicated non attendance prior to the briefing or have a legitimate reason for failing to attend

14. NOISE

All boats must be silenced to 95dBa as per JBNZ Inc. testing procedure. All boats may be tested at random during an event. Penalties: 98.1 - 99.9dBa: + 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).

15. BEHAVIOUR

- (i) All competitors, their support teams, and officials involved in jet boat river racing are expected to conduct themselves in a professional and acceptable manner whilst taking part in any NZJBRRRA sanctioned event.
- (ii) 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.
- (iii) 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.
- (iv) All crew must obey the instructions of any official associated with the event. Failure to do so will result in a penalty of 15 minutes – or up to disqualification from the event for blatant breaches of this rule.

16. 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.

17. NAVIGATIONAL ASSISTANCE

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

18. HULL/ENGINE

- (i) The hull shall not be replaced during an event. Failure to abide by this rule will result in total disqualification from the event.
- (ii) Engine changes – unless specified by the event organisers, there will be no engine changes during an event. Penalty for not abiding by the rules of any particular event – total disqualification from that event.

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

19. 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.

20. ACCIDENT/INCIDENT

The official accident/incident form must be completed and returned within seven (7) days of receipt from race organisers. Penalty - DNS next race.

Maritime New Zealand requires that you notify them as soon as practical of any accident involving injury.

21. SMOKING

No smoking in or adjacent to boats, or in the vicinity of any containerized fuel. Penalty - plus 30 minutes.

22. RACE CONTROL

- (i) All entrants in the event are under race control, whilst at the venue, for the duration of the event. For the avoidance of doubt all racers and crew will be under the jurisdiction of the event race control from first briefing until the completion of Prizegiving.

It is recommended the exact times be advised.

RRA does not want to be involved in any administration once we are in the public arena, eg hotels

If RRA rents a facility then RRA will be administering control until the event is closed off.

JBNZ BRANCH COMPETITION EVENTS

JOINT ENTRIES

Joint entries may be considered by the organisers and submitted at the beginning of the season or event. Both drivers must be fully licenced.

HANDICAP PERCENTAGES

A class Actual time - B class less 4% - C class less 10% - D class less 14% - R1 less 18% - R2 less 20%

RESTRICTED RACE CLASS - RULES (when R class run in marathons no exemptions to tech inspection list)

This class has been established, using restricted speeds to encourage entry level racing based around the use of a 'A Family Style Boat.'

A restricted class boat must have through transom water cooled exhausts, floor boards and if running without an engine cover, must have all moving parts ie: pulleys, driveshaft, covered.

The boats will be speed tested (GPS, Radar Gun, Kilo Run etc) and then register into one of two classes:-

Restricted Class 1 91-105kph

Restricted Class 2 65-90kph

Any boat above 105kph will be ineligible for these classes.

If there is only one entrant in a class, then that boat will be classed up or down with a time adjustment of 4%.

Any boat which exceeds the maximum allowable speed during the event (up or down stream) will be disqualified from the event. No boat shall be capable of more than the max speed on the day.

THE CLASS IS TO BE COMPETED IN THE SPIRIT OF GOOD SPORTSMANSHIP.

ALL BOATS MUST CONFORM TO THE NZJBRRA RIVER RACING RULES WITH THE FOLLOWING EXCEPTIONS:

Life Jackets - A NZ Standard life jacket with "Standards" label attached worn with crotch straps is acceptable in place of a racing life jacket.

A Buoyant Orange Smoke Signal is desirable but not compulsory.

Battery isolating switch to be easily accessible.

Fuel Take Offs - Fuel shut off to be easily accessible.

Ventilation - The engine compartment must be adequately ventilated.

Engine Inspection - Does not apply.

SAMPLE INDEMNITY FORM

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.

INDEMNITY FOR JET BOATING NEW ZEALAND (INC) AND ANY SUBSIDIARY BRANCH, ASSOCIATION OR CLUB ACTING UNDER THE AUTHORITY OF JET BOATING NEW ZEALAND (JBNZ) or the NEW ZEALAND JET BOAT RIVER RACING ASSOCIATION (NZJBRA)

Event: _____

We being the persons listed on the entry form severally state-

1. We wish to take part in the competition /sporting event arranged by the JBNZ
2. We hereby indemnify the Associations and their subsidiaries and each every member of the staff employed by or working under the authority of the Associations or its subsidiaries against any claims or demands whatsoever which may arise from or in respect of my competing in the event, including, but with out limitation, any claims in respect of personal injury (whether wholly or partially cover by the provisions of the Accident Compensation Act or otherwise), any claims in respect of property owned by other competitors or members of the public, or any local authority and WE AGREE AND CONFIRM that the Associations or their subsidiaries shall not be in any way liable for such claims whether made by me or any persons under my name or by my authority, or by and third party relating to any action of mine.
3. AND 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 or in any way under my authority or control.
4. I / we have taken note of race and scrutineering times and place of scrutineering.
5. I have presented my boat in a fit and suitable condition for the entered event.

