



**2017**  
**General Rules for**  
**Super Boat International Productions®**

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## **SUPER BOAT INTERNATIONAL PRODUCTIONS, INC. ®**

These rules have been compiled by Super Boat International Productions, Inc. for the sole use of its members.

The rules and requirements contained herein are designed to provide for the proper conduct as well as establish minimum acceptable requirements for all racing events. All SBIP Members must comply with these rules. No express or implied warranty shall result from compliance of these rules and requirements. They are intended only as a guide for the conduct of SBIP boat races and are in no way a guaranty against injury or death. SBIP has the right to change these rules at any time it deems necessary.

### **RULE INTERPRETATION**

If there is a need for an official interpretation of any rule in this book, send your request in writing to: Super Boat International Productions, Inc. 1323 20th Terrace, Key West, FL. 33040 or Fax 305-296-9770 or email: [superboatracing@gmail.com](mailto:superboatracing@gmail.com).

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**GENERAL APPLICATION TO ALL EVENTS** - The following General Racing Rules apply to all National Series Events.

**SECTION I: GENERAL CRITERIA FOR SANCTION AND PARTICIPATION IN EVENTS AND FEES:**

**RULE 1 - RACE ORGANIZATION AND SANCTION**

- A. Eligibility in General:** In order to be eligible to produce an SBIP National Series event, a Race Producer and its on-site management staff must be members of SBIP. In order to produce a National Series Event the Race Producer must also execute the approved Promoters Agreement, a copy of which can be obtained through the SBIP Office in Key West, FL, and conduct the Event in accordance therewith. The terms and conditions governing the eligibility of a Race Producer to conduct an Event as well as the requirements for the production of the Event are contained in the Promoters Agreement the terms of which are incorporated by this reference.
- B. Race Dates:** Race date requests must be addressed to the main office in Key West, FL by August 1st of each year. All requests must be in writing and include date, place, and Promoter in charge. Returning race dates and sites to receive precedent as long as they follow the agreement procedures. Final approval of all National race dates must be obtained from the SBIP President or his designee.

**RULE 2 - INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT**

**A. Membership Requirements:**

1. Racing Membership
  - a. Any person who operates or in any way assists in the operation of a race boat, whether as an driver, throttleman, navigator or riding crew member, while testing or in competition, must be a Racing Member in good standing with SBIP.
  - b. All non-riding crew defined as participants in the Event, must be a Racing Member in good standing with SBIP.
  - c. Owner of race boats defined as participants in the Event, must be a Racing Member in good standing with SBIP.
  - d. Any person participating as owner, driver, riding crew member or active pit crew requiring entry into the hot pits (tow vehicle drivers, mechanics, etc.)
  - e. SBIP may refuse any entry that it deems detrimental to the professional direction of the sport, or the operation of SBIP or has a conflict with SBIP Sponsor.

## B. Racing Crew Requirements

1. **Number of Riding Crew** – A minimum of two (2) persons and maximum of four (4) must be carried at all times on a race boat while in competition or during an official test time at an Event. The driver of record or the designated driver shall remain within the boat for the entire race to be eligible for an official start. Violation of this rule will be grounds for event disqualification and a \$1,000.00 fine.
2. **Minimum Age Restrictions for Racing Members -**
  - a. The minimum age for a Racing Member to compete in a race boat shall be 18.
  - b. The minimum age for a Racing Member to enter into the restricted area of the hot pits shall be 16.
  - c. The minimum age for a Racing Member to enter into the dry pit area only shall be 5. This does not allow them to drive any motorized vehicles (golf carts, skateboards, mopeds, etc.), or enter into the restricted area of the hot pits.
3. **Medical and Safety Requirements** – All Racing members must meet the following Rescue Medical and Safety Requirements with documentation of proof available at registration to be certified eligible for racing by the Referee and or Rescue Coordinator.
  - a. A current Class II FAA Physical Examination or CDL Physical Examination.
  - b. Completion of the Medical Information Form at all National Series Events.
  - c. Introduction to SCUBA is highly recommended.
  - d. Completion of SBIP Self Rescue Dunker Training, a minimum of once a year for riding crew members.
  - e. Completion of SWIM TEST is highly recommended.
  - f. Basic First Aid and CPR from a reliable certifying agency are highly recommended.
4. **Releases** – All participants in each offshore event must execute a liability release to SBIP prior to racing. All participants are personally responsible for the recovery of their damaged boat.
5. **Foreign Entries** – Any foreign boat crew may enter an Event provided that they and their boat comply with all other requirements set forth in these rules. However, foreign boat crews must be full annual members of SBIP in order to compete and be covered by SBIP participant insurance.

### C. Eligibility –

1. **Suspension, Expulsion** - No individual who has been expelled from SBIP or who is currently under suspension by SBIP shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, or participate as a boat owner, driver or crew member in any sanctioned racing event. No boat belonging to that individual shall be allowed to compete nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. SBIP also reserves the right to deny future membership to anyone who has previously been expelled or suspended from any category of SBIP.
  
2. **Criminal Acts** - It is the policy of SBIP that any owner, driver or crew member who is an SBIP member and who is formally indicted for commission of a felony will be subject to a SBIP hearing to determine if suspension is necessary. Additionally, no boat belonging to that individual shall be allowed to compete nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. If the member is suspended then SBIP will hear an appeal as soon as practical and if the accused has not been found guilty in a court of law, he will be placed on "Probation," permitted to race, and keep SBIP informed in writing of his status (i.e., trial dates, exoneration etc.). If found guilty in a court of law (regardless of appeals), all racing points and awards may be stripped for any racing season by SBIP. Any driver or riding crew member that is on "probation" will not receive cash prizes. The money will be placed by SBIP in an account and will be paid to the person on probation when he is exonerated or, if convicted in a court of law and therefore suspended or expelled by SBIP the money will be retained by SBIP.
  
3. **Awards, Championships** –
  - a. Any riding crew member that has received a disqualification, penalty, or fine for an intentional technical rule violation during the racing season, will not be eligible for any National High Points Championships or World Titles for that year.
  
  - b. Any riding crew member that has been placed on criminal probation, suspended for any reason or convicted of a felony may not be eligible for any National High Point Championship or World Titles for that year.

4. **Championship Titles:**

- a. **Eligibility for World Championship:** To be eligible to compete in the 2017 World Championship, a boat must race in three (3) National Series races during the 2017 season, or at the discretion of the SBIP President.
- b. **Eligibility for 2017 National Champion:** To be the National Champion, a boat can miss one (1) National Series Race, and must compete in the Clearwater National Championship Race.
- c. **Eligibility for 2017 Florida Champion:** To be the Florida Champion, a boat cannot miss any National Florida Race, and must compete in the Clearwater National Championship Race.

5. **SBIP BOAT AND RACING MEMBERSHIP FEES - *Payment at site must be CASH or CERTIFIED CHECK, no Personal or Business checks will be accepted:***

a. Annual National Boat Registration Fees

<b><u>Class</u></b>	<b><u>Through 10/31/17</u></b>
Superboat Unlimited	\$2,500.00
Superboat	\$2,500.00
Superboat Extreme	\$2,500.00
Superboat Vee	\$1,500.00
Superboat Stock	\$1,500.00
Manufacturer Production P3, P4	\$800.00

- b. Racing Membership Fees –  
SBIP establishes National membership fee for the 2017 season of \$350.00 for all Racing Membership.

6. **RACE ENTRY FEES**

- a. The following is the 2017 National Series Event entry fee schedule:

<b><u>CLASS</u></b>	<b><u>ENTRY FEE</u></b>
Superboat Unlimited	\$1,675.00
Superboat	\$1,675.00
Superboat Extreme	\$1,675.00
Superboat Vee	\$1,075.00
Superboat Stock	\$1,075.00
Manufacturer Production P3, P4	\$875.00

b. The following is the 2017 World Championship entry fee schedule:

<u>CLASS</u>	<u>ENTRY FEE</u>
Superboat Unlimited	\$2,575.00
Superboat	\$2,575.00
Superboat Extreme	\$2,575.00
Superboat Vee	\$1,675.00
Superboat Stock	\$1,075.00
Manufacturer Production P3, P4	\$875.00

c. The following is the 2017 Kilo entry fee schedule:

<u>CLASS</u>	<u>ENTRY FEE</u>
Superboat Unlimited	\$2,600.00
Superboat	\$2,600.00
Superboat Extreme	\$2,600.00
Superboat Vee	\$1,600.00
Superboat Stock	\$1,600.00

d. Fees, dues and boat registration fees are payable to the SBIP office at 1323 20<sup>th</sup> Terrace, Key West, FL 33040, per its fiscal year (November 1 through October 31). SBIP boat registration fees shall coincide with the SBIP memberships from November 1 through October 31, reflecting 12-month boat registration. Contact the SBIP National Headquarters at Ph. (305) 296-6166, Fax (305-296-9770) for further information. 1323 20<sup>th</sup> Terrace, Key West, FL 22040 or email – [superboatracing@gmail.com](mailto:superboatracing@gmail.com).

**RULE 3 - RACE BOAT REGISTRATION REQUIREMENTS FOR PARTICIPATION IN AN EVENT (Non-Safety and Non-Technical)**

**A. Race Boat Ownership Requirements**

1. **Ownership** – Offshore race boats may be leased or owned by an individual, a partnership or a business entity (e.g. corporation, LLC, etc.) provided that the individual, partnership or business entity complies with the SBIP membership requirements.
2. **Corporate** – In the event that an offshore race boat is leased or owned by a partnership or business entity, that partnership or business entity must designate an individual who complies with the SBIP membership requirements set forth by these rules as its duly authorized representative. This representative shall assume full responsibility for the boat, the boat equipment, and the crew at each race site.
3. **Number of Boats in a class** – If a class does not have five or more boats registered for the year that class may be eliminated at the discretion of the SBIP Officials. There must be more than one boat for a class. A boat will be

given one chance to run by itself. At the next race if there are not any other boats in the class, the boat will have to move to another class. SBIP Officials have the right to eliminate the class. This will be handled on a case by case basis.

4. **Voting Rights – National Owner Memberships Only-** The duly authorized representative of a partnership or corporation shall have all voting rights under the rules governing offshore racing. The representative must be an active racer or team owner.

## **B. Identification (Name and Number) & Hull Registration**

1. **Names of Boats** – Any race boat may carry a boat name selected by the owner, but such name shall be subject to the approval of SBIP. Lewd, suggestive or vulgar names and/or graphics will not be permitted on race boats. Should such approval be withheld and until such time as SBIP approval is forthcoming, that boat shall be ineligible to compete in any sanctioned SBIP event until cleared by SBIP. The decision of SBIP shall be final on such matters.
2. **Annual Registration** – All race boats entered in a sanctioned race must be registered annually with SBIP. Application is to be made to SBIP headquarters in Key West, FL. Registered boats must display that number which has been officially assigned for the current racing year. The use of unauthorized numbers, unofficially assigned numbers or improperly registered boats is expressly forbidden. All accumulative points for boat, driver and throttleman may be lost and the registered owner may be suspended for six (6) months if utilizing an unassigned, unauthorized number, or improperly registered boat.
3. **Effective Dates** – Registrations and assignments of racing numbers become effective November 1 and are valid until October 31, unless rescinded or surrendered. When requested, the numbers of the previous membership year will be reassigned if the application is received prior to October 31 of the current membership year. After October 31, all unregistered racing numbers will be considered void without further notification.
4. **Replacement or Substitute Boat** – See Awarding of Points (Section VI, Rules 6-8)
5. **Transferability of Number** – No owner may use the same racing number on more than one hull. When race boats are sold, they must be re-registered by the new owner and new numbers assigned, except in those cases wherein the former owner shall consent to the transfer of his number to the new owner. If a race boat is sold or transferred to an individual who is not a racing member of SBIP, it will be the responsibility of the original owner to remove the racing number and any SBIP affiliation from that hull and notify SBIP office in writing of the sale. In the

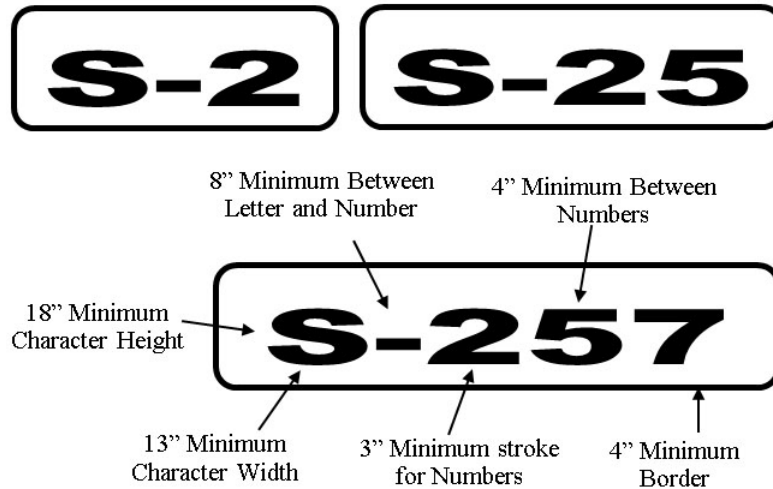
event that the original owner fails to do so his SBIP membership may be suspended for six (6) months.

6. **Annual Boat Registration Fees** – Fees for registration of race boats shall be determined by SBIP and shall be shown on the current application for membership form. Fees must accompany the application. To be eligible to register race boats for participation in sanctioned races, each owner or participant must be a racing member in good standing of SBIP. Any foreign boat may compete in sanctioned racing events and may use that racing number, provided that all requirements set forth in these rules have been met, and further provided that the number is not in conflict with a valid registered number on any race boat entered in the same event. If such should be the case, the Referee may designate a temporary number to be used for that event only.
7. **Assignment of Number** – Upon receipt of the properly executed application for a racing number, SBIP shall assign said number or inform the applicant of the lack of availability of that number and request an alternate number. Upon issuance of this number, SBIP shall forward to the applicant his official registration together with his membership. The assignment of a racing number in no way guarantees that the boat is qualified in any specific class. Technical specifications to determine class as set forth in these rules will determine that qualification.
8. **Transfer of Class** – Race boats can transfer, only once per racing year to other classes if they conform to the class rules. However, if any entry conforms to more than one (1) class, then the Chief Referee in concert with the SBIP President will place the boat in the appropriate class. Points must remain in the class in which they were awarded and are not transferable. An additional boat registration fee is not required unless the new class fees dictate a high fee than originally paid. If a boat transfers to a lower class, a registration credit shall not be allowed.
9. **Numbers Criteria** – Numbers on all race boats shall meet the following criteria:
  - a. **National Series Event Boats** –
    1. Numbers - All National Series Classes (Superboat Unlimited, Superboat, Superboat Extreme, Superboat Vee, Superboat Stock, Manufacturer Production (P3, P4) race boat numbers shall contain no more than three (3) digits and shall range from Number 2 through Number 999. National Series Class boats use standard numbers as described in section “9-b All Classes”.
    2. Legibility – National Series boats are required to have standard black numbers over a white background with a black border. It is the responsibility of the boat owner to have numbers that are legible for scoring purposes. If the standard numbers do not meet minimum requirements, the boat may risk not being scored, and can be required to change the numbers before the next race or receive a penalty.



3. Duplication - Numbers in all National Series Classes will be assigned by SBIP and may not be duplicated within any of the National Series Classes. Preference for numbers shall be given to boats already registered. In the event duplicate numbers currently exist, the boat with the earlier date of registration shall be assigned that number.
- b. **All Classes** – Numbers shall be in black, vertical, block lettering over a white background.
1. Border - If applied to a white hull, a black border must surround them.
  2. Height, Width, Stroke, Spacing - The minimum height of each number shall be eighteen inches (18"); minimum width shall be thirteen (13"); minimum stroke shall be three inches (3"); minimum spacing between each number shall be four inches (4"). The single exception to this can be the number "1" when used with another digit in which case the width may be narrower.
  3. Location - The racing numbers shall be clearly visible on either beam and from above. Those numbers shall be displayed on the foredeck and shall read correctly from the driver's position and shall be underlined by a black bar. Side numbers shall be on the front half of the hull.
  4. Scoring - Numbers not meeting these rules or any number that becomes unreadable during an event will be scored at the discretion of the chief scorer and/or chief referee of that event. (See Diagram 9-b-5).

5. National Series Class Number Diagram:



6. National Series Class Designation:

<u>CLASS</u>	<u>Letter Designation</u>
Superboat Unlimited	Number Only
Superboat	Number Only
Superboat Extreme	Number Only
Superboat Vee	Number Only
Superboat Stock	S-xxx
Manufacturer Production P3	P3-xxx
Manufacturer Production P4	P4-xxx

**SECTION II: GENERAL CRITERIA FOR RACE MANAGEMENT AND SBIP OFFICIALS:**

**RACE MANAGEMENT AND SBIP OFFICIALS** - The following SBIP officials will be present at all Events to assist with the production and conduction of the Event:

**RULE 1 - REFEREE**

- A. Chief Referee** - The SBIP President shall appoint a Chief Referee who shall serve at the discretion of the President. The Referee shall be responsible for updating and maintaining the SBIP rulebook. He shall also perform such other duties as are requested from time to time by the President. He shall serve as the Referee at each National Series Event.
- B. Presence at Events** - Each sanctioned offshore race must have a Chief Referee present. Should an officially designated Chief Referee be unable to attend any sanctioned racing event, the President may appoint an alternate to serve at that racing event.

