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*New Zealand Offshore Powerboat Association Incorporated*

P O Box PO Box 51 911, Pakuranga 2140, Auckland

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## 2009 NATIONAL RULES

These rules apply for any National Event held in New Zealand run under the auspices of the New Zealand Offshore Powerboat Association Inc. and are supplementary to the UIM Offshore rules.

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## GENERAL:

### Intention of the Rules:

1. To ensure that racing craft are safe and seaworthy
2. To provide safe and fair competition in offshore-type races.

### Course Distances:

Will be stated in kilometres and/or statute miles.

### Course Layout:

- It is recommended that an L-shaped course, double buoyed on the inside turn mark, be used comprising of 10-12 laps for 100 mile race and pro rated for other race lengths also competing on the same course.
- The course and race pack must be approved by the NZOPA prior to its distribution.

### Maximum Distances:

- NZ Offshore Superboats (Inboard & Outboard) & Sports 100 Classes 161 km / 100 statute miles
- Super Sports 60, Sports 60, Formula Honda & Classic Classes (recommended) 96.5 km / 60 statute miles
- Family Class (recommended) 48.25km / 30 statute miles

### Point to Point Races:

- Course and distances will be by special approval of the NZOPA and documented in the race pack provided.

All entrants should ensure that sufficient fuel is carried, in permanent or outboard tanks, to cover the length of the course, plus an allowance for up to an additional 20% for course errors and the distance to and from the ramp and start/finish line.

## DEFINITIONS AND TERMINOLOGY

The number is the rule reference.

The words WILL, SHALL, and MUST indicate a compulsory requirement. The word MAY indicates a discretionary specification.

## TERMINOLOGY

NZPBF is the New Zealand National Authority.

NZOPA is the New Zealand Offshore Powerboat Association Incorporated.

JURY Those persons named by the NZOPA (in discussion with the organising club where appropriate) as judges for the event.

ENTRANT The competing craft and crew.

DRIVER The crewmember responsible for the boat and crew, and who is either the helmsman, throttleman or navigator.

### NATIONAL SAFETY OFFICER

A voted position of the NZOPA executive (also referred to as the NATIONAL STEWARD). This person is overall responsible for ensuring compliance with the rules, particularly regarding safety, both of the competing boats and the racecourses.



This includes approving all race courses, patrol boat grids, and race packs at least 2 months prior to any event.

### NATIONAL OFFICER OF THE DAY (OOD)

This person will be appointed by the NZOPA for each race. The OOD manages Race Control and communication with the rescue teams and Patrol/Mark boats. The OOD has full power to stop and/or shorten a race for safety or logistical reasons. In the event that the OOD is unavailable on race day the NZOPA will appoint the National Safety Officer, National Technical Officer, or another suitably qualified individual.

### NATIONAL TECHNICAL OFFICER

Deputy to the National Safety Officer and the person responsible for all technical matters relating to boats and engines.

### RACE DAY SECRETARY

The Race Secretary is an NZOPA appointed position and is responsible for race day administration. This includes accepting and processing all race entries and day licence applications, checking off all completed scrutineering forms, and taking the roll call at the start of the Drivers Briefing (including issuing the identity bracelets to all competitors).

## **EIGHT REMINDERS TO ENTRANTS**

1. Post your entry as early as possible.
2. Complete your paperwork properly; e.g. correct race, HP and piston displacement on the entry form. Check your scrutineering form.
3. Prepare your boat and crew thoroughly before scrutineering. Familiarise yourself with the course.
4. Be early on race day.
5. The driver must attend briefing before the start of the race.
6. Don't forget to debrief after returning to shore, as per Rule 008.
7. If you are unable to attend the prize giving, arrange for a friend to collect your trophies at the prize giving.
8. RETURN YOUR TROPHIES ONE MONTH BEFORE THE NEXT YEAR'S RACE.



## HANDY CALCULATIONS FOR ENTRANTS AND OFFICIALS

**SPEED** =  $\frac{\text{Distance} \times 3600}{\text{Time in Seconds}}$  i.e.  $\frac{98.6 \text{ km} \times 3600}{(86\text{min } 32 \text{ sec}) 5192} = 68.36 \text{ km/h}$

**TIME** =  $\frac{\text{Distance} \times 3600}{\text{Speed}}$  i.e.  $\frac{98.6 \text{ km} \times 3600}{68.36 \text{ km/h}} = 5192 \text{ secs} = 86 \text{ min } 32 \text{ sec}$

Multiply	By	To Find
Miles or mph	1.60935	Kilometres or km/h
Miles or mph	0.8684	Nautical miles or knots
Knots or nautical miles	1.152	Statute miles or mph
Kilometres	0.62137	Miles or mph
Knots or nautical miles	1.8535	Kilometres or km/h
Kilometres or km/h	0.53952	Knots or nautical miles
Litres	0.219976	Imperial gallons
Imperial gallons	4.54596	Litres
CC (cubic centimetres)	0.061024	Cubic inches
Cubic inches	16.38706	CC Decimal minutes 0.6      Seconds
Seconds	1.66667	Decimal minutes
Metres	39.37	Inches
Inches	0.0254	Metres
lbs. (pounds)	0.453592	kgs (kilograms)
Kgs	2.20462	lbs.
BHP (brake h/p)	0.7457	kW (kilo Watts)
KW	1.341	BHP

## EXECUTIVE OFFICERS 2008 / 2009

		Phone	Business	Fax
President	Wayne Valder PO Box 9 Takanini Auckland	027 495 1279 email: <a href="mailto:wayne@profloors.co.nz">wayne@profloors.co.nz</a>	09 268 7238	09 268 7038
Vice-President	Cary Gleeson PO Box 125 017 St Heliers Auckland	027 472 9840 e-mail: <a href="mailto:cary@gleesonbuilders.co.nz">cary@gleesonbuilders.co.nz</a>	09 575 2483	09 575 2484
Treasurer	Jo Gleeson PO Box 125 017 St Heliers Auckland	027 274 5499 e-mail: <a href="mailto:jo@gleesonbuilders.co.nz">jo@gleesonbuilders.co.nz</a>	09 575 2483	09 575 2483
Secretary	Karen Smith 16 Heidi Crescent Dannemora Auckland	021 741 561 e-mail: <a href="mailto:kim-karen@xtra.co.nz">kim-karen@xtra.co.nz</a> or <a href="mailto:ksmith@turners.co.nz">ksmith@turners.co.nz</a>	09 580 9350	

## NZOPA National Rules



National Safety Officer	John McDonald 131 Comar Road Papatoetoe Auckland	029 353 5353 email: <a href="mailto:chindit2@xtra.co.nz">chindit2@xtra.co.nz</a>	09 277 9180	09 277 9183
National Technical Officer	Steve Whitford PO Box 259 074 Greenmount Auckland	021 818 884 email: <a href="mailto:steve@marineworkz.co.nz">steve@marineworkz.co.nz</a>	09 442 2540	
Publicity Officer	Greg Brinck	021 443 517933 827 email: <a href="mailto:gbrinck@prestige.co.nz">gbrinck@prestige.co.nz</a>		
NZPBF Delegates	Grant Valder	021 495 1280 email: <a href="mailto:grant@profloors.co.nz">grant@profloors.co.nz</a>	09 268 7120	09 268 7121
	Graeme Wingate	021 755 197 Email: <a href="mailto:gmwingate@xtra.co.nz">gmwingate@xtra.co.nz</a>		
Immediate Past President	Grant Valder	021 495 1280 email: <a href="mailto:grant@profloors.co.nz">grant@profloors.co.nz</a>	09 268 7120	09 268 7121
Patron	Bevan Antonely PO Box 40 070 Glenfield AUCKLAND	09 444 5746		

### LIFE MEMBERS

Ron Archer  
Graeme Wingate  
Joe Stanton  
John McDonald  
Graeme Horne

### TECHNICAL COMMITTEE

NZOPA	National Safety Officer
NZOPA	National Technical Officer
NZOPA	President (ex officio)

### APPEAL BOARD

As appointed by the NZOPA President referring to rule 217.10.04.

