



# Southern California Speedboat Club

## General Safety & Racing Rules

*These rules are adopted to provide a minimum structure and requirements for the orderly conduct of boat racing events. These rules will govern the racing at all SCSC sanctioned events. All participants in these events are deemed to have read, understood and confirmed their commitment to comply with these rules. Neither these SCSC Rules, the participating teams, event sponsors, event promoters or any event participants provide an expressed or implied warranty of safety and in no way provide a guarantee against injury or death to participants, spectators or others.*

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# 1 Safety Rules

## 1.1 Safety Responsibilities

- 1.1.1 SCSC officers, officials, agents, participating clubs, sponsors, vendors and representatives thereof have no responsibility to ensure the adequacy or competency of the racing facility, safety personnel or equipment, or conditions of the premises including the waterway.
- 1.1.2 Participants are responsible to inspect and determine to their satisfaction that the pits, course and general racing facilities and prevailing weather and all other matters that would affect their decision to participate are acceptable; are directly and solely responsible for the safety of their boat and associated racing equipment; must deliberately and consciously perform their duties so as to minimize the risk of injury to all participants.

1.2 **Substance Abuse.** No controlled substance, alcohol or other intoxicating agent can be consumed by any participant within 10 hours before the drivers meeting or during the event.

- 1.2.1 **Testing:** A breathalyzer or other text approved and/or administered by the Referee or their designee may be required of any participant who signs the insurance release form.
- 1.2.2 A participant who refuses to be tested will be deemed to have failed.
- 1.2.3 Consequences of failing the approved and administered test are:
- **1<sup>st</sup> failure** – not allowed to participate in the balance of the event, loss of points and no refund.
  - **2<sup>nd</sup> failure** – not allowed to participate for twelve (12) months, loss of year to date points and no refund.
  - **Additional failure** – not allowed to participate in SCSC events, loss of year to date points and no refund.

1.3 **Medical Incapacity.** A driver, rider or course official will not participate while using any medical device that limits the flexibility of any joint or interferes with their normal vision in the sole judgment of the Safety Manager.

1.4 **Safety Inspection.** All boats, at each event, must receive and pass, as noted on the boat's inspection form, a safety inspection based on the general safety rules and those for their class prior to being allowed to launch at the event.

- 1.4.1 The events Chief Inspector or their designee will perform all safety inspections and report their results to the Referee.
- 1.4.2 Failure to pass the safety inspection for any violation will bar the boat from further participation until the violation is corrected and has passed the safety inspection for their class.
- 1.4.3 Any boat involved in a flip or contact with another boat, the shore, buoys or other water born items or motion that at the discretion of the Referee warrants investigation will be required to pass a new safety inspection.

## 1.5 Personal Safety Equipment

- 1.5.1 **Shoes:** All participants must wear closed toed shoes when on the race course, in the pits and at the launch ramps.
- 1.5.2 **Eye Protection:** When onboard any racing boat a helmet face shield, goggles or ANSI/OSHA approved safety glasses with restraint straps must be used.



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- 1.5.3 **Uniforms:** When on board any racing boat, driver and rider must wear long sleeves, long pants and closed toed shoes. For all inboard powered boats, a Nomex or comparable fire-retardant material uniform with tight fitting cuffs must be worn.
- 1.5.4 **Helmet:** When onboard any racing boat a helmet must be worn whenever the race boat is in the water.
  - 1.5.4.1 One of the following Snell specifications must be met: K2010, M2010, M2015, SAH2010, SAH2015, EA2016 or CMS/CMR2016. Helmets that not labeled to these standards must get the approval of the event Safety Manager prior to use at the event.
  - 1.5.4.2 Participants in open cockpits flatbottoms (i.e.: Sportsman Extreme, GPS100, Super Stock, Unblown Flat, KRR, Crackerbox Pro - See CBRA Rules, Grand Nationals, Competition Jet Boat, Classic Endurance) must use, as a minimum, helmet support straps secured to the participants uniform or life jacket. The use of a head & neck restraint device is mandated however not limited to manufacturer or type, i.e. D-Rings, Hans, Leatt, Neck Airbag System. Use of a “donut” is only allowed with a “D-Ring” style helmet restraint system. Use of a “donut” without any other style helmet is restraint system is prohibited.
- 1.5.5 **Life Jacket.** When onboard any racing boat in the water the life jacket must be securely fastened.
  - 1.5.5.1 Must be designed for racing with integral leg straps or thigh skirts; must have impact material covering the back and sides; must be covered with puncture and tear resistant outer covering; must meet or exceed USCG Type II flotation and UL standard 1123, have a 10% or greater flotation balance and an 18 pound or greater flotation; must have a sewn in manufacturers label showing the date of manufacture or recertification; must be recertified every three (3) years from date of previous certification.
  - 1.5.5.2 A participant may be required to demonstrate that the life jacket is functioning properly at the sole discretion of the Referee.
- 1.5.6 **Ballistic Pants:** All drivers and riders are required to wear ballistic pants when in the boat on the water.
- 1.6 **Hull and Hardware Safety**
  - 1.6.1 **Return Throttle.** The throttle must have a positive spring return to a neutral or idle position independent of participant action.
  - 1.6.2 **Flotation.** The hull must float without participant intervention supporting the hull, motor and occupants in a swamped state.
- 1.7 **Rescue Safety**
  - 1.7.1 All safety and rescue matters will be the responsibility of the event Safety Manager.
  - 1.7.2 Each event will have an ambulance, medical staff, dive team and rescue teams ready to perform their duties in the location assigned by the race director prior to any race boats entering the water. These resources will remain on duty and have no other assigned duties until the Event Manager declares the days event closed.
  - 1.7.3 The Safety Manager will assure that the planned receiving hospital has been contacted prior to the event and made aware or the event.
  - 1.7.4 The rescue boats, Event Manager, Referee and Safety Manager must have communication equipment sufficient to ensure open and immediate communication. Any patients' condition can only be discussed in confidence with the Safety Manager.
- 1.7.5 **Rescue and Safety Personnel**



