



CBF-FNC GENERAL RACING RULES 2021

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RULE 1- MANAGEMENT

(1-A): All local races and all boats taking part therein shall be under the control and direction of a Race Committee consisting of a Chairman, Timer, Chief Scorer, Starter and the Inspector, each of whom shall be a current member of the Federation, with the exception of the Chairman. All matters shall be subject to its approval and control, and all questions and disputes which may arise shall be decided by it and its decision shall be final, except in sanctioned races when decisions of the Race Committee may be overruled by the Referee, from whose ruling an appeal may be carried to the C.B.F. Board of Director.

(1-B): The decision of the Race Committee shall be based upon these rules, but as no rules can be devised capable of meeting every incident and accident of racing, the Race Committee should be guided by the ordinary customs of the sea, and discourage all attempts to win a race by other means than fair racing and superior skill and speed. The Race Committee may request of the Referee an interpretation of any rule or rules.

(1-C): No member of any Race Committee shall take part in the decision of any question in which he is directly interested.

RULE 2- SANCTIONS

(2-A): SANCTION: A race to establish an official record must be run strictly in accordance with all provisions of the Federation rules and under the supervision of the Board of Director of the Federation. A sanction for such a race must be obtained, the requirements for which include the following.

(2-B): COURSE: The course shall be approved by the Board of Director who shall have power to accept or reject same for any sanctioned race. The course shall be laid out in statute miles and fractions thereof unless otherwise approved by the Board of Director. The course shall be arranged and laid out so that the turning buoys shall be left to port by the competing boats, unless otherwise ordered by the Race Committee.

(2-C): At sanctioned regattas the races shall run in one (1) or more heats of five (5) miles each, with the Referee empowered to reduce the number of laps if, in his judgment, such action would be in the best interests of the race sponsor and the drivers.

(2-D): MEASURER: All competing boats may be measured by the Measurer of the Federation. The Board of Director may appoint an Assistant Measurer for the purpose.

(2-E): TIMER: The timing should be verified by the Timer of the Federation or a timer approved by the Board of Director as hereinafter provided. He shall serve on the Racing Committee holding the sanctioned race.

(2-F): SURVEYOR: For sanctioned regattas, the course shall be surveyed by a competent surveyor, appointed by the local Race Committee and approved by the Racing Committee. He shall file with the National Office eight (8) weeks in advance of the regatta, a chart of the course with distance, marks, starting line, ranges, etc., clearly indicated. The Surveyor shall certify that the chart is correct and that the course during the racing events is in accordance with the said chart. A course laid out and recorded as above shall then be designed as an official course of the Federation, but is not required for general sanction.

(2-G): Subject to restrictions in these rules the Board of Director shall have the power to specify the location, length and shape of the course, the number of turning marks, position of the starting line, etc. All courses regardless of distance for which records are to be established must be approved by the

Chief Surveyor of the C.B.F. Information on standard courses can be obtained by writing the National Office.

(2-G-1): The course shall be measured in straight lines from the outside of one turning mark to the outside of the following mark.

(2-G-2): The minimum number of turning buoys at each turn shall be three (3) except for Inboard division shall be four (4), if in the opinion of the Referee the body of water is sufficiently large enough to permit same.

(2-H): Final approval on all sanction applications shall come from a majority vote of the Vice President of Racing and Vice President of Divisions concerned.

(2-H-1): Departure from General or Technical Rules must be incorporated on sanction application and clearly indicated on official C.B.F. race circular.

(2-I): No sanction shall be granted for any race for which sanction has been granted to any Club or Association which is not a member of the Canadian Boating Federation.

(2-J): RACE REPORTS: The Chief Scorer shall immediately thereafter file a full report of the race with National Office where all results will be kept in a permanent file.

(2-J-1): All regatta records, summary sheets, applications for records etc., complete in all details and properly prepared and signed must be mailed to the National Office of the Canadian Boating Federation bearing a post mark not later than five (5) days after the final day of completion in the regatta to which the records pertain. Material received after this will not be considered as eligible for high point scoring, championship tabulation or record claims, unless the chairman of the appropriate Racing Committee involved shall see fit in his judgment to extend the time.

(2-K): SANCTION FEES: Cost of sanction fees shall be determined from time to time by Executive Board.

(2-K-1): No records shall be awarded nor any racing results considered official until all sanction fees shall have been paid.

(2-K-2): For direct mailing by local Race Committee of announcements other than the C.B.F. printed official Race Circular, addressed gum tape may be supplied by the National Office at a normal fee.

(2-L): REQUIREMENTS: No sanction shall be considered valid until conditions have been approved by the Referee in charge. The Referee must be satisfied that:

(2-L-1): The local committee has posted prizes as advertised in the official Race circular and that Rule 23 is fulfilled.

(2-L-2): Adequate protection will be afforded to the equipment of the owner and driver.

(2-L-3): Proper officials are present to conduct the regatta.

(2-L-4): A safe course has been provided and that adequate facilities are at hand for efficient conduct of the race.

(2-L-5): A fully equipped ambulance and adequate first aid are on hand to render medical aid.

(2-L-6): Two (2) patrol boats as an absolute minimum, and more if conditions warrant, are available for duty on the course at all times.

(2-L-7): There must be at every race, a boat anchored at each end of the course, on the inside of turning buoys, and manned by one or more judges whose duty it will be to watch for and report any driver seen violating any of the safety rules or regulations of racing.

(2-L-8): There must be a minimum of two (2) designated rescue boats capable of carrying one or more accident victims in a supine position present and the craft shall be staffed and ready for use at all times

when racing boats are under power. A patrol boat, properly staffed and equipped, may be used as a rescue boat. These boats should be positioned to minimize response time to an incident on the course.

(2-M): Negotiations between a Club and a Sponsor or a Prospective Sponsor, shall not be interfered with in any way by another Club. When a Club is negotiating with a Sponsor, the Club shall register the Sponsor and the site with the Board of Director and shall provide proof of such negotiations. In the case of a dispute, the Club with the earliest registration date shall proceed, and the other or others must void all negotiations and shall be disciplined as per these rules.

(2-M-1): One or more clubs may negotiate with the same Commercial Sponsor (e.g. Brewery, etc.) but the different negotiations should be coordinated and must never be for the same site. Two or more Clubs shall not negotiate concurrently with the same sponsoring group (e.g. service club) for the same approximate site. Concurrent negotiators must not comment unfavorably on each other.

(2-M-2): Sites shall be the domain of the Club which is currently using the location, provided it has used the site within the previous two (2) years for a Sanctioned Race, such sites may be used by either Club only with the express written permission beforehand of the Club holding the rights to the site.

(2-M-3): New sites shall be those where Sanctioned Racing has not occurred for three (3) or more years. A Club negotiating with a Sponsor for a new site shall register these as in Rule (2-M) above with the same procedures for handling conflicts.

(2-M-4): The contents of the negotiations registered with the Board of Director, shall remain confidential if so requested by the club and providing that said negotiations are not in contravention of any of the Racing Rules. However, should the need arise, the Board of Director, by a majority vote, may require the details of said negotiations.

(2-M-5): A club which interferes with another at a regular or new site in contravention of the above, or interferes with or attempts to influence a sponsor of said site, shall cease and void all conflicting negotiations, and in addition, shall not be allowed to re-open negotiations nor be granted a sanction for said site for at least three (3) years.

(2-M-6): Wherever in this rule the term Club is used, it shall be construed as meaning, Member Club and/or

Division. Division is not expressly stated herein as, although a Division may negotiate for a regatta, only a Member Club may apply for a Sanction; hence, these rules shall also apply to Division or members acting singularly or as a group.

(2-M-6-A): The term "Sponsor" shall also include "Prospective Sponsor".

(2-M-6-B): All race dates be finalized at the Race Organizers meeting with deposits and all Group chairmen and divisional vice presidents approve, same at this meeting. Historical races and dates will take precedence over newly proposed race dates.

RULE 3- OWNERSHIP

(3-A): Each boat entered for a sanctioned race must be the bonafide property of the person or persons in whose name or names she is entered and who must be a racing member of the Federation. On technical questions and ballots only one (1) owner of a dual or multiple ownership shall be allowed to vote, and this member shall be so delegated on the registration form which registers the boat for competition in any current year with C.B.F.

