



Inboard Rules

1.0 Governing Bodies:

1.1 The **Canadian Boating Federation** is responsible for establishing the rules for the Inboard division.

1.2 Races sanctioned by the **Canadian Boating Federation** within the territory of Canada will be under the Authority of CBFNC. Races conducted in the United States will be sanctioned by the **American Power Boat Association (APBA)** and will be under their rules.

1.3 The CBF will have full authority to approve sanctions and will determine the cost of said sanctions.

1.4 Structure

Under the authority of CBF

- Responsible for the approval of Sanctions
- International affairs (UIM, APBA)
- Officials, (scores, timers, video, rescue boat, turn judges and inspectors)
- Insurance
- General safety of public at event
- Safety for the members

2.0 Race Logistics:

2.1-All officials at race sites will be trained and approved by the **Canadian Boating Federation**.

2.2-One **Rescue Boat** must be present in the middle of the race course. It will be accompanied by a second boat during racing. A certified diver will be present on one of the two (2) boats.

2.3-One Ambulance with right of way to exit race site it must be present at all times during competitions.

2.4-A minimum of 4 buoys will be placed in each turn.

2.5-The race site will have a least two (2) tow boats present on the water.

2.6- Turn one will have a least two (2) turn judges present and turn 2 will have one (1).

2.7-The minimum depth of the water at the docks will be four (4) feet and the race course will have at least six (6) feet.

2.8- Race promoters and race site will conform to the conditions and obligations set forth by the insurance company.

3.0 Registration:

3.1- Registration will take place every Saturday between 8:15 To 9:15 unless stated otherwise on the sanction

3.2-Only boats registered with either the CBF or APBA will be permitted to compete in sanctioned regattas. Hulls may only be registered once per weekend and the points will count towards the **CBF** High Points.

3.3- In order for a class to be official for the High Points Championship a minimum of four (4) boats must be present at the regatta.

3.4-**CBF** has the right to refuse any registration if capsule training, medicals and vision tests are not up to date. All other registrations will be accepted.

3.5-All competitors must go through registration and sign all waivers that are required by the insurance company.

3.6-Racing memberships may be sold at race events on Saturday morning, however it is required to show proof of medical, capsule test and vision examination in order to participate at the event.

4.0 Starting Procedure and Finish of race. (Unless otherwise specified on race sanction)

4.1 At the first race of the year, during the drivers meeting a random draw will be held for each class in order to establish lanes and heats for the first heat of racing. The following weekends, the lanes and heats will be conducted based on position in the High Points Championship. Each weekend a consolation heat will be run for each class. For the final the (standby) boat will be put in the water.

4.2-After the start, boats may only change lanes after the exit pin of turn one (1) with a 3 boat length lead.

4.3-Boats are only permitted to leave the pits after the 5 minute gun; they must pass at least once in front of the (start/finish) line before the start. If they do not will receive a one lap penalty (P-3) (see section 9).

4.4-No boat or boats may pass the start line with less than 10 seconds on the clock. Those found at fault will be consider as jumping the gun and will receive a one lap penalty (P-1).

4.5- the official start will be when the clock reads 0:00. At that moment the official timer will start and the race will be underway. If there is any trailer positions the second line must start 5 seconds later.

4.6- The scorers are present to determine who starts and finishes the heat. If they are not able to come to a conclusion on the start or the finish, video replay may be used with an authorized CBF official present. **All video replays must confirm any decisions without a doubt.**

4.7-Durring the racing day, only officials will be permitted to view the video replay. At the end of the day, drivers and the representative will have the right to view it as well.

4.8-The first boat who completes the race will receive the checkered flag, every boat following will also receive it as well as long as they are not helped externally.

4.9- When the Black flag is given it means the race has finished for all participants and you may return to the pits.

5.0 Heat Points

5.1 Points will be allocated as follows

POSITION

1 st	-----	100points
2 nd	-----	95points
3 rd	-----	90points
4 th	-----	85points
5 th	-----	80 points
6 th	-----	75 points
7 th	-----	70 points
8 th	-----	65 points
9 th	-----	60points
10 th	-----	55 points

11th -----	50 points
12th -----	45 points
13thET + -----	40 points
DNS DNF or DQ -----	0 points

5.2-Points are given to the boat not the driver.

5.3-The order of finish of a race is based on:

1- The number of laps completed

2- The position based on the number of laps

5.4-Points are given out based position.

5.5-A race is considered official after 3 laps; points will be given based on the order of position.

5.6-Points will only be given to boats that have completed a minimum of one (1) lap.

