



RACE WORLD OFFSHORE

Operational Procedures

RACE WORLD OFFSHORE

These rules have been compiled by Race World Offshore (RWO) for the sole use of its members.

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

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RULE INTERPRETATION

Send requests for official rule interpretations in writing by mail or email to:

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Attn: Rule Interpretation Request

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The following General Racing Operating Procedures apply to all Events.

SECTION 100: CRITERIA AND FEES FOR SANCTION AND PARTICIPATION IN EVENTS

101: RACE ORGANIZATION AND SANCTION

1. Eligibility

- a. To be eligible to produce an RWO Event, a Race Producer must execute the approved Promoters Agreement, a copy of which can be obtained through the RWO Office in Key West, FL, and conduct the event in accordance therewith. The terms and conditions governing the eligibility of a Race Producer to conduct an event as well as the requirements to produce the event are contained in the Promoters Agreement; the terms of which are incorporated by this reference.

2. Race Dates

- a. Race date requests must be submitted, in writing, to the main office in Key West, FL by January 15 of the current year and include date, place, and Promoter in charge. Returning race dates and sites to receive precedent if they follow the agreement procedures. Final approval of all National Series race dates must be obtained from the RWO Committee.

102: REQUIREMENTS FOR EVENT PARTICIPATION

1. Racing Membership Requirements

- a. Any person who operates or in any way assists in the operation of a race boat, whether as a driver, throttleman, navigator or active crew member, while testing or in competition, must be a Racing Member in good standing with RWO.
- b. Any person participating as active crew (*i.e. owner, driver, riding or non-riding crew member, active pit crew, tow vehicle drivers, mechanics, etc.*); requiring entry into the hot pits.
- c. RWO Officials may refuse any entry they deem to be detrimental to the professional direction of the sport, the operation of RWO or has a conflict with RWO Sponsor(s).

2. Racing Crew Requirements

a. Number of Riding Crew

- i. A minimum of two (2) persons and maximum of three (3) must be carried at all times on a race boat while in competition or during an official test time at an event.
- ii. To be eligible for an official start, the driver of record or the designated driver, shall remain within the boat for the entire race.
- iii. Violation of this rule will be grounds for event disqualification and a \$1,000 fine.

b. Minimum Age Restrictions for Racing Members

- i. **18 years old:** For a Racing Member to compete in a race boat.
- ii. **16 years old:** For a Racing Member to enter the restricted area of the hot pits.

c. Medical and Safety Requirements

- i. All Racing Members must meet the following Rescue Medical and Safety Requirements and provide documented proof at registration to be certified as eligible for racing by the DRO and/or DSR.
- ii. A current Physical Examination.
- iii. Completion of the Medical Information Form at all events.
- iv. Completion of Cockpit Evacuation / Immersion Training Certification, a minimum of once a year for riding crew members.
- v. Also, highly recommended are:
 1. Completion of SWIM TEST.
 2. Basic First Aid and CPR from a reliable certifying agency.
 3. Introduction to SCUBA.

d. Releases

- i. All participants in each offshore event must execute a liability release to RWO prior to racing. All participants are personally responsible for the recovery of their damaged boat.

e. Foreign Entries

- i. Any foreign boat crew may enter an event provided they, and their boat, comply with all other requirements set forth in these rules. However, to compete, foreign boat crews must be full annual members of RWO and must be covered by RWO participant insurance.

3. Awards, Championships

a. Eligibility for 2018 National Championship

- i. For a boat to be eligible for the title of National Champion, a boat can miss no more than one (1) event.

b. Ineligibility for Awards, Championships

- i. Riding crew members may not be eligible for any National High Points or World Championship titles for that year if:
 - 1. Any riding crew member that has received a disqualification, penalty, or fine for an intentional technical rule violation during the racing season.
 - 2. Above is at the discretion of the RWO Officials.

c. Suspension, Expulsion

- i. No boat belonging to an individual that has been expelled from RWO or its events shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. RWO also reserves the right to deny future membership to anyone who has previously been expelled or suspended from any category of RWO.

- ii. No individual, who has been expelled from RWO or who is currently under suspension by RWO, shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, or participate as a boat owner, driver or crew member at any RWO sanctioned event.

d. Criminal Acts

- i. It is the policy of RWO that any owner, driver or crew member who is a RWO member and who is formally indicted in the commission of a felony, will be subject to an RWO hearing to determine if suspension is necessary. Additionally, no boat belonging to the individual shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. If the member is suspended then RWO will hear an appeal as soon as practical and, if the accused has not been found guilty in a court of law, the member will be placed on "Probation," permitted to race, and keep RWO informed, in writing of their status (i.e., trial dates, exoneration etc.). If found guilty in a court of law (regardless of appeals), all racing points and awards may be stripped for any racing season by RWO.

4. Fee Schedule

- a. Membership Fees, and boat equipment registration fees are due February 1st. Forms and payments must be submitted online via the Official RWO Website, (raceworldoffshore.com), per its fiscal year (January 1st through December 31st). RWO boat equipment registration fees shall coincide with the RWO memberships from January 1st through December 31st, reflecting 12-month boat registration. For further information, contact RWO.

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b. Annual National Boat Equipment Registration Fees*

<u>Class</u>	<u>Through 12/31/2018</u>
US Class 1	\$2,500.00
SuperCat	\$2,500.00
SuperVee	\$1,500.00
ProStock Cat	\$1,500.00
ProStock Vee	\$1,000.00

**2018 Equipment Registration fees waived if paid at the 2017 Key West World Championships.*

c. Annual Racing Membership Fees

- i. RWO establishes National membership fee for the 2018 season of \$200 for all Racing Memberships.

d. Race Event Entry Fees

- i. The following is the 2018 Event entry fee schedule:

<u>Class</u>	<u>Through 12/31/2018</u>
US Class 1	\$1,500.00
SuperCat	\$1,500.00
SuperVee	\$1,000.00
ProStock Cat	\$1,000.00
ProStock Vee	\$800.00

Note: All Race Entry forms and fees must be completed and submitted online via the Official RWO Website, (raceworldoffshore.com) no later than (30) days prior to the first day of each event. After (30) days or for payments made on-site, an additional \$200 will be assessed. Payments made on-site, must be CASH, CREDIT CARD or CERTIFIED CHECK. No personal or business checks will be accepted.

5. Boat Registration Requirements for Event Participation

a. Number of Boats in a Class

- i. If a class does not have (3) three or more boats registered for the year, that class may be eliminated at the discretion of the RWO Officials. There must be more than one boat for a class. A boat will be given one chance to run by itself. At the next race if there are not any other boats in the class, the boat will have to move to another class. RWO Officials have the right to eliminate the class. This will be handled on a case by case basis.

b. Boat Ownership

- i. Offshore race boats may be leased or owned by an individual, a partnership or a business entity (e.g. corporation, LLC, etc.) provided that the individual, partnership or business entity complies with the RWO membership requirements.
- ii. In the event an offshore race boat is leased or owned by a partnership or business entity, that partnership or business entity must designate an individual who complies with the RWO membership requirements set forth by these rules, as its duly authorized representative. This representative shall assume full responsibility for the boat, the boat equipment, and the crew at each race site.

c. Hull Identification & Registration

i. Boat Registration

- i. All race boats entered in a sanctioned race must be registered annually with RWO. Application for registration to be completed online via the Official RWO Website, (raceworldoffshore.com). Registered boats must display the officially assigned number for the current racing year. The use of unauthorized numbers, unofficially assigned numbers or improperly registered boats is expressly forbidden. If found utilizing an unassigned, unauthorized number, or improperly registered boat; all cumulative points for boat, driver and throttleman may be lost and the registered owner may be suspended for six (6) months.

ii. **Boat Registration Fees**

- i. Fees for registration of race boats shall be determined by RWO, and referenced on Page 5 as well as being disclosed on the current application for membership form. Fees must accompany the application. To be eligible to register race boats for participation in sanctioned races, each owner or participant must be a racing member in good standing of RWO. Any foreign boat may compete in sanctioned racing events and may use that racing number, provided that all requirements set forth in these rules have been met, and further provided that the number is not in conflict with a valid registered number on any race boat entered in the same event. If such should be the case, the DRO may designate a temporary number to be used for that event only.

iii. **Boat Name**

- i. Any race boat may carry a boat name selected by the owner, but such name shall be subject to the approval of RWO. Lewd, suggestive or vulgar names and/or graphics will not be permitted on race boats. Should such approval be withheld and, until RWO approval is forthcoming, that boat shall be ineligible to compete in any sanctioned RWO event, until cleared by RWO. The decision of RWO shall be final on such matters.

iv. **Assignment of Racing Number**

- i. Upon receipt of the properly executed application for a racing number, RWO shall assign said number or inform the applicant of the lack of availability of that number and request an alternate number. Upon issuance of a number, RWO shall forward to the applicant their official registration together with their membership. The assignment of a racing number in no way guarantees that the boat is qualified for any specific class. Technical specifications for each class, as set forth in these rules, will determine a boat's class qualification.

v. **Effective Date of Racing Numbers**

- i. Registrations and assignments of racing numbers become effective January 1st and are valid until December 31st, unless rescinded or surrendered. When requested, the numbers of the previous membership year will be reassigned, if the application is received prior to February 1st. After February 1st, all unregistered racing numbers will be considered void without further notification.