(3-B): Corporations or Business concerns will not be allowed as such, to enter sanctioned races to compete with those who qualify as Club Members, under these rules, regardless of the fact that they may be members of the Federation. Such members can only enter a boat as the bonafide property of a Club Member who is also a Racing Member of the C.B.F.

(3-C): No new owner-member of a boat may race or register without confirmation of the old owner.

(3-D): Any Racing Member may drive any registered boat provided the registered owner signs the entry blank.

RULE 4 - ENTRIES

(4-A): All entries made on the form provided by the Race Committee must be filled. Entry forms must be sent to the Chief Scorer of the race. Those sent to anyone else will not be accepted. The word file is meant to mean "in the possession of". No entry shall be considered official until the driver has displayed his racing membership card to the register on the day of the race.

(4-B): No racing equipment shall be allowed in the pits that has not been registered to race and been checked through the registration desk.

(4-C): Filing false or incorrect information on entry blank shall be sufficient cause for suspension of owner and driver for one (1) year, or fraction thereof, from all racing.

(4-D): It is at the Referee discretion with a consensus with the Chief Scorer to accept any entry made after the registration. The penalty is apply for late registration and the boat will missed 1 heat for the first infraction and the following infraction he can race only the following day. The only exception is if the Referee or the Chief Scorer was advised of a MAJOR REASON.

(4-E): To limit the time of registration, a penalty will be impose to the owner and/or driver who is not register by the time limit. But the amount of the penalty must be written on the sanction. Monies derived from late entries will be return to the Zone in which the Race is held. Penalty money shall be collected by the Chief Scorer.

(4-F): A driver or owner placed in the incorrect division or class by the Chief Scorer shall so advise the Chief Scorer in advance of the race and shall not start in a race in which he is not entitled to run.

(4-G): Driver or owner must report to the Race Committee or its authorized representatives at registration time as per the race circular before the scheduled start of the race for the purpose of checking and verification of the information required and furnished on the entry blank. The driver and owner must show, on filing entry, current registration card for boats and proof of membership in good standing for himself and all riding mechanics in the C.B.F.

(4-H): It will be the responsibility of the owner or driver of a boat, to make sure that his/her boat is put into the water in order to compete in his/her assigned heat.

RULE 5- DRIVERS MEETING

(5-A): It is compulsory that the driver of each boat attend the Drivers' Meeting as scheduled in the official Race Circular.

(5-A-1): The Drivers' Meeting shall be held at least one (1) hour before the first race on the program and this time clearly set out on the race circular.

(5-A-2): The Referee must see to it that a roll call is held at the Drivers' Meeting and it shall be his duty to disqualify for the day any contestant who is not present.

(5-B): The Race Committee may change the course or amend the instructions provided notice of such alteration is given at the Drivers' Meeting.

(5-C): There shall be no departure from the conditions as set forth in the Race Circular unless announced by the Race Committee and endorsed by the contestants at the Drivers' Meeting.

(5-D): The Race Committee shall adhere to the racing schedule as advertised in the Race Circular unless some real emergency such as adverse weather or shifting buoys, necessitates a postponement. The Race Committee should publicly announce all postponements as far in advance as possible.

(5-E): The question of how many prize winners in each class shall be inspected shall be left to the discretion of the Race Committee and the Referee, except in those cases where the procedure is set forth in the Technical Rules for any given class.

(5-E-1): During the course of the Drivers' Meeting, it shall be the duty of the Referee to announce how many of the lead boats in each class shall report to the Inspector for inspection immediately after the running of their event.

(5-F): During the course of the drivers' meeting, it shall be the duty of the Referee to make sure that Rule 23 is addressed and dealt with.

(5-G): Attendance at the driver's meeting is restricted to drivers, owners, officials and official party only.

RULE 6- NUMBER OF STARTERS

(6-A): The Race Committee may cancel a race entirely if no more than two (2) entrants indicate intent to start or only two (2) boats come to the starting line.

(6-B): The final standing in any event necessitating qualifying heats will be determined in accordance with the point standings as accumulated in the final heat. The Race Committee of the Day may use times if desired.

(6-C): Step-up in class will not be permitted if the starting field consists of three (3) or more boats of the class for which the race was originally scheduled. If the starting field consists of fewer than three (3) boats of the class for which the race was originally scheduled, boats of the next lower class in piston displacement may step up; except in such instances as the Race Circular shall specifically establish a minimum boat entry for the race, and/or a statement that step-up will not be permitted. The establishment of a minimum boat entry either above or below the three (3) boat figure mentioned above must have special approval of the Race Committee.

RULE 7- EQUIPMENT

(7-A): All classes of Inboard, Formula Outboard, and Stock Outboards shall be governed by their respective rules, as will Jet River, Drag, Outboard Performance Craft and Offshore.

(7-B): An outboard motor is defined as a complete internal combustion power and propulsion unit that can be attached to a boat and which can be lifted from the hull as one unit. Batteries used for ignition and starting, tachometer, throttle control, steering arrangements and gas tank are excepted.

RULE 8- DRIVERS & CREW

(8-A): A boat may be raced with one (1) or two (2) persons on board at the option of the owner.

(8-B): Drivers and Crew must wear clean coveralls or clean team uniforms on race day until the finish of all the final races. Jeans or similar casual clothing is not acceptable.

(8-B-1): Closed foot gear is a must for ALL personnel in the pit area.

(8-C): A rookie driver, who has never driven a boat in a C.B.F. sanctioned event, must complete the restriction sheet provided by the C.B.F. National office to him and have all four (4) restrictions signed by a referee.

(8-D): A driver of a new boat (a boat he has never driven in a C.B.F. sanction event) must complete restriction #3 or #4 or both depending on the discretion of the referee.

(8-E): Qualification for licensing shall be specified by C.B.F. and may be periodically revised and be such to indicate ability to perform with satisfaction in a competition.

(8-F): Racing is an inherently dangerous sport and each competitor assumes the risk when he/she participates in an event. While everyone involved, owners, drivers, crew members, officials, promoters and the sanctioning body, can take and have taken; measures to reduce the risk of serious injury, the risk cannot be eliminated and in fact, will always be present. It is the participant's responsibility to advise their spouses and next of kin, CBF cannot be, and is not, responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the events as follows:

(8-F-1): CBF, CBF officials, officials, agents, and representatives are not present at CBF events with sufficient frequency to make any representations or warranties of safety to any competitor or other person. As a result, CBF cannot and does not take responsibility to ensure the adequacy - for purpose of safety - of the racing facility, safety personnel or equipment, or conditions of the premises including the waterways. The participants are solely and ultimately responsible for satisfying themselves as to the safety of the premises, pit area and race course.

(8-F-2): Participants: All participants are obligated to inspect the racing facilities, including the pit area and race course, including all of the conditions that would affect their participation in, before and after the event. Participants are solely and directly responsible for safety of their race craft and race equipment, are obligated to perform their duties whether as an owner, driver, or crew member in a manner designated to minimize, to the degree possible, the risk of injury to themselves and others. NEITHER CBF NOR THE PROMOTER, CONDUCTING CLUB CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A PARTICIPANT'S RACE CRAFT, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

RULE 9- GENERAL REGULATIONS

(9-A): The rules and conditions governing a race shall apply to all boats in such race.

(9-B): Boats shall be amenable to the rules after the warning or preparatory signal has been given, and until the particular boat has finished and is free and clear of the race course or has withdrawn from the race and left the course.

(9-C): The owner of a competing boat, his representative or employees shall not be allowed on the premises used and occupied as operating headquarters by the Race Committee. If requested to come to headquarters said owner or his representative may do so, but shall immediately depart therefrom when the matter which prompted the request has been attended to. Failure to leave said headquarters when so requested will subject to disqualification the boat owned or operated by the party so refused.

(9-D): When a rule does not seem clear upon any point, the only official interpretation shall be that of the Referee given in writing and duly recorded.

(9-E): Any club or organization belonging to the C.B.F. or anyone under the jurisdiction of this body who shall take into the courts any controversy arising from the interpretation of application of these rules and regulations shall be liable to expulsion, suspension or disqualification.