Any member(s) who are directly involved in the appeal under adjudication will be substituted with a suitable replacement at the President's discretion.



## RACE CALENDAR 2009

Date	Time / Tide	Venue	Status
24 January 2009	12:00 pm / Lake	Taupo	Championship Race
14 February 2009	12:00 pm / 11:45 am	Gulf Harbour	Championship Race
28 February 2009	12:00 pm / 10:40 am	Mareatai	Championship Race
7 March 2009	1:00 pm / 2:53 pm	Napier	Championship Race
21 March 2009	1:00 pm / 1:45 pm	Wellington	Championship Race
4 April 2009	1:00 pm / 3:13 pm	Whitianga	Championship Race
18 April 2009	1:00 pm / 1:38 pm	Whangarei	Championship Race
2 May 2009	1:00 pm / 1:17 pm	Auckland	Championship Race

## RULES

### 001 STANDARD BRIEFING FORMAT THAT ALL LOCAL EVENT ORGANISERS MUST FOLLOW

1. A drivers meeting must be held before the race.
2. It is mandatory for at least one driver from each race boat to attend the drivers meeting(s) and/or briefing. Where this is not possible the OOD may, at his discretion, conduct a personalised briefing for the crew concerned and apply an appropriate penalty.
3. The drivers briefing shall take place approx. two hours (except in cases of force majeure, one hour) before the start of the race.
4. The briefing must cover:
  - Name registration.
  - All drivers and/or crew are issued with wrist identification bracelets.
  - Important items not mentioned in, or changes from Race Instructions which must be in writing
  - Important local conditions and rules
  - Special safety routines
  - Weather forecast
  - Telephone number of Race Secretary
  - First aid position
  - Debriefing Officer and position after race
  - Where race results will be posted after last boat finished (UIM rule 323)
  - Outline the 70% rule

### 002 STARTING PROCEDURE

Refer UIM Rule 305

### 003 COURSE DISCIPLINE

Refer National Rule 542 - RULES OF THE ROAD



## 004 RACE SIGNALS

The following signals may be made by Control Boats, Patrol Boats and Officials:

Red Flag	Race stopped or postponed.
Black Flag	Competitors to stop for instructions
Pink Flags	Regulation mark boat flags
Yellow Flag/Green Flag	Flown together in 10 minute increments indicates delay of start time of race

## 005 FINISHING PROCEDURE

The finish for the 100 mile race is shown to a driver by waving a black and white chequered flag, or other as described in the Race Instructions or at race briefing, or up to a maximum time limit of 75 minutes.

The finish for the 60 mile race is shown to a driver by waving a red and white chequered flag, or other as described in the Race Instructions or at race briefing, or up to a maximum time limit of 75 minutes. This includes the Formula Honda class.

When the overall leading boat completes the course and crosses the finish line, the chequered flag will be waved. This designates the winner and the start of the finish procedure for the race.

Any boat crossing the finish line after the overall winning boat will be classified a finishing position according to its time and the number of laps completed, provided that it has completed at least 50% of the laps recorded by the winning boat in its class.

The race may be curtailed or stopped at the finish line by waving the chequered flag. This designates the end of the race. To be classified as a class finisher, a minimum of 50% of the laps completed by the winning boat in the same class must be achieved, rounded up or down to the nearest lap.

## 006 DISTRESS PROCEDURES

If you require assistance use any of all of the recognised distress signals, i.e.;

1. Fire flares or smoke signals.  
Use hand signals as per UIM Rule 206.02.

If RT equipped, use normal distress procedures, advise your race number, position and nature of the emergency.

2. STAY WITH THE BOAT  
If a helicopter gives assistance, observe the following procedures:  
Head into the wind at 8 km/h.  
When the helicopter lowers its winch wire, hold in hand.  
Do not under any circumstances tie the wire to your boat.

## 007 RETIREMENT

1. If you decide to retire and do not require assistance, report to the nearest RT equipped Patrol or Control Boat and request that they advise Race Control of your retirement.
2. If you go ashore without reporting as quoted, telephone HQ and report your retirement.
3. Make every effort to report your retirement and the safety of your crew and vessel as soon as possible to eliminate unnecessary searching.



### 008 DEBRIEFING

1. All drivers or co-drivers **must debrief**, whether they have completed the course or not. Any entrant who fails to start, or retires from the race must report to the debriefing officer, or to race headquarters, as soon as possible to eliminate the need for unnecessary searching.
2. At debriefing, all wrist identification bracelets for all drivers and/or crew must be handed in.
3. Competitors who complete the course must debrief within one hour either in person, by VHF radio, cellphone, or another crew member. The ID bracelets needs to be returned within two hours after the last qualifying boat crosses the finish line. Failure to debrief may cause disqualification.

### 009 CRANING

No driver or crewmember may ride on a boat whilst being lifted by a crane.

## 100 ADMINISTRATION

### 101 RULES

New Zealand offshore powerboat racing is run to the UIM Offshore Rules in conjunction with the current New Zealand National Rules. The NZOPA may change National Rules that affect the safety of events if such action becomes necessary. Major revisions of the NZOPA rules are made at the Annual General meeting. Minor revisions of the rules can be made at any time by a majority vote of the NZOPA Executive, but should be published on the NZOPA web site at least one month prior to any race that may be affected.

### 102 TECHNICAL & RULES COMMITTEE

The NZOPA Executive may appoint this committee to adjudicate on matters related to the rules. Competitors must apply to the NZOPA at least one month before their first event of the season for any special dispensation they may require. The committee may, at their sole discretion, exempt any craft from a requirement of the rules provided that the dispensation does not reduce safety or gives any speed or financial benefit to the applicant. Such exemptions may be granted where a rule is made impossible to comply with, or unnecessary by virtue of an unusual design. However, any exemption may be overruled at the end of the season by the NZOPA committee.

### 103 REGISTRATION OF BOATS & RACE NUMBERS

Boats can register in any one of the following classes:

#### 100 Mile Entrants:

- NZ Offshore Superboat
- NZ Offshore Superboat Light

#### 60 Mile Entrants:

- Sports Super 60
- Sports 60
- Sports 60 (restricted)
- Formula Honda
- Sports Classic Class



### 30 Mile Entrants:

#### Family Class

New classes can be created, but only after gaining the approval of the NZOPA. As a guideline, submissions requesting the NZOPA to establish a new class should provide evidence that the class will be supported by at least 5 new boats in its first season.

Drivers, who intend entering NZOPA sanctioned events in any class must first register their boat and apply for a permanent race number. The boat registration and payment of fees must be completed prior to pre-season scrutineering.

Boat registration fees are:

NZ Offshore Superboat & Superlite Class	\$5,000.00
Classic and Open Class	\$1,300.00
60 Mile Classes	\$1,300.00
Honda Class	\$1,300.00
Junior 'Wild Cat' Racing League	\$ 350.00

Casual Non Championship Fees:

Day drivers license (drivers & crew)	\$ 50.00
Casual boat entry – 30 mile family class	\$ 100.00
Casual boat entry – 60 mile and classic class	\$ 250.00

As well as NZOPA Association, individual membership fees:

Driver License & Membership Fee	\$250.00 per person as per Rule 104
Junior membership	\$350.00
Non Participant Social membership	\$ 65.00

Registration forms are available on the NZOPA web site or from the NZOPA Secretary.

Applications for a permanent race number may be made to the NZOPA Secretary. Drivers wishing to renew their race number from a previous season must do so by completing their Boat Registration form 30 days before the first event of the season, otherwise such numbers will be available for free issue to other drivers.