### **C. Duties and Responsibilities –**

1. Driver's Meetings – The Referee shall preside over all drivers' meetings. He shall see that all questions relative to racing rules are properly answered and that the conduct of the race itself is in accordance with all racing rules.
2. Enforcement of Rules –
  - a. Purpose - The Referee shall see that all racing and technical rules are enforced during the conduct of an Event. All possible rule infractions shall be reported only to the Chief Referee and SBIP President by the appropriate SBIP official. It shall be the sole responsibility of the Chief Referee to communicate with any team member or other party who has been charged with the violation of any rule as well as the proposed action that SBIP shall take as a result of said violation.
  - b. Rules Violations – In order to ensure the fairest and most equitable enforcement of these rules, the Board of Governors present at each National Series event, the Chief Referee, and the SBIP President is established for each Event. In the event of a report of a possible major rules infraction (i.e. one involving the possible loss of points, change in finishing order or probation, expulsion or suspension of any member) the Chief Referee immediately shall meet with the SBIP President for investigation and a decision. No action shall be taken on such matters without the authorization and consent of the Board of Governors.
3. Post-Race Reports – The Referee shall file a report in writing to SBIP detailing all of the events, the conduct of the races, any accidents or other incidents such as disciplinary actions, technical disqualifications, and weather conditions at race and test times, course infractions, penalties assessed interviews with competitors or witnesses to infractions, etc. The Referee shall report ALL accidents, even though no injuries are involved, to the SBIP Headquarters. This does not preempt local authorities from reporting those accidents, as required by State and Federal law to be reported. Race Officials will assist local authorities in completing their reports where necessary.
4. Multiple Roles – Unless otherwise approved by SBIP, the Referee shall not serve in any other official capacity such as Timer, Inspector, etc. nor shall he act as a member of any committee charged with the actual management of the racing event or any other racing organization that directly competes with SBIP while also serving as the Referee.
5. Interpretation of Rules – Should any questions regarding the interpretation of racing rules arise, the SBIP President shall rule on these matters after consultation with all involved contestants, witnesses and other SBIP and local officials. If an infraction takes place and it is not covered by the rule book the President shall

interpret the rules and make a determination as to the infraction and its consequence.

6. Special Events and Records – In those racing events wherein records are claimed, the President and Referee must ascertain the presence and performance of competent inspectors, timers and timing equipment and course surveyors. The Referee must submit a complete report of his findings to SBIP within 10 days of the event
7. Unsafe Equipment – The President also shall have the right to refuse any entry at any time prior to the start that in his/her opinion is not designed, built and equipped to standards of seaworthiness and safety required for any adverse weather and water conditions during the race. This shall also be extended to equipment that, in the Referee’s opinion, hinders adequate competitor extrication and rescue.
8. Other – The President and Referee of a sanctioned event also must ensure that:
  - a. All proper officials be present and function during the conducting of an event.
  - b. At National Series Race sites, the SBIP Medical/Rescue Check List has been completed satisfactorily with the SBIP President and Chief Referee.

## **RULE 2 – TECHNICAL INSPECTOR**

- A. **Chief Technical Inspector** – The SBIP President shall appoint a Chief Technical Inspector who shall serve at the discretion of the President. He shall also perform such other duties as requested from time to time by SBIP. He shall serve as the Chief Technical Inspector at each National Series Event. The Chief Technical Inspector shall be responsible for implementing the Inspection plan, procedures and protocols for each Event, and managing the assistant inspectors and their implementation of those practices, procedures and protocols.
- B. **Assistant Technical Inspectors** – The Chief Technical Inspector shall appoint from time to time as necessary additional qualified technical inspectors to serve in conjunction with him or in his stead. They shall be charged with the same responsibilities and function in the same manner as the Chief Technical Inspector.
- C. **Presence at Events** – Each National Series Event must have a Chief Technical Inspector present. Should an officially designated Chief Technical Inspector be unable to attend any sanctioned racing event, Chief Referee and the SBIP President shall appoint an alternate to serve at that racing event.

#### **D. Duties and Responsibilities –**

1. Compliance with Technical Rules – The Technical Inspector's main responsibility is to inspect the competitors' racing equipment for compliance with the applicable technical, equipment and document their findings on each piece of equipment inspected at an Event.
2. Reporting Infractions – The Technical Inspectors inspect racing equipment for compliance with the technical rules and if they find what they believe to be a violation of any of those rules then they shall report the infraction to the Chief Referee and SBIP President. The Technical Inspectors do not discuss their findings with anyone including any member of the offending team, until the matter is reported to the Chief Referee and the SBIP President authorizes same.
3. Technical Inspectors do not have the authority to waive any aspect of the SBIP Rule Book, or discuss it with the Race Team.

#### **RULE 3 - CHIEF SCORER**

- A. Chief Scorer** – The SBIP President shall appoint a Chief Scorer who shall serve at the discretion of the President. He / She shall also perform such other duties as requested from time to time by the SBIP President. He / She shall also serve as the Chief Scorer at each National Series Event. The Chief Scorer shall be responsible for developing and implementing the Scoring plan, procedures and protocols for each Event, and managing the assistant scorers and their implementation of those practices, procedures and protocols.
- B. Assistant Scorers** – The Chief Scorer shall appoint from time to time as necessary additional qualified scorers to serve in conjunction with him/her or in his/her stead. They shall be charged with the same responsibilities and function in the same manner as the Chief Scorer.
- C. Presence at Events** – Each National Series Event must have a Chief Scorer present. Should an officially designated Chief Scorer be unable to attend any sanctioned racing event, the Chief Referee and the SBIP President shall appoint an alternate to serve at that racing event.
- D. Duties and Responsibilities -**
  1. Timing and Scoring – The Chief Scorer shall have full responsibility for timing and scoring all National Series events and should arrive at each event site with adequate time to conduct a scorers' meeting with all assistant scorers prior to the Event.
  2. Scorer's Instructions – The Chief Scorer shall instruct the basic timing and scoring method will gather forms, worksheets at all race sites and will work with local scorers to familiarize them with the National Series scoring system.

3. Reporting Results – The Chief Scorer shall be responsible for posting all unofficial results of the Event in a pre-determined and announced location, and communicating those results to the designated media representative after the final race of the day. The Chief Scorer shall also be responsible for posting the final results as soon as possible and reporting same in the same manner, as well as posting the results on the Official SBIP Website as soon as possible.
4. Registration at Events – The Chief Scorer shall also work with the Chief Registrar and assist in the Event Registration process including the collection, organization and accounting of all entry forms, boat registration forms and membership forms.

#### **RULE 4 - CHIEF REGISTRAR**

- A. Chief Registrar** – The SBIP President shall appoint a Chief Registrar who shall serve at the discretion of the President. He / She shall also perform such other duties as requested from time to time by the SBIP President. He / She shall also serve as the Chief Registrar at each National Series Event. The Chief Registrar shall be responsible for developing and implementing the Registration plan, procedures and protocols for each Event, and managing the assistant registrars and their implementation of those practices, procedures and protocols.
- B. Assistant Registrars** – The Chief Registrar shall appoint from time to time as necessary additional qualified registrars to serve in conjunction with him/her or in his/her stead. They shall be charged with the same responsibilities and function in the same manner as the Chief Registrar.
- C. Presence at Events** – Each National Series Event must have a Chief Registrar present. Should an officially designated Chief Registrar be unable to attend any sanctioned racing event, the Chief Referee and SBIP President shall appoint an alternate to serve at that racing event.
- D. Duties and Responsibilities** –
  1. Picture ID's – The Chief Registrar shall have full responsibility for issuing all picture ID's.
  2. Membership, Registration, and Entry Fees at the Event – The Chief Registrar shall be responsible for collecting and accounting for all SBIP membership, registration and entry fees at National Series E race sites along with the respective forms.
  3. Insurance Waivers – It will also be the duties of the Chief Registrar to have all members sign the insurance waiver at each race site.

## **RULE 5 – BOARD OF GOVERNORS**

The SBIP Board of Governors shall serve at the discretion of the SBIP President. They shall perform certain duties as requested from time to time by the SBIP President. Notwithstanding anything herein to the contrary, no material technical rule change shall be implemented without the sole approval of the SBIP President.

## **RULE 6 - RESCUE COORDINATOR**

- A. Rescue Coordinator** – The SBIP President shall appoint a Rescue Coordinator who shall serve at the discretion of the SBIP President. He shall also perform such other duties as requested from time to time by the SBIP President. He shall also serve as the Rescue Coordinator at each National Series Event. The Rescue Coordinator shall be responsible for managing the rescue personnel at each event.
- B. Presence at Events** - Each National Series race must have the rescue coordinator present. Should an officially designated coordinator be unable to attend any sanctioned racing event, the SBIP President may appoint an alternate to serve at that racing event.
- C. Duties and Responsibilities** -
- 1. Purpose** – The Rescue Coordinator shall be responsible for developing, implementing, and managing rescue and safety plans, procedures and protocols. The SBIP Rescue Coordinator is responsible to the SBIP President for the reduction of risk throughout all aspects of racing: land, sea, and air.
  - 2. National Series Events** – All National Series Event Medical and Rescue facilities must be pre-approved by the SBIP President.
  - 3. Support Personnel** –The Rescue Coordinator shall be responsible for assembling all support personnel necessary for the satisfactory execution of his/her duties and responsibilities.
  - 4. Race Day** - On the morning of each race, the SBIP Rescue Coordinator or his designee shall be responsible for conducting the race morning physicals, and an air survey of the course to verify that all check, turn, and medical/rescue boats are on station. Race Control must be notified immediately regarding the status of the race course, and then Race Control will notify the SBIP President.
  - 5. Aircraft Registration** - It is an FAA requirement that all aircraft flying the race course must contact the SBIP office at 305-296-6166 to obtain the proper forms or download them from the web. They will need to provide the aircraft registrations numbers and certificate of insurance listing Super Boat International Productions, Inc. as additional insured. This information needs to be received thirty (30) days prior to the event. SBIP will notify aircraft if authorization is granted to fly the event. For any aircraft flying for a team at an event that does not have authorization from SBIP to fly, the team will receive a DISQUALIFICATION, a

\$2,500.00 (two thousand, five hundred dollar) fine and will not be permitted to have an aircraft fly again for that team.

6. **Race Teams with private Rescue personnel** - Race teams that want to have additional Rescue person (s) flying for their team, must notify the SBIP main office at 305-296-6166, thirty (30) days prior to the event. SBIP will assign the Rescue diver from the SBIP rescue staff to fly in the helicopter for the event. The race team is responsible for payment of the helicopter (minimum jet ranger) and cost of the rescue diver. The helicopter would be under the direction of SBIP's rescue coordinator for the event. Cost of rescue diver would be paid in advance by the race team to SBIP. SBIP will no longer accept or approve a team to deploy a rescue diver that has not been assigned by the SBIP rescue coordinator, to be qualified to go into the team's helicopter as a rescue diver, with dive gear. Any aircraft flying for a team at an event must have authorization from SBIP to fly. If a team has air craft flying in an event that does not have authorization from SBIP, the team will receive a fine of \$2,500.00 (two thousand, five hundred dollars), a DISQUALIFICATION, and will not be permitted to have an aircraft fly again for that team.
7. **Race Course-** It is not the responsibility of the Rescue Helicopters to move any spectator boats that are intruding into the race course. Race Control will be notified of such boats and handle accordingly.
8. **Local Officials** – The SBIP Rescue Coordinator is responsible for coordinating with and directing any local volunteers, as well as the local medical, rescue and safety personnel during the National Series Event to insure that all SBIP safety rescue requirements are met.
9. **Reports** - The SBIP Rescue Coordinator must report any and all safety violations immediately to the SBIP President. A written report on violations or accidents must be submitted to the SBIP main office within five (5) days following the race.
10. **Inspection of Safety Equipment** -
  - a. **Compliance with Safety Rules** – The Safety/Rescue Inspector's main responsibility is to inspect the competitors' safety equipment for compliance with the safety rules and document their findings on each piece of equipment inspected at an Event.
  - b. **Reporting Infractions** – The Safety/Rescue Inspectors inspect the equipment for compliance with the safety rules and if they find what they believe to be a violation of any of those rules then they shall report the infraction to the Chief Referee and SBIP President.



## **SECTION III: GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS:**

### **RULE 1 – DRIVER’S PACKETS**

- A. For all National Series events SBIP shall post a Driver’s Packet on the Official SBIP Website, [www.superboat.com](http://www.superboat.com). The information in the Driver’s Packet is an extension of the Rule Book and supersedes the Rule Book. This packet shall contain the following information:
1. Date and location of race.
  2. Registration times and location information (see schedule of events on web site).
  3. Total amount of prize purse.
  4. Launch time and location (see schedule of events on web site).
  5. Hotel names, address and phone numbers (see hotel listing on web site).
  6. Amount of entry fee for each class with cut-off date for bonus points on entries.
  7. Course descriptions and mileage (see map detail on web site).
  8. Time and location of inspection (see schedule of events on web site).
  9. Time and location driver’s meetings. The initial driver’s meeting for all National Series races involving all classes shall be held at 8:30 a.m. one day prior to the scheduled first race start, unless otherwise approved by SBIP and announced in the race circular. The final meeting shall not be later than one hour before the race start.
  10. Any special instructions and/or information pertinent to the race.
  11. An official race entry form (see download on web site).
  12. Time of the morning pre-race physical 7am (see schedule of events on web site).

### **RULE 2 – RACE ENTRY AND CREW REGISTRATION**

- A. **National Series** – A minimum of 30 days prior to the racing event, SBIP shall post a standard entry form, drivers packet and a race information on the web site ([www.superboat.com](http://www.superboat.com)).
- B. **Pre-Registration** - National Series Entrants to an Event should submit their completed entry forms to SBIP no later than 14 days prior to the first day of the event, in order to receive Race Site Bonus Points.
1. If a race cannot be run due to inclement weather or any other Unforeseen circumstances, and cannot be rescheduled each registered racer of that event will receive 200 points in addition to the race site bonus points for attending the event.

## C. Race Registration (On-Site)

### 1. Requirements –

- a. It is mandatory that all racing crew members participating in the event check-in at race registration upon arrival at the race site. All required paperwork must be complete prior to launching, testing or racing and be on file with the Chief registrar prior to the start of each race. Mandatory check-in at each race site must be observed to avoid penalties.
- b. Escape (exit) strategy plan – SBIP requires an individual written “Escape (Exit) Strategy Plan” from all race teams utilizing a canopy race boat. This escape plan must be provided to registration before testing or racing at each National Series event site. The object of the escape plan is to pre-determine what specific procedures or steps the occupants will use in an emergency (fire, sinking, etc.) to safely and rapidly exit the interior cockpit of the race boat.

An Escape/Exit Strategy Plan should include the location and type of escape hatch and equipment, and very specific actions or steps to be taken or followed by each racer. It shall be used to describe in writing the methods and order of the racers escape plans.

The SBIP Rescue/Safety team members will verify the exit plan with the racers so they can escape via a top or bottom hatch.

Racers are strongly encouraged/recommended to keep their safety helmets on at all times for safety; especially after releasing their safety belts, so as not to hit their heads in the canopy or while exiting the race boat.

The bottom escape hatch or canopy door should not be opened until both racers are ready to leave the race boat. Prematurely opening the escape or canopy hatch door on an overturned race boat may dramatically reduce the time needed for SBIP Rescue/Safety divers and Angel helicopters to reach the scene of an accident and assist getting you out safely.

- c. Owner of Equipment - It is the responsibility of the Owner of Equipment to verify that all insurance releases and entry forms are signed, and that all riding crew members are a minimum of 18 years of age. It is the responsibility of the Owner of Equipment to report any changes of racing crew in the boat prior to launching, testing, or racing.
- d. Any race team that has a person in the race boat during the race event, that is not a 2017 Racing member, or have not signed the required paperwork will be disqualified.

- e. **Deadline** - At National Series Events each racing member must complete all registration requirements by 5:00pm the day before the race. All required signatures and any other missing information on the entry must be provided by this time.
- f. **Penalties** - Entrants failing to complete registration requirements prior to the deadline may be subject to a fine and/or up to a one (1) minute penalty at the discretion of SBIP. Entrants not completing all registration requirements prior to entering the racecourse on race day will be subject to disqualification and/or suspended for three months.

**2. Procedures** – The following on-site registration procedures shall be employed at all National Series Events.

- a. **Fees and Paperwork** – SBIP shall collect all fees due and completed forms for boat registration at each event. Any outstanding fees overlooked during registration must be paid within five (5) days of notification from SBIP.
- b. Receipts given upon request.
- c. **Bad Checks** - Should the bank return an entrant's check for fees paid to SBIP, the owner shall be subject to the following penalties:
  - 1. Cash or certified check in the amount of the returned check, plus bank fees must be paid within five (5) days of notification from SBIP.
  - 2. Suspension of the entrant from that event or any further SBIP competition until the returned check is replaced with a certified check or money order.
- d. **Completion of Paperwork** - The Chief registrar for the National Series Event shall furnish to the Chief Referee a list of any entrant who has not completed all registration requirements prior to the final driver's meeting. No entry is an official entry until all paper work is completed and all fees paid. Race Boat will not be permitted to be launched unless all paperwork is completed.