(9-F): There shall be no device or arrangement to specifically take advantage of external air pressure to produce or assist planning. (This clause has no reference to the use of air beneath the racing waterline of the hull). In addition, the use of oxygen tanks in connection with motors is prohibited.

(9-F-1): Hulls having adjustable planes or hydrofoils shall not be permissible.

(9-G): No owner, driver, or contestant or representative thereof shall hold any other, driver or contestant or representative thereof liable for any personal injuries or damage resulting from an accident of racing occurring in a sanctioned race, except as a result of deliberate collision or other premeditated acts of unsportsmanlike nature. The question whether the act was deliberate or premeditated shall be determined by the Referee subject to review by the Federation Board of Director.

(9-H): No person who has been expelled from the C.B.F. or who is under suspension by the Federation or by the C.B.F. Board of Director shall be permitted to officiate or assist in any capacity in connection with any sanctioned race or to engage in such race as a committee member, boat owner, driver, mechanic or passenger. At races sanctioned by the C.B.F. or conducted under the C.B.F. racing rules or by any club which is a member of the C.B.F., such person vessel, float, dock, pits or other premises under the control or supervision of the race committee or club conducting the race, or used by the officials, or contestants or their assistants in connection with the race. No boat or motor or other racing equipment owned or chartered in whole or in part by such expelled or suspended person shall be allowed on the race course or any of the aforesaid premises.

(9-I): No person who is a member of the C.B.F. or of a club belonging to the C.B.F. shall enter, compete, officiate or in any way participate in, and no club which is a member of the C.B.F. shall supervise or conduct, any power boat race which has been declared unapproved by the Board of Director of the C.B.F.

(9-J): In the event of a violation of any provision of Rules (9-H) or (9-I), the Board of Director of the C.B.F. shall be empowered in its absolute discretion to impose any or all of the following penalties, or take such further action as in its judgment is warranted by the circumstances.

(9-J-1): Revoke any sanction which may have been granted by the Canadian Boating Federation.

(9-J-2): Refuse to grant future sanctions.

(9-J-3): Refuse to recognize any record established during the regatta or race.

(9-J-4): Refuse to permit any points scored during such regatta or race to count towards any C.B.F. trophy, certificate or any other objective or prize.

(9-J-5): Suspend any owner, driver, contestant or official for an appropriate period from participating in any sanctioned race.

(9-J-6): The Board of Director of the C.B.F. shall have the power to enforce or suspend any part of these Rules (9-H), (9-I) and (9-J) at their discretion.

(9-J-7): When possible, National Office of the C.B.F. shall send notice to all persons on their mailing lists that a particular regatta has been declared unapproved. In an emergency, however, an announcement to that effect, authorized by any member of the Board of Director of the C.B.F., at any race shall be deemed to constitute good and sufficient notice.

(9-K): No Red articles, such as clothing, umbrellas or placards, shall be allowed on the starter's barge during the running of a regatta.

(9-L): Any divisional Committee shall be empowered to adjust rules (except General Racing Rules) within its specific division during the current year, providing said change receives the support of 60% of the committee members.

(9-L-1): Said change to take effect within a minimum of fifteen (15) days from date of publication or as indicated. **(9-L-2):** Change made by this procedure must be voted upon at the next following annual convention by the Divisional members present as to final acceptance. Rejection will not alter the previous season's results.

(9-M): The various Division representative shall be elected from those nominated at the Annual Meeting.

RULE 10- POSTPONEMENT

(10-A): By a majority vote of the drivers the Race Committee or Referee may postpone a race, should unfavorable weather or other circumstances make a postponement advisable. A race postponed or rerun shall be considered a new race, except when the boats are called back for a restart (as defined in Rule 12).

(10-B): Sufficient notice of the change of time of start of a proposed race shall be given to all contestants. Should it be necessary to postpone a race, the Black Flag will be prominently displayed at the official starting line.

RULE 11- STARTING AND FLAG SIGNALS

(11-A): In all races, a clock start must be used and said clock must be not less than six (6) feet in diameter and Posted at the judges' stand so as to be clearly visible to all contestants preparing to start. This clock shall indicate the elapsed time of the last minute before the start.

(11-B): Unless otherwise specified in the Circular of Conditions, the Signal for all races shall be as follows:

(11-B-1): The preparatory signal will be fired five (5) minutes before the start of the race and at this time at the Judges' Stand a Green Flag four and the clock set in Motion

(11-B-2): Exactly sixty (60) seconds before the start, the one (1) minute warning, a White Flag displayed at the Judges' Stand the Green Flag shall be immediately lowered.

(11-B-3): The official start shall be the exact instant when the hand of the starting clock indicates that the final minute has elapsed and at this moment the starter shall drop the White Flag to indicate that the race has officially started and a starting gun may be fired to call attention to the dropping of the White Flag.

(11-B-4): In the event of a false start (as defined in Rule 12) the starter will display the Yellow and White Flags crossed and when in the opinion of the Referee the field is ready for a restart, the one (1) minute gun will be fired and the starting signals repeated as described above.

(11-C): A boat (CRUISER) with the turn judge in it shall be placed on the inside of the turns to display the flags to the contestants.

(11-D): Flag signals are used in accordance with these rules to designate specific times or to give instructions to contestants.

(11-E): Special flag instructions are contained elsewhere in these rules. Briefly, the flags and their purposes are as follows:

Black Flag	Return to pits - Do not leave pits.
Red Flag	Competition is stopped- stop dead in water.
White Flag	Time between one minute gun and start, and signifying leader has started last lap.
Green Flag	Time between five minute and one minute gun, and while race is underway, with the exception of the last lap.
Yellow Flag	Problems on race course- Continue with caution.
Checkered Flag	Finish.

(11-F): All regatta sponsors are encouraged to use a starting camera having a wide angle lens and which will produce an instant photographic start, and to employ a qualified cameraman. If a regatta proposes to use a Starting camera this shall be stated on the race circular and when a photo of the start is available, it shall be shown to the driver's rep. if he desires to see it. In regard to a dispute at the start/finish line all documentation shall be retained for the duration of the day.

(11-G): All boats finishing a heat must proceed a safe distance past the finish line, staying on the course and remain on the course until all boats have finished the heat. At his discretion, the referee may display a Black Flag indicating return to pits.

RULE 12- START AND FINISH

(12-A): The start of handicap races may be made in accordance with the handicap time allowance in which the Race Committee starts each boat separately, or all may start together, the winner being calculated at the finish of the race.

(12-B): The official timing of all boats in the race shall start when the clock in on zero for the start race.

(12-C): The time of finish of each boat shall be taken when the boat's bow crosses the finish line.

(12-D): After crossing the finish line, a boat shall not interfere with any boat still in the race as to affect the time of such boat at the finish.

(12-E): A boat shall not be allowed to start in any particular race or heat after the leading boat has completed one (1) lap of the race course. No boat will be allowed to leave pits. No boats other than those to enter the heat shall leave the pits after the five (5) minute gun has been fired.

(12-F): The official start shall be the exact instant when the hand of the starting clock indicates that the final minute has elapsed and the referee and all other officials must use the clock rather than either flag or gun in determining disqualifications, etc.

(12-G): An additional start can be called if, in the opinion of the Referee, the Race Committee has failed to record the number of those boats which have crossed the starting line before the official start, or if the Race Committee has acted in error.

(12-H): Boats starting before the starting signal shall be disqualified unless a restart is ordered in accordance with RULE (12-I) & (12-I-1). A boat may not turn to make a restart, except as provided in the rules. The running of an extra lap shall not be considered a fair start unless provided in the rules. All drivers recognizing a recall signal shall by "Holding up hand".

(12-I): The restart is to be made immediately or as soon after as the program will permit. In the case of a restart being ordered, Yellow and White flags crossed should be displayed, followed by a one (1) minute gun and the clock.

(12-J): Should the restart be postponed to a later time, a Black Postponement Flag will be shown and the boats shall return to the pits for instructions and an announcement concerning disqualifications.

(12-J-1): Every start, unless where a restart is called, shall be final, even if there is only one (1) legal starter. In the event there is no legal starter, the heat shall be restarted.

(12-J-2): On the first restart the boats would refuel in the water, if a second restart is necessary the boats will be taken out of the water and put on the trailer for refueling.