Formula Honda class numbers are issued and administered by the Formula Honda Championship Organisers with an additional fee applying which is paid to Honda Marine. The additional fee is over and above the N.Z.O.P.A registration fee which must be paid at the same time.

## 104

### DRIVERS LICENCES

All drivers and co-drivers wishing to compete in any racing class must first obtain an NZOPA Drivers Licence for an annual fee of **\$250.00** (including rules). All licence applicants must have completed the following requirements in order to have a licence issued:

- i. Become a full financial member of the NZOPA.
- ii. Be of a minimum age of 15 years (subject to written parental consent and undergoing suitable training and proving competency) for boats powered with 150hp or less.



- iii. Be of a minimum age of 18 years for boats greater than 150hp.
- iv. Pass a written test as prescribed by the National Steward to ensure that any applicant understands the basic rules as to course discipline.
- v. Have demonstrated to the National OOD or the National Technical Officer that they are capable of handling and understanding the controls and workings of the boat prior to their first event of the season if they have not competed in three or more sanctioned NZOPA events previously with control of the helm.
- vi. Have completed the Marine Paramedics Offshore Powerboat Drivers First Aid, Deep Water Resuscitation, CPR and Rescue course. Drivers competing in boats fitted with restraint systems must have taken part in a suitable Driver Immersion Test as described in UIM Rule 120.01.
- vii. Courses will be held before and during the season. All applicants intending to enter the first event of the season must have first completed the course. Applicants intending to enter the season at a later stage must at least do a CPR training course and attend the next available Full Marine Paramedics Offshore Powerboat Drivers Course.
- viii. Have passed the medical Certificate of Fitness.

Application forms are available on the NZOPA web site ([www.nzoffshore.co.nz](http://www.nzoffshore.co.nz)) or from the NZOPA Secretary.

Drivers wishing to compete in Sports classes may pay a fee of **\$50.00** per boat for a Day Licence for each event that they compete in (a maximum of 3 day licenses will be issued in any season). Drivers must be at least 18 to obtain a day licence, and co-drivers must be at least 15 (with parental consent). The applicants must also satisfy the National Steward that they are capable of handling the controls and workings of their boat and that they understand the basic rules of the sport and seamanship. This form of licence is intended for new entrants to the sport.

### 105 N.Z.O.P.A DRIVERS CHAMPIONSHIP

Drivers wishing to compete for Drivers Championship Points must identify the Driver competing for points by registering their boat on the NZOPA Licence Application Form covering both the boat and championship driver points registration (forms are available from the NZOPA web site or the NZOPA Secretary).

Registration forms and fees must be forwarded to the NZOPA prior to pre-season scrutineering. Drivers must start in at least three championship events to qualify for final championship points.

All championship events shall count equally for championship points.

The points scoring system can be found under UIM Rule 321

**Starting Points.** Entrants will receive 75 points for starting each event. To qualify, the entered boat must cross the start line within the allocated start time. If the race is cancelled, the 75 start points are awarded to all boats that have attended the drivers briefing at the cancelled race. The 75 starting points will be added to the normal points table placing amounts (eg. winner will get 400 points plus 75 starting points).



## 106 ENGINES (GENERAL)

A driver may elect to race in any class provided his engine(s) not exceed the maximum quoted above that class, then he will gain championship points only from the class he competed in.

Engines may be checked at any time during the racing season and if found to exceed the declared HP rating, instant disqualification shall apply for the whole season.

## 107 NATIONAL CLASSES

### 107.01 NZ OFFSHORE SUPERBOAT

Preface to the rules:

NZ Offshore Superboat provides an alternative for race boats that generally complied to the previous UIM class 2 specification. To maintain a satisfactory level of safety and competition the following rules apply.

1. Classification: Open to gasoline inboard powered monohull or multihull boats that fit within the following specifications.

	<b>Minimum</b>	<b>Maximum</b>
Length	9.15m (30 ft)	10.66m (35 ft)
Width	N.A	2.90m (9.5 ft)
Weight (Inboard)	Weight (inboard) minimum 3200kg as per UIM Rules. E.g., The weight is ready to race dry, including all safety equipment (except the crew and their helmets and life vests). For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.	

These measurements will be taken off the moulded hull at the widest point 'port to starboard' and the longest length 'bow to stern'.

2. Engines & Drives:

- (a) Engines must be Mercruiser HP 525 E.F.I model and must be as supplied or offered by the engine manufacturer. Exhaust tail pipes must be water jacketed. Any variation must be approved by the N.Z.O.P.A.
- (b) Propulsion system must be capable of forward, neutral and reverse.
- (c) Propulsion must only be stern drives that have been produced as production and available "off the shelf".
- (d) Steering must be achieved by turning the drives. No "rudder" type steering.
- (e) Any engine rebuilding must be pre-approved by the N.Z.O.P.A and arrangements made for an inspection dyno test, and resealing by an appointed independent company, before assembly to determine engine specifications remain the same.



3. Tunnel Flaps

Moveable tunnel flaps shall not be permitted.

4. Cockpits

Boats must conform with U.I.M. Rule 508 – “Crew Safety” in its entirety.

5. Safety

The minimum safety requirements shall be contained within the N.Z.O.P.A National Safety Rules and the U.I.M. “205 – Safety Rules”.

## 107.02 NZ OFFSHORE SUPERBOAT LIGHT

1. Engine Restrictions:

- A maximum manufacturer’s rating of 300hp per engine, standard production outboard engines, with a comined total of 600hp.
- Where engine capacity exceeds 6 litres, an additional weight penalty of 200kg must be added to the UIM minimum weights specified for the boat size.
- The following non-performance modifications are allowed to increased the reliability of the Mercury 300X engines:
  - After market 15” mid sections with the standard Mercury factory tuner fitted.
  - After market alternator brackets and pulleys.
  - Removal of the standard Mercury oil injection system.
  - Insertion of a “pop-off” water pressure valve in the exhaust plate.
  - Replace the standard fuel VST with an external fuel pump directly into an injection rail. Fuel pressure must be controlled at a pressure no greater than that delivered by the standard VST system.
- The following non-performance engine modifications are allowed to reduce the rebuilt costs of the Mercury 2.5 Offshore (ROS) engines:
  - Joe Smith Wizard pistons are approved for use when rebuilding the Mercury 2.5 Offshore ROS engines.

2. Boat Specifications:

	Minimum	Maximum
Length	8.23m (27 ft)	9.15m (30 ft)
Width	N.A	2.90m (9.5 ft)

Grandfather Clause:

The ex Placemakers 32ft (9.650m (32ft) x 2.7m wide) Skater shall be eligible to race in Superboat Light for 3 years from January 2009.

3. Low and remote water pickups shall be allowed on engines providing the engine propshaft height does not exceed 65mm above the last planning surface of the hull.

4. Tunnel Flaps Tunnel flaps shall be permitted only if they are mechanically locked in one position by a mechanism that is externally visible and cannot be altered by the crew during the race.

5. Cockpits Boats must conform with UIM Rule 508 – “Crew Safety” in its entirety.

6. Safety The minimum safety requirements shall be as contained within the



NZOPA National Rules and the UIM "205 - Safety Rules".

7. In all other respects, the UIM Class 3 / 6 litre rules shall apply.

### 107.03 SPORTS SUPER 60

1. Single Inboard or outboard engine.
2. Boats may be any design and/or built on a one-off basis.
3. All boats shall be fitted with above deck water deflectors to the approval of the NZOPA Executive.

The water deflector must be designed and constructed of materials of sufficient strength to provide adequate crew protection. The water deflector must rise to a minimum height of the chin of the tallest crew member when in the normal driving position. It is recommended that lateral protection covering also be provided up to shoulder height. The top 0.05 m (5 cm) of the water deflector must be at least 45 degrees from the horizontal with a minimum of 0.3 m (30 cm) width per crew person measured transversely in the horizontal plane. The deflector should be designed and constructed so as to present no hazard if the crew is thrown forward.