vi. **Transferability of Numbers**

- i. No owner may use the same racing number on more than one hull. When race boats are sold, they must be re-registered by the new owner and new numbers assigned, except in those cases wherein the former owner shall consent to the transfer of the number to the new owner. If a race boat is sold or transferred to an individual who is not a racing member of RWO; it will be the responsibility of the original owner to remove the racing number and any RWO affiliation from that hull and notify RWO, in writing, of the sale. In the event the original owner fails to do so, their RWO membership may be suspended for six (6) months.

d. **Replacement or Substitute Boat**

- i. See Scoring Procedure / Awarding of Points ([Section 600](#))

e. **Class Transfer**

- i. A boat can be transferred into another class, only once per racing year, so long as the boat conforms to the class rules being transferred into. However, if an entry conforms to more than one (1) class, then the Director of Race Operations (DRO) in concert with the RWO Officials will place the boat in the appropriate class. An additional boat registration fee is not required unless the new class fees dictate a higher fee than originally paid. If a boat transfers to a lower class, a registration credit shall not be allowed. Points are not transferable.

f. **Race Number Decals**

- i. All race number decals shall meet the following criteria:

g. Numbers

- i. All boat numbers for National Series classes (Extreme, USA Class 1, Super Cat, VX, Super Stock, Modified Vee, Stock Vee, APBA Bracketed Class 1-7, Powerboat P1) shall contain no more than three (3) digits and range from Number "2" through Number "999". National Series Class boats use standard numbers as described in section "General Layout".

h. Legibility

- i. National Series boats are required to have standard black numbers over a white background with a black border. It is the responsibility of the boat owner to have numbers that are legible for scoring purposes. If the standard numbers do not meet minimum requirements, the boat may risk not being scored and, may be required to change the numbers before the next race or receive a penalty.

i. Duplication

- i. Numbers in all National Series classes will be assigned by RWO and may not be duplicated within any of the National Series classes. Preference for numbers shall be given to boats already registered. In the event duplicate numbers currently exist, the boat with the earlier date of registration shall be assigned that number.

j. General Layout

- i. Numbers shall be in black, vertical, block lettering over a white background, or approved by the RWO Officials if another configuration.

k. Border

- i. If applied to a white hull, a black border must surround the numbers or otherwise approved by the RWO Officials.

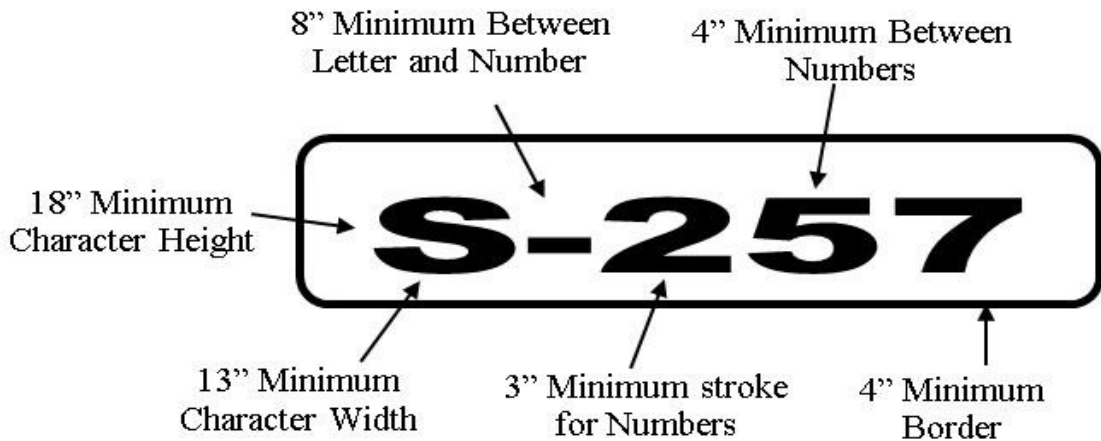
l. Height, Width, Stroke, Spacing

- i. The minimum height of each number shall be eighteen inches (18"); minimum width shall be thirteen (13"); minimum stroke shall be three inches (3"); minimum spacing between each number shall be four inches (4"). The single exception to this can be the number "1" when used with another digit in which case the width may be narrower.

m. **Location**

- i. The racing numbers shall be clearly visible on either beam and from above. Numbers shall be displayed on the foredeck and shall read correctly from the driver's position and shall be underlined by a black bar. Side numbers shall be on the front half of the hull.

n. **National Series Class Number Diagram**



o. **National Series Class Designation**

<u>Class</u>	<u>Designation</u>
Extreme	
USA Class 1	Number Only
Super Cat	Number Only
VX	SV-Numbers
Super Stock	S-Numbers
Modified Vee	V-Numbers
Stock Vee	
APBA Bracketed Class 1-7	
Powerboat P1	

i. **Scoring**

1. Numbers not meeting these rules or any number that becomes unreadable during an event will be scored at the discretion of the Director of Scoring (DOS) and/or the Director of Race Operations (DRO) of that event.

SECTION 200: CRITERIA FOR RACE MANAGEMENT AND RWO OFFICIALS

The following RWO officials will be present at all events to assist with the production and conduction of the event.

201: DIRECTOR OF RACE OPERATIONS (DRO)

1. Appointment

- a. The RWO Nominating Committee shall appoint a DRO who shall:
 - i. Serve at the discretion of RWO
 - ii. Serve as the DRO at each event
 - iii. Be responsible for updating and maintaining the RWO rulebooks and;
 - iv. Perform other duties as may be requested from time to time by RWO.

2. Presence at Events

- a. Each sanctioned offshore race must have a DRO present. Should an officially designated DRO be unable to attend any sanctioned racing event, the RWO Nominating Committee may appoint an alternate to serve at that racing event.

3. Duties and Responsibilities

a. Driver's Meetings

- i. Preside over all drivers' meetings
- ii. Ensures all questions relative to racing rules are properly answered; and
- iii. That the conduct of the race itself is in accordance with all racing operating procedures.

- b. Ensure that all proper officials are present and function during the conducting of an event.
- c. At National Series Race sites, the RWO must ensure the Medical/Rescue Checklist has been completed satisfactorily, with the RWO Officials.
- d. **Enforcement of Rules**
 - i. The DRO shall see that all racing and technical rules are enforced during the conduct of an event. All possible rule infractions shall be reported only to the DRO by the appropriate RWO official(s). It shall be the sole responsibility of the DRO to communicate with any team member or other party who has been charged with the violation of any rule as well as the proposed action that RWO shall take as the result of said violation.
- e. **Interpretation of Rules**
 - i. Should any questions about the interpretation of racing rules arise, the RWO Officials shall rule on these matters after consultation with all involved including witnesses and local officials. If an infraction takes place and it is not covered by the Operating Procedures the RWO Officials shall interpret the rules and determine the infraction and consequence(s).
- f. **Rules Violations**
 - i. In the event of a report of a possible major rule infraction (i.e. involving the possible loss of points, change in finishing order or probation, expulsion or suspension of any member) the DRO shall meet immediately with the RWO Officials to investigate and render a decision. No formal action shall be taken on such matters however; without authorization and consent of the Appeal Board which will be established for each event to ensure the fairest and most equitable enforcement of these rules.
- g. **Post-Race Reports**
 - i. For each event, the DRO shall file a Post-Race Report, in writing, to RWO detailing the conduct of the races, any accidents or other incidents such as disciplinary actions, technical disqualifications, weather conditions at race and test times, course infractions, penalties assessed, interviews with competitors and/or witnesses to infractions, etc. The DRO shall report ALL accidents, even though no injuries are involved. This does not preempt local authorities from reporting those accidents, as required by State and Federal law, to be reported. Race Officials will aid local authorities in completing their reports, where necessary.

h. Special Events and Records

- i. In those racing events wherein records are claimed, the DRO must ascertain the presence and performance of competent Inspectors, Timers, timing equipment and Course Surveyors. The DRO must submit a complete report of their findings to RWO within (10) days of the event.

i. Unsafe Equipment

- i. Either the DRO or Director of Technical Inspections (DTI) shall have the right to refuse any entry, at any time prior to the start that; in their opinion is not designed, built and equipped to standards of seaworthiness and safety required for any adverse weather and water conditions during the race. This shall also be extended to equipment that, in the DRO's opinion, hinders adequate competitor extrication and rescue.

202: DIRECTOR OF TECHNICAL INSPECTIONS (DTI)

1. Appointment

- a. The RWO Nominating Committee shall appoint an individual who shall:
 - i. Serve at the discretion of RWO
 - ii. Perform other duties as may be requested from time to time by RWO.
 - iii. Shall serve as the DTI at each event.
 - iv. Be responsible for implementing the inspection plan, procedures and protocols (including branding\ marketing requirements) for each event, and managing the assistant inspectors and their implementation of those practices, procedures and protocols.
 - v. From time to time as necessary, appoint additional qualified technical inspectors to serve in conjunction with the DTI or in their stead. The additional qualified technical inspectors shall be held to the same standard and charged with the same responsibilities and function in the same manner as the DTI.