(12-K): In the event of a heat being stopped, the boat or boats that caused the race stoppage, other than jumping the gun, will be excluded from the restart.

(12-L): The starting line shall be of sufficient length to permit all starters to start abreast without interference. Both ends of the starting line shall be plainly marked, and the flagman shall be on the line, clearly visible to all contestants. All competing boats must cross the starting line between the markers indicating the official starting line and the official stand.

(12-M): A boat shall be disqualified which approaches the starting line at other than a right angle, or nearly so within 500 feet of the starting line. A buoy shall be located at a point 500 feet from the starting line.

(12-M-1): Milling around, between the 500 foot buoy and the starting line shall be forbidden and all turns must be made to the left in any area while approaching the starting line and maneuvering for a start. (The Referee may at his discretion alter the general plan of this rule and location of the buoy when space limitations on certain course so demand to insure good starting and the safety of the contestants).

(12-N): All boats must complete the race to receive the checkered flag their crossing of the start/finish line. When all boats on the last lap have received the checkered flag, the black flag will be shown for all participants to return to the pits.

RULE 13- MARKS

(13-A): A mark is any buoy or other object used to indicate the course.

(13-B): All marks, shall show a ball or cone or be marked as advertised by the Race Committee.

(13-C): should any mark be absent or moved from its proper position during a race, the Race Committee shall, if possible, replace it. Failing this to establish the mark, the race may be ordered rerun or not, at the option of the Race Committee.

(13-D): The buoy must be so constructed as to inflict no major damage to racing craft striking said buoy.

RULE 14- RIGHT OF WAY

(14-A): When two (2) boats are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

(14-A-1): When two (2) boats are meeting end on, each shall alter her course to starboard.

(14-A-2): When two (2) boats are crossing, the one which has the other on her own starboard side shall keep out of the way.

(14-B): Where by any of these rules, one of the two (2) boats is to keep out of the way, the other shall keep her course and speed.

(14-C): Every boat which is directed by these rules to keep out of the way of another boat shall, if the circumstances of the case admit, avoid crossing ahead of the other.

(14-D): Every boat which is directed by these rules to keep out of the way of another boat shall, on approaching her, if necessary, slacken her speed, or stop or reverse.

(14-E): Every boat overtaking any other shall keep out of the way of the overtaken vessel.

(14-F): In obeying and construing these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

RULE 15- OVERLAP

(15-A): An overlap may only be established when two (2) boats are on the same course or approximately the same course and the overtaking boat has no longer a free choice on which side she shall pass. The inside boat may gain the right of way by establishing an overlap even after the outside boat has altered her helm for the purpose of rounding the mark.

RULE 16- OVERTAKING

(16-A): An overtaking boat shall, as long as an overlap exists, keep clear of the boat which is being overtaken. The overtaking boat must not alter her course until, for Stock Outboard and Outboard Performance Craft Divisions a one (1) boat length of open water exist and for the Inboards four (4) boat lengths of open water exist and Grand Prix Division a six (6) boat length of open water exist.

RULE 17- PASSING MARKS

(17-A): Should, however, an overlap exist between two (2) boats when both of them are about to pass a mark on the required side, then the outside boat must give the inside boat room to pass clear of the mark.

(17-B): Contestants who have failed to turn a mark must return immediately and circle to the left, inside the course and pass the missed marker on the proper side, keeping clear of the balance of the field in so doing.

(17-C): All turning buoys and course buoys shall be passed on the driver's left hand.

RULE 18- ALTERING COURSE

(18-A): When one (1) or two (2) boats is obliged to keep clear, the other shall not alter her course so as to involve risk of fouling.

RULE 19- BEARING AWAY

(19-A): A boat shall not bear out of her course so as to hinder another in passing to starboard.

RULE 20- ACCIDENTS

(20-A): After an accident all involved boats will be taken out of the water to be checked by the Inspector or Referee prior to being permitted to race again. An incident report must be filled with the officials.

RULE 21- PROTESTS AND APPEALS

(21-A): Protests arising from sanctioned regattas must be filed in writing with the Referee, not later than thirty (30) minutes after the official finish of last heat of racing on the day's schedule, or when it concerns legality of equipment, within one half (1/2) hour after inspection has been completed. The Race Committee shall then meet to settle such protests. A copy of all protests shall be sent immediately to the Board of Director. Owners or drivers shall have the right to protest any violation of the racing rules. If the protest concerns the eligibility or legality of a motor, the complainant must post a \$50.00 protest fee for Stock Outboard and \$500.00 for Inboards and Outboard Performance Craft the fee to be returned if the protest is found valid and the expense of inspection and settling the protest then to be borne by the defendant. If the protest is invalid, the fee shall be awarded to the defendant as compensation for his troubles. The contestant filing a protest must be a registered participant for the regatta and be in the same class. All decisions of the Board of Director Committee shall be final regarding violations of starting, driving and course rules. Appeals will be awarded only if a suspension of more than one (1) day is involved, or if the interpretation of a technical rule is challenged. Costs of such appeal to be \$50.00 or \$500.00 for technical infraction depending on the division. Under no circumstances will an appeal be entertained unless it is filed with the Referee within half (1/2) an hour of notification of suspension.

(21-B): If through protest, the measurement of a boat in a sanctioned race be called in question, the Inspector shall be the sole arbiter of such questions. In any case, the usual fee measurement shall be collected from the owner, if the measurements be found to exceed the measurement filed, and from the person protesting, if not. The owner of a boat so protested shall present his boat for re-measurement immediately after the race, or when required to by the Referee.

(21-B-1): In case any necessary expense is incurred to decide a protest, same shall be borne in full by the loser.

(21-C): Any contestant who wishes to appeal a disqualification imposed by the Board of Director may do so by filing with the Referee a written statement accompanied by a \$100.00 appeal fee. The matter will then be settled by the Board of Director, with all prize awards held in abeyance pending a final decision. If the appeal is upheld, the appeal fee will be refunded. (Otherwise, it will be utilized to defray general expenses of the Board of Director). Under no circumstances will an appeal be entertained unless it is filed with the Referee within a half (1/2) hour after the conclusion of the day's final event, or inspection has been completed if technical.

(21-D): In sanctioned races, after the owner or his representative has been notified in writing to comply with any rule, he (the owner or his representative) may file in writing with the Referee, a statement, previous to the start of any race, informing the Committee of the owner's intention to appeal to the Board of Director of the Canadian Boating Federation from any of the decisions made in which case the Referee shall allow the boat to restart in a sanctioned race and shall withhold announcing the results of the race until a hearing has been held by the Board of Director of the Canadian Boating Federation and an opportunity given to both sides to be heard. In case Board of Director rules that the appeal is justified then the performance of the boat shall be considered as official; should the Board of Director rule that the Referee was justified in his action, then the performance of the boat in the race shall not be recorded.

(21-E): A person lodging a protest or an appeal over disqualification will be afforded an opportunity via the duly appointed class driver representative for said race to present his case to the Referee of the day AND/OR his case to the Board of Director. The Vice President Racing will advise said person at least two (2) weeks in advance of the Board of Director.

RULE 22- DISQUALIFICATION

(22-A): Every boat must go fairly around the course without destroying, or dislodging any buoy unless forced to do so by another boat. In the event, only the offending boat will be disqualified.

(22-B): Any boat that fouls a buoy (except as provided above), and which doesn't return to pass the missed buoy as 17-B will have a one minute penalty. Any boat will be disqualified that forces another boat to foul a buoy or other obstruction or violates in any other way the rules governing right of way. See Rule 14.

(22-C): The Race Committee or Referee may, with or without a protest, disqualify any boat, should it come to their knowledge before the awarding of prizes, that she has committed a breach of these rules.

(22-D): Failure of the Race Committee, judges, or any other official directly or indirectly connected with the handling of a race or any other details to carry out any provision of the rules or regulations shall have no bearing whatsoever on the rights of any contestant or upon a contestant's duty to obey all rules.

(22-E): Should any boat or owner commit a breach of these rules, which is of a minor technical nature, and in the judgement of the Race Committee has had no direct effect on the relative position of the boats at the finish, said Committee shall have power to decide whether or not such boat shall be disqualified, subject to the approval of the Referee.