4. The maximum engine capacity shall be 3500 cc (3.5 litre) for outboard engines and 6000cc ( 6.0 litre for inboards ).
5. Minimum horsepower shall be 225hp and maximum horsepower shall be 350hp for either inboard or outboard engines.
6. All engines shall be naturally aspirated with the explicit exclusion of turbo or super chargers and any forced air induction systems.
7. Inboard engines shall be conventional four stroke engines with the explicit exclusion of Rotary engines.
8. There shall be a minimum weight to power ratio of 3.3kg / HP.

The weight is "ready to race" dry, including all safety equipment ( except the crew and their helmets and racing vests ). For control after a race. Left ( spare ) fuel in tanks will be included in the minimum weight. The owner is to present a weight certificate at pre-season scrutineering which may be checked at anytime during the season.

9. Engine modifications shall be allowed, but only if the standard (published) engine horsepower is less than 85% of that allowed by the weight to power ratio. i.e., if the ratio is 3.88 kg / HP, then the engine may be modified, providing the resultant HP is declared. Those boat / engine combinations that fall within the 85% - 100% power to weight ratio range must use stock production (un-modified) engines.
10. Engines may be checked at any time during the racing season and if found to exceed the declared HP rating instant disqualification shall apply for the total season.
11. The minimum length shall be 5.486 metre (18' 0") for boats under 300hp and 6.096 ( 20' 0") for boats 300hp or over.
12. Drives must be capable of forward, neutral and reverse gears with the engine running.
13. For minimum safety equipment refer to rule 541.



### 107.04 SPORTS 60 (including Sports 60 - Restricted)

#### General

These classes are limited to standard production boats and/or engines sold as finished boats, kitset boats, or built to a standard plan as commercially available to the general public.

Sports class boats may be either monohull or catamaran.

Ballast tanks are allowed.

### 107.05 Sports 60 Class Rules

#### Boat Requirements

1. Boats must be a production model runabout with a minimum length of:  
Sports 60 18' 0" (5.486 m)  
Sports 60 (Restricted) 1710" (5.18 m)
2. In the case of a "one-off" craft, the owner must obtain permission to compete at the discretion of the National Steward or his/her NZOPA deputy.
3. All boats are to be powered by a single engine.
4. All boats must have a minimum of two crewmembers.
5. All boats must have secured: Fuel Tank, Battery, Steering and Seats.
6. All boats must be structurally sound.
7. For minimum safety equipment refer to rule 541.
8. Driver and co-driver must have minimum of day licence. Only a maximum of four races can be competed for in any one racing season with a "day licence". Following the entering of four races, a full NZOPA Drivers Licence must be obtained. See Rule 104.

### 107.06 Engine Requirements – Sports 60

1. Motors must be stock two or four stroke production "Out of the Box" units with no additional porting, polishing, blueprinting, deburring, or any metal removal allowed. No flywheel, alternator, or ECU changes are allowed.
2. No modifications to exhausting are allowed.  
No remote water pick-ups are allowed.
3. Replacement parts etc., are to be those catalogued as such by respective outboard manufacturer's for the applicable engine.
4. Exceptions allowed are:  
Nose cones  
Racing propellers  
Fibreglass reeds  
No restrictions on engine mounts  
Oil injection may be removed  
Factory water pick-up optional
5. All engines competing for points shall be scrutineered by a specific mechanic before the first race. The heads will be removed at the owner's cost.



6. Engine Sizes:

Sports 60	maximum manufacturers rating of 225 hp and 3.3 litre capacity engines. (engines excluded are Mercury 225 Ski and OMC Limited Edition).
Sports 60 (Restricted)	maximum 200 hp - factory standard engines.

**107.07 FORMULA HONDA CLASS**

Formula Honda is a one hull, one engine class based on the 1900 Sonic hull rigged with a 150HP Honda 4-stroke VTEC outboard. Detailed rules for this class are attached as an addendum or are available at [www.nzoffshore.co.nz](http://www.nzoffshore.co.nz)

**107.08 SPORTS / CLASSIC CLASS**

1. Sports Classic Class boats are restricted to boats that exceed the horse power limitations of the other Sports Class boats and are over 18ft in length. This includes "Historic Boats".

Sports Classic Class boats must display a race number starting with "C".

2. Each entrant wishing to enter the SPORTS CLASSIC class must submit technical details of their craft to the Technical Officer including the boat length, weight, engine type and HP. Further information may be requested by the Technical Officer if required. The NZOPA Technical Officer will use guidelines from the existing National and UIM class rules to establish if the craft is able to enter this class. The primary focus of the Technical Officer when assessing craft will be crew safety.
3. Inboard engine drive units may be any commercially available types that meet the minimum number criteria as for boats, i.e. minimum number of 10 units sold in New Zealand.
4. A maximum of 3 seated crew. All crew must have fixed upholstered seats and must wear a helmet
5. Minimum safety equipment as detailed in 541.
6. Any type of propellers are permitted.
7. **Maximum Speed 80 mph**

Speed can be measured using three methods

- OOD can make it compulsory to carry a handheld GPS that is zeroed at scrutineering and is capable of recording maximum and average speed and distance travelled.
- A radar gun will be randomly used on the course.
- Speed will be randomly measured by the safety helicopter.

Penalties for exceeding the speed limits will be as follows:

- Exceeding 83 mph will result in instant disqualification and black flagging off the course.
- Exceeding 85 mph will also result in a \$100.00 fine.
- Exceeding 88 mph will result in a \$500.00 fine and a 12 month ban from entering further races.

The decision of the Officer of the Day will be final with no rights of appeal.

Day Licences are required for all drivers and crew up to a maximum of four races. A full Offshore Championship License is required for more than four races.



## 107.09 FAMILY CLASS

This is a nominated speed class open to all boats not eligible to race in the other classes. Boats will be timed and the boat closest to the nominated speed is the winner. In most cases the course layout will be the same as the 60 mile race.

**Maximum Speed 70 mph**

**Minimum Speed 25 mph**

Minimum safety equipment required:

- NZ Standard Helmets
- NZ Standard Buoyancy Vests for boats under 50 mph
- NZ Standard Race Jackets for boats 51 – 70 mph
- Fire extinguisher
- 1 x smoke flare
- Anchor and warp
- Tow Line secured to towing eye
- An Oar or Paddle
- A 4 litre bailer
- All competitors to have VHF or Cellphone

Boat requirements:

- Must display a number on each side that is visible from 200m
- Tanks, Batteries, Steering and Seats must be adequately secured
- Engine/s must be securely mounted

All drivers and crew will be require Day Licenses

## 107.10 WILDCAT RACING (Junior Powerboat Racing League)

This is a Junior Powerboat Racing class for Children under the age of 15 years to learn the skills of operating a power boat under competition conditions. It is a one design class utilising a 3.6 metre alloy RIB hull and a 15HP outboard engine. Full details and rules for this class can be obtained from [rodders125@actrix.co.nz](mailto:rodders125@actrix.co.nz) or 021-948 232.

## 108.00 RACING NUMBERS

1. **All** boats **including Formula Honda** are to be allocated a race number by their National Authority, which is to be painted in waterproof black paint on a yellow or white background. No number may begin with a zero. All numbers shall be plain and upright.
2. These numbers shall be painted or made of self-adhesive tape of adequate strength so as to be clearly visible from both sides and from above. Those on the beam shall be placed on the forward half of the boat.
3. Individual numbers should conform to the following minimal dimensions:

Height 0.30 m  
Width 0.23 m  
Thickness 0.05 m  
Spacing 0.13 m

The white background shall extend at least 228 mm in front of and beyond the end numerals and at least 76mm above and below the numerals. We recommend that the numbers be as big as practically possible.

The only discretion should be for a boat that does not have sufficient height



on the top sides.

4. Offshore Super Boat, Offshore Super Boat Light and Classic Classes will need to keep 600 x 400 deep for sponsor signage on three x locations.