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- 1.7.5.1 **Ambulance Medical Attendant.** Must be certified and authorized to use all of the equipment in the ambulance and to transport patients to the planned receiving hospital. The equipment in the ambulance must be on site whenever boats are on the water and must be in the location assigned by the Safety Manager.
- 1.7.5.2 **Medical Staff.** The race should have an appropriately trained responders in attendance. At a minimum the race must be attended by two (2) certified EMTs.
- 1.7.5.3 **Dive Team.** A minimum of four (4) certified divers must be in their assigned position at all times that race boats are on the water. Divers may attend the drivers meeting and must be familiar with the safety equipment on and the structure of each race boat.
- 1.7.5.4 **Rescue Team.** Must be at least 18 years of age and authorized by the Safety Manager to be on a rescue craft. There must be a minimum of two (2) people per boat, one of whom must be an EMT – Basic certified, and one of whom must demonstrate a working knowledge of how to right and tow each type of boat.

### 1.7.6 Rescue Boats

- 1.7.6.1 Two (2) boats equipped to carry one or more participants in a supine position will be in their assigned position before race boats enter the water.
- 1.7.6.2 Each boat must carry a set of signal flags, flares and radios whose operation is confirmed by the Race Director and or Referee before the start of each heat.
- 1.7.6.3 There is a now wake zone within 100 feet of an accident.
- 1.7.6.4 The rescue boat driver must remain at the driving station.

### 1.7.7 Rescue Equipment per Boat

#### 1.7.7.1 Hardware

- Belt cutters or knives – with each diver
- Basic scuba equipment with a minimum 40 cu. Ft. tank
- Prying tool (minimum 12 inch)
- 16-inch cable cutter
- Stokes basket or other rigid immobilization device
- A minimum of 25 to 50 foot tow rope with heavy duty quick connects
- Equivalent of 20 lb. dry chemical (ABC) fire extinguisher
- Radio and spare battery

#### 1.7.7.2 Medical

- Body substance isolation devices
- Airway kit including basic airway adjuncts, a bag-valve mask and manual or mechanical suction
- Basic BLS trauma kit
- Blankets and towels
- Liquid detergent

### 1.8 Event Safety

- 1.8.1 **Fire Extinguishers.** Each boat's pit must have a dry charge fire extinguisher with a minimum rating of 3A30BC; a gauge indicating the charge; the fire extinguisher must be in current certification compliance; fire extinguisher must be manned when fueling.
- 1.8.2 The propeller must be disengaged or removed before the boat's engine is turned over or started.



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- 1.8.3 Crane areas must be separate from non-crane pit areas and accessed only by participants authorized by the Safety Director.
- 1.8.4 The Referee is solely responsible for determining and communicating when racing will take place.
- 1.8.5 The Rescue Team or Turn Judge may ask the Referee to halt any boat in which the participant appears to lack control.
- 1.8.6 If a boat flips or a participant leaves the boat all water activity will cease except for rescue boats.
- 1.8.7 Any aircraft over a race course while boats are on the water must have the written consent of the Safety Manager.

## 2 Event Management

- 2.1 Events will be managed and under the sole control of the Event Management Team which will include Event Director (aka Race Director), Referee, Safety Manager, Rescue Captain, Risk Manager, Chief Inspector, Registrar, Starter and Scorer. The Race Director, may, if necessary, also work in the capacity as the Referee for the event with the approval of the Event Management Team, however, whenever possible the Referee should be separate from the Race Director.
- 2.2 Members of the Event Management Team will excuse themselves from any issue in which they have or are deemed by the Event Manager Team to have a direct commercial or competitive interest that may affect the outcome of an issue.
- 2.3 The members of the Event Management Team are appointed by SCSC.
  - 2.3.1 All inspections, incidents, actions, scoring and timing are to be recorded on the approved forms provided by SCSC.
  - 2.3.2 Members of the Event Management Team will have no responsibilities or duties other than those of their position except as noted in 2.1 above.
  - 2.3.3 The Event Management Team will meet prior to the drivers meeting and race boats entering the water to confirm that all pre-race requirements are complete as well as the number of heats per class and number of boats per heat. The Referee, Safety Manager and Risk Manager each have the right to veto any decision to open the event.
  - 2.3.4 No person shall be appointed to perform in any official capacity at an event who is currently under suspension, whose suspension is pending appeal, has been expelled from participation by SCSC or any sanctioning organization recognized by SCSC, nor shall any boat in which they hold an ownership interest be allowed to participate in the event except where the terms of suspension require supervised official participation in events.
- 2.4 **Event Management Team and Responsibilities**
  - 2.4.1 **Event Manager (aka Race Director).** Will be the chairperson of the Event Management Team; will assure that the personnel, facilities, equipment, contracts, community support, insurances, event promotion, security, medical support, promoted prizes and participants are in place for and managed during the event; will have in their possession, before any boats are allowed on the water, a copy of the insurance certificate and signed participant insurance waivers/release forms for the event; will announce the opening of each day of the event before race boats are on the water; will be responsible for all actions taken or discipline exercised on all matters not covered by these rules; will remove any appointed