(22-F): Should it come to the attention of the Referee, or any member of the Board of Director that any owner, driver, contestant, or assistant of these, has violated any of these racing rules, which violation in the opinion of said Commissioner is of major importance or contrary to the best interest of power boat racing, has acted in an unsportsmanlike manner in connection with any racing event or whose conduct is unbecoming of a gentleman, then the Commissioner may disqualify, place on probation or suspend the said person or persons. Such probation or suspension shall be considered temporary, but in effect until such time as the matter shall have been disposed of in accordance with the By-Laws
First offence \$250 fine minimum plus CBF expense, loss of points, suspension depend on severity of the incident.

(22-G): Any driver or passenger who participates in a race without an approved life preserver and crash helmet is automatically suspended for a period of six (6) months, and any driver or passenger without a life preserver and crash helmet at any other time during a regatta when underway shall be suspended for a period of one (1) month.

(22-H): A boat will received a DNF (Did Not Finish) from a heat it in which it withdraws from a race course before crossing a finish line.

(22-I): Any driver who races a non-stock outfit or underweight hull in a sanctioned event in violation of the regulations covering said event will be disqualified for the day and warned. A second infraction of the same violation will result in a thirty (30) day suspension. A subsequent offence in the current racing year will result in a one (1) year suspension.

(22-I-1): During the period that any driver is under suspension for a non-stock offence, the hull and/or motor in question shall not be campaigned in any sanctioned regatta under the original ownership. The new owner must correct the fault which the outfit was disqualified for, before running the outfit.

(22-J): The Referee shall have power to discipline any official and any owner, driver or assistant who, whether actually competing in a race or not, shall violate any of the rules, a published local regulation or interfere with racing. The referee, at his discretion, may bar such person from further racing activities at that regatta, may compel the removal of his equipment from the waters and pits, and may void any position or prizes previously won. Any official on the Judges' Stand shall be relieved of his duties for the day if he coaches any driver with signals or in any other manner as the boats are coming up to the start.

(22-K): The referee will disqualify any driver for the testing of any boat and motor at a regatta site on the water independent of the shore if there is no patrol boat. It's will be on Driver or/and Owner OWN RESPONSABILITY

(22-L): Anyone bailing his boat, refueling or throwing garbage in the water, will receive a one (1) day suspension for the first offence, and thirty (30) days for the second offence.

RULE 23- PRIZES

(23-A): Prizes shall only be awarded in each class, provided there are three (3) or more starters and at least two (2) of said starters finish the race over the prescribed course, unless the Race Committee decides to waive such restrictions.

(23-B): If any boat be disqualified, the points for that heat shall be awarded to the legal boats in the corrected order of finish.

(23-C): No trophy, prize, or race shall be awarded to any person until all racing and protest fees shall have been paid.

(23-D): The prize shall be awarded to the owner of the boat. The owner may, if he so chooses, instruct the Race Committee to award the prize to the owner of the motor or to the driver.

(23-E): No prizes shall be presented for a protested event until all protests that might affect the prizes have been decided. In a sanctioned event, if any owner or driver gives notice of his intention to appeal from any decision of the Referee, the awarding of the prizes in that event shall not be made until said appeal has been decided.

(23-F): Any club holding a race under C.B.F. sanction and which requests the return of any trophy, prize or prize money, shall be required to put said demand in writing and mail it to the contestant involved by registered mail, return receipt demanded, with a copy to National Office for action by the Board of Director.

(23-G): Should any contestant refuse or fail to return any trophy, prize or prize money demanded by any Race Commissioner, who shall make said demand in writing and mail it to the contestant involved, by registered mail, return receipt demanded, he shall be immediately suspended from all racing.

(23-G-1): The amount of cash prizes in each class shall be specified on the Race circular.

(23-H): In the event that boats of smaller piston displacement are permitted by the STEP UP RULE to compete in a race for boats of larger piston displacement, the prizes posted for the heat of race shall be awarded as follows:

(23-H-1): When only (1) set of prizes is at stake, any boat permitted to start shall be eligible to compete for the prizes.

(23-H-2): When both trophies and cash are at stake the trophies shall be awarded to the boats of the class for which the heat or race was scheduled in order of their finish; and the cash shall be awarded to the placing boats in the order of their finish, regardless of whether or not they are step-ups or boats of the class for which the race was scheduled.

(23-I): To ensure that the amount of cash prizes specified on the race circular, as per Rule (23-G-1), is actually paid to contestants, the following rules shall apply:

(23-I-1): Fifteen (15) percent of cash prizes shall be deposited with the CBF office, thirty, (30) days prior to the first day of the event and deposited into an in trust bank account under the supervision and signature of the Treasurer of CBF and the Director of Clubs or any other persons named by them. In

case of non-compliance with this provision no sanction can be granted. The non-complying organization and the appropriate member shall be advised accordingly. If the race is cancelled the 15% in trust is not refundable.

(23-I-2): Thirty-five (35) percent cash prizes shall be deposited, before the drivers' meeting on the first day of the event, with the Board of Director's member assigned to that specific race and named on the race circular especially for this duty or with any other person appointed by him.

(23-I-3): The remaining fifty (50) percent shall be deposited before the drivers' meeting on the last day of the event with the same person as in Rule (23-I-2).

(23-I-4): Instead of Rule (23-I-1), (23-I-2), (23-I-3) above, other financial arrangements, approved by the Board of Directors, are acceptable (a bank letter of credit, a guarantee of payment by a municipality, bond, bank draft, etc.).

(23-I-5): It is the duty of the person named in Rule (23-I-2) to report on this matter at each drivers' meeting. It is also the responsibility of the referee to enforce this provision as per rule (29-B) and rule (30D).

(23-I-6): If for any reason rule (23-I-2), (23-I-3) and (23-I-4) above is not fulfilled, the director named in rule (23-I-2) has the authority to cancel the regatta and advise the referee accordingly. In this event, the fifteen (15) percent deposited in the "in trust" account is divided equally among boats registered at the Regatta, to pay for travelling expenses.

(23-I-7): The owners of boats registered in the cancelled regatta as per rule (23-I-6) above may overrule the decision to cancel the regatta by a unanimous vote.

(23-I-8): These rules shall apply to all CBF sanctioned events.

(23-I-9): In the event C.B.F. and a promoter agree to the joint running of an event, this event shall be called a "TURN KEY OPERATION". In an event such as this, it shall be the responsibility of each partner to handle its own portion of the event which must be clearly defined in writing. All administration fees (if any) must be in the possession of the C.B.F. National Office no later than five (5) months prior to the running of the event. All prize money must be in the possession of the C.B.F. National Office no later than sixty (60) days prior to the running of the event.

RULE 24- SCORING POINTS

(24-A): There shall be no points awarded for a heat that is not contested on the water. Trophies and prize money may be awarded, based on times for publicity purpose.

(24-B): The receivers of the trophies will be the winners of the final.

(24-C): If any boat is disqualified, the points for that heat shall be awarded to the legal boats in the corrected order of finish in the heat. If inspection reveals that a boat or motor is illegal, the boat shall be disqualified for each heat in which it raced and the order of finish shall be corrected for each heat.

(24-D): All classes shall be required to display the CBF logo decal (as supplied by the head office on the upright right side of the hull. The logo must be placed in such a way that it is visible from the shore level, when the hull is competing on the water. Any CBF registered hull and/or driver competing WITHOUT THE CBF LOGO DECAL at a CBF sanctioned event WILL NOT BE SCORED POINTS for heats run

(24-E): In dual sanction events, Canadian Boating Federation members will be awarded points, for high points in the Canadian Boating Federation, as per their official order of finish in the competition.

(24-F): Championships: All Divisions of racing may schedule National Championships when approved by the Divisional Committee of any class or classes. The Committee is not compelled to approve all classes at any one regatta.

RULE 25- OFFICIAL CERTIFICATES AND MEDALS

(25-A): On the approval of an Official Record by the appropriate Board of Director Committee, the National Office shall forward to the owner and driver of the boat credited with the performance, a suitably signed certificate.

(25-B): C.B.F. will supply a plaque to the boat owner and driver who becomes National Champion in his class.

RULE 26- SUSPENSION OF RULES

(26-A): The Race Committee shall have power to suspend any of these rules, by stating their suspension in the Circular of Conditions for the race, or by agreement with all of the owners of the competing boats.