2. Presence at Events

- a. Each event must have a DTI present. Should an officially designated DTI be unable to attend any sanctioned racing event, the DRO and the RWO Nominating Committee shall appoint an alternate to serve at that racing event.

3. Duties and Responsibilities

a. Compliance with Technical Rules

- i. The DTI's main responsibility is, to inspect the competitors' racing equipment for compliance with the applicable technical, and safety equipment and document their findings on each piece of equipment inspected at an event.

203: TECHNICAL INSPECTORS

1. Appointment

- a. The DTI shall appoint Technical Inspectors who shall:
 - i. Serve at the discretion of and in conjunction with the DTI
 - ii. Be held to the same standard and charged with the same responsibilities and function in the same manner as the DTI.
 - iii. Perform other duties as may be requested from time to time by RWO.
 - iv. In conjunction with the DTI, be responsible for implementing the inspection plan, procedures and protocols for each event, and implementation of those practices, procedures and protocols.

2. Presence at Events

- a. Each event must have Technical Inspectors present. Should an officially designated Technical Inspector be unable to attend any sanctioned racing event, the DRO and the RWO Nominating Committee shall appoint an alternate to serve at that racing event.

3. Duties and Responsibilities

a. Reporting Infractions

- i. The Technical Inspectors inspect racing and safety equipment for compliance with the technical rules. If they find what they believe to be a violation of those rules, they shall report the infraction to the DTI and DRO.
- ii. The Technical Inspectors do not discuss their findings with anyone, including any member of the offending team; until the matter has been reported.
- iii. Technical Inspectors do not have the authority to discuss or waive any aspect of the RWO Operating Procedures with or for race teams.

b. Unsafe Equipment

- i. Either the DRO, DTI or DSR shall have the right to refuse any entry, at any time prior to the start that; in their opinion is not designed, built and equipped to standards of seaworthiness and safety required for any adverse weather and water conditions during the race. This shall also be extended to equipment that, in the DRO's opinion, hinders adequate competitor extrication and rescue. *(Also referenced in Section 201, 3., i.)*

204: DIRECTOR OF SCORING (DOS)

1. Appointment

- a. The RWO Nominating Committee shall appoint a DOS who shall:
 - i. Serve at the discretion of RWO.
 - ii. Perform other duties as may be requested from time to time by RWO.
 - iii. Shall serve as the DOS at each event.
 - iv. Be responsible for developing and implementing the scoring plan, procedures and protocols for each event, and managing the assistant scorers and their implementation of those practices, procedures and protocols.
 - ii. Shall from time to time as necessary, appoint additional qualified scorers to serve in conjunction with the DOS or their stead. The additional scorers shall be held to the same standard and charged with the same

responsibilities and function in the same manner as the DOS.

2. Presence at Events

- a. Each event must have a DOS present. Should an officially designated DOS be unable to attend any sanctioned racing event, the DRO and the RWO Nominating Committee shall appoint an alternate to serve at that racing event.

3. Duties and Responsibilities

a. Registration at Events

- i. The DOS shall also work with the Director of Registration (DOR) and assist in the event registration process including the collection, organization and accounting of all entry forms, boat registration forms and membership forms not previously submitted via the RWO official website.

b. Timing and Scoring

- i. The DOS shall have full responsibility for timing and scoring all events and should arrive at each event site with adequate time to conduct a scorers' meeting with all assistant scorers prior to the event.

c. Scorer's Instructions

- i. The DOS shall instruct the basic timing and scoring method, will gather forms, worksheets at all race sites and work with local scorers to familiarize them with the National Series scoring system.

d. Reporting Race Results

- i. The DOS shall be responsible for posting all unofficial results of the event in a pre-determined and announced location, and communicating those results to the designated media representative after the final race of the day. The DOS shall also be responsible for submitting the final results to RWO, via email at: info@raceworldoffshore.com within fourteen (14) business days from the completed event.

205: DIRECTOR OF REGISTRATION (DOR)

1. Appointment

- a. The RWO Nominating Committee shall appoint a DOR who shall:
 - i. Serve at the discretion of RWO.
 - ii. Perform other duties as may be requested from time to time by RWO.
 - iii. Serve as the DOR at each event.
 - iv. From time to time as necessary, appoint additional qualified registrars to serve in conjunction with the DOR or in their stead. The additional registrars shall be held to the same standard and charged with the same responsibilities and function in the same manner as the DOR.
 - v. Be responsible for developing and implementing the registration plan, procedures and protocols for each event, and managing the assistant registrars and their implementation of those practices, procedures and protocols.

2. Presence at Events

- a. Each event must have a DOR present. Should an officially designated DOR be unable to attend any sanctioned racing event, the DRO and RWO Nominating Committee shall appoint an alternate to serve at that racing event.

3. Duties and Responsibilities

- a. The DOR shall have full responsibility for:
 - i. Collecting and accounting for all RWO membership, registration and entry fees not previously submitted thru the RWO official website; at the event race sites along with any other required forms.
 - ii. Ensuring all member forms are completed and accounted for and that all required members sign the insurance waivers at each race site.
 - iii. Prior to the final driver's meeting, the DOR (or their designee) will provide a list of entrants who have unpaid fees and/or have not completed all registration requirements to the DRO.

206: APPEAL BOARD

1. Appointment

- a. The RWO Appeal Board shall:
 - i. Serve at the discretion of RWO.
 - ii. Perform other duties as may be requested from time to time by RWO.

2. Duties and Responsibilities

- a. Ensure the fairest and most equitable enforcement of the RWO Operational Procedures.
- b. Upon the request of any party against whom a penalty has been imposed; hear appeals during an event, but prior to the race in which the party is to participate.
- c. Rule on and determine any required action(s) deemed appropriate by the Board under the specific circumstance. *

**Notwithstanding anything herein to the contrary, the Appeal Board do not have the authority to implement any material technical rule change(s) without the approval of RWO Officials.*

207: DIRECTOR OF SAFETY AND RESCUE (DSR)

1. Appointment

- a. All event Medical and Rescue facilities must be pre-approved by RWO.
- b. The RWO Nominating Committee shall appoint a DSR who shall:
 - i. Serve at the discretion of RWO.
 - ii. Perform other duties as may be requested from time to time by RWO.
 - iii. Serve as the DSR at each event.
 - iv. Be responsible for managing the rescue personnel at each event.

2. Presence at Events

- a. Each National Series race must have the DSR present. Should an officially designated DSR be unable to attend any sanctioned racing event, the RWO Nominating Committee may appoint an alternate to serve at that racing event.

3. Duties and Responsibilities

- a. The DSR shall:
 - i. Be responsible to RWO for the reduction of risk throughout all aspects of racing: land, sea, and air.
 - ii. Be responsible for developing, implementing, and managing rescue and safety plans, procedures and protocols.
 - iii. Be responsible for assembling all Safety/Rescue support personnel necessary for the satisfactory execution of their duties and responsibilities.
 - iv. Assign a rescue diver from the RWO rescue staff to fly in a helicopter assigned for private rescue personnel for the event. The helicopter would be under the direction of RWO's DSR for the event.
 - v. Be responsible for coordinating with and directing any local volunteers, and local medical, rescue and safety personnel during the Event to ensure that all RWO safety rescue requirements are met.
 - vi. Report **all** safety violations immediately to the DRO followed by a written report on violations or accidents to be filed with RWO no later than five (5) days following the race.
 - vii. On the morning of each race, the DSR or their designee be responsible for:
 1. Conducting the race morning physicals.
 2. Conducting an air survey of the course to verify that all check, turn, and medical/rescue boats are on station.
 3. Immediately notifying Race Control regarding the status of the race course, at which point; Race Control will notify the DRO.

208: SAFETY/RESCUE INSPECTORS

1. Appointment

- a. The DSR shall appoint the Safety/Rescue Inspectors who shall:
 - i. Serve at the discretion of RWO.
 - ii. Perform other duties as may be requested from time to time by RWO.
 - iii. Serve as the Safety/Rescue Inspectors at each event.

2. Duties and Responsibilities

- a. The Safety/Rescue Inspector's main responsibility is to:
 - i. Inspect the competitors' safety equipment for compliance with the safety rules and document their findings on each piece of equipment inspected at an event.
 - ii. Verify that all competitors hold a current immersion test certificate.
 - iii. Verify that, in the event of an accident, all competitor Escape (Exit) Strategy Plan* clearly demonstrate the competitor's ability to safely exit the boat**.
 - iv. If Safety/Rescue Inspectors find, what they believe to be a violation of any of the safety rules, they shall immediately report the infraction to the DRO.

*See, Escape (Exit) Strategy Plan as described in Section 304, 3.

**Maximum recommended exit time, 30 seconds

209: COURSE MARSHAL

1. Appointment

- a. The RWO Nominating Committee shall appoint the Course Marshal(s) who shall:
 - i. Serve at the discretion of RWO.
 - ii. Perform other duties as may be requested from time to time by RWO.
 - iii. Serve as the Course Marshal(s) at each event.

- iv. Be responsible for set-up, management, and removal of the course.

2. Presence at Events

- a. Each event must have at least one (1) Course Marshal present. Should an officially designated Course Marshal be unable to attend any sanctioned event, the RWO Nominating Committee may appoint an alternate to serve at that racing event.