**RULE 3 - PRE-RACE SAFETY AND TECHNICAL INSPECTIONS**

- A. Requirements** – All race boats entered in a sanctioned race are subject to a pre-race safety and technical inspection by an SBIP Inspector.
  - 1. The time and place of such inspection shall be published on the SBIP web schedule of events ([www.superboat.com](http://www.superboat.com)) and in the Driver's Packet handout for the Event.

2. No race boat may be considered a bona fide entrant in a sanctioned race until such time as the Inspector has passed and signed the official pre-race inspection forms, and all registration paperwork is completed.
3. It is the responsibility of the owner or riding crewmember to submit his team's equipment to the Inspectors for their inspection. If, in the judgment of the Inspector or Referee, a boat and/or safety equipment is un-seaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the SBIP President. If the SBIP President determines that the condition cannot be rectified prior to the start of the race then he shall have the right to prohibit the boat from competing.
4. The Inspectors shall examine each entry for compliance with all safety requirements and shall also visually inspect hull, propulsion and engine for compliance with class technical rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.
5. An entry that does not complete its inspection requirements on time (refer to Driver's Packet for times) is subject to a financial penalty of \$250 (two hundred and fifty dollars) for the first offense, and one (1) minute penalty thereafter for non-compliance.
6. In the event an entry does not comply with the rules or specifications as contained within the SBIP Rulebook within its class, the owner shall be advised and given the opportunity to comply or change class.
7. An entry that refuses an inspection will be disqualified and may face further disciplinary action.
8. Inspectors do not have the authority to waive any aspect of the SBIP Rulebook.

**B. Class Placement** – The responsibility for proof of legality of equipment and proper class placement lies with the boat owner. If such proof cannot be provided, the Chief Inspector and Chief Referee, with the approval of the SBIP President shall have the right to re-determine the entrant's class.

**C. Pre-Race Technical Rules Violations -**

1. Notice to Owner – In the event that a pre-race inspection finds a technical rule violation the Chief Referee or Chief Inspector must notify the owner of the subject boat or his representative of the specific nature of the alleged violation as soon as practical but in no instance later than the Final Driver's Meeting. Depending upon the nature of the violation, and whether this is a first or multiple offense, SBIP President may issue citations with a range of penalties from fines to immediate disqualification from the event.

2. Correction of Violations – After a race boat owner has been notified of the violation, he shall have until the Final Driver’s Meeting for his race to correct the violation, unless he has been disqualified. Should he elect to correct the violation then it shall be his responsibility to have the boat re-inspected prior to said meeting and cleared for competition.
3. Appeals – Should that owner or his representative choose, he may give written notice and \$1,000.00 (one thousand dollars) cash appeal fee to the Chief Referee of his intention to file an appeal. The Board of Governors, along with the SBIP President shall hear any such appeal during the event but prior to the race in which the party against whom the penalty is imposed is to participate, upon request of that party. Upon appeal the Chief Referee shall allow the race boat to start provided that the results of that class shall be deemed unofficial pending the outcome of the appeal hearing. Should the appeal be upheld the finish position of the subject race boat shall be declared official. Should the appeal be denied, the appropriate penalty shall be imposed, the appeal fee shall be forfeited to SBIP, and the results shall be declared official.

#### **RULE 4 – RULE CHANGES & INTERPRETATION AT RACE SITE**

- A. When a rule is not clear the official interpretation shall come from the SBIP President, or the Chief Referee. SBIP has the right to change these rules at any time it deems necessary.

#### **RULE 5 – MARKETING REQUIREMENTS**

As set forth in Rule 4 above, all entrants shall be subject to a pre-race technical and safety inspection. During this Inspection SBIP shall also check the team for compliance with the marketing requirements set forth below. Unless otherwise provided, teams shall comply with the following marketing requirements.

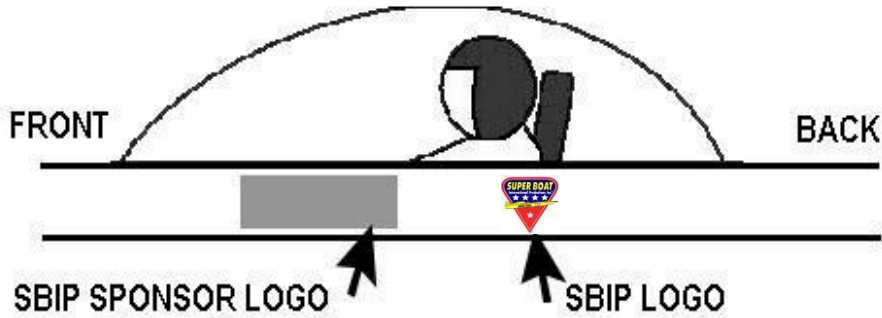
##### **A. SPONSOR DECALS**

1. Definitions - Sponsor Decals shall be defined as follows:
  - a. Series Decals (Compulsory) – Shall be defined as those specifically identified as such by SBIP. These are Decals for overall series sponsors. All boats participating in National Series Races must display the required National Series Sponsor decals.
  - b. Class Decals (Compulsory) – Shall be defined as those specifically identified as such by SBIP. These are Decals for sponsors of specific racing classes. All boats participating in National Series Races in the specific racing class must display the required National Series Class Sponsor decals.

- c. Event Sponsor Decals – (Compulsory Single Event) shall be defined as those specifically identified as such by SBIP. These are Decals for individual National Series Events. All boats participating in National Series Races must display the required National Series Event Sponsor decals if applicable, on the exterior driver’s area of the cockpit, on both sides of the boat, and read correctly from the port or starboard. Event Sponsor Decals shall be placed forward of the SBIP Series Logo. Event Sponsor decals are intended for single event display only.
  - d. Contingency Decals – (Contingent on Product Use) shall be defined as those specifically identified as such by SBIP. These are Decals provided by Contingency Sponsors in conjunction with the SBIP Contingency Award program. All boats participating in National Series events must display the required Contingency Sponsor decals in order to be eligible for those specific contingency award prize postings.
2. Decal Placement (General) -
- a. Hull Sides - All teams must allocate 1600 square inches (50” X 32”) of the hull side area, on both sides of the boat for all SBIP Series, Class, Event Sponsors and Contingency decals. The preferred location shall be forward of the racing number, from the bow aft six (6) feet for a total square inch allocation of 1600 square inches per side. Secondary location shall be no further than four (4) feet forward of the transom, on the vertical hull sides above the chine, on both sides of the boat for a total square inch allocation of 1600 square inches per side. Decal placement outside of the forward of aft decal areas shall be considered out of compliance. It is the responsibility of the race team to insure that all required decals are plainly visible for both pre and post-race technical inspections.
  - b. Allotted Space - SBIP Compulsory decal placement shall not exceed the allotted area in total square inches. In the event that contingency sponsor decal area exceeds the allotted area, contingency decals may be placed on the aft section of the boat, no further than four (4) feet forward of the transom, below the rub-rail (hull-deck joint) and above the chine, on both sides of the boat.
  - c. Availability - Sponsor Decals shall be obtained before each race from the SBIP Chief Technical Inspector. It is the responsibility of each team to see that the required decals are on the boat prior to entering technical inspection.

3. SERIES DECALS –

- a. SBIP Logo - decals shall be located on the exterior driver's area of the cockpit, on both sides of the boat, and read correctly from the port or starboard.



- b. American Flags - All boats are required to display the American flag with a minimum size of 9"x12". Boats may also display the flag of the nationality of the owner. American flags must be painted or in decal form. Flags of any kind will not be mounted on deck poles, tie bars, railings or other appendages.

**B. UNIFORMS**

1. Defined –

- a. Racing/ Casual uniforms - Should consist of a golf shirt, shorts, or long pants. This will be worn by all team members during the day time of the event.
- b. Dress Uniforms - should consist of a dress shirt and dress pants. This uniform will be worn at all parties, parades, meet and greets etc.
- c. Work Uniform – should consist of T-shirt with race team name.

2. Logo Placement –

- a. It is a mandatory requirement for the SBIP logo or patch to be on all team uniforms. SBIP reserves the right to require any Series Sponsor logo or patch to be present on the racing and dress uniforms in an appropriate positioning.
  - 1. Series Sponsor Logo located 2” below the right shoulder seam on the right breast.

2. SBIP Logo located 8” below the left shoulder seam on the left breast. SBIP logo is a registered trademark; reproduction of this logo without consent from SBIP is prohibited.
  3. SBIP will be allotted additional compulsory sponsor logos or patches.
- b. Dress code and decal placement is mandatory. Failure to comply may result in your team or boat not appearing within media coverage, not participating in the prize money, and receiving a penalty.

### **C. CONFLICTS -**

1. Unapproved Decals – Competitors should not display on their boat, uniforms or transporter, the logo of any unapproved decals or any other mark identifying or otherwise referring to any other racing body. SBIP reserves the right to require the removal of any such logos or marks as a condition of entry into an National Series Event. Approved Sanctioning Body Logos: Super Boat International Productions (SBIP).
2. Sponsor Conflicts - Race teams having a verifiable sponsor relationship with a sponsor that is a direct conflict to an SBIP Series sponsor may be exempted from the decal or uniform logo requirement for that specific SBIP Series Sponsor decal. All exemption requests must be submitted in writing to SBIP detailing the nature of the conflict and requesting an exemption. All responses from SBIP shall be in writing. Teams that are granted an exemption may be removed from any contingency program, bonus fund, and or prize money posted by the SBIP Series sponsor for whom the exemption is granted.
3. Sale of Team Merchandise –
  - a. All merchandise must be sold through the site vendors, which are licensed by SBIP. A contract will be worked out with each team for sale of their items at the race site.
  - b. All items or services sold pertaining to a race event (for example: Photographs, video tapes, clothing, etc.) must be licensed by SBIP.
  - c. All race teams must meet all requirements of the Sponsors in order to participate in the prize purse.

**D. EVENT PARTICIPATION** -Teams are encouraged to participate in all media opportunities, autograph sessions, sponsor parties, parades etc.



## **RULE 6 – ESTABLISHMENT OF DESIGNATED PIT AREAS**

**A. PIT REQUIREMENTS** - At all Events the Race Producer must establish clearly defined, readily identifiable areas for Dry Pits, Wet Pits, and Hot Pits. In all cases these areas must be set apart from the general public by being roped off, fenced, or some other means except that the public may be admitted to the Dry and Wet Pit Areas during designated times. Only current member contestants, (crews, officials, approved regatta workers or current members of the SBIP) shall be admitted to the "hot pit" area. The sale to the public of pit admission tickets or passes to the "hot pit" area is strictly prohibited. These areas require the execution of Insurance Waiver by all participants (racers, crews, family members, officials and regatta workers - not spectators) for admission. Intoxication within any of the designated pit areas of any SBIP or a signee of the Insurance Waiver is strictly prohibited and may result in the imposition of a penalty at the discretion of the SBIP President. The SBIP designates three mandatory pit area classifications with the following restrictions:

1. Hot Pits: shall be defined as an adequate area around launching cranes, fuel storage, fueling area and launching ramp. Entry into the hot pit requires a SBIP Racing Membership.
  - a. Fueling of boats shall be allowed only in the approved fueling area(s) if fueling is provided for on site, at the discretion of the SBIP President. Fueling or de-fueling of race boats in the water is specifically prohibited. Fueling at commercial marina pumps on the water or commercial land based filling stations is allowed, providing they have met the fuel requirements.
  - b. Waste oil and fuel must be disposed of in a responsible manner by all race teams.
  - c. Signs shall be posted around all hot pit areas designating "No Smoking or Drinking of Alcoholic Beverages." Violation will subject offenders to disqualification and / or a fine.
  - d. Enclosed footwear is mandatory in the hot pit area.
  - e. The crane area shall be highly restricted and roped or fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorized personnel. (This is considered part of the "Hot Pits"). All personnel with a race team that do not have the proper identification and are found in the "Hot Pit" area will result in a financial penalty to the boat owner of \$250 (two hundred fifty dollars) for the first offense and a one (1) minute penalty thereafter.
  - f. The presence of persons on a boat, which is being lifted by a crane, is strictly prohibited. Violation of this rule may result in disqualification from that event and/or up to a \$1,000.00 (one thousand dollar) fine.

2. Wet Pits shall be defined as the docking areas, as crew working areas and available by controlled admission pass to the general public.
3. Dry Pits shall be defined as those areas where race boats are on display. Race Officials have the right to remove a race team or race boat from this area for disruptive conduct and are subject to other disciplinary actions.
4. Banner placement – Unauthorized banner placement will be removed on the first offense and a one (1) minute penalty to the team thereafter.

## **RULE 7- TESTING**

### **A. Inspections and Registration –**

Race boats must have a pre-race technical and safety inspection, and the boat and all riding crew members must complete all registration requirements including the insurance waiver, prior to any water testing. Anyone testing without completion of all paper work will be subject to disqualification, fine and/or suspension of not less than 30 days.

1. All Race teams must test during the approved testing times and location as provided on web site ([www.superboat.com](http://www.superboat.com)) under schedule of events.
2. A designated test area for non-race days shall be established with safety/rescue support. Testing will be under rules of the road. All safety/rescue and race boats shall be equipped with a VHF Marine Radio and in constant communication with race control on 78A.
3. Race teams must check in with Race Control prior to leaving the launch area for testing with the Boat Number and full name of each Racer in the boat.
4. Race teams must check in with Race Control when they are leaving the test area to return back to the crane with their Boat Number and Names of each racer on board.
5. Race teams must check in with Race Control when they are back at the launch area when they have completed testing giving the Boat Number and full name of each racer on board the boat.
6. Race teams must also notify the safety/rescue boat that is located in the designated testing area prior to testing that they are entering that area to test, giving the Boat Number and Racers names on board, and then again when they are completed testing.
7. Any violation of the testing Rules, the team will be fined a minimum of \$250.00 per occurrence and may be subject to disqualification or suspension.

**B. Compliance with Government Regulations** – Race Teams and Race boats shall be subject to all Coast Guard, Federal, State and local regulations during testing. Anyone cited by federal or local authorities shall be subject to further penalties by SBIP.

**C. Compliance with SBIP Rules and Regulations** – Race Teams must comply with all SBIP rules and regulations established for each National Series Event, including obeying manatee zones, speed zones, testing times, and testing only in designated areas, if applicable. The teams shall be solely responsible for checking with the appropriate SBIP Officials at the National Series Event during registration as to the applicable rules and regulations for testing at the National Series Event. The team must obtain the posted Driver's Packet found on the SBIP web site ([www.superboat.com](http://www.superboat.com)). Violation of this rule may result in penalties including, but not limited to, fines, time penalties, disqualification and suspensions of not less than 30 days. The SBIP rules can also be found on the SBIP web ([www.superboat.com](http://www.superboat.com)) site and can be downloaded. Ignorance of the rules is no excuse for not complying with the rules.

**D. Safety Equipment** – Whenever registered equipment bearing SBIP numbers or designation is being operated at or in conjunction with a sanctioned event, including while testing, or at any other times while the craft is on plane, or while off-plane under its own power and within 250 feet of the outside of an active race course, the competitors must wear complete approved and tested personal safety equipment including helmet and life jacket. This rule shall be in effect at a race site from the time of arrival and until one hour after the checkered flag of the last event of the day. Violation of this rule shall result in a fine or disqualification from that event or a subsequent event at the discretion of the Chief Referee.

1. Fitted windscreens or windshields shall be well supported and all exposed structures must be adequately padded. The use of glass is prohibited. Wind deflectors of any type must be shatterproof. If determined by the inspector to encroach on the safety of the unrestrained competitor, they must also provide the capability to readily break away, fold away, or collapse upon impact from the occupant's position.
2. Interlocking connections pertaining to helmets and their receptive intercom systems must be able to disconnect easily. Rigid or locking connections of any type are prohibited. Inflexible microphone booms are prohibited. All installations are subject to approval by SBIP inspectors.
3. Self-contained air systems are mandatory in canopy boats. No pure oxygen breathing system may be used. The air supply shall be of sufficient volume to sustain a racing crew under stress workload necessity for rescue/safety to effect a rescue or for the racing crew to rescue themselves. Systems must be solidly mounted with easy access to each racing crew.

4. A FCC Ship-to-Shore licensed Radio must be permanently installed in a secured location. The equipment must have an output capability of 25 watts with channels 6, 78A, 68 (Back-Up), and/or any other channel, which may be designated by SBIP for proper race communications.
5. In non-restrained cockpits, individual ignitions kill switches for connections to each riding crew member are mandatory. Kill switch cords must not exceed four (4) feet. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All competitors must be connected to an individual kill switch while the boat is on plane. Offenders will be disqualified.
6. All offshore classes require mandatory racing bolster or racing seats; standard marine production seats are prohibited. Approval shall be based on lateral support and structure not padding.
7. Trailers will be equipped with backup alarms for safe maneuverability.
8. It is forbidden to start the engine in gear with the propeller rotating in the air. All violators will be fined \$500.00 (Five Hundred dollars) for each offense.
9. Holes in fire walls are prohibited, front or back of cock pit. Holes in deck must have a flame trap if the hole is one (1) foot or less from the crew.
10. It is highly recommended that inside hatch covers be painted iridescent yellow for visibility. Hatch covers should be opened at all times on craft, which are subject to search and rescue.
11. Safety equipment is required for all SBIP classes and shall consist of the
  - a. Two (2) U.S. Coast Guard approved orange smoke flares.
  - b. Two (2) U.S. Coast Guard approved fire extinguishers with protective metal pull-type rings. Each unit shall be installed in a highly accessible area from the helm position. These units must be annually inspected and tagged accordingly by a certified inspector.
  - c. A suitable towline (100' Minimum length).
  - d. All safety equipment should be kept sealed, in a container that is easily opened. The contents should be inspected prior to each race to insure the usable quality of each product. Safety equipment must be stowed in a readily accessible area of the boat, preferably in a deck level compartment within close proximity of the cockpit.
  - e. Water sea drag anchor.