5.7-If a race day is cancelled the boats that are registered for that day of competition will receive 5 points counting towards the Championship.

5.8-The High Points Championship.

5.8.1-**Total Points:** The boat with the greatest amount will be presented with first (1st) overall and the following teams will follow based on each total point.

5.8.2-**Breaking a tie:** If there is a tie in points between two (2) or more boats, the final positions will be determined on the following criteria:

A-the most first (1st) place finishes in a final.

B-the most second (2nd) place finishes in a final.

C-the most third (3rd) place finishes in a final.

6.0 Qualifications and Time Trials:

6.1-All laps (3) will be timed and only the fastest lap will be kept.

6.2- The heats and lanes will be as follows:

6.2.1 **Qualification 1: (HEAT)** will alternate based on timing for the first weekend.

(LANE) will alternate based on timing for the first weekend.

6.2.2- **Qualification 2: (HEAT)** will alternate from qualification Heat 1.

(LANE) will be opposite from qualification Heat 1.

Note: A driver may give up his lane but must then take the start on the outside of the field.

6.3-The maximum amount of boats in any specific heat will be decided by the CBF officials.

6.4-There will be a maximum of two (2) qualifications or time trials per day of competitions.

7.0-Final

7.1-The final will consist of a maximum of ten (10) boats for all **Inboard** classes with the exception of the **Grand Prix** class. **Grand Prix** will have five (5) boats on the front line and three (3) trailer boats in the exterior lanes. The number of boats in the final will be determined based on the race course.

7.2-For each class one standby boat will be in the water, with a second ready on the trailer. The Team and driver must be ready at all times. If one or more boats cannot start the referee reserves the right to fill the field and will the boats will take the start in the outside lanes. If any boat forfeits the standby boat will fill the field.

7.3-The final positions will be determined on total accumulated points from the qualifying heats or time trials. The remaining two (positions) for the final will be based on fastest qualifying speed if there are no consolation final. If a consolation final is used, then the winner from that race will be qualified as well as the last qualifier in the last corridor. If there are two consolation the winner of each of them will go to final for the last two remaining corridors after the corridor reserved for the best speed.

7.4-After the five (5) minute gun has fired, boats will have three minutes to leave the pits, and if one of the boats does not leave the standby boat will then be permitted to fill the field. The standby boat will not be required to pass the start/finish line before the start.

7.5-A consolation heat will be held if there are 12 to 19 boats, with the exception of Grand Prix.

A consolation will be conducted with the following rules in place:

- the winner of the consolation will be qualified in the outside lane for the final.
- the second (2nd) place boat from the consolation will be the only standby boat.
- no points will be awarded for the consolation.
- a minimum of four (4) boats will be required for a legal start.

7.6-For classes over twenty (20) boats registered with the exception of Grand Prix.

- there will be two (2) consolation heats.
- the two heats will be divided based on points accumulated
- the winner of each consolation will be qualified for the final and a draw will draw for lane position.
- the second (2nd) place finishers will also draw to determine standby boat.
- No points will be awarded for the consolations.
- a minimum of four (4) boats will be required for a legal start.

7.7-There will be only one (1) final per class per weekend at CBF sanctioned events.

7.8-if no qualification heats can be held before the final, the top 8 boats in high points will participate in the final.

7.9-If a final cannot be held the winner will be determined by total points for the weekend. If there is a tie in points the time from the last qualifying heat will be used.

8.0 Rules of the Track

8.1-Testing will be permitted at the discretion of the CBFNC. If time, weather and more than six (6) boats wish to participate.

8.2-It is the responsibility of the owner and driver to insure the boat is ready on time for the race. If a boat has a problem and is not ready to be put in the water on time it will take the start in the outside lane. The pit manger may declare the boat scratch after a certain amount of time.

8.3-TheCBFNC and the Head Referee will jointly decide if racing can be conducted if weather conditions are questionable.

8.4-A race shall be approximately 5 miles.

8.5-If a race must be rerun; boats will refuel in the water. Teams must have one person equipped with a fire extinguisher identified with your team number. No draining will be permitted in the water. If a second (2nd) restart is required boats will then be returned to the trailers.

8.6-If a race is stopped; the boat or boats that cause the stoppage will not be permitted to return for that race.

8.7-If a boat stops on the course the driver must open his canopy and signal the officials he is OK. The inside of the canopy must also be painted bright orange. The driver must also keep his helmet on at all times. The only time a driver may remove their helmet is to remove the air mask, once removed they must put the helmet back on

8.8-Strobe lights are not mandatory.