(26-B): In sanctioned races when on account of local conditions special racing rules not provided by these rules, or changes in these rules are deemed necessary by the local Race Committee for a particular race, then the local Race Committee may send in writing to the Chairman of the Board of Director of the Canadian Boating Federation their suggested changes, and if approved in writing or by telegram, these may be used in the particular race in question and sanction granted.

RULE 27- CONDUCTING TIME TRIALS

(27-A): The club or sponsoring organization who desires to run time trials, should contact the C.B.F. National Office six (6) months in advance of the said event. The Board of Director will then appoint a representative, preferably the appropriate Group Chairman, to physically inspect the race site and course to verify that all requirement in the C.B.F. rule book are adhered to. All expenses for such inspection shall be the responsibility of the sponsoring club or organization, and the amount agreed upon by both parties shall be paid to the Canadian Boating Federation in advance of such inspection.

(27-A-1): The course shall be a straightaway of 5,280 feet in length for Mile Trials, or a straightaway of 3,280.833 feet in length for Kilometer Trials. To determine speed in miles per hour for a run over a Kilometer course the following formula should be used:

$$\text{M.P.H.} = 3600 \times \frac{1}{\text{Time in seconds}}$$

(NOTE: UIM recognizes one (1) nautical mile, one (1) statute mile and one (1) kilometer).

(27-B): The course shall be surveyed by a competent engineer approved by the Race Committee and he shall file a chart of same with distance, ranges, marks, buoys, etc., clearly indicating thereon in advance trials.

(27-B-1): At each end of the straightaway there shall be at least two (2) range marks placed exactly at right angles to the length of the course. These range marks shall be used by the timers when determining the time of start and finish.

- (27-B-2):** A floating buoy is not a range mark, but can only be considered in Time Trial courses as a guide to the competing boat, and such buoys are not to be used in timing the boat at start and/or finish.
- (27-C):** For Mile Trials, the boats may be timed with approved stop watches by at least six (6) competent timers approved by the Board of Director.
- (27-C-1):** As an alternative to this procedure an approved electrical device, designed to start and stop, approved stop watches or to indicate time on a printed tape connected by an approved electrical means, between the starting and finishing line, may be operated by two (2) or more competent timers approved by the appropriate Board of Director.
- (27-D):** For Kilometer Trials, the boats should be timed with an approved electrical device, designed to start and stop, approved stop watches or to indicate time on a printed tape connected by an approved electrical means, between the starting and finishing line.
- (27-E):** Signals of the timers indicating the starts and finishes of each of the runs shall be given electrically by means of an individual electrical connection or radio, established between the starting and finishing lines and the timers. Visual systems of signaling such as flag waving and the use of flash bulbs will not be accepted.
- (27-F):** The test shall consist of two (2) consecutive runs, one (1) of which shall be made in one (1) direction and one (1) in the opposite direction, on the same course. The boats shall be timed on each of these runs as provided above. The times as indicated by the watches for each run, read to tenths of a second shall then be taken. For the purpose of computing average speed from average time for each run fractions of .05 of a second or over will be considered as .1 second and fraction of .04 of a second or less shall be dropped. The sum of the speeds for the two (2) runs shall be computed and this sum shall be divided by two (2). The quotient will be the average speed of the boat in miles per hour. For Kilometer Trials the procedure to be the same as Mile Trials.
- (27-G):** The boats, power plants, etc., shall be measured by a competent measurer approved by the Board of Director and a copy of the measurements filed with the National Office. (NOTE: for UIM requirements on inspection see rule (28-K).
- (27-H):** A boat shall not leave the course before the two (2) runs are completed. Should it be necessary to refuel, this shall be done without leaving the course.
- (27-I):** There shall be no changes made in hull, power plant, crew, etc., during the progress of the trials, except as specifically permitted under the special Time Trials Eligibility rule for Inboards. Minor changes and adjustments shall be allowed.
- (27-J):** The starts shall be flying and time will be taken as the stem of the boat crosses the line.
- (27-K):** Each contesting boat will make the two (2) runs by herself in such order as shall be determined by lot.
- (27-L):** Time Trials shall be conducted at an organized sanctioned regatta held by an organized Club or Association unless otherwise authorized by the C.B.F. Board of Director.
- (27-L-1):** The Board of Director will not approve a sanction for a Time Trial for a single boat or for certain specified boats. Any person or persons wishing to hold a trial for a certain class or classes of boats may do so but such a trial must be conducted by a Member Club of C.B.F. in accordance with the rules for Time Trials and shall be advertised by means of a Race circular and open to all registered boats in the class or classes to be invited. The parties conducting such an invitational trial shall be responsible for all the expenses of sanction and conduct of the event and any entry fee charged to participants will be up to the Sanction club.

(27-M): The two (2) runs of any boat shall be completed within a period of fifteen (15) minutes.

(27-N): A boat shall have the privilege of making up to and including three (3) consecutive two (2) way runs from which shall be selected for the test the two (2) fastest consecutive (each way) runs. Also a boat which fails to cross the finish line on any one (1) run shall be allowed the privilege of a restart. However a total of only three (3) restarts shall be allowed.

(27-O): When a boat makes more than one (1) two (2) way trial but leaves the course between one (1) set of two (2) way trials and her next set of two (2) way trials, only those times shall be used which are made in any one (1) complete two (2) way trial.

(27-P): In order to be eligible to enter a time Trial each boat and driver must have first qualified in accordance with the special rules for Time Trial eligibility for his division of racing.

RULE 28- OFFICIAL C.B.F. RECORDS

(28-A): Official C.B.F. records will be awarded for the fastest speeds to date as follows:

(28-A-1): IN COMPETITION: All Classes: five (5) miles and/or those distances specified in the rules for the particular class.

(28-A-2): The distance specified by UIM are five (5), ten (10), and fifteen (15) miles.

(28-B): TIME TRIALS: All Classes: See rule for Time Trials requirements. The stop watches, scales or any other apparatus employed must have a certificate of accuracy delivered by an observatory or similar authority. This certificate must not be older than two (2) years.

(28-C): No record shall be considered unless approved by at least one (1) member of the Board of Director.

(28-D): All competitive records shall be made over a one (1) mile, one and one fourth (1 1/4) mile, one and two thirds (1 2/3) mile, or two and one half (2 1/2) mile course, unless otherwise specified in the rules for the particular class.

(28-E): Any boat that betters an existing competitive or straightaway record shall be subject to inspection immediately after its performance unless entered in another event on the same program. In the latter case, the motor must be sealed by the Inspector pending subsequent inspection.

(28-F): No record (in competition) shall be awarded unless there are at least three (3) bonafide starters, all of who must be of class for which record is claimed.

(28-G): Official Canadian records shall be awarded only in races sanctioned by the Canadian Boating Federation.

(28-H): There shall be no records awarded for lap speeds.

(28-I): Supervision of records and contests shall be vested with the Board of Director. (NOTE: UIM specifies that courses must be laid out in relation to known marks on land).

(28-J): Official records shall be awarded only when an official referee approved by the Board of Director, is present.

(28-K): The boat and motor which establishes an official record shall be inspected and measured by two (2) persons approved as inspectors and so named on the Race circular by the Board of Director. For Canadian records only one (1) inspector is required. (For world records UIM requires that the measurement certificate be signed by two (2) inspectors, and either the Chairman of the Board of Director for a competitive record or the Board of Director representative for a straightaway record).

(28-L): No Canadian Record or World's Record shall be awarded unless the course be surveyed in accordance with C.B.F. instructions and requirements, the boats timed and the motors inspected by persons approved by the Board of Director.

(28-M): Any official Canadian Record shall only be awarded to a person who is a FULL RACING MEMBER of the C.B.F., excluding the one (1) day racing membership. Both owner and driver must be a full racing member.

(28-N): The various officials shall file the results of events involving official records in accordance with C.B.F. requirements. These must include Surveyor's statement; Certificate of Accuracy of Timing Equipment; Contestant's Entry Blank; Scorer's and Timer's sheets, and Inspector's Report.

(28-O): Only one (1) record shall be allowed in any one (1) particular race for a given class and division.