All other classes will need to keep 500 x 300 deep for sponsor signage on three x locations;

- 1 on starboard side
- 1 on port side
- 1 on the deck

## 200 CONDITIONS AND CONDUCT OF EVENTS

- 201 Promotional Money: Minimum Pool of \$6,000. All organising committees and/or local event organisers are to guarantee a pool of \$6,000 to cover event promotion and running costs. Balance of fund after helicopter, paramedic and maximum of \$500 trophy costs have been paid must be utilized as promotional funds via an NZOPA trust account.

The administration of the promotional funds shall be managed by the NZOPA.

- 202 A driver shall enter only one boat for any one race.

- 203 The driver, to be eligible for points, must be in the boat at all times either crewing or driving the races entered in that season and be named as the driver / co driver of the entrant craft.

In the event that a driver cannot attend one event due to circumstances beyond their control they may apply in writing for approval of the NZOPA to be awarded points if their boat competes under the control of another driver. Approval is solely at the NZOPA discretion.

Note that this rule does not apply to the Formula Honda class where the boat rather than the driver is registered for points.

- 204 Every effort should be made to forward race entries to the Race Secretary at least 14 days before the event. To qualify for championship points the entrant must have fully paid boat registration fees, completed entry documentation and passed scrutineering before the drivers briefing. Such entries must be accompanied by full payment of the entry fee, including membership fees, and accompanied by all returnable trophies won in the organiser's previous events, if not already returned. An entry fee shall be refunded provided that written or telegraphed notice or irrevocable withdrawal from the event is received by the Race Secretary not later than three days before the event.

- 205 To qualify in any event, an entrant must average not less than 32kph from start to finish, and complete the course not later than 15 minutes after the class winner's finishing time.

- 206 All entries will be covered by an insurance company nominated by the NZOPA for Public Liability. The insurance company for the 2009 racing season is Vero Liability.

- 207 The organising club, its members, committee, sponsors and paid or voluntary assistants will not be responsible for any damage, injury or Act of God or accident connected with the event or organisation. Competitors are reminded that normal marine insurance is in most cases void while racing unless special arrangements have been made with their insurers.



- 210 In the event of a dispute over the interpretation of rules, the race day Jury or National OOD may, at their discretion, give an interim dispensation or ruling for that event only and refer the matter to a technical and rules committee for final adjudication.
- 211 Entrants must comply with all regulations and instructions of the organising club and observe Harbour Authorities and Police rulings and obey all Civil Laws and By Laws. Drivers and crew shall observe the instructions of the race officials and abide by the rules of the UIM, NZOPA and the race organisers.
- 212 Competitors, crew and their supporters must conduct themselves in an orderly and reasonable manner during the full period of race activities. Delinquent behaviour and failure to pay charges incurred as a result of attending any event shall be referred to the NZOPA executive committee who have the power to invoke Rule 213 or instruct the offender to make payment of accounts, charges for damages, or make apologies to offended persons. Such instructions shall be issued by the Executive Committee after a properly conducted inquiry. Delinquent behaviour includes any malicious comments, personal insults, threats of violence or legal action directed at race day officials, sponsors, and members of the NZOPA.
- 213 Any entrant found, in the opinion of the NZOPA executive to have contravened any regulations or evaded the intention of the regulations, may be disqualified and may be prevented from entering any, or some, future events under these rules. Reference should also be made to Rule 217 - Penalties.
- 214 The Jury may impose time, or other, penalties on entrants who fail to comply with rules and instructions. Any time penalties imposed shall be added to the entrant's finishing time.

### TIME PENALTIES

Time penalties can be imposed by the OOD if a race boat misses any mark within identifiable distance of the mark Control Boat.

Other time penalties may be imposed by the OOD for minor course or other race infringements. For infringements that the OOD or race day Jury consider to be serious, then disqualification should be considered.

- 215 The entrant shall be entirely and solely responsible for all costs incurred by any search and rescue or salvage of the boat.
- 216 All drivers and/or crew must wear, for the duration of the race, a wrist identification bracelet.

### 217 PROTEST & APPEAL PROCEDURES

These judicial rules are as supplied and recommended by the New Zealand Power Boat Federation for use by all member groups nationally. The context remains as for the previous NZOPA rules, but far greater detail is provided on procedural matters. For International events, the U.I.M. judicial rules shall be used.

#### 217.10.01 THE JURY

The Jury hears any protest raised by a driver.

##### 1. Composition

The Jury must be composed of at least three members. The Organisers of an event



appoint a Jury Chairman. This person must be experienced and have a good knowledge of the rules pertaining to the event. The other two members must be chosen from the best persons available taking into account their knowledge and experience also. If the Organisers fail to appoint these persons, then it shall be the responsibility of the Chairman to find two suitable people.

The composition of the Jury is announced at the Drivers briefing. The Jury members must also be present at such meeting.

Race Officials or Drivers can not be Jury members.

### **2. Authority and Duties**

The Jury sits as long as the event lasts, including the nominated time period following posting of results. The Jury shall not be excused until either any or all protests are heard, or the Race Secretary has declared that no protests have been received relating to the event.

The Jury must decide as soon as possible on all protests presented to it during the event.

### **3. Interested Parties**

No member of a Jury who knows himself to have directly or indirectly an interest in one of the parties involved, may judge the protest.

#### **217.10.02 PROTEST PROCEDURES**

##### **1. Validity of Protests**

Only a driver may protest against facts pertaining only to the race(s) in which he takes part.

Joint protests signed by several members will not be considered.

All protests must be in legible writing.

It must state the reason for the protest and be accompanied by any relevant documents that shall provide evidence and the protest fee as stipulated by the Race Organiser.

All protests must be signed by the protester.

The protest must be handed to the Race Secretariat within the prescribed time. The Race Secretariat must, in the presence of the protester, record the time of receipt.

Any costs involved in verification are to be borne by the losing party.

A written protest can be withdrawn by the protester. He then loses the protest fee.

The Jury must determine whether the protest presented to it has been lodged according to the rules. If it is found to be invalid, the reason(s) must be given to the protester.

##### **2. Protest Fee**

The amount of the protest fee for NZOPA events shall be \$250.

If a protest is upheld by the Jury, the fee must be returned to the protester.

##### **3. Right of Protest**



A protest can be lodged against the posted provisional results or against any decision made by the Race Committee or against one or several competitors.

In the event of a competitor protesting against a penalty imposed on him by the OOD, and another driver protesting simultaneously against this competitor due to the same incident, the Jury will only have one meeting with both competitors being party of this protest procedure.

A protest can only be lodged on a subject that directly concerns the protester himself. A protest which complies with these rules can not be refused by the Jury.

No protest is permitted on Jury decisions. They may only be contested by the appeal procedure.

#### **4. Time of Lodging a Protest**

A protest regarding the qualification of a boat, a motor, or a driver must be made before the drivers briefing. Starting in a race is considered as acceptance of the conditions and the eligibility of the other competitors. The only exception to the above is when the protester can prove the facts were not given to him before the drivers briefing. Then a protest can be lodged within the normal one hour time following the results being posted.

Any other protest must be lodged within one hour of the first results being posted.

#### **5. Judgement**

Decisions by the Jury shall be reached by simple majority of votes. In the case of equal votes, the Chairman shall have a casting vote.

Any judgement pronounced by the Jury stays in effect until altered by the Appeal Board.

#### **6. Notification of Decision**

All decisions by any Jury must be notified to the concerned parties in writing, including their right of appeal.

#### **7. Availability of Documents**

All documents relevant to any decision by the Jury must be filed with the NZOPA secretariat and held available at least until the time limit for an appeal has expired.

### **217.10.03 HEARING OF THE PROTEST**

#### **1. Right to a Hearing**

Any person being party to a protest, or being charged for an offence against the rules shall have the right to be heard before the Jury in order to defend him/her self.