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- official who fails to satisfactorily accomplish their responsibilities; must be in radio contact with the Referee.
- 2.4.2 **Referee.** Will be responsible for compliance with all general and class rules under which the event is governed and for all actions taken or discipline exercised under these rules; will attend the drivers meeting; will (or their designee) be on the judges stand at all times when race boats are on the water; will assure all scoring and timing is properly recorded; will approved the course; will determine and announce the order of finish for each heat of racing or time trial; will instruct the Starter when the yellow or red flags are to be used; will notify any participant of disqualification and record the action; will have the sole authority to allow racing to continue or cease; within two (2) days following the event report to SCSC the details of protests, appeals, disciplinary actions, penalties imposed, and the racing results of the event. SCSC will have the authority to review and accept or modify these reports for 30 days following the close of the event.
- 2.4.3 **Safety Manager.** Will be responsible for compliance with all safety rules under which the event is governed and all associated facility and team inspections and for all actions taken or discipline exercised under these rules and record the action; will notify the participant, Event Manager, Referee and Risk Manager of any safety rule violations and actions taken; will prohibit the use of equipment deemed unfit for service; must attend the drivers meeting; will advise the Referee to close the race course when conditions warrant; must be in radio contact with the Referee.
- 2.4.4 **Rescue Captain.** Will be responsible for all rescue personnel, approving suitability of their boats and equipment, and assuring that each rescue team is in their location as assigned by the Referee; will attend the drivers meeting with all rescue personnel; must be on radio communication with the Referee and each rescue team.
- 2.4.5 **Risk Manager.** Will be responsible to assure that event insurance is in place, that all insurance underwriting requirement are met, and that all participants credentials are in order and that the participants insurance waivers/release forms are signed before boats are on the water; will attend the drivers meeting; must be in radio communication with the Referee.
- 2.4.6 **Chief Inspector.** Will be responsible for the inspection and enforcement of all class technical rules; will assure that all competing boats are in compliance with the class technical rules either by evidence of prior certification and confirming owner assurance in writing, or event inspected following competition and the time and place of the inspection.
- 2.4.7 **Starter.** Will be responsible for starting all heats; managing the use of all signal flags; taking and recording the timing and scoring of each heat and time trial; providing a photographic record of all starts and finishes; must have radio communication with the Referee; must attend the drivers meeting; will function under the supervision of the Referee.
- 2.4.8 **Scorer.** Will be responsible for taking and recording the timing and scoring of each heat and time trial; will function under the supervision of the Starter.
- 2.4.9 **Registrar.** Will be responsible from the registration of all participants, receiving entry forms and collecting entry fees, confirming participant credentials, assuring insurance waivers/release forms are signed and providing their event identification; will function under the supervision of the Risk Manager.



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- 2.4.10 **Class Liaison.** Each class will appoint a Class Liaison to act on its behalf. The Class Marshal will have the sole authority to bring any matters of concern to the class or any team in the class to the attention of the Event Manager or Referee; must attend the drivers meeting.
- 2.4.11 **Team Spokesperson.** Each team will appoint a team spokesperson who will be the only spokesperson for the team when communicating any complaint to filing any protest with any member of the Event Management Team; complaints or protest not following this procedure may be subject to penalties or fines; will attend the drivers meeting; the Team Spokesperson will be identified on the event entry form and will make themselves known to the Class Liaison prior to or during the drivers meeting.

### 3 Entries

- 3.1 Entry for an event must be made on a fully completed form and insurance/release waiver provided by and submitted to SCSC.
- 3.2 SCSC reserves the right to deny entry to any applicant.
- 3.3 Submission of an application constitutes a release from the applicant to SCSC to use any photos or interview content obtained at the event for promotional or other use and is a waiver by the applicant of all rights and damages associated with all uses of such material by SCSC.
- 3.4 All participants in SCSC sanctioned events must be SCSC members.

### 4 Boat Registration

- 4.1 Boats must be annually registered for the calendar year with SCSC prior to participating in any SCSC approved, sponsored or sanctioned event.
- 4.2 The registration number will not be assigned for one year following the last year of registration and may be passed from one owner to the next with written consent from the previous owner.
- 4.3 Boats that are eligible for more than one (1) class may be registered and compete in all classes for which they are eligible.
- 4.4 **Paint and Names.** These are optional but subject to the review and approval by SCSC or its designee to assure compatibility with a family-based event.
- 4.5 Boat numbers may be retired at the discretion of SCSC following nomination for retirement by an SCSC member and a 75% vote of the eligible SCSC membership.
- 4.6 Boat numbers registered and currently in use in other sanctioning organizations recognized by SCSC that do not duplicate a currently registered SCSC number will be accepted.

### 5 Driver Qualifications

- 5.1 **Medical Certificate.** All participants who will be in a race boat in testing or competition must submit an original or photocopy of a FAA Class I, II or III, or D.O.T. medical certificate completed by a licensed FAA or D.O.T. physician to SCSC prior to their first participation. No waivers other than for corrective lenses (which must be used in testing and competition) are acceptable. This medical certificate will be valid for two (2) years from the certificates date of completion.
- 5.1.1 Members of CBF or APBA or any other sanctioning organization recognized by SCSC may submit proof of their membership and medical certificate for consideration.
- 5.1.2 Participants returning to competition from an injury that prevented them from competing must present a medical certificate per Rule 5.1.





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**5.2 New Drivers.** Anyone who has not driven an SCSC registered boat as a certified driver or boat registered in other sanctioning organizations recognized by SCSC in the last two (2) calendar years is a new driver.

**5.2.1 Knowledge.** New drivers must speak with the Chief Referee prior to their first race and may be required to pass either a written examination or an oral examination by a Referee before being approved to enter the race course.

**5.2.2 Skill.** Drivers will have the designation of Rookie until they have met all provisions of Rule 5.2.4; each new driver will be assigned a certified driver as a mentor.

- 1) A Rookie first, must demonstrate the ability to control the boat at competitive speeds for two (2) laps of a test session to the satisfaction of the Referee
- 2) Must successfully complete a minimum of two (2) heats in the outside lane assigned by the Referee, starting at the back and advancing only to a position instructed by the Referee
- 3) Following certification new drivers will remain rookies for their first 12 months or racing calendar year, whichever comes first, of participation. Rookie status may be removed at the sole discretion of the Chief Referee or Race Director.

The rookie or certified status of a driver will be noted on their SCSC membership card.

### **5.2.3 Procedures**

**5.2.3.1** Rookie drivers will have a 1-inch wide white cross on their helmet that extends at least 6 inches from front to back and side to side; will make themselves known to the Referee and will be introduced by the Referee as rookie drivers at the drivers meeting.

**5.2.3.2** Rookie drivers may participate in any event, may advance to the final at the discretion of either the Chief Referee or Race Director and are considered legal starters unless not allowed at the discretion of the Chief Referee.