3. Duties and Responsibilities

- a. The Course Marshal shall:
 - i. Be responsible for establishing and maintaining the race course at each race event.
 - ii. Be responsible for assembling all support personnel necessary for the satisfactory execution of their duties.
 - iii. Attend the first driver's meeting to review the course layout and answer questions by the race teams regarding the race course layout.
 - iv. With support personnel, deploy the necessary buoys and/or markers as required by the Operating Procedures, in accordance with the GPS positions provided by RWO for each respective race course.
 - v. Monitor the race course during the event and, if safe conditions warrant doing so, attempt to replace/re-secure any buoys/markers destroyed/unsecured during a race.
 - vi. Retrieve all buoys and/or markers after the race event is completed.
 - vii. Work with local law enforcement vessels and patrol boats to keep spectators, spectator boats* and other traffic, within the designated safety zones.
 - viii. Work with Race Control to promptly dispatch the appropriate assets to any incident and manage all non-medical aspects of any incident that may occur.

It is **not the responsibility of the rescue helicopters to move any spectator boats that may enter a restricted area of the race course. In such cases, Race Control must be notified and will handle the matter accordingly.*

SECTION 300: PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS

1. Required Forms

- a. No less than (30) days prior to the race event, RWO will post the following forms on the on the Official RWO Website at (raceworldoffshore.com).
 - i. Entry form
 - ii. Drivers packet
 - iii. Race information
 - iv. Private Rescue Personnel Request
 - v. Aircraft Registration

301: PRIVATE RESCUE PERSONNEL

1. Requests

- a. Race teams that want to have additional Rescue person(s) flying for their team, must notify RWO, via email at info@raceworldoffshore.com no less than thirty (30) calendar days prior to the event. It is the responsibility of the race team to submit payment, in advance to RWO, for the helicopter (minimum jet ranger) and the cost of the rescue diver.
- b. Race teams will not be permitted to deploy a rescue diver that has not been approved by the DSR as qualified to go into the team's helicopter as a rescue diver, with dive gear*. Any aircraft flying for a team at an event, must have authorization from RWO to fly. Any team with an aircraft flying without prior authorization from RWO, will be subject to a \$2,500 (two thousand, five hundred dollars) fine, will be **disqualified**, and will not be permitted to have an aircraft fly again for that team.

* Section 207, 3., iv

302: AIRCRAFT

1. Registration

- a. It is an FAA requirement that all aircraft flying the race course must contact RWO to obtain the proper forms. Aircraft Registration Forms will be made available at the official RWO website (raceworldoffshore.com).
- b. Pilots are required to provide the aircraft registration numbers and certificate of insurance listing Race World Offshore as an additional insured. This information must be received by RWO within **thirty (30) days prior to the event** and can be submitted via email at info@raceworldoffshore.com. RWO will notify the pilot of the aircraft whether authorization has been granted to fly at the event.
- c. Any team with an aircraft flying on their behalf that is not previously authorized by RWO will be disqualified from participating in the current race event, fined \$2,500 (two thousand, five hundred dollar) and will not be permitted to have an aircraft fly for that team at any future RWO sanctioned events.

303: DRIVER'S PACKET

The information in the Driver's Packet is intended as an extension of and supersedes, the Operating Procedures.

1. Access

- a. The Driver's Packet for each event will be accessible via the Official RWO Website, (raceworldoffshore.com) a minimum of (30) days prior to the event.

2. Minimum Required Information

- a. At a minimum, the Driver's Packet shall contain:
 - i. Race date and location.
 - ii. Registration times and location. *
 - iii. Time and location of inspection. *
 - iv. Time and location driver's meetings.

1. Initial driver's meeting: For all National Series races involving all classes shall be held a minimum of one day prior to the scheduled first race start, and the exact time and location will be designated in the Driver's Packet.
 2. Final driver's meeting: Not be later than 2 hours before the race start.
- v. Total purse.
 - vi. Launch times and locations. *
 - vii. Hotel names, address and phone numbers. *
 - viii. Entry fee for each class with cut-off date for bonus points on entries.
 - ix. Course descriptions and mileage. Maps and details available on the website. *
 - x. Any special instructions and/or information pertinent to the race.
 - xi. An official race entry form. *
 - xii. Schedule for pre-race physical. *
- * Official RWO Website: (raceworldoffshore.com).

304: RACE ENTRY AND CREW REGISTRATION

1. Online Registration

- a. National Series entrants, are required to submit their completed entry form and submit applicable fees to RWO via the RWO Website: (raceworldoffshore.com) no later than (30) days prior to the first day of the event. After (30) days or for *payments made at the event site, an additional \$200 will be assessed.*
- b. Payments made at the event site, must be CASH, CREDIT CARD or CERTIFIED CHECK. No personal or business checks will be accepted.
- c. In the event a race cannot be run due to inclement weather or any other unforeseen circumstances, and cannot be rescheduled; each registered competitor of that event will receive 200 points for attending the event.

2. On-Site Registration

a. Fees and Paperwork

- i. Required fees and paperwork for boat registration, for each event, are to be submitted online via the RWO Website: (raceworldoffshore.com). Fees and/or paperwork not submitted online or overlooked during the on-site registration must be paid with CASH, CREDIT CARD or CERTIFIED CHECK within five (5) days of notification from RWO.
- ii. Receipts for payments made during on-site registration will only be issued upon request.

iii. Returned Checks

1. Should the bank return an entrant's check for fees paid to RWO, the owner shall be subject to the following penalties:
2. Cash or certified check in the amount of the returned check, plus bank fees must be paid within five (5) days of notification from RWO.
3. Suspension of the entrant from that event or any further RWO competition until the returned check is replaced with a certified check or money order.

3. Escape (Exit) Strategy Plan

a. Objective

- i. The "Escape (Exit) Strategy Plan" is to pre-determine what specific procedures or steps the occupants will use in an emergency (fire, sinking, etc.) to safely and rapidly exit the interior cockpit of the race boat.

b. Submission

- i. RWO requires an individually written "Escape (Exit) Strategy Plan" be provided to Registration prior to testing or racing at each event site by all race teams utilizing a canopy race boat. Teams are strongly encouraged to upload their Escape (Exit) Strategy plans ahead of on-site registration via the RWO Website: (raceworldoffshore.global)

c. Required Information

- i. An Escape (Exit) Strategy Plan shall be used to describe, in writing, the methods and order of the racers escape plans and must include:
 - 1. Location and type of escape hatch and equipment.
 - 2. Detailed actions or steps each racer will be expected to follow.

d. Plan Review

- i. RWO Rescue/Safety team will review the Escape (Exit) Strategy Plan* with the racers to verify their escape either via a top or bottom hatch**.

*Safety/Rescue Inspectors 208,2., a., iii.

**For safety in the event of an incident, while aboard the race boat, racers are strongly encouraged to always keep their helmets on especially; after releasing their restraint harness so as not to hit their heads with inside the canopy or while exiting the race boat.

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

4. On-Site Registration Check-In

a. Mandatory Requirements

- i. To avoid penalties, all racing crew members participating in the event must check-in at Registration, upon arrival at the race site.
- ii. Each racing member must complete all mandatory registration requirements no later than 5:00 pm **the day before** the race. Until all paperwork is completed and all fees paid, entrants will not be considered official.
- iii. A list of entrants who have unpaid fees and/or have not completed all registration requirements; along with any associated race boat(s) will be furnished to the DRO prior to the final driver's meeting. Any entrants and associated race boats will **not** be permitted to launch until all requirements have been met to the satisfaction of the DOR.

b. Owner of Equipment

- i. It is the responsibility of the owner of the equipment to verify all insurance releases and entry forms have been properly executed, and that all riding crew members are a minimum of 18 years of age. (102, 2., b.).
- ii. It is the responsibility of the owner of equipment to report any changes to the planned racing crew prior to launching, testing, or racing.
- iii. Race team(s) will be disqualified should they be found to have a person in the race boat, during the race event that is not a 2020 Racing member, or has not signed the required paperwork.

c. Penalties

- i. Entrants failing to complete registration requirements prior to the above-mentioned deadline may be subject to a fine and/or up to a one (1) minute penalty at the discretion of RWO Officials.
- ii. Entrants not completing all registration requirements prior to entering the race course on race day may be subject to disqualification and/or suspended for three (3) months.

305: PRE-RACE SAFETY AND TECHNICAL INSPECTIONS

1. Requirements

- a. All race boats entered in a sanctioned race must be cleared through a pre-race safety and technical inspection by an RWO Inspector.
- b. Any entry that refuses an inspection will be disqualified and may face further disciplinary action.
- c. Time and place of safety and technical inspection shall be published both on the RWO web (raceworldoffshore.com) as well as the Driver's Packet for that event.
- d. No race boat may be considered a bona fide entrant in a sanctioned race until the RWO Inspector has cleared the boat, has signed the official pre-race inspection form, and the team has submitted all fees and registration paperwork.