The Jury must give notice to all parties of where and when the hearing will take place.

If any party duly notified, fails to appear without giving an acceptable reason, judgement can be rendered by default.



### 2. Evidence

It is the responsibility of the parties involved in a protest to ensure that witnesses appearing on their behalf together with any other evidence are present and the Chairman of the Jury at his/her sole discretion may take their availability into account when determining the timing of the hearing.

Any costs incurred by the appearance of witnesses shall be borne by the respective parties unless decided otherwise by the Jury.

### 3. The Hearing Procedure

The following procedure must be followed in all hearings unless otherwise stated elsewhere in these rules:

- Written minutes must be taken
- All parties to the case are entitled to be present and to hear and question all evidence at the hearing up to the time the Jury makes its decision. The protest shall be read out to the parties.
- The parties shall be invited to state their cases. The parties may call witnesses. Each witness, after having given his account of the case, may be questioned by all parties and by the members of the Jury.
- Any member of the Jury who is familiar with the case may give his evidence.
- The witnesses shall withdraw and the parties shall be invited to make a final statement of their cases.
- The Jury may recall any party, previous witness or new witness and call on other evidence.
- The parties must be present during the whole of the recall and must be given the opportunity to question any new evidence after which they may re-make their final statements.

#### 217.10.04 THE APPEALS PROCEDURE

##### 1. Appeals Board

The Appeals Board will decide on any appeal lodged by a competitor refuting a decision of the Race Day Jury.

##### 2. Composition

The Appeals Board shall be composed of at least three neutral members, but no more than five, the Chairman included. The members shall be appointed by the President of the NZOPA. These persons shall be knowledgeable and experienced within the sport. One member shall be drawn from another NZPBF member organisation. No member shall have served on the Jury from which the decision is being appealed or have directly or indirectly any interest in the parties involved.

##### 3. Authority and Duties

The Appeals Board shall assemble and hear all evidence relating to any appeal within 28 days of the event. It shall sit until a decision is reached. Upon such decision being reached



by simple majority, which shall be final and binding, the Appellant shall be notified in writing (letter, fax or email) of the result.

#### **4. Costs**

All costs of the Appeal procedure shall be borne by the Appellant. This includes all travel, accommodation, communication, venue cost, miscellaneous costs and any costs bourn by any witness's requested to attend. The minimum Appeal deposit amount required shall be \$500.

#### **5. Right of Appeal**

A decision made by a Jury may be appealed by the losing party when they consider that an injustice has been made against them and/or fresh evidence has been made available that may have altered the decision of the Jury.

#### **6. Notice of Intention to Appeal**

The intention to appeal must be notified in writing to the Secretariat of the NZOPA by the appellant within four days of the day following the Jury decision.

#### **7. Lodging of an Appeal**

The appeal must be sent by letter, fax or email and it must be signed by the appellant. The reason for the appeal must also be stated.

All appeal documents must be received by the NZOPA Secretariat within ten days from the date when the notice of intention to appeal was received.

Address, telephone, email and/or fax should be clearly mentioned on the appeal so that the NZOPA Secretariat can send any correspondence regarding the appeal.

#### **8. Notification of the Parties of the Appeal**

The NZOPA Secretariat must within two days from receiving the appeal, notify by letter, fax or email the other parties that an appeal has been lodged and that they may provide any additional fresh evidence. A time limit for the provision of such fresh evidence must be provided.

#### **9. Appeal Board Decisions**

The Appeal Board takes its own decisions based on every item of information available. The decision of the Jury may be upheld, changed or not upheld. The decision of the Appeal Board is final.

#### **10. Costs**

Should the Appellant be successful with his appeal, he/she may make application for a partial refund of his/her deposit paid. Such refund shall be calculated as the difference between the actual cost of the Appeal hearing and the deposit paid, assuming the actual cost is less than the deposit.

### **217.10.05 PENALTIES**

#### **1. Penalties**

Any proven breach of applicable Rules may be penalised. The OOD may impose



penalties during the event under his control. He may take advice from other Race Officials, but only he may dispense such penalties during the event.

If the Rules do not determine a special penalty for a relevant breach, the penalty given has to be proportional to the seriousness of the breach. The proportionality is at the discretion of the decision maker.

The event Race Committee or the NZOPA shall only impose penalties when they deem the relevant infringement to be so serious that it has to be penalised, although the deadlines for penalising or lodging a protest have already expired. After the expiry of the aforementioned deadlines, a penalty for an ordinary breach of the Rules shall in general not be imposed.

The Race Jury or the Appeal Board following a protest or an appeal can (only) impose penalties which can be imposed by the OOD.

### 2. Deadlines for Penalising

The OOD can only impose penalties until the first results of the race are posted.

The NZOPA can only impose penalties within three months from the day the infringement occurred.

These deadlines are not valid for penalties imposed by the OOD for the reason of post race technical scrutinising. In this case, the penalty has to be imposed as soon as possible after the receipt of the scrutinising results.

### 3. Unacceptable Behaviour

In order to protect the interests of the sporting community, the following actions may also be penalised by the OOD or the NZOPA.

- Any deliberate act taken to gain unfair advantage.
- Any false act made or statement given with the intention of suppressing facts required for the proper conduct of a race.
- Any attempt to bribe or the taking of a bribe.
- Any abusive or unsportsmanlike behaviour.

### 4. Reprimand

A reprimand is a notice of disapproval of an unacceptable action. It must be recorded by the Race Secretariat. A reprimand must be witnessed. A reprimand automatically constitutes warning that if the offence recurs, a heavier penalty will be given. A reprimand is valid for twelve months.

A reprimand can be given by the OOD or the NZOPA.

### 5. Yellow / Red Cards

A yellow or red card may be given by the OOD.

Notice of a yellow or red card will be posted with the race results. The recipient must be notified privately before a red card is posted.



The driver has one hour from the posting of the penalty to protest. If the protest is not upheld, he can make an appeal.

All yellow / red cards count towards the drivers CV.

Yellow / Red cards can be given for bad behaviour on the water, including:

- up to two yellow cards at a time for dangerous driving
- one red card for extreme blatant dangerous driving.

A driver with a red card is immediately prevented from taking any further part in the event or further heats if a multi-heat race.

A driver with a red card or three yellow cards will also lose the right to take part in the next race in his class. Then all cards are removed.

All yellow cards will remain valid for the four events in which he competes following the date on which the last yellow card was delivered.

### **6. Disqualification**

Disqualification deletes a competitor from the results of the heat or race where the offence occurred.

Disqualification is imposed by the OOD.

### **7. Temporary Suspension**

Temporary suspension suspends a competitor, a competitor together with crew, a crew member, or an Official from all or part of an event. Temporary suspension may be given for serious indiscipline.

Temporary suspension is imposed by the OOD.

### **8. Prolonged Suspension**

Prolonged suspension can be imposed on a competitor, an Official or an organisation for deliberate fraud, repeated or very serious indiscipline or very serious misconduct.

Prolonged suspension can be imposed only on the licence holders, Officials and local event organisers of the NZPBF member organisation, by that organisation.

A prolonged suspension is National. The NZPBF member organisation must immediately advise the NZPBF and the NZPBF must inform all other NZPBF member organisations.

### **9. Exclusion**

Exclusion means permanent loss of all rights to take part in any activities falling under the NZPBF members and its affiliated organisations. A person or an organisation who has committed a moral or sporting offence of extreme gravity is liable to be excluded.

A sentence of exclusion can be pronounced only by the NZPBF on the recommendation of the NZPBF member organisation.

Exclusion is International. The NZPBF must immediately notify all NZPBF member organisations and the U.I.M.



### 10.06 PRIORITY OF THESE RULES

The course of these rules has to be exhausted before a dispute can be brought before SPARC, or a civil court.