## **6 General Racing**

**6.1** General Racing rules take precedence over the rules for any class except those class rules that are more restrictive.

**6.1.1** Failure of the Event Management Team or any of its appointees, to carry out any provisions of the rules or regulations, will not relieve any contestant from their obligation to obey all rules.

**6.1.2** A boat on the water that receives outside assistance from a non-race entity will be disqualified from a heat. Only the use of radio communication is allowed.

**6.1.3** The Referee will appoint a minimum of one (1) course judge to be positioned as the referee instructs in proximity to each turn.

**6.1.4** The Referee may cancel a heat if less than two (2) boats cross the starting line.

**6.1.5** No participant may be in the area used by the Event Management Team as their operations center without their specific invitation and must leave the area when requested or face a minimum team disqualification and loss of all points earned at the event; each class will appoint a Class Liaison that will be the only person who can ask the Race Director for access to the members of the Event Management Team and their appointees; each Class Liaison will personally submit their name to the Referee at the days drivers meeting.



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- 6.1.6 While race boats are on the water it is asked that no red articles (i.e. clothing, umbrellas, placards) will be allowed within 50 feet of the Starter or on the water other than the official flags.
- 6.1.7 Engines may be changed during an event with the written consent of the inspector.
- 6.1.8 Radios used for communications with the occupant of the boat must not interfere with the communications of the Event Management Team and their appointees.
- 6.1.9 **Event Format.** May consist of Time Trials for establishing qualifying heat and lane chose and will consist of two (2) qualifying heats for each boat and a final heat. The means of determining qualifying heat and lane, the number of boats per heat, the number of boats in the event final and the running of a B-final will be decided by the Referee and announced at the end of drivers meeting. The boats earning the most points at the days event prior to the final will be in the event final. The boat having the least points will have first choice of lane in the final and so on. A B-final may be run for boats not qualifying for the event final and lanes will be selected as in the event final. Each Event Management Team may run their own race format as long as prior to the race that format is approved by the SCSC Chief Referee.
- 6.1.10 **Time Trials.** Rookie drivers will run the first time trials and will draw for order at the drivers meeting. Certified drivers will draw at the drivers meeting for the order of qualifying. Boats will be allowed one (1) warm up lap. The second time the boat crosses the start/finish line the white flag will drop and the green flag will be raised indicating the start of the time trial. The boat will make two (2) qualifying laps, the fastest of which will be their qualifying time. The boat with the fastest time will be in qualifying heat 1A and have first choice of lane. The second fastest boat will be in heat 1B and have first choice of lane. The third fastest boat will be in qualifying heat 1A and have second choice of lane and so on. Boats with the highest points following heat 1 will be in heat 2A and the boat with the fastest time trial result will have first choice of lane and so on. Boats not making heat 2A will be in heat 2B and the boat with the fastest time trial result will have first choice of lane and so on. Point ties will be decided based on the highest number of SCSC Bonus Points (BP) earned in the season to date. If no BP have been awarded in the season then the BP from the prior season will be used.
- 6.1.10.1 If a boat does not complete two (2) laps the owner may choose to accept the time of the completed lap, if any, or go to the end of the qualifying ladder for a second and last chance. Boats able to race but failing to complete two (2) time trail laps may be seeded into openings in Heat 1A or 1B based on a draw for heat and lane conducted by the Scorer.
- 6.1.11 Testing shall be done at times designated by the Race Director and never during a racing heat.
- 6.1.12 No heat of racing shall consist of a mix of capsule and open cockpit boats.
- 6.2 Drivers Meeting**
- 6.2.1 All participants who are to be occupants of a race boat during the event, the event Rescue Captain, divers/rescue team, Class Marshals, Risk Manager, Safety Manager, Chief Inspector and Starter must attend the drivers meeting; role will be called to confirm attendance.
- 6.2.2 The Event Manager (Race Director) or Referee or his/her designee shall conduct the drivers' meeting.



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6.2.3 The order of business shall be up to the discretion of the Race Director or Chief Referee:

- Roll Call. Only those boats shall compete whose drivers and communications/radio crew member have answered roll call, or whose qualified representative have answered roll call after having obtained permission from the Referee to represent the driver at the drivers' meeting.
- Introduce the Class Liaison(s)
- Introduction of local race committee for necessary remarks.
- Introduction of safety officers for instructions and information.
- Information for drivers from the Referee:
  - Course rules
  - Safety regulations
  - Drivers' emergency signals
  - Course signals, flags, etc.
  - Discussion of local rules, etc.
  - Division of competing boats into qualification sections, number of boats per qualifying heat, B-Final and event final.
  - Frequency check of team radio equipment to ascertain conflicting or overlapping channels between boat camps. Each team shall provide a list of their radio frequencies prior to their first race of the season.

### 6.2.4 Change of Drivers and Riders

6.2.4.1 Change of drivers and/or riders shall be permitted between heats provided that the new driver and/or rider has registered and their name was called and answered at the drivers' meeting.

6.2.4.2 The Referee and Chief Scorer must be notified of a change of river and/or rider during the sanctioned event or during qualifying and testing and the new driver and/or rider must sign the entry form for the boat they are driving.

6.2.4.3 Any change in driver and/or rider must be made 30 minutes prior to the start of each heat and must be approved by the Chief Scorer.

6.2.4.4 If a substitution occurs and the driver is able to drive his/her boat and a second hull during a flight of heats, the driver may only score points in his/her boat. In the event the driver is able to only drive one (1) boat, the driver earns points in that boat. A driver that has the option of driving two (2) boats in the final must notify the Chief Scorer which boat he/she will drive 30 minutes prior to the final.

### 6.3 Signal Flags and Flares

6.3.1 All signal flags shall be a minimum of 30 inches by 30 inches. Flags and flares can only be used at the instruction or lead of the Referee.