- e. The Inspectors shall examine each entry for compliance with all safety requirements and shall also visually inspect hull, propulsion and engine for compliance with class technical rules. During this inspection, RWO shall also check the team for compliance with the marketing requirements set forth below. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.
- f. It is the responsibility of the owner or riding crewmember to submit their team's equipment to the Inspectors. If, in the judgment of the Inspector, a boat and/or its safety equipment is un-seaworthy, unsafe, or unmanageable; the non-compliance must be brought to the attention of the DRO. If the DRO determines that the condition cannot be rectified prior to the start of the race, then the DRO shall have the right to prohibit the boat from competing.
- g. In the event an entry does not comply with the rules or specifications as contained within the RWO Operational and Technical Procedures within its class, the owner shall be advised and given the opportunity to comply or request a class transfer.
- h. The responsibility for proof of legality of equipment and proper class placement lies with the boat owner however; if proof cannot be provided, the appropriate class placement will be assigned by RWO Officials.

306: PRE-RACE TECHNICAL RULE VIOLATIONS

1. Notice

- a. If a pre-race inspection finds a technical rule violation, the DRO or DTI must notify the owner or their representative of the subject boat. Notification must be made of the specific nature of the violation as soon as practical but; in no instance later than the Final Driver's Meeting.

2. Actions to be Taken

- a. Depending upon the nature of the violation, and whether this is the first offense; the RWO Officials may issue citations with a range of penalties from fines to immediate disqualification from the event.

3. Correction of Violations

- a. Unless the boat has been disqualified; after the boat owner or their representative has been notified of the violation, the owner shall have until the Final Driver's Meeting before their race to correct the violation. Should the owner elect to correct the violation, then it shall be the owner's responsibility to have the boat re-inspected prior to the Final Driver's Meeting and cleared for competition.

4. Appeals

- a. Should the boat owner or their representative choose to file an appeal; written notice indicating the reason(s) for the appeal and an appeal fee, payable in cash, of \$1,000 (one thousand dollars) must be delivered to the DRO.
- b. Upon receipt of the appeal,
 - i. RWO may appoint a committee to investigate the fact surrounding the alleged rules violation. The committee is to report any findings and/or recommendations to the DRO and Appeal Board.
 - ii. The Appeal Board, shall hear any such appeal during the event.
 - iii. The DRO shall allow the implicated race boat to start provided that; the results of that class shall be deemed “unofficial” pending the outcome of the appeal hearing.
 - iv. When a rule is not clear the official interpretation shall come from the DRO. The DRO, along with the appropriate RWO Officials, have the right to change any applicable rules at any time it deems it necessary.
- c. **Decision**
 - i. Should the appeal be upheld, the finish position of the subject race boat shall be declared official and the appeal fee refunded.
 - ii. Should the appeal be denied, the appropriate penalty shall be imposed, the appeal fee shall be forfeited to RWO, and the finish position of the subject race boat shall be declared official.

307: MARKETING

1. **Approved sanctioning body logo:** Race World Offshore (RWO).
2. **Event Participation**
 - a. Teams are encouraged to participate in all media opportunities, autograph sessions, sponsor parties, parades etc.

3. Inspection

- a. As set forth in section 305, all entrants must be cleared through a pre-race technical and safety inspection. During this inspection, RWO shall also check the team for compliance with the marketing requirements as set forth below. It is the responsibility of the race team to ensure all required Decals are plainly visible for both pre- and post-race technical inspections.

4. Sponsor Decals

a. Definitions

- i. **Series Decals (Compulsory):** Specifically identified as such by RWO for overall series sponsors. All boats participating in Events must display the required National Series Sponsor Decal(s).
- ii. **Class Decals (Compulsory):** Specifically identified as such by RWO for sponsors of specific racing classes. All boats participating in Events, in the specific racing class, must display the required National Series Class Sponsor Decals.
- iii. **Event Sponsor Decals (Compulsory, Single Event):** Specifically identified as such by RWO for individual Events. Event Sponsor Decals are intended for single event display only. All boats participating in Events, must display the required Event Sponsor Decals, if applicable;
 1. On the exterior driver's area of the cockpit,
 2. On both sides of the boat, and
 3. Decals must read correctly from the port or starboard side.
 4. Event Sponsor Decals shall be placed forward of the RWO Series Logo.
- iv. **Contingency Decals (Contingent on Product Use):** Specifically identified as such by RWO provided by Contingency Sponsors in conjunction with the RWO Contingency Award program. All boats participating in Events must display the required Contingency Sponsor Decals to be eligible for those specific Contingency Award prize postings.

b. Decal Availability

- i. Sponsor Decals shall be obtained before each race from the RWO DTI. It is the responsibility of each team to see that the required Decals are displayed correctly on the boat prior to entering technical inspection.

5. General Decal Placement

a. Hull Sides

- i. All teams must allocate 1,600 square inches (50" X 32") of the hull side area, on both sides of the boat, for all RWO Series, Class, Event and Contingency Sponsor Decals. RWO Compulsory Decal placement shall not exceed the allotted area in total square inches.

b. RWO Logo

- 1. Decals shall be located on the exterior driver's area of the cockpit, on both sides of the boat, and read correctly from the port or starboard side.

c. American Flags

- i. All boats are required to display the American flag with a minimum size of 9" x 12". American flags must be painted or decals.
- ii. Boats may also display the flag of the nationality of the owner.
- iii. Flags of any kind will not be mounted on deck poles, tie bars, railings or other appendages.

6. Preferred Decal Placement

- a. Shall be forward of the racing number, from the bow aft six (6) feet for a total square inch allocation of 1,600 square inches per side.

7. Secondary Decal Placement

- a. Shall be no further than four (4) feet forward of the transom, on the vertical hull sides above the chine, on both sides of the boat, for a total square inch allocation of 1,600 square inches per side.

8. Additional Decal Guidelines

- a. Decal placement outside of the forward or aft Decal areas shall be considered out of compliance.
- b. Should a Contingency Sponsor Decal exceed the allotted area, the Contingency Decal may be placed on the aft section of the boat, no further than four (4) feet forward of the transom, below the rub-rail (hull-deck joint) and above the chine, on both sides of the boat.

9. Uniforms

1. Definitions

a. Racing/Casual Uniform

- i. Consist of a golf/polo shirt with shorts or long pants. Racing/Casual Uniforms will be worn by all team members during the day time of the event.

b. Dress Uniform

- i. Consist of a dress shirt and dress pants and will be worn at all parties, parades, meet and greets etc.

c. Work Uniform

- i. Consist of t-shirt with shorts or long pants and include their team name.

d. Logos

- i. RWO will be allotted additional compulsory sponsor logos or patches.
- ii. Dress code and Decal placement is mandatory. Failure to comply, may result in teams or boats not receiving media coverage, not participating in the prize monies, and may receive a penalty.

e. Logo Placement

- i. It is a mandatory requirement for the RWO logo or patch be on all team uniforms. RWO reserves the right to also require any Series Sponsor logo or patch to be present on the racing and dress uniforms, in an appropriate positioning.

ii. RWO Logo

1. Located 8" below the left shoulder seam on the left breast. RWO

logo is a registered trademark. Reproduction of the RWO logo, without prior consent from RWO, is prohibited.

iii. **Series Sponsor Logo**

1. Located 2" below the right shoulder seam on the right breast.

10. Conflicts

a. **Unapproved Decals**

- i. Any unapproved Decals or other marks identifying or otherwise referring to any other racing body are prohibited. RWO reserves the right to require the removal of any such logos or marks on boats, uniforms or transporters as a condition of entry into an Event.
- ii. **Sponsor Conflicts:** Race teams having a verifiable sponsor relationship with a sponsor that is a direct conflict to an RWO Series sponsor, may be exempted from the Decal or Uniform logo requirement for that specific RWO Series Sponsor Decal.

b. **Exemption Requests**

- i. All exemption requests must be submitted in writing and sent via mail or email to RWO and detail the nature of the conflict. Responses from RWO shall be returned via mail or email. Teams that are granted an exemption may however, be removed from any contingency program, bonus fund, and or prize money posted by the RWO Series sponsor for whom the exemption is granted.

11. Sale of Team Merchandise

a. **Requirements**

- i. All services and team merchandise must be sold through the event site vendors, which are licensed by RWO. A contract will be worked out with each team for the sale of their items at the event site.
- ii. All services and merchandise sold pertaining to a race event (for example: photographs, videotapes, clothing, etc.) must be licensed by RWO.
- iii. To participate in prize monies, all race teams must meet all requirements of the Sponsors.

12. Banner placement

- a. Unauthorized banner placement in the pit areas will be removed on the first

offense and a \$100. penalty to the team thereafter.

308: ESTABLISHMENT OF DESIGNATED PIT AREAS

1. Pit Requirements

- a. The Race Producer must establish at each event clearly defined, readily identifiable areas for Dry Pits, Wet Pits, and Hot Pits. In all cases Pit areas must be set apart from the public by being roped off, fenced, or some other means except that the public may be admitted to the Dry and Wet Pit Areas during designated times.
- b. Intoxication within any of the designated pit areas of any RWO member or a signee of the insurance waivers, is strictly prohibited. Offenders will be subject to disqualification and/or a fine.

2. Pit Areas

- a. RWO designates three (3) mandatory pit area classifications with the following restrictions:

i. Hot Pits

1. Defined as an adequate area around launching cranes, fuel storage, fueling area and launching ramp.
2. Signs shall be posted around all Hot Pit areas designating **"No Smoking or Drinking of Alcoholic Beverages."** Violation will subject offenders to disqualification and/or a fine.
3. Enclosed footwear is mandatory in the Hot Pit area.