(28-P): In classes having both piston displacement and hull requirements, a boat must comply with all requirements of the class for which a record is claimed.

(28-Q): The highest speed made during the regatta for that particular class, provided the same is at least in accordance with UIM rules which allow a record only if the new speed equals or betters the old speed multiplied by 1.0030.

(28-R): A member of the Board of Director must be present at all Time Trials for speed and his expenses must be paid by the organization to whom sanction is granted. The Board of Director member present shall personally check and approve all facilities and shall personally be present in his official capacity at all runs for which records are claimed.

(28-S): Time Trial Records must EXCEED established COMPETITION RECORDS to be considered.

RULE 29- REFEREE AND DUTIES

(29-A): At sanctioned races a Referee approved by the C.B.F. and designated for the race in question by the sanctioning officials, shall be present.

(29-B): It shall be the responsibility of the Referee to attend the drivers' meeting and to assure himself that all questions regarding rules, conduct of the regatta and conditions of awarding of posted prizes are thoroughly explained to all contestants. The Referee should also inform the drivers whether or not all requirements for sanction have been provided for.

(29-C): It shall be the duty of the Referee to see that all provisions of the racing rules are complied with by contestants and officials and report in writing to the C.B.F.

(29-D): No specific duties shall be assigned to the Referee such as timer, surveyor, inspector, judge, etc. He shall not act as a member of the Regatta Race Committee or any other Committee in connection with the race or regatta.

(29-D-1): He may advise the Regatta Race Committee or make suggestions for the proper handling of the race. He shall have power to enforce the conditions demanded for a proper basis for records. He shall insist that all provisions of the racing rules be complied with when records are at stake. He may decline to allow a speed made to be considered as a record if in his judgment the rules have not been complied with or enforced. His suggestions to the local committee as to course, conduct, inspection and compliance with rules, etc. must be observed. The Referee may over rule any decision of the Regatta Race Committee relative to these rules.

(29-E): Immediately after the conclusion of any event where an Official Record is claimed, the Referee shall make a report on blanks provided for the purpose and shall file two (2) copies of the report with the C.B.F. National Office.

(29-F): The Referee and/or the Official's Director is the bona fide representative of the C.B.F. Board of Director with all personnel connected with the regatta, officials, drivers, mechanics and owners to be under the jurisdiction of the Referee during the entire regatta.

(29-G): Designation of a Referee to attend any regatta shall be made by the proper official of the C.B.F. from the approved list of referees.

(29-H): Expenses of the Officials shall be paid by the organization holding the sanctioned event.

(29-I): In case of emergency any Official or Director of C.B.F. may designate a Referee for any particular regatta.

(29-J): Once approved all officials have to function in the appropriate classes at least once every two (2) years to maintain approval. If an official remains a member of this Federation and wants to stay in boating and do other jobs, his name shall remain in the rule book under the jobs he has previously done.

(29-K): All decisions of the Referee shall be final regarding violation of starting, driving, and course rules. There will be no appeals or protests of the Referee's decision on course infraction. Appeals will be allowed only if a suspension is involved. Technical questions about the legality of a boat or engine shall be referred to the appropriate Technical committee.

RULE 30- INSTRUCTIONS TO THE REFEREE

(30-A): Because the actual control and direction of the regatta is carried out by the Regatta Race Committee (Chairman, Timer, Scorer, Starter and Inspector) the Referee takes no part in the active officiating as long as all aspects of the rules and sanction requirements are observed by both officials and contestants.

(30-B): In actual practice, the Regatta Race Committee can profit by the advice of the Referee before deciding questionable points relative to incidents on the race course or interpretations of the rules. In the event of an improper decision, the Referee is authorized to overrule the Regatta Race Committee.

(30-C): The Referee should be on the alert to see that the officials themselves obey all rules and impartially compel obedience by all others. He must be sure the timing, scoring and other details of procedure are properly handled and correctly recorded on the standard form. He attends all drivers' meetings, protest hearing and any meetings of the Regatta Race Committee and while he may advise, he does not vote.

(30-D): It is the particular duty of the Referee to see that adequate pit facilities and course patrol are provided and that promise as to prizes or other inducements of the race circular are fulfilled.

(30-E): The rules provide that the Referee has power to recall a start, or annul starting disqualifications when the officials have erred in the starting procedure. Therefore, the Referee must pay particular attention to the operation of the clock, chronometer and flags.

(30-F): When records are claimed, the Referee must see that the boats and motors are inspected by competent measurers, the timing verified and the course rechecked by the surveyor. The complete report of his findings must be forwarded on the Referee's Certificate.

(30-G): Although a Referee is forbidden to act in other official capacities, this does not prohibit his instructing officials when they obviously are unfamiliar with their work. To observe formalities all matters are handled through the Regatta Race Chairman.

(30-H): The Referee must realize that he is not there merely to find fault, but to prevent errors if possible and to help make a smooth running regatta. While rendering this assistance, he still must never assume the responsibilities rightfully belonging to the Regatta Committee Chairman and other officials.

RULE 31- RACING NUMBERS AND BOAT REGISTRATION

(31-A): All boats entered in sanctioned races must be registered annually with the C.B.F. office and display the racing number assigned. The use of numbers that are unauthorized or not officially assigned for the current year is forbidden. Such boats may not be scored or allowed prizes. Numbers not assigned for current year are void.

(31-A-1): The CBF will divide racing forms into Divisions of like boats and styles of racing. These Divisions may manage their own rulebook by committee and report to the CBF Board of Directors VP of Racing. Note that this is not to contradict the voting power in By-Law 229.00, but for Racing Rule management only. Members registering to the CBF will be placed into one of the following Divisions:

Division	Abbreviations	Voting Rights per By-Law 229.00
Stock Outboard (Stock/Modified/PRO)	SO-MO-PRO	Outboard Member
Outboard Performance Craft (OPC, Tunnel Boats)	OPC	Outboard Member
Thundercat (Inflatables)	TCAT	Outboard Member
Outboard Drag	OD	Drag Member
Inboard Hydroplane	IH	Inboard Member
Inboard Runabout	IR	Inboard Member
Grand Prix	GP	Grand Prix Member
Vintage (Outboard and Inboard)	V	Vintage Member
Jet River	J	Jet River Member
Offshore	O	Offshore Member
Personal Watercraft (PWC)	PWC	Personal Watercraft Member

(31-B): Registrations and assignment of racing numbers becomes effective January 1st and are valid until the following December 31st unless rescinded or surrendered. The numbers of the previous year will be reserved for that member or outfit for one (1) additional year.

(31-C): Owners must not use the same racing number on more than one (1) hull (with the exception of those in the Stock or Formula Outboard Division). When boats are sold, they must be registered and new numbers assigned to the new owner except when the old owner surrenders the number, and consents to a transfer to the new registrant by National Office. Owners must remove racing numbers from hull when possession is given to a non-registered individual.

(31-D): The annual fee for registration an additional class is \$5.00 in Outboard Division and \$25.00 for other Division per year. Fees must accompany your membership application. The fee for registering the first class is included in the Racing Membership dues.

(31-E): To be eligible to register boats and motors and to participate in sanctioned races, every owner and participant must be a Racing Member of the C.B.F.

(31-F): Upon receipt of the application for a Racing Number, properly filed out and signed, and accompanied by the correct fees, C.B.F. National Office will assign racing numbers and forward to the owner a Boat Registration card. These cards, must be presented to the registry official at every race. The Release from liability must be signed before any membership cards will be issued.

(31-G): The measurer is empowered to check for legality of all numbers in accordance with these rules. If it should be found by him that they do not meet the requirements, a maximum time limit of six (6) days will be given for these numbers to be corrected.

(31-H): The assignment of a racing number, and the assignment of a boat registration card, in no way guarantees that the boat and motor is qualified for any particular class. The official measurement determines this, and judgment of the legality rests with the Race Committee at all regattas.

(31-I): Entrants are expected to comply with all government regulations affecting their boats and specifically required registration numbers.

RULE 32- BOAT NAMES

(32-A): The sponsorship of boats shall be permissible; but does not in any way interfere with the legibility of the racing number.

(32-B): No boat shall be allowed to carry names that are obscene or might be of such a nature as to cause embarrassment and cast discredit on the sport.