6.3.2 Color, Meaning and Use when raised:

- **Black:** Race boats must be off the water
- **Green:**
  - Raise furled when boats enter the straightaway for the start
  - Unfurl and wave to start the race
  - From the start of race to the start of race leaders last lap
- **White:** Course open



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- Boats may start engines and enter the course
- Remove as boats enter the straightaway for the start
- Race leader has started their last lap
- **Yellow or Blue & Yellow:** Slow down, hold your position
- **Red:** All race boat motors must stop
  - In addition, red or orange flares will be used at the instruction of the Referee
- **Checkered:** Race heat has ended for each boat crossing the finish line

### 6.4 Starts and Finishes

- 6.4.1 The type of start to be used and the length of the warm up period will be determined by the referee and may vary between classes and will be announced at the drivers' meeting.
- 6.4.2 The finish line will be the starting line.
- 6.4.3 Boats must achieve a plane on leaving the launch ramp and maintain that plane until the start of the race. A boat that is not maintaining a plane or causing an unsafe water condition prior to the start must pull to the nearest safe position inside or well outside the course and shut down.
- 6.4.4 The Referee may disqualify any boat not moving in a counter-clockwise direction prior to, during and following the heat.
- 6.4.5 The Referee will disqualify any boat that does not approach the start perpendicular to the start line. Unless the individual class rule specifies, at the start all boats must hold their lane through the exit buoy of the first turn. Holding their lane means not interfering with the lane spacing established at the start including the open water to their port or starboard. The Referee at their sole discretion shall disqualify from that heat any boat that does not hold their lane.
- 6.4.5.1 At the start the boat in lane 1 determines the location of lane 1. The outside boat sets the line of boats for the start and determines the location of the outside lane. The starter will not start the race if in their sole discretion the inside or outside lanes do not establish a safe spacing between the boats and location on the course.
- 6.4.6 Boats may turn into the course prior to the start but must proceed directly to the opposite side of the course; boats must proceed directly through turns and any outward extension of the turn from the entrance buoy to the exit buoy.
- 6.4.7 Any boat intentionally entering the course out of bounds area must shut off the motor and may not restart before the end of their heat. The Referee will disqualify any boat causing another boat to enter the course out of bound area.
- 6.4.8 The start/finish line will run perpendicular to a course straightaway between the Starter's position and a white buoy on the lie of the straightaway and be sufficiently long to allow all starters in the heat to cross it at the same time.
- 6.4.9 Any boats legally crossing the starting line at the starting signal will constitute the start of the heat. There will be only one (1) start per heat, except at the decision of the Referee.
- 6.4.10 Only those boats that were legal starters at the time the heat was stopped will be eligible to run in the restart of that heat.
- 6.4.11 All starts and finishes will be digitally recorded and aligned with the starting line.
- 6.4.12 The timing of each heat will run from the official start to the finish for each boat.



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- 6.4.13 A boat starting the race after the lead boat has completed its first lap will be disqualified.
- 6.4.14 The Referee will disqualify and boat that intentionally goes off plane or turns off its motor prior to the start of the race without an onboard emergency.
- 6.4.15 Boats must pass all course buoys on the buoy's starboard side without contacting the buoy unless forced to miss or contact the buoy by another boat. The offending boat may be disqualified and in addition penalized if the buoy is damaged or dislodged.
- 6.4.16 The finish of each heat will be when the last boat has crossed the finish line after completing the required number of laps. After the first boat has crossed the finish line the Referee may fall off the remaining running boats; they will receive points according to their position when flagged and not receive a finish time.
- 6.4.17 After crossing the finish line, a boat must remain on plane and move to the outside lane until it returns to the ramp.
- 6.4.18 A boat must finish a heat under its own power.

### **6.4.19 Clock Starts**

- 6.4.19.1 Unless time trials are run, each event day, Certified Drivers will draw at the drivers' meeting for the order of the draw and then the qualifying heat and lane. Rookie drivers who have successfully completed their first four (4) heats will receive lane and start orders at the drivers' meeting and must line up and start at least four (4) boat lengths behind the line of Certified Drivers.
- 6.4.19.2 The clock must be approved for use by the Referee.
- 6.4.19.3 All boats must round all buoys in the turn following the start/finish line after the one minute signal, and make continuous progress to the start line.
- 6.4.19.4 **For Clock Starts only**, all boats crossing the starting line before the clock counts to zero and the start is signaled will be either disqualified from that heat or a one (1) minute or one (1) lap penalty will be given to the offending boat(s) per their class rules.
- 6.4.19.5 No boat shall leave the launch area after the one-minute signal has been given. However, if the class allows, boats may enter the race course after the start after the last boat has crossed the star/finish line.

### **6.4.20 Flag Starts**

- 6.4.20.1 Unless time trials are run, each event day, Certified Drivers will draw at the drivers meeting for the order of the draw and then the qualifying heat lane. Rookie drivers who have successfully completed their first four (4) heats will receive lane and start order at the drivers meeting and must line up and start at least four (4) boat lengths behind the line of Certified Drivers.
- 6.4.20.2 **Procedures**
  - 6.4.20.2.1 All boats driven by certified drivers will key off the outside boat and form up in a line perpendicular to the course in their drawn lanes before crossing the start/finish line a second time. They will go around the course one time in line with the white flag up. They shall approach the start line at a moderate speed. If any boat's transom is ahead of the outside boat the starter will not signal a start and the boats will make another lap and approach the line again. If on the second attempt any boat's transom is ahead of the outside boat, the race will start and the offending boats will be disqualified. The start will be signaled by dropping the green flag. Within 300 feet of the starting line the Referee at their sole discretion will issue an infraction to any boat accelerating before



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the green flag is dropped. After two (2) attempts to start the race if a boat is still not keying up on the outside boat and “charging” the start that boat will be penalized one (1) lap or one (1) minute (discretion of class and Referee) for “charging” the start.

6.4.20.2.2 No boat shall leave the launch area after boats have crossed the start/finish line for the last time before the first start attempt.

### 6.5 Buoys

6.5.1 A buoy is any inflated object used to indicate the course.

6.5.2 All start/finish line, turn and course out of bounds buoys are mandatory and must be in place before any heat can be started or completed.