- E. Rescue / Safety, Tow and Official Watercraft Coverage** – The SBIP President or Chief Referee at their option, may or may not provide rescue coverage for testing prior to the race on race day. At race sites where rescue coverage is not provided for pre-race testing or at times other than when rescue is provided by SBIP, owners and riding crew members must recognize that there are no rescue facilities on the water during such testing and agree that they are testing at their own risk. Those entries that use the cranes or race producer controlled launch facilities to launch for the purpose of non-covered testing prior to the race, specifically acknowledge that they are testing at their own risk without rescue coverage and by launching their boat further agree to indemnify and hold harmless SBIP, its officials, the race producer, the race committee, and all sponsors in the event of any accident and its consequences. Failure to sign either of the Insurance Waivers prior to any on water testing shall result in a fine and/or disqualification from that event and/or suspension from SBIP for up to one year.
- F. Non-Posted Test Times** – Unless otherwise notified by SBIP, Race Teams may test, at their own risk, at times other than posted test times provided the teams comply with all federal, state and local laws, rules and regulations. It is the responsibility of the race boat owner to verify with the SBIP that it is permissible to test during non-official test times.
- G. Lifting Harnesses** – SBIP race sites are required to provide crane service for boats that provide their own single point lifting harness. All boats, at National Series events are required to provide their own single point lifting harness for weighing purposes.

## **RULE 8 - DRIVERS' MEETINGS**

- A. Attendance** – Drivers' meetings shall be confined to riding crewmembers, boat owners and concerned officials only. Unless otherwise provided in these rules attendance at these meetings is mandatory for every driver.
- B. Meeting Times – National Series Events** –
1. **Initial Driver's Meeting** - There shall be an Initial Driver's Meeting held at 8:30 a.m. one day prior to the first race day, unless you are advised of a different time in the Drivers Packet.
  2. **Final Driver's Meetings** - A Final Driver's Meeting shall be held at 8:30am on each race day of a National Series Event unless you are advised of a different time in the initial Driver's meeting. Attendance at this meeting is mandatory for every driver and throttleman competing in that day's races. There shall be no excused absences under any circumstances.
- C. Excused Absences** – A Driver may be excused from attending the Initial Driver's Meeting provided that unavoidable circumstances prevent a driver's attendance and that he provides the Chief Referee sufficient notice, a reasonable excuse and receives the Chief Referee's written permission prior to the Initial Meeting. The Driver must designate a person to represent the team at the Initial Meeting. The Driver and

throttleman may not be excused from attending the Final Driver's Meeting under any circumstances.

**D. Unexcused Absences** – The Referee shall call the initial roll call at the beginning of both the Initial and Final Drivers' meetings and verify the presence of each Driver. The unexcused failure of a Driver to answer roll call at either meeting may result in a fine and/or up to a 3-minute penalty. The further failure to answer roll call at the end of the Initial Meeting may result in an additional fine and/or up to an additional five (5) minute penalty. Failure to answer final roll call at the end of the final meeting may result in penalties up to and including disqualification.

**E. Changes to the Event** –

1. Any race postponement or substitution of an alternate storm course shall be announced no later than the drivers' meeting to be held one hour prior to the starting time. The Chief Referee shall adhere to the schedule set forth in the Race Packet unless some emergency shall dictate otherwise.
2. SBIP may change the course or amend the instructions for the Event at any time prior to the start of a race provided that the teams are notified prior thereto.

**F. Alcoholic Beverages** – Sale or consumption of alcoholic beverages is strictly prohibited at all drivers' meetings and race registration.

**G. Smoking** – Smoking is strictly prohibited at all drivers' meetings and race registration.

**H. Uniforms** - All drivers and crewmembers are required to be in team logo shirt at all Drivers' Meetings, Official Race functions (parties, award ceremonies, etc.) and on Race Day. Team uniforms do not have to be elaborate, but must be the same for all members of the team (excluding driving suits).

## **SECTION IV: GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES:**

### **RULE 1 - NATIONAL SERIES RACE FORMAT**

**A. Scheduling** - National Series Race – Three (3) day format

**B. Changes to Schedule** - SBIP reserves the right to change, combine, separate or create separate races for the classes racing in each race to achieve the best balance of entries for safety and spectator appeal.

## **RULE 2- RACE COURSE**

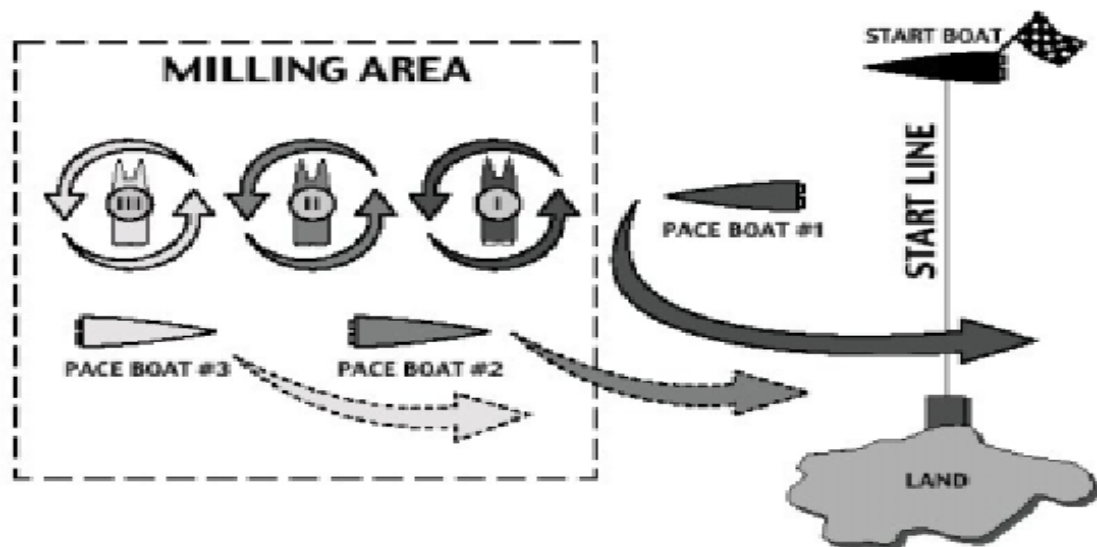
- A. Check Points** – All check points shall be buoys, boats, or landmarks. If the Coast Guard specifically prohibits the use of fixed buoys, then definite positioning of a checkpoint from that fixed mark may be used. Latitude and longitude coordinates for the positioning of check boats must be utilized for course verification on race morning.
- B. Check Boats** – All check boats will fly one 3' x 5' orange flag from the highest point above the water line and/or one specifically designated flag. The SBIP President or Chief Referee may designate any additional distinctive markings from time to time at their discretion to distinguish check boats readily from surrounding spectator craft or other inhibiting backgrounds.
- C. Course Markers -**
- 1. Turn Buoy** – Any buoy used to designate turns, chutes or slots should be a minimum of five (5) feet tall, either tetrahedron in shape (preferred) or round, orange or yellow in color, and made of vinyl or plastic material capable of withstanding conditions encountered in offshore racing. Under no circumstance can a turn buoy be attached to a fixed object. All other marks of the course should be day glow orange and a minimum of two (2) feet in diameter. All turn marks of the course must be negotiated as designated by these rules, pre-published race instructions or as directed by the Chief Referee or his designee at the Final Drivers' Meeting. Any turn that exceeds 90 degrees must have two (2) buoys, at least one tenth of a mile apart.
  - 2. Spectator Safety Areas** – All designated spectator areas must be at least 300 yards from any check or turn boat.
- D. Starting Chute –**
- 1. Minimum Width** – The minimum starting chute width shall be 80 yards.
  - 2. Minimum Length** – The minimum starting chute length shall be a ½ mile.
  - 3. Other Requirements** - The chute must be maintained in a straight line so that the boats can maintain their lane. The start cannot be set up where a turn is before the end of the shoot or shortly thereafter. The Start/Finish line shall be defined by boats, buoys or fixed points, one on either side of the course to form said line perpendicular to the direction of travel. All competing boats must cross the starting line between the markers. The finish boat shall fly an orange flag 3' x 5', or a specifically designated flag and a yellow buoy. In the event of two such boats, only one side will be designated the "Finish" boat. Timing, scoring will be done on the official Finish Boat. A checkered flag will be displayed on the official Pace Boat to stop the race. Race boats must finish close enough to the Finish Boat to be identified, but they shall not pass closer than 50 yards of any stationary vessel. The use of binoculars to confirm passage is permitted. The

racecourse must include provisions for the "Safe Area" during starting procedures.

**E. Race Course Length and Race Length**

1. Course Design – SBIP shall design all National Series race courses.
2. Course Lap Length – The courses shall be no shorter than 3 statute miles and no longer than 10 statute miles.
3. Course Width – The minimum distance from the racecourse to any fixed object shall be 50 feet and the minimum course width shall be 100 yards.
4. Total Race Mileage – The distance (mileage) of the race shall be as follows:
  - a. Superboat Unlimited - Minimum of 70 statute miles - maximum of 90
  - b. Superboat - Minimum of 70 statute miles - maximum of 90
  - c. Superboat Extreme - Minimum of 50 statute miles - maximum of 70
  - d. Superboat Vee - Minimum of 40 statute miles - maximum of 65
  - e. Superboat Stock Minimum of 40 statute miles - maximum of 65
  - f. Manufacturer Prod. Minimum of 30 statute miles – maximum of 55
5. Race Course Infractions – Racers may not protest another racer with regard to the proper execution of the race course. Judgments concerning the race course are decided from the input provided by race course officials, SBIP television footage if available, the Chief Referee and Race Director.

**F. Milling Area** – Below is the diagram of the milling area for the start of the National Series race. The mill area can clockwise or counter clockwise, depending of on the race course direction. Instructions as to the direction of the mill area will be given at the final drivers meeting for the National Series race.



**(DIAGRAM OF MILLING AREA FOR THE RACE START)**



G. **Race Control** – SBIP Race Control will be equipped with both Aircraft VHF and Marine VHF radio base stations, along with SBIP private channel radios for Rescue/Safety communications.

**RULE 3 – PRACTICES AND PROCEDURES FOR STARTING AND CONDUCTING THE RACE**

A. **Flags:** Description of flags are as follows:

**RACE FLAGS**



**Red Flag** - Is used to bring the fleet of boats from the wet (docks) area to their milling area.



**Yellow Flag** - Is used to bring the fleet of boats out of their milling circle, to get lined up for the start of the race.



**Green Flag** - Start the race, this flag is displayed from the official pace boat. When the race boat passes the pace boat, the boat is scored as an official start of the race.



**Checker Flag** - *Stopping of a Race* - If a race is stopped for any reason prior to its completion, the race boats need to go into the center of the course at the Finish line and wait for instructions from SBIP Race Control on 78A. SBIP Race Control will give the number of legal laps completed. *Finish of race* - The checker flag will also finish a race, the boats return to the dock area at a safe speed.



**Race Patrol Flag** - Official watercraft boat are assigned to zones on the race course to help secure the race course from any spectator boats entering. They are also the eyes and ears of race control, notifying them of any problems with race boats on the course.



**Medical Flag** - The Medical Boat will be flying this flag and are located in the center of the race course. These boats will have divers to assist the Teams with their exit plan. The designated transport medical boat will have a doctor or EMT and an assistant on board.



**Turn Boat Flag** - The flag is blank and flown on each of the designated turn boats and the finish boat.



Course  
Marshal

**Press** - is a blank flag on the boat that any working press for the event is on.

**Course Marshal** - Flag is on the work boat that sets the race course and removes the course following the race

## **B. Pace Boats - Pace Boat Requirements:**

1. Meet all U.S. Coast Guard requirements.
2. Be seaworthy and in good working condition.
3. Unless circumstances prevent it, SBIP shall employ one pace boat for every start. Pace boat personnel shall be limited to a maximum of four (4) as designated by the Chief Referee: a driver, flagman, starter and Chief Referee. The pace boat shall be a minimum of 30' and shall be able to attain speeds of 50 to 70 mph. Back-up pace boats are limited to six (6) personnel, two of which may represent rescue personnel and must be in uniform and remain so for the duration of the race.
4. The minimum age of pace boat personnel shall be 18 years. Safety takes precedence over racing so pace boat personnel should do nothing to endanger themselves, spectators, or other participants. It is mandatory that all pace boat crew wear a P.F.D. at all times while the pace boat is on the racecourse including during starts. If a pace boat cannot get up on plane it will move as fast as it can or raise the green flag at the position it is in.

## **C. Starting Procedure –**

1. If at any time during the start procedure, after the orange smoke has been displayed, a checkered flag is displayed, the start is aborted. All boats must once again return to an off plane status within the milling area for restart following specific instructions from the pace boats.
2. A race boat which is disabled or cannot get on plane, must not interfere with the remaining starts. The craft must proceed to one (1) side of the chute and wait for a clear lane to commence their start. Penalty for interfering with a start is a three (3) minutes. Penalties for interfering with a start may not be appealed and decision of the SBIP President and Chief Referee is final. Boats that fail to start with their respective class have a thirty minute time period to do so, at this time an official start would be by crossing the official starting line. The boat will receive credit for a start and any laps completed before the official end of the race.
3. Infractions of Starting Rules are as follows:
  - a. Jumping the Start – two (2) minute penalty.
  - b. Crowding the pace boat – two (2) minute penalty.
  - c. Turning in the wrong direction within the milling area – one (1) minute Penalty.
  - d. Interference with starting procedure – one (1) minute penalty.
  - e. On plane in the milling – disqualification.
  - f. Sling shot start two (2) minute penalty.
  - g. Outside designated milling area – (1) minute.
  - h. Failing to abort a start – disqualification.
  - i. Failing to stop for an emergency stoppage of a race - disqualification.

4. Leaving the Wet Pits - The Pace boat #1 shall leave the pits first, with the Chief Referee to establish the mill area. Pace boat #2 shall leave the pits followed by all racing craft. Pace boat #2 shall display the Red Flag while leading the race craft to the milling area.
5. Milling Area – The pace boats shall establish distinct safe area where each starting group can establish the required milling circles. In this area, boats must be off plane (bow down, no wake, 7 mph only) and must turn in the same direction, (counterclockwise or clockwise) depending on the direction of Pace boat #1. The milling area shall be defined as the actual “circle” created by the boats in a specific starting group.
6. Pace Boat Pre-Start Position - Establish a Picket line, which is effectively where the pace boat turns to pick up each class to lead them down the start chute. Each pace boat designated for a particular start will be placed as follows, pace boat #1 will stay in front, pace boat #2 and #3 will stay directly to the side of the milling circle of the group it is assigned to start, bow facing the circle. The pace boats will remain with its bow pointed away from the direction of the race course (towards the fleet) from the time that it arrives at the milling location until the start of the race.
7. A 3 (three) Minutes to Start Signal (Orange Smoke) - Orange smoke will be displayed in view of the milling circles from pace boat #1 to signal that the course has been cleared and the start procedure will begin in about three minutes or more.
8. The Start –
  - a. The official pace boats will start all classes individually, or grouped as announced at the drivers’ meeting.
  - b. The pace boat shall drive a course closest to one side or the other of the chute.
  - c. After the 3 (three) minute orange smoke/flag period has expired and received official permission from Race Control, the pace boat will display the yellow flag, then rotate in position, and come on plane in the direction of the first leg of the course bringing the fleet on plane and in line for the start. The pace boat will pass in front of the fleet.
  - d. All race boats shall stay on the designated side of the pace boat.
  - e. Subsequent starts shall be made with the pace boat moving forward, by Pace boats #2 and #3 respectively.
  - f. If Pace boat #1 is used for subsequent starts, it will return and pick up the fleet crossing the race course.