Signed by driver _____

Print Name _____

SCRUTINEERS CHECK LIST

COMPETITORS

Licence
First Aid Certificate
Log Book
Indemnity Form

DISTINCTIVE MARKS

Decals
Registration Letters
Race Numbers On Boat, Trailer, and
Tow Vehicle

Fuel Tanks Secured
Fuel Fillers & Breathers
Balance Pipes
Taps & Red Triangles Fuel Filter
Throttle Return Springs
Ventilation

PERSONAL SAFETY

Life Jackets
Helmets
Fire Resistant Overalls
Hand-Held Smoke Signal
Waterproof Matches
Thermal Blankets

RACE EQUIPMENT

Bilge Pumps
Tool-Kit & Spares
Knife
Fixtures & Fittings Secure
Battery Isolating Switch
Steering System
Covers / Moving Parts

First Aid Kit
Orange Distress Flag
Buoyant Smoke Signal
Mirror(s)
Tow-Rope & Spare
Fire Extinguisher(s)
Oars / Paddles

NZJBRA EXECUTIVE

Immediate Past Patron:	David Thorp		
Patron:	Rob Pooley	027 447 2476	rbp@xtra.co.nz
President:	John Derry	021 372 600	johnderry36@gmail.com
Vice President:	Aaron Morrison	027 432 7028	aaron@orangehomes.co.nz
Secretary/Treasurer:	Regan Williamson	021 229 5902	reganwilliamson777@gmail.com
Safety:	Callum McKenzie	021 062 0612	archerfield@xtra.co.nz
Licensing: South Island	Regan Williamson	021 229 5902	reganwilliamson777@gmail.com
	Jason Young	027 201 5399	jason.young@hanhamphilp.co.nz
North Island	Byron Campbell	021 323 653	bcampbell@peil.co.nz
Web Site/ Promotion:	Nick Sullivan	021 557 622	nick@quinnssullivan.co.nz
	Justin Hill	022 013 3540	justin_hill5559@hotmail.com
	Greg Simpson	021 322 992	greg@tradetechgroup.co.nz
	John Derry Aaron Morrison Jason Young		
Committee:	Cameron Moore	021 438 987	cdmoore@xtra.co.nz
	Mark Whittaker	021 335 136	info@soundsstorage.co.nz
	Roger Preston	027 232 8220	bluwillow@woosh.co.nz

NZJBRA

LICENCE HOLDERS LIST

REG	NAME	ADDRESS	RACE #	REG	NAME	ADDRESS	RACE #	
CAH	Mark A	Agnew	Queenstown	514	CNT	Cameron Moore	Christchurch	84
MAE	Mark	Allan	Christchurch	596	CZU	Aaron Morrison	Christchurch	107
QIK	Ross	Bailey	Hastings	17	ANM	Michael Mulhern	Opotiki	383
SBX	Ben	Baxter	Winton	259	GAR	Gareth Munro	Christchurch	988
CWV	Wayne	Boyes	Darfield	726	CMU	James Murdoch	Christchurch	353
CEX	Nigel	Butterfield	Christchurch	76	AKM	Karl Murton	Rotorua	111
CXC	Chris J	Campbell	Christchurch	4	STO	Tony O'Laughlin	Te Anau	35
TCB	Byron	Campbell	New Plymouth	121	NFY	Rob Pooley	Nelson	301
AJP	Malcolm	Campbell	Kawerau	272	CXP	Michael Pooley	North Canterbury	366
ORC	Ray	Casey	Cromwell	22	SCS	Roger W Preston	Winton	367
PAC	Paul	Collings	Kaiapoi	41	CXJ	Steven Price	Kaiapoi	56
CCR	Nigel	Cromie	Ashburton	249	SGE	Damian Pulley	Winton	32
MCH	Mark L	Cromie	Whangarei	354	AQU	Ben Quin	Tauranga	624
SPX	Paul	Cross	Gore	14	SDO	Craig Robinson	Tapanui	28
CDT	Dean	Crossan	Ashburton	116	SIS	Neil S Ross	Gore	6
NDC	John	Derry	Blenheim	36	WAR	Benjamin Scott	Ashburton	11
CRR	Ross	Gibson	Ashburton	118	TJS	Tim Scott	Christchurch	278
DXR	Peter M	Gower	Taumarunui	45	DGF	John Shaw	Featherston	44
DJN	Jonathan	Hammond	Hastings	33	SBP	Steven Shearing	Riverton	10
HJC	John	Hibbs	Christchurch	454	NSI	Greg Simpson	Blenheim	39
JHL	Justin	Hill	Christchurch	248	GSK	Greg Skene	Christchurch	24
SCN	Anthony J	Holland	Winton	321	CXQ	Nick Sullivan	Christchurch	417
CIB	Ian	Howden	Ashburton	117	CQV	Carl Sumner	Christchurch	20
CYU	S Malcolm	Jenkins	Kaiapoi	216	JRS	Jonnie Sutherland	Kaiapoi	83
CFP	Rick	Johnson	Springfield	63	SDT	Dwayne Terry	Gore	21
SID	Shaun	Kelly	Queenstown	307	TFL	Robert Thompson	Stratford	552
OUK	Thomas	Kelly	Queenstown	377	DRT	Samuel Tweedie	Taumarunui	25
BCK	Cleve	Kokshoorn	Greymouth	99	ATE	John van der Hulle	Iowa USA	674
JIM	Jim	Lapsley	Christchurch	9	NAT	Mark Whittaker	Picton	8
ADL	Darren	Lawn	Hamilton	511	SRW	Regan Williamson	Queenstown	777
AJM	Kurt	Margerison	Opotiki	87	ODH	Greg Wilson	Kaitangata	349
CTJ	Tony	Matterson	Palmerston North	700	ADW	David B Wright	Papamoa	46
CEU	Callum	McKenzie	Leeston	70	CJX	Jason Young	Rangiora	464
SHW	Garth	McMaster	Winton	52				
ANM	Michael	Mulhern	Opotiki	383				