### 6.5.3 Color, Meaning and Location

- **White:** Mark the two (2) ends of the start/finish line.
- **Orange:** Mark the entrance, intermediate and exit points of the turns.
- **Other Color:** Marks the course out of bounds.

### 6.6 Right of Way

6.6.1 When two (2) boats are meeting bow to bow, each shall alter her course to starboard.

6.6.2 When two (2) are crossing, the one that has the other on their starboard side shall keep out of the way.

6.6.3 For Flatbottom classes, a minimum of four (4) boat lengths of space is required before the lead boat may cross in front of the trailing boat or interfere with the course of the trailing boat. This determination may be made at the sole discretion of the Referee and will result in disqualification of the offending boat.

### 6.7 Protests

6.7.1 Owners or their designee may file a written protest of any suspected violation of the rules affecting their class and produce a check or cash in the amount of \$250 payable to the suspected violator; the Class Liaison must file protest concerning actions at an event with the Referee; protests not concerning actions at an event must be filed with SCSC.

6.7.2 Protests must be filed within one (1) hour of the final heat of the day suspected violation or before the class is called for the next heat in which the protested or protesting teams are involved, whichever is earlier. No protests will be accepted after the one (1) hour mark from the last heat of the day.

6.7.3 Protest affecting the next or final heat of racing for the class will be decided by the Referee prior to the start of the affected heat and are not subject to appeal. Other protests will be decided by SCSC no later than 30 calendar days following the filing of the protest.

6.7.4 The Referee may, with or without a protest, disqualify any boat, remove any points earned or records set at the event, should it come to his knowledge before the awarding of prizes, that the participant(s) has committed a breach of the rules.

6.7.5 Owners that do not prevail on a protest will be fined \$250.00.

### 6.8 Appeals

6.8.1 Owners or their designee may file a written appeal concerning decisions on any suspected violation of the rules affecting their class; appeals concerning actions at an event must be filed with the Referee; appeals not concerning actions at an event must be filed with SCSC.

6.8.2 Appeals at event must be filed within 15 minutes of the owner receiving the official's decision.



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- 6.8.3 Appeals affecting the next or final heat of racing for the class will be decided on by the Referee prior to the start of the affected heat and are not subject to further appeal. Other appeals will be decided by SCSC no later than 30 calendar days following the filing of the appeal.
- 6.8.4 Owners that do not prevail on an appeal will be fined \$250.00 and will be subject to any other applicable fines and discipline.
- 6.9 **Suspension of Rules.** The Race Director may file a written request a minimum of 30 days before the event for event specific rules not provided in these rules with the SCSC Board of Directors. The request must give the specific rule(s) requested and the reasons for those rules. SCSC will provide a written decision to the Race Director within five (5) calendar days of receiving the request.
- 6.10 **Inspections**
- 6.10.1 **Pre-Race:** All safety inspections for a class will be completed prior to the start of racing for that class.
- 6.10.1.1 **Boat Inspection:** Each year, at each boat's first race, the boat will be inspected by the Chief Inspector using the SCSC Inspection Form or an approved form submitted to SCSC. A copy of the signed Inspection Form will be given to the boat owner. The boat owner shall present a copy of the current signed inspection form to SCSC race registration prior to signing the waiver for the event and disclose in writing all changes to the boat since the date the current inspection form was completed. Failure to present a copy of the inspection form will disqualify the boat from participating in that race. Failure to disclose all changes to the boat will result in disqualification until the boat is re-inspected. Boats shall be re-inspected in the event of an accident or protest or change. The Chief Inspector or their designee will randomly select and inspect boats at each event.
- 6.10.2 **Post-Race:** Inspections requested at an event by the Inspector (other than laboratory tests of fuel, etc.) will be completed by midnight of that day of the event. If the participant's equipment is available for inspection and is not inspected by this deadline, the inspection request will be withdrawn. The Chief Inspector for the race may appoint Assistant Inspectors to help with the inspection process.
- 6.10.3 **Championship Events or Records.** Any contestant who place first (1<sup>st</sup>), second (2<sup>nd</sup>) or third (3<sup>rd</sup>) at a championship event or sets a record will be inspected immediately following competition or the setting of the record. If the record is set before the final or remaining qualifying heat(s) then the engine will be sealed for later inspection. The sealed boat will be allowed to compete. All boats subject to inspection will be moved, as raced, at the end of the final heat to a compound area to be inspected. If the inspection cannot be completed before the next heat of racing (except laboratory test for fuel, etc.) the Inspector will seal the equipment that has not been inspected until such time, within 24 hours, that the inspection can be completed. Only the owner, crew chief and inspector shall be allowed in the inspection compound area and allowed to attend the inspection.

## 7 Prizes

- 7.1 No prizes shall be presented for a protested event until all protests that might affect the prizes have been decided.
- 7.2 Trophies will be provided for the first, second and third place finisher.



**7.3 Prize and Tow Money**

- 7.3.1 The Event Management committee determines the split and breakdown of the total purse offered at each event.
- 7.3.2 Tow money, if offered, will be paid to every boat registered for the event that makes at least one (1) legal start if applicable. Tow money payout is determined by the Event Management committee.
- 7.3.3 Prize money that is offered will be paid at the discretion of the Event Management committee. Agreement with individual class(es) must be in place prior to the race event for prize money offered.
- 7.3.4 Any fines, late fees, boat registration or entry fees due from any team will be deducted from prize and/or tow money for that team.
- 7.3.5 If not paid at the event site, prize and/or tow money paid for the event shall be mailed to the team owner approximately one (1) week after the event, however, it is at the discretion of the Event Management committee and per the agreement of the individual class(es).

**8 Points Scoring**

8.1 Classes competing at SCSC sanctioned events may use the SCSC points system, or that of their class or other sanctioning organization recognized by SCSC. Point scoring and format is up to the discretion of the event provided point scoring and format is submitted to SCSC prior to the event.