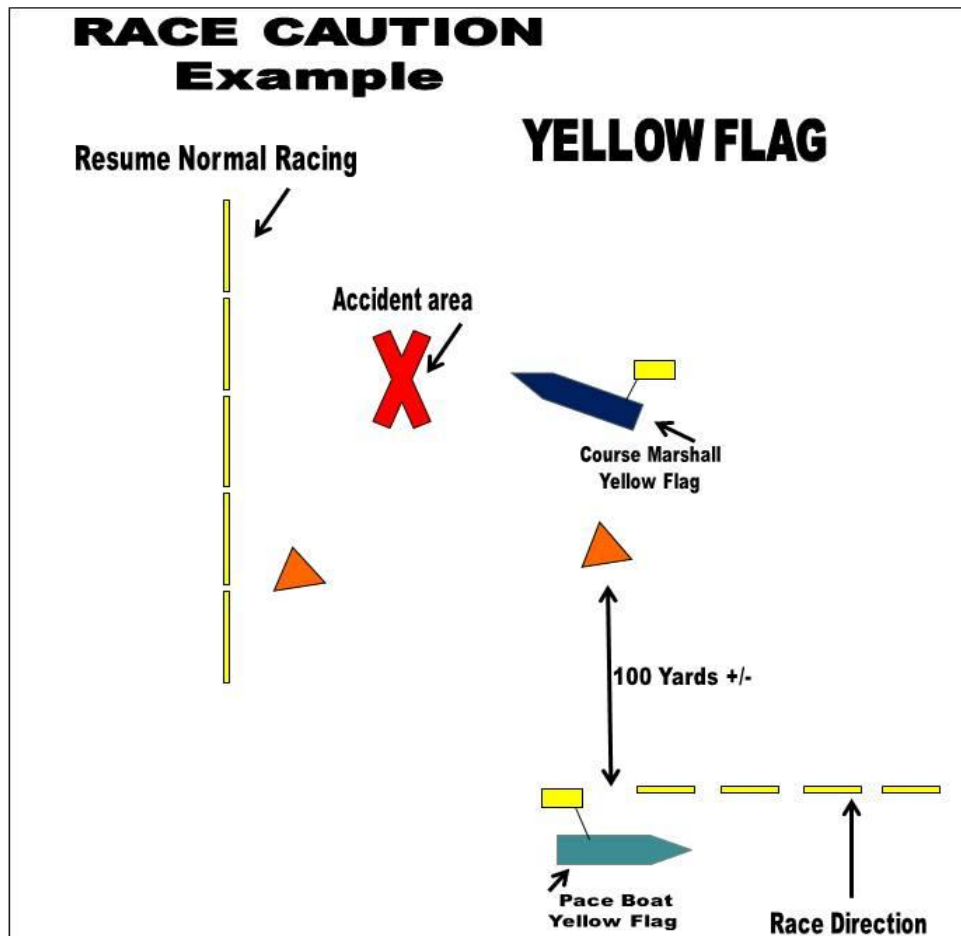
- g. The drivers are to establish a safe zone behind the pace boat of 100 feet and assure a safe distance between boats.
- h. The pace boat determines the actual start by simultaneously dropping the yellow flag and raising the green flag.
- i. The starter, wearing orange gloves and/or using orange batons and an orange vest (if necessary) over his P.F.D., aboard the pace boat will utilize hand signals to control the starting fleet.
- j. Racing may only begin when the green flag is raised; however, the official start for timing purposes is when the first boat crosses the starting line.
- k. Rookie Starts - A new driver (rookie) in any National Series race must start 100 yards behind their class field. During the new driver's first race, the Chief Referee will judge his ability to perform under race conditions by other driver interviews and personal observations. Should an infraction occur, the Chief Referee may prevent the rookie driver from future participation until the deficiencies are remedied. A rookie is a new driver or a driver that has not raced in SBIP for the previous five years.

#### **D. Racing Rules of the Road**

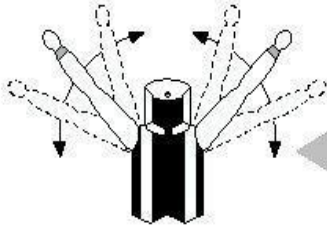
1. Applicable Rules and Regulations – At all times during the execution of a race, or official test session, the applicable U.S.C.G., State and local RULES OF THE ROAD shall apply.
2. Passing on Straightaway (Formerly Overtaking) - When two race boats are on the same course or approximately the same course on a straightaway, and one boat is passing or attempting to pass another boat, the passing boat shall keep clear of the boat being passed, and in passing shall allow at least 25' of clear water between its transom and the bow of the boat being passed, before altering her helm so as to assume the same or essentially the same line or lane of the passed boat.
3. Blocking – When two boats are on the same course or approximately the same course and one boat is attempting to pass the other, the lead boat may not alter her helm to protect her lead. The boat that is trying to pass the lead boat must pass on the outside and maintain its lane
4. Passing in a Turn (Formerly “Overlap”) - When two boats are on the same course or approximately the same course heading into a turn, and one boat is attempting to pass the other, both race boats must maintain their lane until they come out of the turn. If they do not they are subject to a (1) one minute penalty for the first offense, a (2) two minute penalty for a second offense, and considered “out of the race” thereafter.

5. Absent or Non-Conforming Turn Boat or Buoy - Should any check boat or turn boat or buoy be absent from its proper position during the course of a race, the Course Marshall shall, if possible, replace it. If this should prove to be impossible, the race boat shall negotiate that fixed mark (i.e., the position where the buoy or boat should be) of the course as per race instructions.
6. Failure to report “out of the race” – If a boat cannot finish a race, they must report to SBIP Race Control that they are out of the race. Failure to report “out of the race” to race control shall result in a \$250 (two hundred-fifty dollar) fine for the first offense and a one (1) minute penalty to the team thereafter.
7. Radio Communication with SBIP Race Control – The only communication by a race boat during a race with SBIP Race Control is with the racers in the race boat ONLY.
8. Accidents - All competitors reporting "out of race" must report on 78A to SBIP Race Control directly or relay through Angel helicopters or patrol boats. Final communication with SBIP Race Control must be confirmed on arrival at crane or pits. Offshore Emergency hand signals shall prevail as published and shall be strictly adhered to. (See pictorial that follows) In the event of a racing accident which includes any occupant being: (1) ejected from a race boat, (2) involved in more than one incidental contact between boats, or (3) involved in a racing accident which in the judgment of the on-site Safety/Rescue personnel qualifies, shall be considered and treated as a trauma victim. If a racer gets ejected from the race boat, they cannot continue to race. All participants involved in an accident that falls into one or more of the above categories will be properly packaged/immobilized and evaluated by on site Safety/Rescue staff. Potential trauma victims will not be allowed to leave the race site without being released by the Safety/Rescue staff. Anyone requiring hospitalization from a racing accident will be required to produce evidence of a complete physical examination prior to entry into any future race. Arguments between racing participants and medical/rescue teams will not be tolerated. Racing participants that give medical/rescue teams any type of problem will be subject to penalty at the discretion of the Rescue Coordinator and the Chief Referee.
9. CAUTION ZONE – Yellow Flag
  - a. A CAUTION ZONE may be established by the Course Marshal and/or Chief Referee if an incident on the race course creates a situation where the passage of other race boats thru or around the incident scene creates an extreme safety hazard for SBIP staff and racers.
  - b. The CAUTION ZONE shall be considered established when a large yellow flag is displayed by the Course Marshal boat on scene and another large yellow flag is displayed by a Pace Boat approximately 100 yards up course from the incident. (See pictorial that follows) Race Control will announce the location of the CAUTION ZONE three (3) times on channel 78.

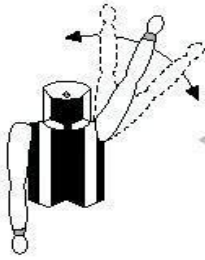
- c. Upon passing the Pace Boat, racers must slow to a safe speed. There shall be **NO PASSING** of any other race boat unless you can see clearly around and in front of that boat. There may be **NO** changes of position while in a **CAUTION ZONE**. Infractions shall result in a two (2) minute penalty.
- d. Once clear of the incident, normal racing may resume. Be advised that **CAUTION ZONES** will normally last for multiple laps. Flags will be dropped and Race Control will announce the closure of the **CAUTION ZONE** when the incident has been cleared.
- e. **CAUTION ZONE** pictorial:



## 10. OFFSHORE HAND SIGNALS



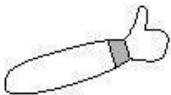
**HANDS WAVED OVER HEAD**  
IMMEDIATE MEDICAL ASSISTANCE.



**ONE (1) HAND WAVED OVER HEAD**  
IMMEDIATE FIRE OR TOW ASSISTANCE - SEAT CUSHION OR OTHER OBJECT MAY ALSO BE WAVED.



**NO SIGNAL**  
IMMEDIATE RESPONSE BY NEAREST PERSONAL  
NEVER REMOVE SAFETY EQUIPMENT UNTIL WELL ABOARD RESCUE CRAFT.



**THUMBS UP**  
OK SIGNAL. PLEASE RETURN TO MEDICAL HELICOPTER POST RACE FOR DOCTOR CHECK



**ONE (1) HAND RAISED WITH CLENCHED FIST WHILE ON PLANE**  
CAUTION - DEBRIS OR ACCIDENT AREA. SLOWING OR AVOIDANCE MANEUVER TO FOLLOW.

## **E. Scoring (Negotiating the Race Course) -**

1. Legal Starts - All boats must make a legal start within their class in order to receive finish points.
2. Making the Turn - The Big boats to the outside, smaller boats to the inside. All turn marks of the course must be negotiated as designated by the pre-published race instructions or as directed specifically by the Chief Referee or his designee at the Final Driver's Meeting. All race boats in order to be scored must negotiate these checkpoints at a distance not greater than 300 feet or less than 50 feet from the check point boat. A buoy may be placed 300 ft. from the check point boat to aid in identifying the slot. The use of binoculars to confirm passage is permitted. In the event race boats passing properly between turning marks cannot be identified, the score sheet for that checkpoint shall be so noted along with the number of boats not identified, their position, and any partial identification, such as color. The legal passage of an unidentified race boat may be confirmed through the observation of any Race Official, providing such observation is consistent with the information provided on the score sheets, or by the count of boats on the score sheet should such count indicate a boat must have passed through the scoring point.
3. Reporting Out of the Race – Once a boat reports “out of the race” that boat will no longer be scored.
4. Missing a Turn - The course must be taken at all times in sequence. Should a checkpoint be missed, the sequence must be picked up at the point missed and repeated in order to be scored. Should a race boat fail to execute a mark of the course correctly and hence be compelled to renegotiate this mark, the driver must return and circle inside the course and pass the mark on the proper side, keeping well clear of the balance of the racing fleet in so doing. Any race boat that misses a turn buoy/check point (passes on the wrong side) and fails to renegotiate that buoy correctly will be scored at the previous scoring point (Finish-Line), and will be considered out of the race.
5. Posting of Results - The unofficial results will be posted at a designated location, announced at the final drivers meeting. A racer or team cannot badger any officials for their decision which they are ruling on.

**F. Course Infractions - No Protests** - No contestant may protest any other contestant with regard to a failure to properly execute the prescribed racecourse. Contestants may, however bring such infractions to the attention of the Chief Referee who then may communicate with the pertinent SBIP scoring officials to determine whether they witnessed such infraction. Scoring officials shall at no time discuss with a contestant or spectator about any such infractions, all such discussion shall be with the SBIP President, Chief Scorer, or Chief Referee only. Scoring officials shall be located on each turn boat. However, any SBIP officials in designated areas on the race course can report any course



infraction of the racecourse to the Chief Referee. No penalty for a course infraction may be imposed unless an SBIP Official witnessed it.

#### **G. Finish-**

1. The race is completed when the last first place finisher in all classes crosses the finish line, or at the discretion of the SBIP President or Chief Referee.
2. At the discretion of the SBIP President, each first place boat in its class will be waived by a checkered flag as they pass the finish point. It is the responsibility of the racers to know the numbers of laps they have completed. A checkered flag will be displayed at the end of a race by the Chief Referee.
3. In order to be scored as an official finisher, a race boat must make a legal start within his class. The driver and throttleman must remain in the boat during the entire race.
4. No Patrol Boat, Medical Boat or Turn Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.
5. After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or endanger its crew.
6. Official race results shall be posted on the SBIP Web site ([www.superboat.com](http://www.superboat.com))

**H. Emergency Race Stoppage Procedures/Restarts** - In the event that unsafe weather, water, or other conditions either not known or not existing at the time of the start of a race necessitate the stoppage of that racing event, the following procedure shall be used:

1. Only the SBIP President, Vice President or Chief Referee shall have the authority to stop an event.
2. When such stoppage is to be indicated as race boats pass through a start/finish lane, a checkered flag shall be waved from either the start/finish boat or a Pace Boat located in the approximate center of the finish lane. Positions of finish shall be recorded at that point.
3. An orange glove “thumbs down” signal from a rescue/safety helicopter may also be used to indicate for a race boat to stop, that a major unrecognized problem exists with that boat. This is your notice to officially and immediately stop and communicate with race control or to follow instructions from the rescue/safety crew present. Position of finish shall be recorded at this point.
4. Emergency race stoppage - all race boats will go to the inside of the race course at the finish line and be directed by SBIP Race Control on 78A.

5. Races that have been stopped for weather or emergency reasons may be restarted at the discretion of the SBIP President, Vice President or Chief Referee.

#### **I. Postponements –**

1. If a race cannot be run due to inclement weather or any other unforeseen circumstances, a storm course may be substituted. This decision shall be made by the U.S. Coast Guard, and the SBIP President. The decision shall be announced no later than the drivers meeting immediately preceding the scheduled race start.
2. Hourly postponements will be permitted when weather or other conditions are such as to make it unsafe to start a race at its designated time, but there is a reasonable chance that conditions will improve. In no case shall a race be started if it will place race boats on the course within one (1) hour prior to sunset.
3. If a race cannot be run due to inclement weather or any other unforeseen circumstances, and cannot be rescheduled each registered race boat will receive 200 points for attending the event. The entry fee is not refunded.

### **SECTION V: GENERAL POST-RACE PRACTICES, PROCEDURES AND REQUIREMENTS FOR CONDUCT OF EVENTS:**

#### **RULE 1 – CONSUMPTION OF ALCOHOL**

No contestant shall participate in a race, nor shall any official serve in an official capacity, while under the influence of intoxicants, or any dangerous drug, which shall include narcotics, depressants, stimulants, or hallucinogenic drugs, from the time the competitor or official arrives at the race site, on race day, until the competitor has been cleared through post-race inspection and for one hour after the race is over. The SBIP President or Chief Referee shall suspend for a minimum of thirty (30) days any competitor or official whom he believes to be under the influence of intoxicants or dangerous drugs as defined above. There is to be no alcoholic beverages consumed until one (1) hour after the unofficial results are displayed. No contestant or official participating at a National Series race may evade this rule by withdrawing his entry or by resigning his duties while at the Event. Ceremonial champagne or equivalent usage in the winner's circle shall be permitted provided that only minor consumption occurs.

#### **RULE 2 - POST-RACE TECHNICAL INSPECTIONS**

##### **A. Post-Race Technical Inspections:**

1. All boats are subject to a post-race technical inspection.
2. Inspector's Discretion – The Chief Inspector has the discretion to develop and implement an Inspection Plan for each Event and may vary the items and boats to be inspected at each Event. The Chief Referee and the SBIP President may also direct the Inspectors to conduct an inspection of any competing race boat.

3. Final Results - No prize moneys or points shall be awarded until the legality is confirmed by the Chief Inspector to the Chief Referee.
4. Tear Downs - Must be confirmed by the Chief Referee. Any engine may be torn down to check legality. The Chief Referee and Chief Inspector may request re-inspection at any point up to the presentation of awards. When an owner or driver has been notified that his equipment is to be torn down, he has the option of having either an "Open" inspection (in full view of competitors and any other observers) or a "Closed" inspection (open only to the official Inspectors and the Chief Referee assigned to this inspection). The results of a technical inspection may be made public by the Chief Referee, but only after the information has been transmitted to the Team Owner.
5. Refusal of Inspection - Any SBIP member refusing an inspection after having been notified by the Chief Referee or Chief Inspector that equipment within his control must be checked for conformance with safety and/or technical specifications shall be disqualified from that event and/or suspended for sixty (60) days.
6. Violations – In addition to the penalties provided in Rule 5, above, the following procedures and penalties shall apply to post race technical inspections and violations.
  - a. Appropriate Penalty - A penalty for any violation of the technical rules will be determined by the gravity of the violation and its effects on the fairness of competition. SBIP shall impose the appropriate penalty, if any, only after reviewing the facts presented by the Chief Inspector, interviewing the driver, throttleman, and any other person it deems appropriate given the circumstances, reviewing any applicable reports or analyses, and consulting with the appropriate SBIP Officials. SBIP shall not apply a penalty that is greater than the corresponding maximum penalties set forth in subparagraphs a - f.
  - b. First Offense – A first offense of a technical nature at any time during the annual registration of the boat in question may result in the forfeiture of prize money for the event, the deduction of points for that event, or disqualification from the event.
  - c. Second Offense - A second offense of the same nature at any time during the annual racing registration of the boat in question shall result in a mandatory disqualification from the event.
  - d. Subsequent Offense(s) - A subsequent offense(s) of the same nature at any time during the annual racing registration of the boat in question will result in mandatory disqualification from the event and suspension for sixty (60) days.
  - e. Owner Responsibility - The owner shall be responsible for the condition of the engine and hull as raced. Errors on part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse noncompliance with the rules. Owner is also responsible for their teams conduct at an event.

- f. Additional Responsible Parties - The party responsible for making illegal modifications to a boat, engine or drive shall be subject to up to one year suspension from SBIP and /or a \$5,000.00 fine and if a commercial vendor, possible barring of all equipment prepared by them for competition in SBIP.

### **RULE 3 – PROTESTS - GENERAL**

After posting of unofficial results, within one hour thereof, a protest of the results may be made to the Chief Referee. If no protests are filed within the one-hour limit then the results are considered official and may not be appealed. The decision of the Chief Referee shall be final. SBIP shall have the power to review any and all decisions or paperwork resulting from SBIP Class races and time trials, without a formal appeal or protest and shall have the power to correct any errors up to ninety (90) days after the event.