8.9-Once a driver gets out of his cockpit; his race is considered over (DNF).

8.10-During the five (5) minute warm up period the only place a boat may enter the infield is on the back stretch. The only place a boat may re-enter the course is between the start finish line and the entrance pin of turn one (1). Boats on the course have the right of way.

8.11 Flags

Black with yellow line: return to pits.

Red: Race is stopped, stop immediately.

White: 1 minute before the start or the last lap.

Green: Time during between five (5) minutes and one (1) minute gun.

Yellow: Caution on the race course (**Pay Attention**).

Checkered: End of the race.

The flags are to always be shown at the start finish line and turn judges, with the exception of the white flag with one lap remaining and the checkered flag which are shown **ONLY** by the judge's stand.

8.12 A race is considered official once 60% of the race is completed by the leader.

9.0 Penalties

P1- A boat that jumps the gun (Start/finish) line, with ten (10) seconds or less remaining.

P2- A boat that changes lanes with less than three (3) boat lengths.

P3-A boat that does not pass in front of the start/finish line at least once during the five **(5) minute warm up period.**

P4-A boat that pushes or bears out; or in; on another more than two (2) lanes.

P5-A boat that destroys a buoy for no justifiable reason.

P6-A boat that misses a buoy and does not go back around it legally.

P7-A boat that is found at fault as set forth in rule # 8.10.

P8-A boat that does not maintain its lane until the exit buoy of turn one (1).

P9-All situations that are judged non acceptable by the referee.

9.2-Any boat that receives two (2) penalties or has been declared dangerous may be disqualified. (P1 is not included)

9.3-The referee call is final.

9.4- A referee may put a driver on restrictions if they incur multiple (three 3) of the same penalties during the season. (P-1 is not included)

10.0 Restrictions

Restrictions are under the authority of the Canadian Boating Federation (CBF) officials. Drivers must complete their restrictions in the presence of a certified CBF Referee.

10.1-NEW DRIVERS

1-Three (3) starts on the outside, behind the pack and must remain at the back of the field for the entire heat.

2-Two (2) starts on the outside and must remain on the outside the entire heat.

3-Two (2) starts on the outside and must remain there for the first lap.

4-Start on the outside and remain there until the exit of turn one (1).

10.2-Experienced Drivers stepping into the Grand Prix class.

1-Four (4) starts on the outside and must remain there for the first lap.

2-Four (4) starts on the outside and must remain there until the exit of the first (1st) turn.

10.3-Experienced drivers stepping up to another class, experienced drivers with a new boat or rebuilt or a driver that was inactive for more than (2) years.

1-Two (2) starts on the outside and must remain there for the first (1st) lap.

2-Two (2) starts on the outside and must remain there until the exit of the first (1st) turn.

10.4- Referees reserve the right to refuse drivers the right of passage to the next restriction if he feels that the safety of other competitors may be at risk. He may put an experienced driver as well on restrictions.

10.5-A restriction form must be signed and completed by the head referee concerning restrictions in order to approve the completion of said restrictions.

10.6-No driver may change classes in order to speed up the restriction process

10.7-The minimum age limit for drivers on December 31 of the previous year must be:

- 14 years old for 1.5 litres.

-16 years old for 2.5 litres, 5 litres, Can-Am/Pro-Stock.

-21 years old for Grand Prix class and 50 heats of racing experience in another class.

12.0- Technical Rules

12.1-The GP class will use the rules in Annex A.

12.2-All exterior systems (eg.duck bills) for draining the boat during competition are strictly prohibited. As well, all hulls must have water check valves installed in order to prevent water from exiting the engine while being lifted from the water. If this valve does not operate during the weekend of competition the competitor must correct the situation for the next heat, if it cannot be replaced or fixed the inspector must be notified as to verify that no one goes under the boat while it is the air. The competitor must be sure to have the valve replaced or fixed for the next event.

12.3-All hulls (cockpit) must have an air inlet for ambient air and an exit.

12.4 Every hull must go thru safety inspection before being permitted to participate in any competition. Safety approval stickers will be given after inspection and must be visible. Boats

will be ready for inspection at 8:00 am on the day of competition. If they are not the driver will be sanctioned as follows:

-First offence: verbal warning

-Second offence: scratched for one qualification heat.

-Third offence: suspended for the weekend.

12.5-The technical inspection will be conducted at the discretion of the inspector.