4. Entrance

- a. The Hot Pit area requires the execution of insurance waivers and will only be extended to racers, crews, family members, officials and regatta workers for admission. The sale of pit admission tickets or passes to the public for the Hot Pit area is **strictly prohibited**.
- b. All personnel with a race team that do not have the proper identification and are found in the Hot Pit area will subject the boat owner to a financial penalty of \$250.

5. Fueling

- a. If fueling is provided for on-site, at the discretion of RWO, fueling of race boats will be permitted only in the approved fueling area(s). Fueling or de-fueling of race boats in the water is specifically prohibited. Fueling at commercial marina pumps on the water or commercial land based filling stations is allowed, provided those stations meet the fuel requirements.
- b. The location for on site fueling services shall be in an area off limits from the general public.
 - i. The location for on site fueling shall not be within one hundred (100) feet of any shoreline. When selecting a location, consideration shall be taken to use natural slopes, berms, or swales to prevent fuel from flowing towards the water in the event of a spill.
- c. Spill control devices and clean up pads shall be the responsibility of the fuel provider.
- d. No smoking signs and a minimum of (2) 20 pound fire extinguishers shall be present at the on site fueling location. Stand by fire protection is subject to the authority having jurisdiction.
- e. Two (2) persons shall remain present during all fueling operations, one (1) monitoring the controls at the dispensing vehicle and one (1) operating and monitoring the nozzle of the fuel hose.
- f. It shall be the responsibility of each race team to capture and store all used oil products, lubricants, or other hazardous materials. Such items are to be transported off site for proper disposal. Absolutely no used oil, lubricants, or other hazardous materials shall be dumped in on site trash cans, dumpsters, or storm drains. The producer may elect to provide "used oil" containers at their discretion for multi day events.
- g. Fuel spills that occur on the water as a result of an incident shall be controlled by the tow boat personnel using appropriate devices to contain said spill to the best of their abilities.

6. Cranes

- a. The crane area is considered part of the Hot Pits and shall be

highly restricted and roped or fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorized personnel.

- b. The presence of persons on a boat, which is being lifted by a crane, is strictly prohibited. Violation of this rule may result in disqualification from that event and/or up to a \$1,000 (one thousand dollar) fine.

ii. **Wet Pits**

1. Shall be defined as the docking areas and crew working areas and shall only be available to the public by a controlled admission pass.

iii. **Dry Pits**

1. Shall be defined as those areas where race boats are on display.
2. It is forbidden to start the engine in gear with the propeller rotating in the air. All violators will be fined \$500 (Five Hundred dollars) for each offense.
3. Race Officials have the authority to remove any race team(s) or race boat(s) from this area for disruptive conduct. Any team removed for disruptive conduct will also be subject to other disciplinary actions.

309: TESTING

1. Inspections and Registration

- a. Prior to any water testing, race boats must be cleared through a pre-race technical and safety inspection, and all active crew members must have completed all registration requirements including the insurance waivers and have all fees up to date. Testing without meeting these criteria will be subject to disqualification, fine and/or suspension of not less than (30) days.
- b. All race teams must test at the designated test area and only during the approved testing times as noted on the RWO Website, (raceworldoffshore.com) and Driver's Packet. Non-race testing days/times shall be established with safety/rescue support and testing will be conducted under rules of the road.
- c. All safety/rescue and race boats shall be equipped with a VHF Marine Radio and in constant communication with Race Control on **Channel 78A**.
- d. Check in with Race Control and Safety/Rescue
 - i. Notify Race Control, prior to leaving the launch area for testing with the

boat number and full name of each racer on board the boat.

- ii. Notify safety/rescue located in the designated testing area, when entering and exiting the testing area; giving the boat name and full name of the racers on board the boat.
- iii. Notify Race Control, when leaving the test area to return to the crane with their boat number and full name of each racer on board the boat.
- iv. Notify Race Control, when back at the launch area and having completed testing giving the boat number and full name of each racer on board the boat.

2. Compliance with Government Regulations

- a. Race teams and race boats shall be subject to all Coast Guard, Federal, State and local regulations during testing. Anyone cited by Federal or local authorities shall be subject to further penalties by RWO.

3. Compliance with RWO Rules and Regulations

- a. In addition to Coast Guard, Federal, State and local regulations such as obeying manatee zones and speed zones; race teams must comply with all RWO Operating Procedures established for each event. The RWO Operating Procedures can be downloaded from the RWO Website: (raceworldoffshore.com).
- b. It is the sole responsibility of each team to refer to the Driver's Packet and/or check with RWO Officials during registration, as to any specific rules and regulations for testing at the event.

4. Safety Equipment

- a. Competitors must wear complete, approved and tested personal safety equipment, including helmet and life jacket; whenever registered equipment bearing RWO numbers or designation are being operated at or in conjunction with a sanctioned event, including while testing or any other times while the craft is on plane, or while off-plane under its own power and within 250 feet of the outside of an active race course.
- b. This rule shall be in effect at a race site from the time of competitors arrive, until one hour after the checkered flag of the last event of the day.
- c. Safety equipment is required for all RWO classes and shall consist of the following:
 - i. Two (2) U.S. Coast Guard approved orange smoke flares.

- ii. Two (2) U.S. Coast Guard approved fire extinguishers with protective metal pull-type rings. Each unit shall be installed within a highly accessible area from the helm position. These units must be inspected annually and tagged accordingly by a certified inspector.
- iii. A suitable towline (100' Minimum length).
- d. All safety equipment should be kept sealed, stowed in a readily accessible area of the boat, preferably in a deck level compartment within close proximity of the cockpit, in an easily opened container and should be inspected prior to each race to insure the usable quality of each product.

5. Engine Hatch/Cockpit Cover/Canopy Lid

- a. It is highly recommended that inside hatch covers be painted iridescent yellow for visibility and directional arrows to indicate the method of opening.
- b. Hatches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary.
- c. When subject to search and rescue, hatch covers should always remain open.

6. Firewalls/Vents

- a. No holes shall be cut in firewalls between the cockpit and engine compartment. Holes in the deck must have a flame trap if the hole is one (1) foot or less from the crew.

7. Cockpit Intercoms

- a. Interlocking connections pertaining to helmets and their receptive intercom systems must be able to disconnect easily. Rigid or locking connections of any type are prohibited. Inflexible microphone booms are prohibited. All installations are subject to approval by RWO inspectors.

8. Cockpit Emergency Air System

- a. Self-contained air systems are mandatory in canopy boats.
- b. Systems must be securely mounted with easy access to each racing crew.
- c. No pure oxygen breathing system may be used.
- d. The air supply shall be of sufficient volume to sustain all racing crew under stress workload necessary for rescue/safety to affect a rescue or for the racing

crew to rescue themselves.

9. Radio

- a. An FCC Ship-to-Shore Licensed Radio must be permanently installed in a secured location. The equipment must have an output capability of 25 watts with Channels 6, 78A, 68 (Backup); and/or any other channel which may be designated by RWO for proper race communications.

10. Bolsters and Seats

- a. All offshore classes require mandatory racing bolster or racing seats. Standard marine production seats are prohibited. Approval shall be based on lateral support and structure not padding.

11. Lifting Harnesses

- a. RWO race sites are required to provide crane service for boats that provide their own single point lifting harness. All boats, at the events are required to provide their own single point lifting harness for weighing purposes.

12. Trailers

- a. Trailers will be equipped with backup alarms for safe maneuverability.

13. Non-Posted Test Times

- a. Unless otherwise notified by RWO Officials, race teams may test, at their own risk, at times other than posted test times, provided the teams comply with all Federal, State and Local laws, rules and regulations.
- b. It is the responsibility of the race boat owner to verify with RWO Officials that it is permissible to test during non-official test times.

14. Official Rescue/Safety, Tow and Patrol Boat Coverage

- a. The RWO may or may not provide rescue coverage for pre-race testing prior to race day. At race sites where rescue coverage is not provided for pre-race testing or at times other than when rescue is provided by RWO, owners and riding crew members must recognize that there are no rescue facilities on the water during such testing and agree that they are testing at their own risk. Entrants that use the cranes or race producer controlled launch facilities to launch for the purpose of non-covered, pre-race testing; specifically acknowledge that they are testing at their own risk without rescue coverage. By launching their boat entrants agree to indemnify and hold harmless RWO, its officials, the race producer, the race

committee, and all sponsors of the event of any accident and resulting consequences.

- b. Failure to sign the applicable insurance waivers prior to any on water pre-race testing, shall result in a fine and/or disqualification from that event and/or suspension from RWO for up to one year.

15. Violation

- a. Any team found to be in violation of the testing rules, will be subject to a minimum \$250 (two hundred and fifty dollars) fine, per occurrence as well as possible disqualification or suspension.

310: DRIVERS' MEETINGS

1. Attendance

- a. Drivers' meetings shall be confined to active crewmembers, boat owners and officials only. Unless otherwise provided in these rules attendance at these meetings is mandatory for every driver.