### **RULE 4 - PROTESTS - TECHNICAL RULE VIOLATIONS**

- A. Protests Only Within Class** – Contestants within the same class shall have the right only to protest technical violations of these rules by a competitor in the same class. The protest must be accompanied by the required protest fee. Technical rules shall be interpreted to be those governing the qualifications of the race boat itself, its engines, its structure, and its conformance with descriptive rules established to describe its eligibility to complete in its class. Contestants cannot protest a race course infraction.
- B. Violations Known Prior to Race** – No post-race protest shall be honored if it should be a violation known to the protester prior to the start of the race. If a competitor prior to the start of the race knows a violation it shall be his responsibility to report the violation to the Chief Inspector immediately upon learning of it.
- C. Handling of Protest Fees** – If the protest is upheld the protest fee shall be returned to the protesting party. Should the protest be denied a portion of the protest fee shall be paid to the owner of the boat protested to defer the cost of any tear down with the balance to be retained by SBIP.
- D. Penalties** – If any technical rules violations are discovered as a result of a protest then the protested party shall be subject to the appropriate penalties as provided herein.
- E. Supervision by SBIP Official** – In the event of a teardown under these rules an approved the Chief Referee and/or Chief Inspector must be present during and supervise the teardown process and file a written report detailing the findings with SBIP office.
- F. Fees** – Protests must be accompanied by the proper fee in cash in accordance with the following schedule:
  - \$2500.00 for a Stage I protest.
  - \$3500.00 for a Stage II protest.
  - \$10,000.00 for a Stage III protest.

If the protest is upheld all fees shall be returned to the protesting party less 35% for officials cost. If the protest is legal all fees will go to the protest less 35% for officials cost.

## **RULE 5 - TEAR DOWN PROCEDURES**

### **A. FOUR CYCLE ENGINES –**

#### **1. Stage I - \$2500.00**

- a. The owner or his crew shall prepare engine for P & G and remove the intake manifold and/or exhaust manifold(s) as instructed by the inspector.
- b. The owner or his crew shall prepare the boat for complete inspection for compliance regarding rigging, ballast tanks, fixed ballast, or any item not specifically related to the engine as instructed by the inspector.
- c. The inspector may check any part of the engine for compliance with technical rules limited only by the extent of tear down indicated by paragraph 1 above.

#### **2. Stage II -\$3500.00**

- a. The owner or his crew shall prepare the engine for Stage I inspection as well as remove one or both cylinder heads as instructed by the inspector.
- b. The inspector may check any part of the engine for compliance with the technical rules limited only by the extent of tear down as indicated by paragraph (a) above.

#### **3. Stage III \$10,000.00**

- a. The owner or his crew shall remove the engine from the boat and disassemble the engine completely as instructed by the inspector.
- b. The inspector may check any part of the engine for compliance with Technical rules.

## **RULE 6 -PROHIBITED CONDUCT AND ASSOCIATED PENALTIES**

In addition to the rules violations and associated penalties described above, the following constitutes a list of prohibited conduct and the associated penalties:

### **A. Course Infractions –**

1. Observed Infraction - No course infraction penalty shall be assessed to any competitor unless an SBIP Official has observed the infraction.
2. Reckless Driving - Recklessly endangering any craft, patrol boat, rescue boat, spectator boat, person, or property shall result in disqualification from the event.
3. Racers may not protest another racer with regard to the proper execution of the race course. Judgments concerning the race course are decided from the input provided by race course officials, SBIP television footage if available, the Chief Referee, and the SBIP President.
4. Helmets and Jackets While on Plane - Any driver or racing crew member who participates on plane in a race without wearing an approved life jacket and crash helmet shall be disqualified. At any race site, from the time of arrival and until one hour after the checkered flag of the last event of the day, any race boat occupant failing to wear a life jacket and helmet at any time while a race boat bearing a racing number is on-plane or off-plane under its own power shall subject the occupant(s) to an appropriate penalty up to and including disqualification from that event.
5. Destroying or Dislodging Turn Buoy - Every boat must go fairly around the course without damaging, dislodging or destroying any turn buoy. In the event the course buoy becomes damaged or destroyed, the offending boat will receive a one minute penalty and \$1200.00 fine. They do not have to renegotiate the buoy they hit.
6. Government Regulations - Any owner, driver, assistant or official, whether competing or not, who shall violate a published local Coast Guard, or Harbor Department regulation or in any way interferes with the racing event may receive a fine or a time penalty of up to 3 minutes and/or disqualification from the event.
7. On plane in spectator (safety) area - Should a race boat fail to come off plane and maneuver with caution out of a designated spectator (safety) fleet, a penalty of two (2) minutes shall be assessed.
8. Outside Assistance -
  - a. Changes - Once a race boat has started the race, accepting any outside assistance to make any changes, taking on fuel, supplies or equipment of any description, to effect repairs, to dislodge craft after having run aground, or any

assistance that would thus enable a disabled race boat to continue the race, such as accepting a tow or negotiating any part of the course using any facility except its own power shall be considered the end of the race for that event.

- b. Leaving the Official Race Course – During a race, if a race boat leaves the Official Race Course, it will be considered out of the race at that time
  - c. Tows - All race boats must report to the starting area under their own power. Acceptance of a tow or any such similar assistance between the wet pit and the starting line will result in disqualification from the event.
  - d. Communications - Radio, cell phone or other electronic communication from any aircraft, boat, or shore crew, to any race boat shall be permitted provided that those communications are not used to violate or assist in the violation of the rules contained herein. Such communications is prohibited on official Race Control channels and shall result in a two (2) minute penalty.
10. Un-sportsmanlike Conduct - Any breach of these rules which is deemed by the Chief Referee or SBIP President as being of a major nature, contrary to the best interests of SBIP, or deemed to constitute un-sportsmanlike conduct may subject such offender to disqualification, probation, fine, suspension, expulsion or any combination thereof. The Minimum penalty for un-sportsmanlike conduct will be a fine of \$2,500.00 (two thousand, five hundred dollars) for the first offence and will double for each occurrence thereafter. Examples of conduct considered to constitute un-sportsman like conduct shall include, but not be limited to, the consumption of alcoholic beverages in a restricted area during an event, public drunkenness, the use of illegal drugs, fighting, reckless driving on the racecourse, verbal abuse, public criticism, accusations of corruption against the organization, SBIP officials, threats of legal action against SBIP or its officials, improper conduct toward an SBIP Official by public criticism to include the internet, social events, telephone, etc. Interfering with an existing SBIP contracted race site or promoter. Also perpetuating non-factual rumors about the organization, regardless of where it takes place. Penalty would be determined as to the severity of the remarks by the SBIP President.

The opinion of the SBIP President or Chief Referee, if any SBIP rule, including unsportsmanlike conduct, is broken and adversely affects the reputation of the sport, the member is subject to disqualification, suspension, or expulsion. All titles, and awards that are part of the record book shall be removed.

11. Gambling - No race boat owner, driver, pit crew member, competing crewmember or race official connected with any SBIP National Series event may take part in any Calcutta or auction or other gambling operation held in connection with said National Series race nor post nor accept any bet or wager on the outcome of such an event. If found to be involved, they shall be suspended for not less than thirty days.

12. Payment of Fines - All fines must be paid within 14 days from the date assessed or prior to entry into any future SBIP National Series events. If the fine has been issued in conjunction with penalties qualifying for appeal, then the appeal must be written and properly filed within the specified time limit for appeals. Fines that remain unpaid after 14 days shall be subject to additional penalties.
13. Rule Violation not addressed - In the event a rule violation occurs that is not addressed in the rulebook, the SBIP President and Chief Referee shall determine and assess an appropriate penalty.

## **RULE 7 - APPEALS**

- A. **Filing and Timing Requirements** – An appeal of a penalty imposed under these rules must be filed in writing with the Chief Referee and accompanied by a \$800.00 (eight hundred dollar) appeal fee in cash or certified check, within 5 days of the offending party's receiving notice of the penalty. Failure to appeal within this time will constitute a waiver of all appellate rights. If an appeal is filed within 2-hours of the notification as stated above the Team Owner can request a hearing prior to the end of the event. The Chief Referee will assemble the SBIP President, along with the available Members of the Board of Governors for the hearing. **Safety violations cannot be appealed.**
- B. **Hearings** – The Board of Governors shall afford the accused a hearing on all charges. The SBIP President may appoint a committee to investigate the facts surrounding the alleged rules violations and report their findings and/or recommendations back to the SBIP President, Chief Referee and the Board of Governors prior to any hearing on the matter.
- C. **Appeal Fees** – Fees will be returned to the member only if the appeal is upheld less 35% for official cost. After the stipulations above have been met, the SBIP President, Chief Referee and the Board of Governors shall have the power to take such action as it deems appropriate under the circumstances.
- D. **Decisions** – The decisions shall be final and subject only to review by the SBIP President. Decisions shall be rendered no later than 30 days after the hearing. Each Member of the Appeals committee will be allowed one vote.
- E. **Shipment of Parts** – If the resolution of an appeal requires the shipment of a part, the Chief Technical Inspector will direct where the parts be shipped, the owner of said part(s) shall be responsible for all shipping and handling charges.



## **SECTION VI: SCORING PROCEDURE / AWARDING OF POINTS:**

### **RULE 1 – ELIGIBILITY FOR NATIONAL SERIES**

- A. **NATIONAL SERIES Points** – Except with respect to the Bonus Points awarded pursuant to Rule 3C below, only National Series designated and sanctioned races shall be eligible for the accumulation of National Series points towards a National Series Championship.
- B. **Eligible Classes** – All Classes shall be eligible to receive National Series points when competing at a National Series event.

### **RULE 2 - POINTS FOR CANCELED RACE**

If an SBIP sanctioned National Series race is canceled due to weather, or circumstances beyond the control of SBIP those teams who were registered, inspected and answered roll call at the Final Driver's Meeting will receive 200 points each and the Race Site Bonus Points.

### **RULE 3 - AWARDING OF NATIONAL SERIES POINTS**

- A. **Points** - Finishing positions at National Series races shall be awarded points as follows:

<b><u>Finishing Order</u></b>	<b><u>Points Awarded</u></b>	<b><u>Finishing Order</u></b>	<b><u>Points Awarded</u></b>
1	500	16	104
2	450	17	94
3	405	18	85
4	365	19	77
5	329	20	69
6	296	21	62
7	266	22	56
8	239	23	50
9	215	24	45
10	194	25	41
11	175	26	37
12	158	27	33
13	142	28	30
14	128	29	27
15	115	30	24

- B. **Finishing Points** – All boats are awarded one (1) additional point for every boat defeated in its class, not including the participant, unless it is part of a two (2) race total points.
- C. **Race Site Bonus Points** – SBIP is awarding bonus points at each race site to the teams that follow the items below. There is not a set number of points, every race will have a different number that will be announced at the Sunday morning drivers meeting.

1. Qualifications to earn Bonus Points:
  - a. Team must send in the entry form fourteen (14) days prior to the event (It is not required to send in the entry fee).
  - b. Team must show up at race.
  - c. Team must have an official start.
  - d. Team upon arrival at the site (if registration is open) racers must go and complete all paperwork.

#### **D. Scoring Procedure –**

1. The race is scored by completed laps to the start/finish line. A completed lap is when a boat crosses the start line, and continues around the marks of the course and back to the finish line.
2. Points shall be awarded to the sponsor/owner in all classes.
3. A person may be “Driver of Record” for one boat per event. If a listed “Driver of Record” is unable to race in an event, they can designate themselves as “Driver of Record” for that event, and put an alternate person in the boat.
4. Points will be allocated to all starters throughout the season. If a race boat starts but does not go the full first lap, he will receive points in the place he finished in his class
5. A race boat that cuts the course must renegotiate the mark missed by circling the mark on the inside of the course and properly execute the mark. The driver must execute all marks on the course properly maintaining a safe clearance from other racing competitors (Rules of the road always apply). Should a competitor fail to properly negotiate all check boats on the race course, they will be scored at the previous scoring point (finish line) and will be considered out of the race.
6. Should a mark of the course be absent from its proper position during the course of the race, the Course Marshal shall try and replace it. If the mark cannot be repositioned, race boats should negotiate the corresponding fixed mark of the course, as designated in the drivers meeting.

#### **RULE 4 – NON-TRANSFERABILITY**

For all sanctioned SBIP National Series races, SBIP National headquarters will tabulate points for the racing year commencing November 1 and ending October 31. Points are awarded to the registered hull listed on the official entry form and may not be transferred except as allowed by these rules. If a race boat is leased or sold during the racing season, the boat must start over in high point accumulation.

#### **RULE 5 – REGISTERED HULLS**

In all classes, a separate record of points shall be maintained for each registered hull as tabulated by SBIP. Each hull registered shall be given a separate racing number to be used for that season. The number will be utilized in all scoring to maintain records of points earned.

## **RULE 6 – REPLACEMENT HULLS (Lost or Damaged Boats)**

Should the registered hull become damaged, lost or destroyed, as certified by a SBIP Official, it may be replaced by like kind only for completion of that racing season.

## **RULE 7 - SUBSTITUTE HULLS (New Boats)**

If a new boat, ordered and promised for delivery in writing by the builder, is unavoidably delayed in its delivery due to circumstances beyond the owner's control, documented in writing by the builder, a boat of like kind may be substituted until the new boat is delivered. The substitute hull's points are transferable. SBIP shall have the authority to grant extensions at the SBIP President description under extenuating circumstances.

## **SECTION VII: PRIZE MONEY AND TROPHIES:**

### **RULE 1 – AWARDS AND PRIZE MONEY**

- A. No awards or prize money shall be distributed to any driver until protests have been completed and the official order of finish is posted by the Chief Scorer.
- B. Any boat who receives prize money and has an outstanding debt with SBIP will have that debt taken out of the prize money that is due them. If fees are paid by check at the race site, prize money will not be paid until the check clears.
- C. SBIP may designate special awards for outstanding performance.
- D. A minimum prize purse shall be established and announced in the driver packet.
- E. Payout will be based on the number of boats starting the race in their class. Five (5) boats starting in a class will receive the prize money as posted for that class, less than five boats will be as follows:
  - 1. Four (4) boats in a class will receive prize money from 2<sup>nd</sup> to 5<sup>th</sup> place.
  - 2. Three (3) boats in a class will receive prize money from 3<sup>rd</sup> to 5<sup>th</sup> place.
  - 3. Two (2) boats in a class will receive prize money from 4<sup>th</sup> to 5<sup>th</sup> place.
  - 4. One (1) boat in a class will receive prize money for 5<sup>th</sup> place.

Any class with the exception of Manufacturer Production Class (P3 – P4), that has eight (8) or more boats starting (crossing the start line) will receive an extra \$1,000.00 (40%, 25%, 20%, 10%, 5%) added to the prize purse for that class.

*Example: If a class has \$8,500.00 listed prize purse, and they have eight (8) boats in their class, the prize purse for that class will be increased to \$9,500.00.*

- F. All prize money will be distributed by mail from the SBIP main office in Key West.
- G. Trophies will be awarded to the first three finishers in each class. It is the responsibility of the racer to accept their trophy at the awards ceremony or have a representative accept on their behalf. SBIP will not be responsible for the trophy after the event. If not pre-

registered fourteen (14) days prior to the event, SBIP cannot guarantee trophy at site. The racers will have to pick up the trophy at next event, we cannot ship the trophy. They will be held for thirty (30) days.

- H. Prize money will be made payable to the owner of registered equipment. It is mandatory that the SBIP main office have either a Federal Tax ID number or a Social Security number as it pertains to the owner of equipment prior to any prize money distribution. Foreign entries must have a non-resident alien number in order to receive the full prize purse for the position in which they finished, if they do not, thirty-three percent (33%) will be withheld.
- I. All rules in the rule book, and all requirements of sponsors must be met, in order to participate in the prize purse.

## **SECTION VIII: CHAMPIONSHIPS:**

### **RULE 1 NATIONAL SERIES CHAMPIONSHIPS**

#### **A. National Series Classes -**

1. CLASSES: Superboat Unlimited, Superboat, Superboat Extreme, Superboat Vee, Superboat Stock, Manufacturer Production P3, and P4, are eligible to receive a designated National Series Championship.
2. Determination of National Champion –Eligibility - To be eligible for the National Series Championship a team can only miss one (1) race during the season, and must compete in the National Championship race in Clearwater Beach, FL.
  - a. Any team that has been found guilty of an intentional violation of any technical infraction during the racing year and assessed a penalty for that technical infraction CAN NOT be awarded the National Series Championship Title.
  - b. National Series Championship Event - The designated National Series Championship Event shall take place in October. Teams must participate in this event to receive the title of National Series Champion.
  - c. Number of Races – The National Series Championship Event may consist of up to 2 separate races held on the same or consecutive days.
  - d. Tabulation of Points - In the National Series Classes designated above, the eligible registered boat earning the most points in the National Series Events shall earn the National Championship Title for that class.

3. **Number “1”** – The winning Owner of the National Series Champion in each of the National Series Classes may Display the Number “1” on the same class hull for the next year as listed below:

<u>CLASS</u>	<u>Number Designation</u>
Superboat Unlimited	1
Superboat	US-1
Superboat Extreme	01
Superboat Vee	V-1
Superboat Stock	S-1
Manufacturer Production P3	P3-1
Manufacturer Production P4	P4-1

## **RULE 2 - FLORIDA CHAMPIONSHIPS**

### **A. National Series Classes -**

1. CLASSES: Superboat Unlimited, Superboat, Superboat Extreme, Superboat Vee, Superboat Stock, Manufacturer Production P3, and P4, are eligible to receive a designated Florida Championship.
2. Determination of Florida Champion – Eligibility - To be eligible for the Florida Championship a team can only miss one (1) of the Florida events inclusive of the final event in Clearwater Beach, FL.
  - a. Any team that has been found guilty of an intentional violation of any technical infraction during the racing year and assessed a penalty for that technical infraction CAN NOT be awarded the Florida Championship Title.
  - b. Florida Championship Event - The designated Florida Championship Event shall take place in October. Teams must participate in this event to receive the title of Florida Champion.
  - c. Number of Races – The Florida Championship Event may consist of up to 2 separate races held on the same or consecutive days.
  - d. Tabulation of Points - In the Florida Championship Classes designated above, the eligible registered boat earning the most points in the Florida Events shall earn the Florida Championship for that class.