13.0-General Rules

13.1-Canadian Boating Federation and American Power Boat Association members are permitted at CBF sanctioned events. With the exception of (Nationals) racers will need to be CBF members.

13.2-A dress code is always in affect. Proper attire should be respected. CBFNC may sanction those that do not comply. This applies to all team members, officials and directors. Anyone that has a HOT Pit Pass must have: closed shoes, shirt with sleeves, pants or Bermuda style shorts. Members must have clothing that identifies them with their team (colors) at a minimum, for anyone working on or that goes on the dock with the boat in question. Spectators will be able to identify you with your team and equipment.

13.3-No boat or team may have a name that is considered obscene or may be deemed offensive to any person or spectator which may damage the reputation of the sport.

13.4-No owner, driver or member of a team can hold another owner, driver or team member, Association or Federation responsible for any injuries, physical or mental, resulting from a racing accident during an event, with exception of any deliberate act, premeditated, or unsportsman like conduct towards another. The decision for acting on any situation will be under the authority of both the CBF and CBFNC.

13.5-All drivers must attend the (DRIVERS MEETING), at the time it is specified on the sanction. Driver must remain at the meeting at all times unless given permission by the referee. Any driver that is not present will be disqualified.

13.6-Hulls must keep the same number for the entire season. Numbers will be visible, having a minimum height of 12 inches by 2 inches thick. The number #1 is reserved for the high points champion from the previous year.

13.7-All racing hulls must be equipped with an adequate towing hook.

13.8-All racing helmets must fit the following criteria: (SNELL or DOT 2000 or higher)

- Department of Transportation.
- American National Standard Institution Inc.
- SNELL
- Military type design (CGF, LA100, LH050, LH150, LH200, LH250, Gentex HGU84P)

Helmets are mandatory and must be in good condition. After any impact the helmet must be inspected by the CBF inspector. If a helmet is damaged, it must be replaced.

13.9-Drivers must keep their helmets on at all times, even when they are being towed. Drivers are allowed to remove their helmet in order to remove their air mask. They must put the helmet back on afterwards.

3.10-All drivers must have a life jacket with the exception of those who are in a type 4 capsule. (Drivers who are in type 4 cockpits must have a flotation device with them in the cockpit).

13.11-All drivers must take part in capsule test every 2 years. All drivers must do the test without air and then have the opportunity to do it a second time with air.

13.12-Onboard air is NOT mandatory; however, CBF and CBFNC strongly recommend the use of one. Air tanks must be visually inspected every year and have a hydrostatic test every five (5) years for recertification by a recognized and approved dive center.

13.13-Protests will be accepted after inspection or after a penalty (sanction).

- A one (1) hour window will be allowed for any protest accompanied with a deposit.

- A \$500.00 deposit must be given and will be reimbursed if the judgement is changed.

- No protests will be accepted for any penalties given by the officials (Referee).

13.14-If a boat is damaged or destroyed only one (1) hull change will be permitted per year by the CBFNC.

13.15-Owners of teams are responsible for their team members and their conduct between the time the pits are open and closed. If any member is deemed not acceptable, he will be penalized by either:

- The owner will have the choice to either remove the team member for the year or be disqualified for the weekend.

-The week after the incident the CBFNC will meet to make a judgement on the member.

13.16-It is strictly prohibited to smoke or drink alcohol during the day of racing for all persons who have a HOT PIT Pass.

13.17-Every race team will be entitled to ten (10) HOT PIT Passes which will give them access to the race site. All members must sign the insurance waivers before be granted access.

13.18-The Alcohol test (breathalyzer) is under the authority of CBF. They can refuse any member from participating at an event if they blow over a 0.02 as set forth by the UIM rule 205.02.02. The breathalyzer test can be given at any time for any driver, crew or official. Participants can be disqualified for the weekend and put on probation for up to one (1) year.

13.19-All drivers must pay a \$100.00 fee for every buoy destroyed during competition.

13.20-All race team must have a minimum five (5) lbs. fire extinguisher identified with the team number. It must be at the ready at all times for the weekend with easy access. It is recommended to put it at the front of the trailer (Tongue).

13.21-A maximum of 4 crew members, with HOT PITT Pass, will be allowed on the dock (including driver) when the boat is being put in the water. If this is not respected the boat will be put back on the trailer and will not participate.

13.22-No forms of vandalism will be tolerated. Those found guilty will be prohibited from competing at events for the remainder of the season and a meeting will be held to see if criminal charges will be brought forth.

13.23-Any situation which was not described in these rules will be discussed by a CBF committee. A decision will be then taken.