2. Meeting Times

- a. **Initial Driver's Meeting** shall be held a minimum of one day prior to the first race day, the exact time and location will be indicated in the Drivers Packet.
- b. **Final Driver's Meeting** shall be held at 8:30am on race day, unless advised of a different time in the initial Driver's meeting. Attendance at this meeting is mandatory for every driver and throttleman competing in that day's races. There shall be no excused absences under any circumstances.

3. Excused Absences

- a. A Driver may be excused from attending the Initial Driver's Meeting provided that unavoidable circumstances prevent a Driver's attendance and the Driver provides the DRO sufficient notice, a reasonable excuse and receives the DRO's written permission prior to the Initial Meeting.
- b. The Driver must designate a person to represent the team at the Initial Meeting.
- c. The Driver and throttleman may not be excused from attending the Final Driver's Meeting unless authorized by the DRO.

4. Unexcused Absences

- a. The DRO shall conduct the initial roll call at the beginning of both the Initial and Final Drivers' Meetings and verify the presence of each Driver.
- b. The unexcused failure of a Driver to answer roll call at either meeting will result in a \$200 fine.
- c. The further failure to answer roll call at the end of the Initial Meeting may result in an additional fine and/or up to an additional five (5) minute penalty.
- d. Failure to answer final roll call at the end of the final meeting may result in penalties up to and including disqualification.

5. Changes to the Event

- a. Any race postponement or substitution of an alternate storm course shall be announced no later than the drivers' meeting to be held one hour prior to the starting time. The DRO shall adhere to the schedule set forth in the Driver's Packet unless some emergency shall dictate otherwise.
- b. RWO may change the course or amend the instructions for the event at any time prior to the start of a race provided that, teams are notified prior thereto.

6. Alcoholic Beverages

- a. Sale or consumption of alcoholic beverages is strictly prohibited at all drivers' meetings and race registration.

7. Smoking

- a. Smoking is strictly prohibited at all drivers' meetings and race registration.

8. Uniforms

- a. All drivers and crewmembers are required to be in team logo shirt at all driver's meetings, official race functions (parties, award ceremonies, etc.) and on race day. Team uniforms do not have to be elaborate, but must be the same for all members of the team (excluding driving suits).

SECTION 400: PRACTICES AND PROCEDURES FOR CONDUCT OF RACES

401: RACE FORMAT

1. Scheduling

- a. Three (3) day format, unless otherwise indicated.

2. Changes to Schedule

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

402: RACE COURSE

1. Water Depth

- a. Minimum depth of any race course is to be no less than 13 Feet.

2. Checkpoints

- a. All checkpoints shall be buoys, boats, or landmarks. If the Coast Guard specifically prohibits the use of fixed buoys, then definite positioning of a checkpoint from that fixed mark may be used. Latitude and longitude coordinates for the positioning of check boats must be utilized for course verification on race morning.

3. Check Boats

- a. All check boats will fly one 3' x 5' orange flag from the highest point above the water line and/or one specifically designated flag. RWO Officials may designate any additional distinctive markings from time to time at their discretion to distinguish check boats readily from surrounding spectator craft or other inhibiting backgrounds.

4. Course Markers

- a. Turn Buoy
 - i. Any buoy used to designate turns, chutes or slots should be a minimum of five (5) feet tall, either tetrahedron in shape (preferred) or round, orange or yellow in color, and made of vinyl or plastic material capable of withstanding conditions encountered in offshore racing. Under no

circumstance can a turn buoy be attached to a fixed object.

- ii. All other marks of the course should be day glow orange and a minimum of two (2) feet in diameter.
- iii. All turn marks of the course must be negotiated as designated by these rules, pre-published race instructions or as directed by the DRO or his designee at the Final Drivers' Meeting.
- iv. Any turn that exceeds 90 degrees must have two (2) buoys, at least one tenth of a mile apart.

5. **Spectator Safety Areas**

- a. All designated spectator areas must be at least 300 yards from any check or turn boat.

6. **Starting Chute**

a. **Minimum Width**

- i. The minimum starting chute width shall be 80 yards.

b. **Minimum Length**

- i. The minimum starting chute length shall be a ½ mile.

c. **Other Requirements**

- i. The chute must be maintained in a straight line so that the boats can maintain their lane.
- ii. The start cannot be set up where a turn is before the end of the shoot or shortly thereafter.
- iii. The Start/Finish line shall be defined by boats, buoys or fixed points, one on either side of the course to form said line perpendicular to the direction of travel.
- iv. All competing boats must cross the starting line between the markers, unless otherwise indicated at final driver's meeting.
- v. The finish boat shall fly an orange flag 3' x 5', or a specifically designated flag and a yellow buoy. In the event of two such boats, only one side will be designated the "Finish" boat.

- vi. Scoring will be done on the official Finish Line Boat.
- vii. A checkered flag will be displayed on the official Pace Boat at the completion of the race.
- viii. Race boats must finish close enough to the Finish Boat to be identified, but they shall not pass closer than 30 yards of any stationary vessel. The use of binoculars to confirm passage is permitted.
- ix. The racecourse must include provisions for the "Safe Area" during starting procedures.

7. Race Course Length and Race Length

a. Course Design

- i. RWO shall design all National Series race courses.

b. Course Lap Length

- i. The courses shall be no shorter than 3 statute miles and no longer than 10 statute miles.

c. Course Width

- i. The minimum course width shall be 100 yards.

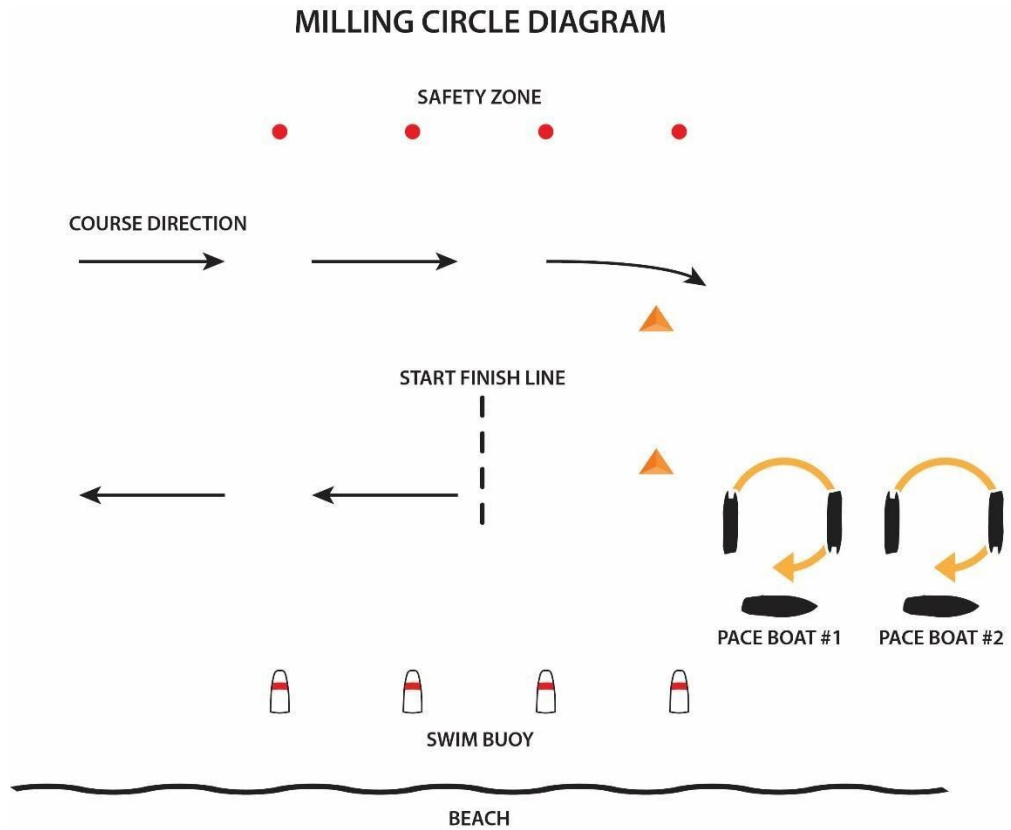
d. Total Race Mileage

- i. The distance (mileage) of the race shall be as follows:

Class	Min. Statute Miles	Max. Statute Miles
Extreme	70	90
USA Class 1	70	90
Super Cat	70	90
VX	40	65
SuperStock	50	70
Stock Vee	40	65
Modified Vee	40	65
ABPA Bracket 1-7		
Powerboat P1		

e. **Milling Area**

- i. Below is the diagram of the milling area for the start of the race. The mill area will be clockwise. And the race course will be clockwise. Any additional instructions, as to the direction of the mill area will be given at the final driver's meeting.



f. **Race Control**

- i. RWO Race Control will be equipped with both Aircraft VHF and Marine VHF radio base stations, along with RWO private channel radios for Rescue/Safety communications.

403: STARTING AND CONDUCTING THE RACE

1. Flags



Black Flag: Denotes the race course is closed.



Red Flag: Used to bring the fleet of boats from the wet pits to the designated milling area and for emergency stoppage of the race. Racers will pull into the center of the course and monitor Channel 78 for further instructions.



Yellow Flag: Used to bring the fleet of boats out of the designated milling circle, to get lined up for the start of the race. In addition, used to create a Caution Zone (See Page 52, Section 403, #5).