## **RULE 3 – WORLD CHAMPIONSHIPS**

### **A. National Classes**

1. CLASSES: - Superboat Unlimited, Superboat, Superboat Extreme, Superboat Vee, Superboat Stock, Manufacturer Production P3, and P4.
2. Eligibility – to be eligible to compete in the 2017 World Championship, a boat must race in three (3) SBIP National Series races during the 2017 season, or at the discretion of the SBIP President.
3. In the event two race boats racing in the same class have the same number at the World Championship race, the following order will determine who can use the number.
  - a. The race boat that has raced the greatest number of times with SBIP that year to qualify for the World Championship.
  - b. The first paid entry received into the SBIP office.

- B. Points** – Finishing positions for Wednesday and Friday race of the World Championship races shall be awarded points as follows (no bonus points or one (1) additional point for every boat defeated in a class):

<u>Finishing Order</u>	<u>Points Awarded</u>	<u>Finishing Order</u>	<u>Points Awarded</u>
1	250.0	16	52.0
2	225.0	17	47.0
3	202.5	18	42.5
4	182.5	19	38.5
5	164.5	20	34.5
6	148.0	21	31.0
7	133.0	22	28.0
8	119.5	23	25.0
9	107.5	24	22.5
10	97.0	25	20.5
11	87.5	26	18.5
12	79.0	27	19.5
13	71.0	28	15.0
14	64.0	29	13.5
15	57.5	30	12.0

- C. Points** – Finishing positions for Sunday race of the World Championship races shall be awarded points as follows (no bonus points or one (1) additional point for every boat defeated in a class):

<u>Finishing Order</u>	<u>Points Awarded</u>	<u>Finishing Order</u>	<u>Points Awarded</u>
1	500	16	104
2	450	17	94
3	405	18	85
4	365	19	77
3	329	20	69
6	296	21	62
7	266	22	56
8	239	23	50
9	215	24	45
10	194	25	41
11	175	26	37
12	158	27	33
13	142	28	30
14	128	29	27
15	115	30	24

## **RULE 4 – TIE BREAKERS**

Ties in points which result from totaling scores in a series of races, such as a National Series Championship, Florida Championship or SBIP World Championship selection shall be resolved according to the following criteria:

- A. **Fastest Average Speed:** The Boat with the fastest average speed for the total laps required to finish that race, will be declared the winner.
- B. **Greatest number of miles** – If a tie still exist the boat which has completed the greatest number of racing statute miles in that race shall prevail.

## **SECTION IX: 2017 SBIP SAFETY RULES:**

### **RULE 1 - REQUIRED SAFETY FACILITIES**

- A. **In General** – All National Series Event Medical and Rescue facilities must be pre-approved by the SBIP Rescue Coordinator or SBIP President at least 30 days in advance of the Event.
- B. **Required Personnel** –
  - 1. **Physician** - A licensed physician. This physician must be the Emergency Services provider, or his designee.
  - 2. **Rescue Divers** - A minimum of 5 (five) experienced underwater rescue personnel certified by the SBIP Rescue Coordinator and equipped for Helicopter Deployment, at the direction of the SBIP Rescue Coordinator. One transport boat with A.L.S.
  - 3. **Required Facilities** -
    - a. **Ambulances** - Call (911), for transporting injured SBIP racers/crew to a designated hospital/trauma center.
    - b. **Rescue / Safety Boats** - A minimum of (4) Rescue boats and 1 transport boat of which are A.L.S. equipped and staffed, of the approved craft type, number and personnel, and other equipment as pre-approved by the SBIP Rescue Coordinator in concert with the SBIP President. The sole purpose of these boats shall be to assist the race teams with their exit plan. Rescue boats shall be situated to have fast response time to anywhere on the course based on speed and type of rescue craft.
    - c. **Dunker Test** - A pool for the Self-Rescue Dunker Training. Pool must have a minimum depth of eight (8) feet. This is required once a year.



- d. **Official Watercraft and Tow Boats** – A minimum of six (6) Patrol and one (1) Tow boat on the racecourse at all times.
  - e. **Helicopters** – Will be used at the discretion of the SBIP President. If used, these aircraft shall be manned by the pilot and the SBIP National Series Rescue Staff. Direct Communication on Race Aircraft radio frequency from the co-pilots seat to race control as well as a functioning intercom is necessary. No private Helicopter single boat response rescue personnel will be utilized at a National Series closed circuit event not previously approved by the SBIP President. All private helicopter rescue personnel must be a paid member of SBIP for 2017, and will need to sign the insurance waiver before they can fly the race.
  - f. **Hospital** - An assigned trauma receiving hospital duly notified and equipped.
- C. **Transportation of Injured - Authorization** - NO air or land transport of injured or ill participants shall take place during testing or race day prior to assessment or clearance by the SBIP Rescue Coordinator, or by a licensed Paramedic or Emergency Medical Technician of the 9-1-1 EMS service. ALL pre-hospital care shall comply with local jurisdictional Protocols and/or Standing Orders and/or State laws.

## **RULE 2 – ALL BOATS**

- A. **Bolsters and Seats** - All registered race boats must have racing bolsters or racing seats with sufficient lateral support and structure to withstand the forces encountered in offshore powerboat racing.
- B. **Hatches**
  - 1. **Color** - In conjunction with the SBIP safety rule, it is highly recommended that inside hatch covers be painted iridescent yellow for visibility and that said covers be open at all times on craft who are subject to search and rescue.
  - 2. **Cockpit Covers** - The deck area, from immediately behind the cockpit to the transom, shall be open or covered by a solid material able to support a weight of three hundred pounds in all classes.
- C. **Intercoms** - Locking boat intercom plugs connecting helmets to racing craft are expressly prohibited. Plugs must disconnect easily, placing no additional stress on competitor's necks. Inflexible metal or plastic intercom microphone booms are strongly discouraged.
- D. **Emergency Kill Switch** - In non-restrained cockpits, individual Ignition Kill Switch for connection to each riding crew are mandatory. Kill switch cords must not exceed 4'. All kill switch cords must be permanently attached to life jackets by a breakaway device with a pull force greater than the switch operating force. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All competitors must be connected to said individual Kill Switch while on plane at a race site. An offense would result in disqualification from that event and possible

suspension for up to one year. In Restrained Cockpits, a means of emergency engine shutoff shall be accessible to all riding crewmembers.

- E. **Drive Shaft Covers** - All inboard craft must have a protective shield over each input drive shaft. The shield must be constructed of either 1/8" steel or 1/4" aluminum. This shield must completely encircle (360 degrees) the **entire length of the** drive shaft and each exposed universal joint.
- F. **Cleats** - All cleats and other deck hardware must be recessed or protected.
- G. **Bilge Pumps** - Two (2) bilge pumps. Electric bilge pumps are to be automatic and wired so as to maintain operation independent of the battery cutoff switches.
- H. **Radios** - A licensed ship-to-shore radiotelephone must be permanently installed in an unexposed location with a minimum power input of twenty-five watts with VHF channel 6, 78A and any channel designated by the SBIP as being essential for race communications.

## **SECTION X: BOAT, TRAILER, PERSONAL AND RELATED EQUIPMENT SAFETY RULES:**

### **RULE 1 – OTHER REQUIREMENTS**

- A. **Fire Suppression - Firewalls** - Holes in firewalls are prohibited. Holes in deck must also have flame traps if said holes are 1 foot or less from the crewmembers.
- B. **Fuel Cells** - Are highly recommended for the storage of fuel.
- C. **Grab Handles** - Closed end grab handles or grab rails shall be installed on the top portion of the transom to facilitate emergency boarding from the water.
- D. **Non-Skid** - Non-skid material must be installed on the deck surface surrounding the cockpit to the satisfaction of the SBIP Rescue Coordinator.
- E. **Personal Safety Equipment** -
  - 1. **Helmets** – All racing crew members in competition is recommended that they wear a helmet that meets Snell SA (Sport Application) Rating for 2010 and helmets replaced every five (5) years. The 2017 SA (Sport Application) Snell helmets will be available on October 1, 2017 and is highly recommended. The upper 50% of the helmet must be neon, fluorescent or international orange, or neon or fluorescent yellow, to be determined by the SBIP Inspector. Helmets may display logos and/or decals on the lower 50% of the helmet for promotion purposes. Ultimately, all helmets are the responsibility of the wearer.

2. Life Jackets -

- a. **IN THE UNRESTRAINED COCKPIT:** A full jacket type personal 60 pound flotation device with skid collar and frontal flotation material sufficient to keep an unconscious person afloat with his airway patent. All jackets shall have at least 70% of the upper surfaces above the waist, both front and back, international orange or yellow in color. This jacket must be worn at all times while the boat is on plane. Life Jackets or PFD's shall be designed for racing with leg straps or thigh skirts, a minimum of 1/4" thickness of impact protection material covering the back and sides, and safety straps over any zippered seam. All personal Safety equipment must be properly fastened for the duration of racing. Manufacturer Production Class Racers P3 and P4 refer to the Manufacturer Production Class rules 7.9 (Technical Rule Book).
  - b. **IN THE RESTRAINED COCKPIT:** All Personal flotation devices worn in Reinforced Restrained Cockpit (RRC) or Enclosed Restrained Cockpit (ERC), the PDF should be of an INFLATABLE type.
3. **Cool Suits** - may contain any proven safe fluid or gas cooling agent other than Freon and approved by the Chief Referee.
  4. **Cervical support devices** - may be worn in Reinforced Restrained Cockpit (RRC) and Enclosed Restrained Cockpit (ERC) subject to approval of the SBIP Rescue Coordinator.
  5. **Footwear** - All participants and crewmembers must wear closed footwear when working in the pit area or riding in boats.
  6. **Eye protections** - shall be mandatory for all racing and be constructed of shatterproof material. Eyeglasses shall not be accepted as eye protection.
  7. **The Chief Referee** – SBIP President or Chief Inspector may prohibit use of any equipment he deems unfit for service.
  8. **Violation** - of safety rules will result in a penalty assessed by the Chief Referee in concert with the SBIP Rescue Coordinator and approval by the SBIP President.

**F. Props -**

1. All auxiliary propellers mounted on the hull shall be covered by a semi-rigid or rigid rounded edge protective shield over the blades. All propellers mounted on shafts shall be covered by heavy cloth or canvas material at all times when the boat is unattended in public areas. Failure to do so shall result in a \$250 fine.

2. All boats parked in the "Dry Pits" shall have propellers removed or covered by heavy cloth or materials so as to minimize injury to crew or public. Failure to do so shall result in a \$250 fine.
3. During trailer firing of motors:
  - a. Propellers shall be removed, or result in a \$500 fine.
  - b. A fire extinguishing system must be readily available staffed by crew or fire department when internal engine compartment fire suppression systems are not incorporated. Failure to do so shall result in a \$300 fine.

**G. Tie Bars** – Mandatory on all multi-propulsion systems.

**H. Tow Rings** – Mandatory and must be USCG compliant.

**I. Trailers** - All boat trailers must have permanent markings on the forward half of the trailer containing the boat number. The numbers must be displayed on both sides of the trailer and shall be strongly contrasting to the color of the trailer. Failure to properly mark trailers shall result in a warning or a fine and/or time penalty. The decision of the Chief Referee is final and may not be appealed.

**J. Wings** - Wings of any kind, deck or tunnel, fixed or movable are not allowed.

**K. Sling Safety Requirements** - All slings used for lifting boats at SBIP National Series Events must have sling certification showing the name or trademark of manufacturer, manufacturer code or stock number, and the rated load specification.

## **SECTION XI: PENALTIES, DISQUALIFICATIONS, FINES, SUSPENSIONS**

- A. Riding Crew** – A minimum of two persons must be carried at all times on a race boat while in competition or during an official test time at an event. Violation of this rule will be grounds for event disqualification and a \$1000.00 fine.
- B. Suspension, Expulsion** - No individual who has been expelled from SBIP or who is currently under suspension by SBIP shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, or participate as a boat owner, driver or crew member in any sanctioned racing event. No boat belonging to that individual shall be allowed to compete nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. SBIP also reserves the right to deny future membership to anyone who has previously been expelled or suspended from any category of SBIP.
- C. Criminal Acts** - It is the policy of SBIP that any owner, driver or crew member who is an SBIP member and who is formally indicted for commission of a felony will be subject to an SBIP hearing to determine if suspension is necessary. Concurrently therewith charges must be filed against said individual under the applicable SBIP By-Laws for further action. Additionally, no boat belonging to that individual shall be allowed to compete nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. If the member is suspended then SBIP will hear an appeal as soon as practical and if the accused has not been found guilty in a court of law, he will be placed on "Probation," permitted to race, and keep SBIP informed in writing of his status (i.e., trial dates, exoneration etc.). If found guilty in a court of law (regardless of appeals), all racing points and awards may be stripped for any racing season by SBIP. Any driver or riding crew member that is on "probation" will not receive cash prizes. The money will be placed by SBIP in an account and will be paid to the person on probation when he is exonerated or, if convicted in a court of law and therefore suspended or expelled by SBIP the money will be retained by SBIP.
- D. Awards, Championships** -
1. Any riding crew member that has received a disqualification, penalty, or fine for an intentional technical rule violation during the racing season, will not be eligible for any National High Points Championships or World Titles for that year.
  2. Any riding crew member that has been placed on criminal probation, suspended for any reason or convicted of a felony may not be eligible for any High Point Championships, year-end titles or awards.
- E. Right of Refusal** – SBIP may refuse any entry that it deems detrimental to the professional direction of the sport, or the operation of SBIP, or has a conflict with SBIP Sponsors.
- F. Annual Registration** – All race boats entered in a sanctioned race must be registered annually with SBIP. Application is to be made to SBIP headquarters in Key West, FL. Registered boats must display that number which has been officially assigned for the

current racing year. The use of unauthorized numbers, unofficially assigned numbers or improperly registered boats is expressly forbidden. All accumulative points for boat, driver and throttleman may be lost and the registered owner may be suspended for six (6) months if utilizing an unassigned, unauthorized number, or improperly registered boat.

- G. Transferability of Number** – No owner may use the same racing number on more than one hull. When race boats are sold, they must be re-registered by the new owner and new numbers assigned, except in those cases wherein the former owner shall consent to the transfer of his number to the new owner. If a race boat is sold or transferred to an individual who is not a racing member of SBIP, it will be the responsibility of the original owner to remove the racing number and any SBIP affiliation from that hull and notify SBIP office in writing of the sale. In the event that the original owner fails to do so his SBIP membership may be suspended for six (6) months.
- H. Boat Number Legibility** – National Series boats are required to have standard black number over a white background with a black border. It is the responsibility of the boat owner to have numbers that are legible for scoring purposes. If the standard numbers do not meet the minimum requirements the boat may risk not being scored and can be required to change the numbers before the next race or receive a penalty.
- I. Private Personnel** – Race teams that want to have additional Rescue person (s) flying for their team, must notify the SBIP main office at 305-296-6166, thirty (30) days prior to the event. SBIP will assign the rescue diver from our Rescue / Safety staff to fly in the helicopter for the event. The race team is responsible for payment of the helicopter (minimum jet ranger), cost of the rescue diver and the helicopter would be under the direction of SBIP’s Rescue Coordinator for the event. Cost of rescue diver would be paid in advance by the race team to SBIP. SBIP will no longer accept or approve a team to deploy a rescue diver that has not been assigned by the SBIP medical staff, to be qualified to go into the team’s helicopter as a rescue diver, with dive gear. Any aircraft flying for a team at an event must have authorization from SBIP to fly. If a team has air craft flying an event that does not have authorization from SBIP, the team will receive a fine of \$2,500.00 (two thousand, five hundred dollars), a DISQUALIFICATION, and will not be permitted to have an aircraft fly again for that team.
- J. Owners Registration responsibility** - It is the responsibility of the Owner of Equipment to verify that all insurance releases and entry forms are signed, and that all riding crew members are a minimum of 18 years of age. It is the responsibility of the Owner of Equipment to report any changes of racing crew in the boat prior to Launching, Testing, or Racing. Any race team that has a person in the race boat during the race event that is not a 2017 Racing member, or have not signed the entry form, a medical information sheet, and the insurance waiver will be disqualified.
- K. Registration Penalty** – Entrants failing to complete registration requirements prior to the deadline (5:00pm the day before the race) may be subject to a fine and / or up to a one (1) minute penalty at the discretion of SBIP. Entrants not completing all registration

requirements prior to entering the race course on race day will be subject to disqualification and / or suspended for three (3) months.