## 300 CONSUMPTION OF ALCOHOL

301 Any crewmember or driver under the influence of alcohol or drugs prior to the start of the race will cause automatic disqualification of the entrant craft. Substitution of the crewmember will not be permitted. No alcohol may be carried or consumed during the race. The level of alcohol permitted in the blood shall be not more than 50% of that permitted by the Road Traffic Act. Refer also to UIM Rule 205.02.

302 New Zealand Power Boat Federation/UIM Anti-doping code applies.

## 400 SCRUTINEERING AND BRIEFING

401 Every NZOPA registered race boat shall be subject to annual scrutineering at a time and place designated by that the NZOPA Technical Committee.

402 It is the prime responsibility of the driver to ensure that all rules are complied with. The scrutineers will check the craft, insofar as is possible, for the observance of rules however the judges may at any time cancel the approval of a scrutineer if there is evidence that an incorrect interpretation of the rules has been applied.

403 The NZOPA Technical Committee will ensure that all boats are check weighed during the season. If any boat is found underweight, the driver will lose all previous points for that season, as well as any other penalty that the Race Day Jury may impose. The costs of weighing boats and/or trailers are to be borne by the entrant.

404 All NZOPA registered entrants must self-check all pre-race scrutineering requirements as shown on the pre-race scrutineering and disclaimer forms in the race pack or on the web site [www.nzoffshore.co.nz](http://www.nzoffshore.co.nz). These forms must be signed by each driver and it is their responsibility that the checks have been done and adhered to the rules. These completed forms must be handed into the Race Control bus before briefing otherwise that boat will not be eligible to start. There will however be pre-race spot checks done and if the disclaimer and scrutineering forms have been signed but the boat does not pass a spot check then the responsibility goes back to the driver and therefore an unsafe boat will be prevented from starting the race. All boats entering as a Day Entry will be fully scrutineered by the scrutineering team.

405 Failure to comply with the above requirements may result in a severe penalty being applied. The scrutineer's decisions are final, except where an entrant is refused permission to start. The entrant has, in that case, right of appeal to the NZOPA Technical Officer.

## 500 SAFETY RULES

501 The moulded length of entrant craft shall not be less than 4.25m.

502 Entrant craft must have at least 20% of their length fully decked from the bow with rigid material able to be walked on by a 75kg adult.



- 503 A suitable towline shall be secured to the winch eye. The line shall be capable of towing the craft under adverse conditions.
- 504 A life jacket complying with NZ Standard Specifications must be worn by each competitor and crew member for the duration of the race, also on craft capable of exceeding 80 km/h NZOPA approved racing type life jackets must be worn. Fully restrained drivers should refer to UIM Rule 508.26 - Racing Vests.
- 505 All fuel tanks, containers, batteries and equipment likely to cause damage if let loose in the craft must be properly secured. Rubber shock boards etc. is not considered adequate for batteries and fuel tanks. Tie down ropes should be at least 6mm diameter and at least two turns used to secure a battery or outboard fuel tank. Scrutineers should check and carefully inspect all steering anchor points, cables and safety stop devices and engine mounts.
- 506 An entrant which, in the opinion of the scrutineers or officials, is overloaded shall be given the opportunity of restowing or unloading unnecessary equipment. If the scrutineers are not satisfied with the loading the entrant will be disqualified.
- 508 All crew seats must be securely fixed to the main hull structure.
- 509 The structure of cockpit fairings must at least equal the strength of the main deck, i.e. made of rigid material and be able to be walked on by a 75kg adult. The forward fairing must rise to a minimum height to be level with the crew person's lower chin when sighted on the horizontal plane. It is recommended that the top 50mm of the fairing front to be at least 45° from horizontal. This will apply to all classes and types of hull except when an approved safety cockpit is fitted.
- 510 All NZ Superboat and NZ Superboat Light class boats must be canopied and fitted with head restraints. These shall comply with UIM Rule 508.
- 511 All boats using restraints shall comply in full to UIM Rule 508.
- 512 It is illegal (under crantage act) to ride on boats in any way whilst being craned.
- 513 It is mandatory that the first two boats that arrive after any accident involving other competing boats stop to render assistance and remain at the accident scene until relieved by another suitably qualified rescue crew on one of the patrol boats. Failure to do so will result in instant disqualification from the race.
- Placing and Championship Points will be awarded to any boat / driver that stops at the accident scene and provides assistance. Such placing shall be related to the last confirmed position it held prior to the time of stopping at the accident scene after deleting all non-finishers from the placing list.
- 514 Each Superboat must carry a minimum of two or more fire extinguishers totalling at least 4kg which are easily accessible by both crew. In addition, a fully automatic on-board type fire extinguisher system is strongly recommended but not mandatory.
- 5.15 All competitors shall carry VHF and / or cellphones for use in emergencies only.
- 541 MINIMUM SAFETY EQUIPMENT**
1. One hand fire extinguisher (for Sports classes and other 60 mile and 30 mile class boats).
  2. A First Aid kit.
  3. Two oars or paddles (for Sports classes and other 60 and 30 mile class boats).
  4. Suitable gear for berthing must be carried on all craft.



5. An orange flag measuring a minimum of 1m x 1m and the means of hoisting it to indicate retirement.
6. For open cockpit boats, a kill switch attached to driver (recommended for co-driver as well).
7. A working compass or GPS (these may be hand held).
8. Two distress flares.
9. An adequate tool kit and sharp knife.
10. All crewmembers of open boats shall carry a single hand-held distress flare in a pocket sewn onto their racing vest. It must be fully accessible at all times.

### 542 RULES OF THE ROAD

1. When two boats are approaching one another so as to involve risk of collision, one of them must keep out of the way of the other as follows:
  - When two boats meet head on, each must alter her course to starboard (right).
  - When two boats are crossing, the one which has the other on her starboard side must give way.
4. Where by any of these rules one of the two boats is to give way, the other must keep her course and speed.
5. Every boat which is directed by these rules to give way to another boat must, if the circumstance of the case admit, avoid crossing ahead of the other.
6. Every boat which is directed by these rules to give way to another boat must on approaching her, if necessary, slacken her speed, or stop or reverse.
7. Any boat overtaking any other must give way to the overtaken boat.
8. No boat may deliberately alter its course to prevent another boat overtaking it, except as required to round a course mark.
9. In obeying these rules, due regard must be made 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.

For clarity, National Rule 542 replaces all related U.I.M. rules including overlap rules. If you are passing another boat, then YOU must give way.

### 600 FUELLING AND FUEL INSTALLATIONS

- 601 Fuel lines must be fitted with shut off valves for each tank outlet. "Plug in" outboard fuel line connectors comply with this rule.
- 602 No fittings whatsoever except a threaded fitting shall enter or leave a fuel tank at any point lower than 75mm from the top.
- 603 Filters after the fuel pump are prohibited other than fully metal encased filters with threaded fuel line connections. Care must be taken that possible leaks from the above cannot reach any source of ignition.
- 604 Fuel lines may be any hose recommended by its manufacturer for carrying fuel but all pressure fuel lines must be fuel rated for that pressure. Specifically ordinary PVC hose is prohibited, rubber hose manufactured as "oil and grease hose" is suitable for fuel tank filter and breather pipes. Suction lines between the fuel pump and the fuel tank may be nylon, nitril, neoprene or hose marked and sold as suitable for petrol. Pressure lines may be copper or steel tube.

Flexible pressure lines should be purpose made metal braided petrol hose as described above to retard the danger of a hose burning.



- 606 All unions and fittings shall be properly secure and tight. Fuel lines to be properly clamped to the hull, except in the case of a standard outboard fuel line.
- 607 Outboard tanks may be original equipment or as specified in rule 610.
- 608 Permanent fuel tanks must have the fillers installed outside the cockpit and cabin coamings so that any fuel spillage runs overboard, and 12mm internal diameter lines to vents outside the coaming, adequately protected against the ingress of water
- 609 Filler and vents must be of approved materials as in rule 604 above.
- 610 Outboard boats may use fuel tanks with direct filling up to 32 litres per tank provided that:
- (a) Not more than four such tanks are carried in the boat, all properly secured;
  - (b) these tanks are removed from the cockpit during refuelling.