**8.2 Competition Points**

8.2.1 **Time Trials:** Points shall be awarded for qualifying as follows:

First = 40	Second = 30	Third = 23	Fourth = 17
Fifth = 127	Sixth = 95	Seventh = 71	Eighth = 53
Ninth = 40	Tenth = 30	Eleventh = 2	Twelfth = 1

8.2.2 **Qualifying Heats, B Main and Final:** Points shall be awarded as follows:

8.2.2.1 GPS 100, KRR, SE, SS, UBF

First = 10	Second = 9	Third = 8	Fourth = 7
Fifth = 6	Sixth = 5	Seventh = 4	Eighth = 3
Ninth = 2	Tenth = 1	Eleventh = 1	Twelfth = 1

8.2.2.2 Comp Jet, Cracker Box, Grand Nationals, Classic Endurance, Mod VP

First = 95	Second = 90	Third = 85	Fourth = 80
Fifth = 75	Sixth = 70	Seventh = 65	Eighth = 60
Ninth = 55	Tenth = 50	Eleventh = 45	Twelfth = 40

8.2.2.3 Sportsman Limited Outboard

First = 400	Second = 300	Third = 225	Fourth = 169
Fifth = 127	Sixth = 95	Seventh = 71	Eighth = 53
Ninth = 40	Tenth = 30	Eleventh = 23	Twelfth = 17

8.2.2.4 Formula Lights

First = 20	Second = 19	Third = 18	Fourth = 17
Fifth = 16	Sixth = 15	Seventh = 14	Eighth = 13
Ninth = 12	Tenth = 11	Eleventh = 10	Twelfth = 9

A boat must finish a qualifying heat to be scored.

8.2.3 All points scored shall be cumulative.





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- 8.2.4 The winner of each day or cumulative for the event will be established by the order of finish of the Final. The number of laps each boat has completed in the Final shall determine the order of finish for boats starting but not completing the Final or B-final. Boats competing in the B-final will follow the finish order and points awarded in the event final.
- 8.2.5 Competition points will be awarded in any legal heat or time trial.
- 8.2.6 If a heat is stopped by the Referee and not re-scheduled, points will be awarded on the basis of position when the heat was stopped. If time trials are stopped by the Referee and not re-scheduled then all time trial points earned for that event day will be lost.
- 8.2.7 Each boat, and its associated driver and sponsors, that registers for and attends an event will receive 15 competition points.
- 8.2.8 In the event of a tie for overall cumulative weekend points/finish, one (1) additional point will be added to the boat that finishes highest in the last heat ran.
- 8.3 Bonus Points (BP)**
- 8.3.1 BP may be awarded at certain SCSC race or exhibition events in order to promote the class or develop and enhance new race sites, as determined by the Board and voted on prior to the first SCSC race of the season. BP are added to race points to determine the boats points total for the season. The SCSC President may request at least days prior to an event that the BOD vote to add BP to an event during the season.
- 8.4 High Points Season Champion.** The team which accumulates the highest number of points at the end of a completed racing season shall be declared High Points Season Champion and awarded the right to bear the #1 designation the following season. The owner of the boat may request the #1 boat registration for the following year and may paint the #1 shield on the hull of their boat for that year.
- 8.4.1 High points championships will only be awarded to classes participating in 60% of the scheduled season events. A minimum of four (4) race events (“events” consist of 2 consecutive days of cumulative racing) must occur in any season to award a season High Point Championship.
- 8.5 Driver’s Championship.** The driver accumulating the highest number of SCSC Competition Points at the end of the racing season will be declared SCSC’s Driver’s Champion and shall be presented with a suitable award.
- 8.5.1 Only Competition Points will be scored for drivers on the same basis as points for boats. A driver may score points in only one (1) boat during any one (1) sanctioned event. A driver shall declare in which boat he will be scored driver’s points 30 minutes prior to the Final heat.
- 8.6 SCSC Sponsor of the Year.** Will be determined by the sum of accumulated BP Competition Points earned by all boats that a primary sponsor is registered as a primary sponsor with at SCSC events during the season.
- 8.7 Boats competing for a points series in another sanctioning body recognized by SCSC will supply their own scorer, referee and inspector for SCSC sanctioned events.
- 8.8 If a boat is destroyed or retired, points earned by that boat, and its associated driver and sponsors can be transferred to another boat owned by the same owner.
- 8.9 If a boat is sold, points earned by that boat will not be transferred to a new owner.



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- 8.10 In a dead heat, both boats will receive the same points for the heat as if they finished independently. The next boat to finish will receive the points for one less position.
- 8.11 Competition points shall not be earned by any boat and/or driver participating on a single event entry.

### **9 Championships**

- 9.1 Prior to publishing the season's events schedule SCSC may, at the sole discretion of the SCSC Board of Directors, at a minimum select events to be held as the SCSC Spring Nationals, Summer Nationals, Fall Nationals, Winter Nationals, SCSC National Championship and SCSC World Championship.
- 9.2 To be eligible for any championships, both owner and driver must be full members in good standing. "Single event" memberships are not eligible to participate in a championship event.

### **10 Records**

- 10.1 Records must be set in a legal heat on course approved by SCSC for records and confirmed by an SCSC survey.
- 10.2 Records will only be awarded to a SCSC owner member.
- 10.3 Classes competing in a SCSC sanctioned event from other sanctioning organizations recognized by SCSC must accept in writing the survey and timing of SCSC, must have their organizations inspector inspect the boat and record and file their classes records.
- 10.4 A new record must exceed the prior record by a factor of 1.003 (the old record multiplied by 1.003).
- 10.5 All SCSC member records must be filed with SCSC. Filing must include the surveyor's statement, certificate of accuracy of the timing equipment, copy of the owner's entry blank, scorer's time sheet, statement of the event Referee, Inspector's report and certificate of accuracy of the scale if the class has a weight rule.
- 10.6 A Certificate of Accuracy of Timing Equipment must contain the results of accuracy checks performed on the watches or electronic timing equipment by a qualified watchmaker or timing equipment expert within 72 hours before and after the record event and must show a 24 hour rate error of no more than 26 seconds. For manually wound stopwatches, the rate must be determined with the stopwatches fully wound, after 5 minutes of running and after 10 minutes of running.
- 10.7 SCSC will submit applications and payment for new world records to UIM following approval of the application by the SCSC BOD within three (3) weeks of the record being set. However, there is no guarantee of its acceptance.