- L. Bad Checks** – Should the bank return an entrant’s check for fees paid to SBIP – for membership, entry fees, race registration or other dues for any reason, the owner shall be subject to the following penalties.
1. Cash or certified check in the amount of the returned check plus bank fees must be paid within five (5) days of notification from SBIP.
  2. Suspension of the entrant from that event or any further SBIP competition until the returned check is replaced with cash, certified check or money order.
- M. Inspections** – An entry that does not complete it’s inspection requirements on time (refer to Driver’s Packet for times) is subject to a financial penalty of \$250.00 for the first offense, and one (1) minute penalty thereafter for non-compliance. An entry that refuses an inspection will be disqualified and may face further disciplinary action.
- N. Dress Code and Decal Placement** – Dress code and decal placement is mandatory. Failure to comply may result in your team not appearing within media coverage, not participating in the prize money, and receiving a penalty.
- O. Crane area** - The crane area shall be highly restricted and roped or fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorized personnel. (This is considered part of the "Hot Pits"). All personnel with a race team that do not have the proper identification and are found in the “Hot Pit” area will result in a financial penalty to the boat owner of \$250 (two hundred, fifty dollars) for the first offense and a one (1) minute penalty thereafter. The presence of persons on a boat, which is being lifted by a crane, is strictly prohibited. Violation of this rule may result in disqualification from that event and/or up to a \$1,000.00 fine.
- P. Dry Pits** - Dry Pits shall be defined as those areas where race boats are on display. Race Officials have the right to remove a race team or race boat from this area for disruptive conduct and are subject to other disciplinary actions
- Q. Banner Placement** - Unauthorized banner placement will be removed on the first offense and a one (1) minute penalty to the team thereafter.
- R. Testing – Inspections and Registrations** – Race boats must have a pre-race technical and safety inspection, and the boat and all riding crewmembers must complete all registration requirements including the insurance waiver, prior to any testing. Anyone testing without completion of all paper work will be subject to disqualification, fine and/or suspension of not less than 30 days. Any violation of the Testing Rules the team will be fined a minimum on \$250.00 per occurrence and may be subject to disqualification or suspension.

- S. Compliance with Government Regulations** – Race teams and Race boats are subject to all Coast Guard, Federal, State and local regulations during testing. Anyone cited by federal or local authorities shall be subject to further penalties by SBIP.
- T. Compliance with SBIP Rules and Regulations** – Race teams must comply with all SBIP rules and regulations established for each National Series Event, including obeying manatee zones, speed zones, testing times, and testing only in designated areas if applicable. The Teams shall be solely responsible for checking with the appropriate SBIP Officials at the event during registration times as to the applicable rules and regulations for testing at the event. The Team must obtain the posted Driver’s Packet found on the SBIP web site ([www.superboat.com](http://www.superboat.com)). Violation of this rule may result in penalties including, but not limited to, fines, time penalties, disqualification and suspensions of not less than 30 days. The SBIP rules can also be found on the SBIP web site ([www.superboat.com](http://www.superboat.com)) and can be downloaded. Ignorance of the rules is no excuse for not complying with the rules.
- U. Safety Equipment** – Whenever registered equipment bearing SBIP numbers or designation is being operated at or in conjunction with a sanctioned event, including while testing, or at any other times while the craft is on plane, or while off-plane under its own power and within 250 feet of the outside of an active race course, the competitors must wear complete approved and tested personal safety equipment including helmet and life jacket. This rule shall be in effect at a race site from the time of arrival and until one hour after the checkered flag of the last event of the day. Violation of this rule shall result in a fine or disqualification from that event or a subsequent event at the discretion of the Chief Referee.
- V. In non-restrained cockpits** - individual ignitions kill switches for connections to each riding crew member are mandatory. Kill switch cords must not exceed four (4) feet. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All competitors must be connected to an individual kill switch while the boat is on plane. Offenders will be disqualified.
- W. Engine in Gear** – It is forbidden to start the engine in gear with the propeller rotating in the air. All violators will be fined \$500.00 for each offense.
- X. Rescue / Safety, Tow and Official Watercraft Coverage** – The SBIP President or Chief Referee at their option, may or may not provide rescue coverage for testing prior to the race. At race sites where rescue coverage is not provided for pre-race testing or at times other than when rescue is provided by SBIP, owners and riding crew members must recognize that there are no rescue facilities on the water during such testing and agree that they are testing at their own risk. Those entries that use the cranes or race producer controlled launch facilities to launch for the purpose of non-covered testing prior to the race, specifically acknowledge that they are testing at their own risk without rescue coverage and by launching their boat further agree to indemnify and hold harmless SBIP, its officials, the race producer, the race committee, and all sponsors in the event of any accident and its consequences. Failure to sign either of the Insurance Waivers prior to any



on water testing shall result in a fine and/or disqualification from that event and/or suspension from SBIP for up to one year.

**Y. Unexcused Absences at Drivers Meetings** –The Referee shall call the initial roll call at the beginning of both the initial and final Drivers meetings to verify the presence of each Driver. The unexcused failure of a Driver to answer roll call at either meeting may result in a fine and / or up to a three (3) minute penalty. The further failure to answer roll call at the end of the Initial meeting may result in an additional fine and / or up to an additional five (5) minute penalty. Failure to answer final roll call at the end of the final meeting may result in penalties up to and including disqualification.

**Z. Starting Infractions** –

1. Jumping the Start – Two (2) minute penalty
2. Crowding the Pace Boat – Two (2) minute penalty
3. Turning the wrong direction within the milling area – One (1) minute penalty
4. Interference with starting procedure – One (1) minute penalty
5. On plane in milling area - disqualification
6. Sling Shot Start – Two (2) minute penalty
7. Outside designated milling area – One (1) minute penalty
8. Failing to abort a start – disqualification
9. Failing to stop for an emergency stoppage of a race – disqualification

**AA. Disabled Race Boats** – A race boat which is disabled or cannot get on plane, must not interfere with the remaining starts. The craft must proceed to one (1) side of the chute and wait for a clear lane to commence their start. Penalty for interfering with a start is three (3) minutes. Penalties for interfering with a start may not be appealed and decision of the SBIP President and referee is final. Should a boat fail to start after its class has started, it may start in a normal fashion any time prior to the checkered flag being displayed. The boat will receive credit for a start and any laps completed before the official end of the race.

**BB. Passing in a Turn (Formerly “Overlap”)** – When two boats are on the same course or approximately the same course heading into a turn, and one boat is attempting to pass the other, both race boats must maintain their lane until they come out of the turn. If they do not they are subject to a one (1) minute penalty for the first offense, a two (2) minute penalty for the second offense, and considered “out of the race” thereafter.

**CC. Failure to report “out of the race”** – If a boat cannot finish a race, they must report to Race Control that they are out of the race. Failure to report “out of the race” to SBIP Race Control shall result in a \$250.00 (two hundred, fifty) fine for the first offense and a one (1) minute penalty to the team thereafter.

**DD. Caution Zone** – Upon passing the Pace Boat, racers must slow to a safe speed. There shall be NO PASSING of any other race boat unless you can see clearly around and in front of that boat. There may be NO changes of position while in a CAUTION ZONE. Infractions shall result in a two (2) minute penalty.

**EE. Refusal of Post-Race Inspection** - Any SBIP member refusing an inspection after having been notified by the Referee or Inspector that equipment within his control must be checked for conformance with safety and / or technical specifications shall be disqualified from that event and suspended for sixty (60) days.

**FF. Technical Rule Violations** - A penalty for any violation of the technical rules will be determined by the gravity of the violation and its effects on the fairness of competition. SBIP shall impose the appropriate penalty, if any, only after reviewing the facts presented by the Chief Inspector, interviewing the driver, throttleman, and any other person it deems appropriate given the circumstances, reviewing any applicable reports or analyses, and consulting with the appropriate SBIP Officials. SBIP shall not apply a penalty that is greater than the corresponding maximum penalties set forth in subparagraphs of the Post-Race Technical Inspections.

1. First Offense – A first offense of a technical nature at any time during the annual registration of the boat in question may result in the forfeiture of prize money for the event, the deduction of points for that event, or disqualification from the event.
2. Second Offense - A second offense of the same nature at any time during the annual racing registration of the boat in question shall result in a mandatory disqualification from the event.
3. Subsequent Offense(s) - A subsequent offense(s) of the same nature at any time during the annual racing registration of the boat in question will result in mandatory disqualification from the event and suspension for sixty (60) days.
4. Owner Responsibility - The owner shall be responsible for the condition of the engine and hull as raced. Errors on part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse noncompliance with the rules. Owner is also responsible for their teams conduct at an event.
5. Additional Responsible Parties - The party responsible for making illegal modifications to a boat, engine or drive shall be subject to up to one year suspension from SBIP and /or a \$5,000.00 (five thousand) fine and if a commercial vendor, possible barring of all equipment prepared by them for competition in SBIP

**GG. Course Infractions – Reckless Driving** - Recklessly endangering any official watercraft, patrol boat, medical boat, spectator boat, person, or property shall result in disqualification from the event.

**HH. Helmets and Jackets While on Plane** - Any driver or racing crew member who participates on plane in a race without wearing an approved life jacket and crash helmet shall be disqualified. At any race site, from the time of arrival and until one hour after the checkered flag of the last event of the day, any race boat occupant failing to wear a life jacket and helmet at any time while a race boat bearing a racing

number is on plane or off plane under its own power shall subject the occupant(s) to an appropriate penalty up to and including disqualification from that event.

II. **Destroying or Dislodging Turn Buoy** - Every boat must go fairly around the course without damaging, dislodging or destroying any turn buoy. In that event, only the offending boat will receive a one (1) minute penalty and \$1200.00 fine. They do not have to renegotiate the buoy they hit.

JJ. **Government Regulations** - Any owner, driver, assistant or official, whether competing or not, who shall violate a published local Coast Guard, or Harbor Department regulation or in any way interferes with the racing event may receive a fine or a time penalty of up to three (3) minutes and/or disqualification from the event.

KK. **On plane in spectator area** - Should a race boat fail to come off plane and maneuver with caution out of a designated spectator (safety) fleet, a penalty of two (2) minutes shall be assessed.

LL. **Outside Assistance** -

1. **Changes** - Once a race boat has started the race, accepting any outside assistance to make any changes, taking on fuel, supplies or equipment of any description, to effect repairs, to dislodge craft after having run aground, or any assistance that would thus enable a disabled race boat to continue the race, such as accepting a tow or negotiating any part of the course using any facility except its own power shall be considered the end of the race for that event.
2. **Leaving the Official Race Course** – During a race, if a race boat leaves the Official Race Course, it will be considered out of the race at that time
3. **Tows** - All race boats must report to the starting area under their own power. Acceptance of a tow or any such similar assistance between the wet pit and the starting line will result in disqualification from the event.
4. **Communications** - Radio, cell phone or other electronic communication from any aircraft, boat, or shore crew, to any race boat shall be permitted provided that those communications are not used to violate or assist in the violation any of the rules contained herein. Such communications is prohibited on official Race Control channels and shall result in a two (2) minute penalty.

MM. **Un-sportsmanlike Conduct** – Any breach of these rules which is deemed by the Referee or President as being of a major nature, contrary to the best interests of SBIP, or deemed to constitute un-sportsmanlike conduct may subject such offender to disqualification, probation, fine, suspension, expulsion or any combination thereof. The Minimum penalty for un-sportsmanlike conduct will be a fine of \$2500.00 for the first offence and will double for each occurrence thereafter. Examples of conduct considered to constitute un-sportsman like conduct shall include, but not be limited to,

the consumption of alcoholic beverages in a restricted area during an event, public drunkenness, the use of illegal drugs, fighting, reckless driving on the racecourse, and verbal abuse, public criticism, accusations of corruption against the organization SBIP officials, threats of legal action against SBIP or its officials, improper conduct toward an SBIP Official by public criticism to include the internet, social events, telephone, etc. Interfering with an existing SBIP contracted race site or promoter. Also perpetuating non-factual rumors about the organization, regardless of where it takes place. Penalty would be determined as to the severity of the remarks by the SBIP President. The opinion of the SBIP President or Referee, if any SBIP rule, including unsportsmanlike conduct, is broken and adversely affects the reputation of the sport, the member is subject to disqualification, suspension, or expulsion. All titles, and awards that are part of the record book shall be removed.

- NN. **Gambling** - No race boat owner, driver, pit crew member, competing crewmember or race official connected with any SBIP National Series event may take part in any Calcutta or auction or other gambling operation held in connection with said National Series race nor post nor accept any bet or wager on the outcome of such an event. If found to be involved, they shall be suspended for not less than thirty days.
- OO. **Payment of Fines** - All fines must be paid within 14 days from the date assessed or prior to entry into any future SBIP events. If the fine has been issued in conjunction with penalties qualifying for appeal, then the appeal must be written and properly filed within the specified time limit for appeals. Fines that remain unpaid after 14 days shall be subject to additional penalties.
- PP. **Rule Violation not addressed** - In the event a rule violation occurs that is not addressed in the rule book, the SBIP President and Chief Referee shall determine and assess an appropriate penalty.
- QQ. **Propellers** – All auxiliary propellers mounted on the hull shall be covered by a semi-rigid or rigid rounded edge protective shield over the blades. All propellers mounted on shafts shall be covered by heavy cloth or canvas material whenever possible and at all times when the boat is unattended in public areas. Failure to do so shall result in a \$250 fine.
1. All boats parked in the "Dry Pits" shall have propellers removed or covered by heavy cloth or materials so as to minimize injury to crew or public. Failure to do so shall result in a \$250 fine.
  2. During trailer firing of motors Propellers shall be removed, or result in a \$500 fine.
  3. A fire extinguishing system must be readily available staffed by crew or fire department when internal engine compartment fire suppression systems are not incorporated. Failure to do so shall result in a \$300 fine.

- RR. **Trailers** - All boat trailers must have permanent markings on the forward half of the trailer containing the boat number. The numbers must be displayed on both sides of the trailer and shall be strongly contrasting to the color of the trailer. Failure to properly mark trailers shall result in a warning or a fine and/or time penalty. The decision of the Referee is final and may not be appealed.

## **SECTION XII: MANATEE PROTECTION MEASURES FOR HIGH SPEED MARINE EVENTS:**

1. A formal manatee watch coordination meeting will be held prior to the day of the event. All race officials and racers shall attend a pre-race meeting (to be held the day of the race) and will be informed about the possible presence of manatees in the area, and that civil or criminal penalties can result from harassment, injury, and /or death of an endangered species. The danger of hitting a manatee should be emphasized to racers and bystanders.
2. A continuous aerial survey via helicopter shall be conducted beginning one hour prior to the event, and prior to any organized practice sessions to identify any manatees in the vicinity of the event site. The survey will continue until all official and spectator vessels have cleared the area. Aerial surveys shall extend one mile from the perimeter of the event site.
3. The manatee watch will consist of a minimum of four qualified observers: one primary observer and three additional observers. The primary observer should be experienced in the observation of manatees at these types of events, and should be positioned at the highest vantage point possible. Other observers surveys will be conducted from an elevated water or land based positions. Each observer will be equipped with two-way radio, binoculars, polarized sunglasses, and a chart of the race course and vicinity. The manatee watch observers will be dedicated exclusively to the manatee watch.
4. Observers will follow the protocol established for the “Manatee Watch Program” and will conduct the watch in good faith and to the best of their ability. The Race organizers and vessel operators will assume any liability for a violation of these protective measures involved in any collision with animals.
5. The observers will be in close communication with sponsors / officials to halt the event if a manatee(s) is/are spotted within the boundaries of the event or within 500 feet of the perimeter of the event site. The event shall not resume until the animal(s) moves away from the area under its own volition. Manatees must not be herded away or harassed into leaving. If the manatee(s) is/are not sighted a second time, the event will not resume until thirty (30) minutes after the initial sighting.
6. If, in the opinion of the manatee watch observer, survey conditions are poor or deteriorate and become poor so as not to allow for proper sighting of animals in the race course area (i.e., numerous white caps and streaks created by high winds, lack of daylight), the event

shall be immediately halted. If survey conditions improve to allow for proper sighting of animals, the event may resume.

7. All participants and official boats shall adhere to applicable boating safety and or manatee protection speed zones in and adjacent to the event site.
8. The event shall be immediately canceled if any one of these conditions is not met prior to or during the race. Any manatee watch observer or USCG representative shall have the authority to terminate the event as required above. Failure to adhere to the protective measures may result in recommendation to the USCG to not permit future event or to require bond to be posted to assure compliance to these conditions.

### **SECTION XIII: TURTLE PROTECTION MEASURES FOR HIGH SPEED MARINE EVENTS:**

1. The applicant will thoroughly survey the race course for one hour prior to any racing activity to ensure there are no turtles on or within 100 yards of the course. Surveys must be done by personnel aboard watercraft and/or “spotter” aircraft. Aerial or waterborne spotters must not be assigned other duties that could detract from their ability to keep a proper lookout.
2. The applicant will ensure that a thorough survey is conducted between the beach and 100 yards past the seaward perimeter of the race course to ensure that no sea turtles are in the area before starting the race.
3. If a turtle is spotted on or within 100 yards of the race course during the race, the applicant must take whatever steps necessary to ensure that collision with the animal is avoided. The applicant will ensure that all race participants and safety boats are aware of their obligation to stop the race immediately if a sea turtle strays onto or dangerously near the course.
4. The applicant will thoroughly survey the race course for one hour immediately after any racing activity to ensure that any turtle that may have been inadvertently struck and injured or killed can be cared for or disposed of by proper federally permitted authorities. Plans should be made for such an eventuality. Any turtle deaths or injuries must be reported by the next working day to the NMFS Protected species Management Branch.