### **700 ENGINE INSTALLATIONS (INBOARDS)**

- 701 On open cockpit boats engines and transmissions to be properly covered by boxes or shields designed to prevent any person touching any hot, moving, or live electrical part when the covers are secured in place.
- 702 The exhaustive gases must be designed in such a way that the driver and his crew are protected against the dangers represented by these gases. The whole exhaust circuit shall be cooled in its entire length, and this shall be effected by water circulation, water jacketing, \*or by mixing water with the exhaust gases. It may be tolerated that a short pipe length not exceeding 3cm in length and connecting the exhaust piping to the cylinder block or between the different sections of the piping or the connection with the turbine supercharger, or the interruptions necessary for the supercharger, need not be cooled.

### **700 ENGINE INSTALLATIONS (OUTBOARD)**

- 703 The fitting of one tie bar assembly is required for all outboard multi-engined boats.
- 704 Outboard motors must be properly covered by an original equipment hood.
- 705 Outboard motor exhaust outlets must be below the water level when the boat is stationary. Outboard motors must be securely bolted to the transom.

### **706 ELECTRICAL**

- All electrical equipment must be adequately guarded or screened against sparking likely to ignite fuel or gas. Generator brushes should be screened by a gauze cover under the generator endplate. Starter motors should be checked to ensure that the motor unit and brushes are sealed. All electrical connections must be tight to eliminate sparking. Spark plug leads with push on terminal clips must be covered by rubber mouldings that are a tight fit to the HT lead and porcelain, or coil and distributor cap.
- 708 Entrant craft should be fitted with a safety battery isolating switch; i.e. enclosed contact type to prevent arcing.



## 800 DISPENSATIONS TO UIM RULES

- 802 **All Classes**  
Plastic reed valves may be fitted as made available from the outboard engine manufacturer.
- 803 **All Classes - Lifting Eyes**  
UIM Rule 703.7
- 804 **All Classes**  
Outside communication via ship to shore radio link is no longer viewed as outside assistance. UIM 319
- 805 **NZ Offshore Supercat Light Class**  
Allow GPS navigation.  
UIM Rule 319

## 900 ORGANISER PROCEDURE FOR RUNNING OF RACES IMPORTANT POINTS TO NOTE

### PRE RACE

1. All entry fees are payable directly to the NZOPA. Organisers must liaise with the NZOPA to set a budget, confirm their minimum \$6000 funding and to agree how the race will be funded. Where possible the NZOPA will attempt to assist in funding the Rescue Helicopter, Paramedics, and Insurance.
2. Details of courses, patrol and control boat positioning should be submitted to the National Steward for approval at least 45 days in advance of the event.
3. One month before your club race date, race packs and entry forms should be sent out. These are to go to all competitors on the register (available from the NZOPA Secretary) plus one to each member club secretary and to each of the executive of the NZOPA. Prior to this your Officer of the Day must have submitted all relevant information, including course details, race committee, jury, patrol boats, etc to the National Steward for approval. This is so any problems can be sorted out before competitors get their race packs. These race packs must contain all information as listed in UIM Rule 204.01, plus the following:
  - (a) Place for debriefing.
  - (b) The amount for entry fees.

**Note:** The recommended maximum entry fee for all Classes is as shown on the master race pack (see [www.nzoffshore.co.nz](http://www.nzoffshore.co.nz) ).

  - c) Prize list, prize giving place and time.
4. **Documentation for competitors intending to race include:**
  - (a) Licences - for both driver and intending co-drivers.
  - (b) Boat Measurement Certificate.
  - (c) Club membership.
5. **Entry Ratification**  
Entries should be postmarked 14 days before race date. NZOPA Secretary will contact race Secretary 12 days prior to the race to check on eligibility of entries. Pin postmarked envelope to each entry form.



### 6. Scrutineering

Every entrant should have had his pre-season scrutineering done at least 24 hours prior to his first race.

#### Pre-Race Scrutineering

Must be done within the time specified in the race pack. The Area Steward (Officer of the Day) must oversee all scrutineering. The National OOD carries all homologation papers should they be needed.

### 8. Race Organisation Minimum Requirements

- (a) Standard briefing format as per National Rule 001
- (b) Control Boats to have one red, one black and one pink flag; radio communication with base and race entry list.
- (c) NZOPA AGM recommendation: Races to be run as early in the day as possible
- (d) Contact NZOPA Publicity Officer and supply him as much pre-race information as possible. Have phone and fax facilities available for him at the race venue.
- (e) Lap scorers to have contact with headquarters.
- (f) Medical assistance to be present.
- (g) Fire prevention equipment to be present.
- (h) Local Authorities should be contacted.
- (i) Patrol boats to be adequate and approved by National OOD.
- (j) All turning points of the course must be clearly identified and have a control boat in close proximity, but not closer than 100 m from the turning mark. If a permanent object is not utilised, then the mark will be a temporary, clearly identifiable coloured buoy that should not be less than 1.5 m high x 1 m diameter, or equivalent, anchored in position. A control boat must not be the turn mark. All marks shall be provided with compass co-ordinates in the written race instructions.
- (k) Craning facilities provided will be sufficient to allow all boats that require to be craned, to be lifted in (and out) within a one hour time period.
- (l) NZOPA should endeavour to video the start / finish line (for the duration of the race) to assist in resolving and disputes over the accuracy of the time keeping records.

### 9. Control Boats

In the event of an accident, the 'Official' on the witnessing Control Boat must report to the 'Officer of the Day'.

The Officer of the Day has the sole responsibility of stopping or postponing the race, except in cases of \*force majeure, where the 'Safety Officer' will resume that responsibility. Should communications to either of these Officers fail and the accident is injury related where the rescue paramedic leaves the helicopter, the Race Official on the Control Boat **MUST** raise the **RED FLAG**.

\*(cases of force majeure - time of mishap, failure, dangerous conditions, etc.. of natural elements, machinery or communications).

### 10. Sports Boat Classes

Local event organisers wishing to conduct such events must comply with NZOPA rules 108.1 to 108.11, 504 and 541. Orange crash helmets are compulsory for boats that exceed 80kph and all boats must also carry a kill switch system of some description. Local event organisers not wishing to comply with these requirements must arrange their own insurance and will run outside the jurisdiction of the NZOPA.



### 11. Immediate Post Race

- (a) Posting of Results: Results must be posted at a point designated in briefing within one hour of the finish of the last boat. Posting time must be noted on the results sheet. Results can be corrected by the OOD at any time. The OOD should notify any competitor involved if a correction is required.
- (b) Inspections: These can take place straight after the race or at a time and place designated by either the National OOD or the National Technical Officer or the Technical Committee.
- (c) Prize money: In the case of a protest effecting prize money, the prize money purse for the class(es) concerned shall be remitted to the NZOPA who will distribute following the outcome of the final decisions.
- (d) Results: The lap scorers must complete lap sheets and hand them to the Race Secretary. The Race Secretary is then responsible for collating any minutes of the Jury, pre-race scrutineering forms and all other relevant information contained in UIM Rule 326 and forward all these immediately to the NZOPA Secretary.

### OTHER EVENTS

Any Organisation that wishes to run an event either as part of or separate from the Offshore Powerboat Events annually sanctioned by the NZOPA Inc., must apply in writing at least three calendar months prior to the planned event for approval. Such application must be accompanied by a written copy of the Rules that the planned event is to be run under and a signed declaration that such Rules will be rigidly applied should the event be approved. No NZOPA registered boat or licensed driver shall be permitted to compete unless such NZOPA sanction is obtained. Such special event Rules must place emphasis on both driver and spectator safety.

Ends.