### **11 Team Responsibilities**

- 11.1 All teams competing in an event must make available to the event coordinator or the race promoter, 30 days before the event, a press kit. Minimum press kit will be one (1) 8X10 color picture and a one (1) page information sheet about the team, driver, boat and sponsors. The press kit may be submitted in electronic form as either a .doc or .pdf information sheet and .jpg color photo. A fine may be imposed if press kit is not sent or is late.
- 11.2 All competing teams are strongly encouraged to participate in event promotions such as parades, autograph sessions, sponsor parties, etc.
- 11.3 It is recommended that each team have handout pictures available at each event.



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- 11.4 It is expected that each team will have at each event in which they are participating a display board at their pit presenting in photos and words the boat and team history and the specifications and accomplishments.

### 12 Dress Code and Pit Passes

- 12.1 All SCSC member teams and all teams participating in SCSC sanctioned events shall wear appropriate attire. SCSC uniform minimum requirement will consist of a collared shirt with the teams racing identity for all crew.
- 12.2 All SCSC member teams and all teams participating in SCSC sanctioned events must abide by all SCSC rules and By-laws with regards to their behavior and conduct.
- 12.3 All SCSC member teams, officials and all teams participating in SCSC sanctioned events will be provided with their pit pass at no additional charge once their SCSC membership is received. Pit passes will be issued on site at each sanctioned event upon signing the insurance waiver form.

### 13 Discipline

- 13.1 All decisions of the Referee shall be final regarding violations of starting, driving and course rules. There will be no appeals or protest of the Referee's decision on course infraction. Appeals will be allowed only if a suspension is involved and then only the suspension can be appealed.
- 13.2 Only an SCSC owner member may appeal a suspension of the boat or any member of the team, that suspension shall remain in force until the SCSC BOD decision on the appeal has been reached. With the Referee's permission, any member suspended for a technical violation may be allowed to enter the pit area. At the sole instruction of the Referee, an SCSC member suspended for a technical violation may perform any duties asked of him.
- 13.3 Participants who leave an event where they were required to be inspected or refuse to be inspected will be fined \$250.00 and will not be eligible for any records set or points earned.
- 13.4 A participant whose fuel is found to have concentrations of any substances found in a gasoline sample greater than that allowed in commercial gasoline by the current EPA upper limits, will cause disqualification from the race, a \$1000.00 fine and a two (2) year suspension. A second offense will result in event and season disqualification and a lifetime suspension.
- 13.5 **Striking a Buoy.** The offending boat shall pay a \$300.00 fine for dislodging or destroying a buoy. If an offending boat forces an unoffending boat into a buoy which is struck and thereby becomes dislodged or damaged, then the offending boat shall be disqualified from the heat and pay the fine as if it had struck the buoy.
- 13.6 Every boat owner, driver or member of a pit crew shall be subject to summary disciplinary action for unbecoming conduct from the date and time of arrival at the event site until 24 hours after an event shall have been completed.
- 13.6.1 Unbecoming behavior is defined as any act or series of acts, omissions, series of omissions, appearance, whether on or away from the event or in the pits, committed prior to, during, or 24 hours subsequent to the race which: (1) tends to bring racing in disrepute; (2) endangers the person or property of others; (3) constitutes dangerous, careless or reckless operation of boats or equipment.
- 13.6.2 Boat racing is part of a family event with all due respect being assured to the community, spectators, race participants, sponsors and event officials. In addition to any penalty



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provided for in the SCSC Rule Book, the President, with approval from the SCSC Board of Directors, shall have the authority to exclude, suspend, disqualify, fine or otherwise penalize at their discretion any member, participant, official, partner, agent or employee thereof determined by the Vice President to be guilty of any of the following conduct. The effected party will be given notice of and invited to appear at a hearing conducted by a committee appointed by the Vice President to consider and advise on the matter in question and the recommended penalty.

- 13.6.2.1 Any statements and/or conduct which compromises the integrity, reputation of or to discredit SCSC, or any members thereof or the sport of boat racing.
- 13.6.2.2 Improper language or conduct toward an official or any other participant or spectator at, before or after an event.
- 13.6.2.3 Commission of any assault or any assault and battery upon any official, anyone assisting an official, any participant, member of SCSC or the public at, before or after an event. Any such ruling or decision made by SCSC will be final, conclusive and cannot be appealed. Any party involved in or affected by any such decision agrees to release and waive any and all claims that such party may now or hereafter have or possess arising out of or connected with such a decision against SCSC, its officers, directors, employees and members, whether for damages or for any other remedy or relief.
- 13.7 **Penalty and Fine Schedule.** Prior to the first race of each season, SCSC may publish and distribute a penalty and fine schedule to all SCSC members. The schedule shall be used where the SCSC rules do not specify a penalty for an infraction, or to supplement the Rule Book penalty. At each successive driver's meeting, penalty and fine schedule may be announced or altered.
  - 13.7.1 The Schedule shall be progress. The second and subsequent infraction of the same rule will result in a penalty that progresses at least one level higher for each subsequent occurrence. Discipline imposed will be based on three levels according to the severity of the rule's infraction.
    - 13.7.1.1 **Level One:** Any infraction that impeded the progress of the event.
    - 13.7.1.2 **Level Two:** Any infraction that could affect the outcome of a time trial, heat, event or result in an otherwise unnecessary stoppage of the heat.
    - 13.7.1.3 **Level Three:** Any infraction that compromises the safety of other participants or is considered unsportsmanlike conduct by the Referee.
- 13.8 Any driver receiving two (2) or more driving infractions in any one event will be disqualified from the event and lose any awarded points or record for themselves, the boat and the boat's sponsor.