(32-C): The General Racing rules shall prevail in all situations not specifically covered in the General rules for Inboards, the Technical rules for Inboards, the Outboard rules or the Stock Outboard rules. In the Inboard division, there shall be no restriction to the size of the letters as long as they do not interfere with the legibility of the Racing Number. This rule also applies to Formula Outboards, Outboard Performance Craft, Jet River, Drag and Offshore Divisions.

RULE 33- MEASUREMENT AND INSPECTION

(33-A): Motors, hulls, and other equipment subject to these rules, shall be inspected by the Measurer and/or Inspector. Each entry must be inspected to ensure the boat is seaworthy, of safe construction, and that all mechanical devises for steering, throttle, etc., are in good and safe working order. Also that life jackets and helmets worn by the driver are of a type approved by the C.B.F. and are in sound condition in accordance with C.B.F. safety regulations. A report of any violation of rules and regulations should be submitted at the earliest possible moment to the Race Committee for action.

(33-B): Such equipment shall be available for examination previous to the race and if found not in compliance with any governing rule or regulation, unsafe, unseaworthy, or unmanageable, or if the owner or driver has failed to live up to the spirit or letter of the rules, the Race Committee or Referee may rescind the entry. Correction or substitution may be permitted if made previous to competing in the race but the start shall not be delayed to allow compliance. Dismantling of motors before racing shall not be required.

(33-C): Between heats and immediately after the finish of a race, contestants shall report with their boats and motors to the Pit Manager at such place as designed by the Race Committee. The boat and motor shall remain in the custody of the Pit Manager until dismissed, and no mechanical work shall be done on the motor nor alteration made in the hull without permission. Minor adjustment or repairs between heats shall be permitted.

(33-D): The Measurer shall have the power after the finish of any race to order any contestant to dismantle his motor for inspection and measurement. Any contestant refusing to comply with the orders of the Measurer or Pit Manager and who violates the provisions of rule (33-C) of the rule shall be disqualified by the Race Committee.

(33-E): In sanctioned regattas, each winning or record claiming motor and such others as may be designated by the Race Committee shall be torn down, inspected and measured. The Referee may waive inspection, except when a special Inspector is assigned by the Race Commission or at Group or National Championship Regattas, if no protest has been filed and no world records are claimed.

(33-F): The Measurer shall inspect and check the boat and overall weights, with the same powers and requirements as for motors in other sections of this rule.

(33-G): The owner and driver shall be responsible for the condition of the motor and hull as raced. Errors on the part of the manufacturer, boat builder, mechanic, or previous owner shall not excuse non-compliance with the rules.

(33-H): After inspection, the Inspector may apply seals of a distinctive design at all or any point. At subsequent regattas, the Inspector may waive inspection of the sealed parts, provided the seals are undisturbed. Tampering with or counterfeiting seals shall be punished by expulsion from all racing. Seals may be broken and removed in order to permit repairs, but in this case must be destroyed and not replaced.

(33-I): For purpose of measurement, cubic inch displacement is calculated on the cylinder bore using one of the following formula:

(33-I-1): Cylinder radius squared times 3.1416, times the stroke, times the number of cylinders.

(33-I-2): Bore diameter squared times .7854, times the stroke, times the number of cylinders.

RULE 34- SAFETY

(34-A): No contestant shall participate in a race, nor shall any official serve in an official capacity, while under the influence of intoxicants. The decision of the Referee shall be final on such matters. He shall suspend for six months any driver or official whom he believes to be under the influence of intoxicants, or who is seen partaking of any intoxicants before or during his participation in the regatta. On race weekends where a parade follows a day of racing, the parade of boats which is part of the festivities, will be considered as part of the race day. All intermediaries attending public events projecting CBF's professional image such as shows, parades and meetings, will consider these events as real racing events and govern themselves accordingly. At special events such as parties, receptions and press conferences, all intermediaries will show moderation.

(34-B): All participants in racing boats must wear an approved life jacket; with exception of boats equipped with type 4 capsules.

(34-C): All participants must wear adequate eye protection while boat racing or testing.

(34-D): It is recommended that all drivers of all boats, in all classes, incorporate a Kill Switch.

(34-E): It is mandatory that all Inboard and Outboard Performance Craft drivers of closed cockpit design hulls wear a flame resistant fire suit.

(34-F): Anyone strapped into a racing boat must carry an appropriate belt cutter in an accessible location in the cockpit.

(34-G): All propellers in all classes must be inoperative if an engine is started on shore.

(34-H): It is recommended that all C.B.F. racing and officiating members obtain, and wear at all times while a regatta is underway, a "Medic-Alert" necklace type dog tag showing all pertinent medical information for that person.

(34-I): Each division shall establish a safety committee and be responsible for defining and updating safety rules. Safety rules submitted to and ratified by the Board of Director for approval, and once approved shall supersede class or division rules. VP of division and Class Reps. to form safety committee with VP of division to be chairperson.

(34-J): Due to insurance requirements, every race site employs outside course markers. If a boat destroys or crosses over these markers, the penalty for this infraction will be disqualification from that heat of racing. The first and last marker buoys to be of large size while the others may be of smaller size.

(34-K): It is mandatory that all drivers have a medical assessment to assure they are physically fit to operate a high speed boat under the most exacting conditions. (See category rules for requirements)

(34-L): The CBF Safety Rules supersede all class and divisional rules.

RULE 35- SPECIAL EVENTS

(35-A): All special events, after two (2) years of running in this category, shall revert to the division of origin.

RULE 36- VINTAGE

(36): The vintage is open to all class of racing boat from Outboards through Unlimited.

A vintage hull shall be built prior to 1986 and must have been a racing hull at one time in its history. Exceptions to this rule would be:

- A. Complete reproduction or replicas
- B. Boats from discontinued classes
- C. Special interest hull exemplifying the "spirit of Vintage"

(36-A): Historic hull shall be built prior to 1941. Replicas or reproductions of the pre-war period shall deemed Vintage.

(36-A-1): Inspection all boats must be inspected:

Kill switches are mandatory. The only exception will be:

- A. An older outboard with a dead man's throttle or
- B. A master cutoff switch in a reinforced cockpit hull.

The use of protective headgear is mandatory. All drivers and riders are required to wear bright orange/red/yellow helmets, long sleeves, long pants, closed toed shoes and racing life jackets at all time while the race boat is in operation for the purposed of an exhibition run.

Five (5) lbs. dry charge, are equivalent, fire extinguisher must be readily accessible for each boat in the pit area. Fire extinguisher must be present while refueling.

Engines shall not be run or turned over on the beach or trailer, unless the propeller is disengaged.

All lifting straps and hardware on the hull must be of sufficient strength and attached properly to support the entire weight of the boat from any one of the lifting points. All lifting straps must be date tagged and load rated every three (3) years.

It is compulsory that all participants attend the driver's meeting.

A roll call will be held. Only participants who answer the roll call will be allow too launch for in-water activities. All participants must sign and Insurance Waiver and Release Form. New drivers can become qualified to participate in this event.

Minimum age for in-water participants: The minimum age for drivers and riders to participate an exhibition run is sixteen (16) years old.

Types of events:

- In Conjunctions Events (inboard or outboard races)
- Show Only Sanctioned Events
- Wet Meets

Collectors exhibiting equipment would HAVE TO BE A MEMBER OF CBF.

IF an Event is called a "WET MEET", CBF would allow "Fly Byes". Wet Boats should be awarded bonus Points.

RULEBOOK REVISIONS

This rulebook was updated: Dec 12,2016

Last time this rulebook was altered: Nov 2008

Below are rules affected in the 2016 Rulebook to create this 2017 Rulebook. For prior changes, see prior rulebooks.

Rules deleted: 2-N, 6-B, 9-F, 9-F-1, 20-A, 24 thru 24-F, 24-H, 24-J, 24-M, 24-O, 24-O-1, 24-P, 24-P-1, 31-F, 31-H-1, 31-I, 31-J, 31-K, 31-L, 31-N, 31-O, 31-P, 31-Q, 31-R, 34-C, 34-D, 34-D-1, 34-E, 34-K thru 34-K-4, 34-O, 34-Q-1.

Rules altered: 20-B, 34-B, 34-Q

Rules added: 31-A-1