Green Flag: Start the race. Flag is displayed from the official pace boat. When the race boat passes the start line, the boat is scored as an official start of the race.



Checker Flag: Finish of Race. Fleet of boats return to the wet pits (docks) at a safe speed.



Race Patrol Flag: Official patrol boats are assigned to zones on the race course to help secure the race course from any spectator boats entering. They are also the eyes and ears of Race Control, notifying them of any problems with race boats on the course.



Medical Flag: The medical boat will fly this flag, and will be located in the center of the race course. These boats will have divers to assist the teams with their exit plan. The designated transport medical boat will have a doctor or EMT and assistant on board.



Turn Boat Flag: Blank flag, flown on each of the designated turn boats and the finish boat.



Press Flag: Blank flag, flown on each of the designated turn boats and the finish boat.



Course Marshal Flag: Flag on the work boat that sets the race course and removes the course following the race.

2. Pace Boats

a. Pace Boat Requirements

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

3. Starting Procedure

- a. If at any time during the start procedure, after the orange smoke has been displayed, a **Red** flag is displayed, the start is aborted. All boats must once again return to an off-plane status within the milling area for restart following specific instructions from the pace boats.
- b. A race boat which is disabled or cannot get on plane, must not interfere with the remaining starts. The craft must proceed to one (1) side of the chute and wait for a clear lane to commence their start. Penalty for interfering with a start is a three (3) minutes. Penalties for interfering with a start may not be appealed and decision of the DRO is final. Boats that fail to start with their respective class have a thirty-minute time period to do so, at this time an official start would be by crossing the official starting line. The boat will receive credit for a start and any laps completed before the official end of the race.

i. Infractions of Starting Rules are as follows:

Infraction	Penalty
Jumping the start	(2) Minute Penalty
Crowding the pace boat	(2) Minute Penalty
Turning in the wrong direction within the milling area	(1) Minute Penalty
Interference with starting procedure	(1) Minute Penalty
On plane in the milling area	(1) Minute Penalty
Slingshot start	(2) Minute Penalty
Outside designated milling area	(1) Minute Penalty
Failing to abort a start	Disqualification
Failing to stop for an emergency stoppage of a race	Disqualification

c. **Leaving the Wet Pits**

- i. The Pace boat #1 shall leave the pits first, with the DRO to establish the mill area. Pace boat #2 shall leave the pits followed by all racing craft. Pace boat #2 shall display the Red Flag while leading the race craft to the milling area.

d. **Milling Area**

- i. The pace boats shall establish distinct safe area where each starting group can establish the required milling circles. In this area, boats must be off plane (bow down, no wake, 7 mph only) and must turn in a clockwise direction. The milling area shall be defined as the actual “circle” created by the boats in a specific starting group.

e. **Pace Boat Pre-Start Position**

- i. Establish a Picket Line, which is effectively where the pace boat turns to pick up each class to lead them down the start chute. Each pace boat designated for a particular start will be placed as follows, pace boat #1 will stay in front, pace boat #2 and #3 will stay directly to the side of the milling circle of the group it is assigned to start, bow facing the circle. The pace boats will remain with its bow pointed away from the direction of the race course (towards the fleet) from the time that it arrives at the milling location until the start of the race.

f. **3 (three) Minutes to Start Signal (Orange Smoke)**

- i. Orange smoke will be displayed in view of the milling circles from pace boat #1 to signal that the course has been cleared and the start procedure will begin in about three minutes or more.

g. **The Start**

- i. The official pace boats will start all classes individually, or grouped as announced at the drivers' meeting.
- ii. The pace boat shall drive a course closest to one side or the other of the chute.
- iii. After the 3 (three) minute orange smoke/flag period has expired and received official permission from Race Control, the pace boat will display the yellow flag, then rotate in position, and come on plane in the direction of the first leg of the course bringing the fleet on plane and in line for the start.
- iv. All race boats shall stay on the designated side of the pace boat.
- v. Subsequent starts shall be made with the pace boat moving forward, by Pace boats #2 and #3 respectively.
- vi. If Pace boat #1 is used for subsequent starts, it will return and pick up the fleet crossing the race course.
- vii. The drivers are to establish a safe zone behind the pace boat of 100 feet and assure a safe distance between boats.
- viii. The pace boat determines the actual start by simultaneously dropping the yellow flag and raising the green flag.
- ix. The starter, wearing orange gloves and/or using orange batons and an orange vest (if necessary) over his P.F.D., aboard the pace boat will utilize hand signals to control the starting fleet.
- x. Racing may only begin when the green flag is raised; however, the official start for timing purposes is when the first boat crosses the starting line.

h. Rookie Starts

- i. A new driver (rookie) in any National Series race must start 100 feet behind their class field. During the new driver's first race, the DRO will judge his ability to perform under race conditions by other driver interviews and personal observations. Should an infraction occur, the DRO may prevent the rookie driver from future participation until the deficiencies are remedied. A rookie is a new driver or a driver that has not raced in RWO events for the previous five years.

4. Racing Rules of the Road

a. Applicable Rules and Regulations

- i. At all times during the execution of a race, or official test session, the applicable U.S.C.G., State and local RULES OF THE ROAD shall apply.

b. Blocking

- i. When two boats are on the same course or approximately the same course and one boat is attempting to pass the other, the lead boat may not alter her helm to protect her lead. If they do not they are subject to a (1) one-minute penalty.

c. Passing in a Turn (Formerly "Overlap")

- i. When two boats are on the same course or approximately the same course heading into a turn, and one boat is attempting to pass the other, both race boats must maintain their lane until they come out of the turn. If they do not they are subject to a (1) one-minute penalty for the first offense, a (2) two-minute penalty for a second offense, and considered "out of the race" thereafter.

d. Absent or Non-Conforming Turn Boat or Buoy

- i. Should any check boat or turn boat or buoy be absent from its proper position during the course of a race, the Course Marshal shall, if possible, replace it. If this should prove to be impossible, the race boat shall negotiate that fixed mark (i.e., the position where the buoy or boat should be) of the course as per race instructions.

e. Failure to report “out of the race”

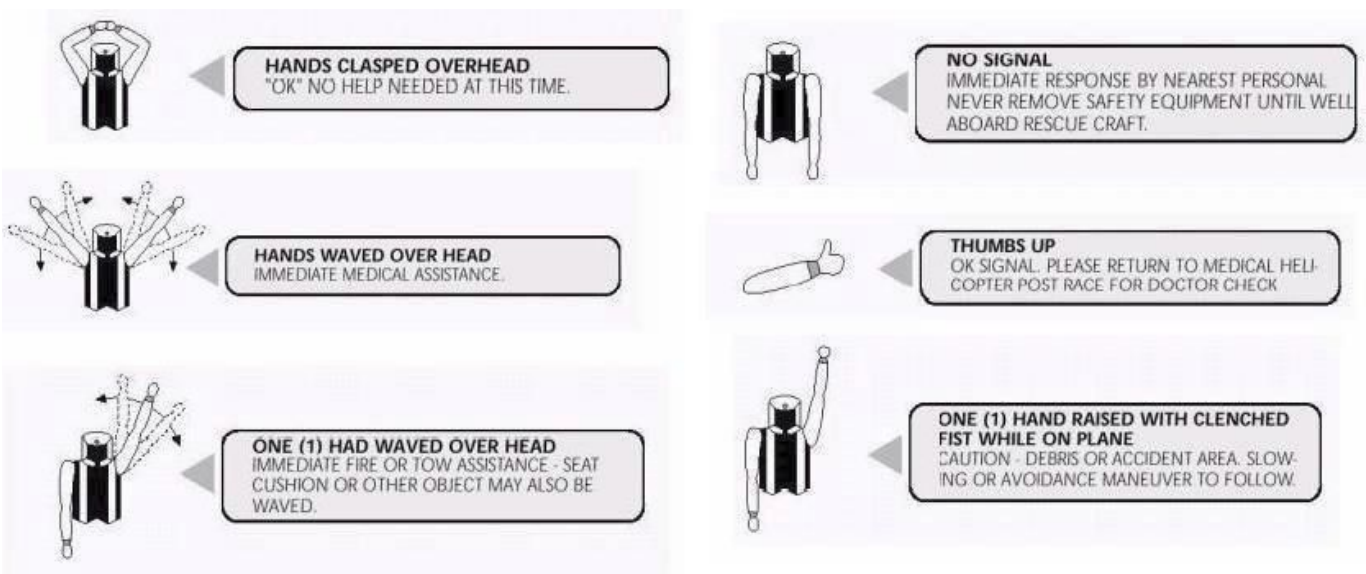
- i. If a boat cannot finish a race, they must report to RWO Race Control that they are out of the race. Failure to report “out of the race” to race control may result in a \$250 (two hundred-fifty dollar) fine.

f. Radio Communication with RWO Race Control

- i. The only communication by a race boat during a race with RWO Race Control is with the racers in the race boat ONLY.

g. Accidents

- i. All competitors reporting "out of race" must report on 78A to RWO Race Control directly or relay through Angel helicopters or patrol boats. Final communication with RWO Race Control must be confirmed on arrival at crane or pits. Offshore Emergency hand signals shall prevail as published and shall be strictly adhered to. (See pictorial that follows).

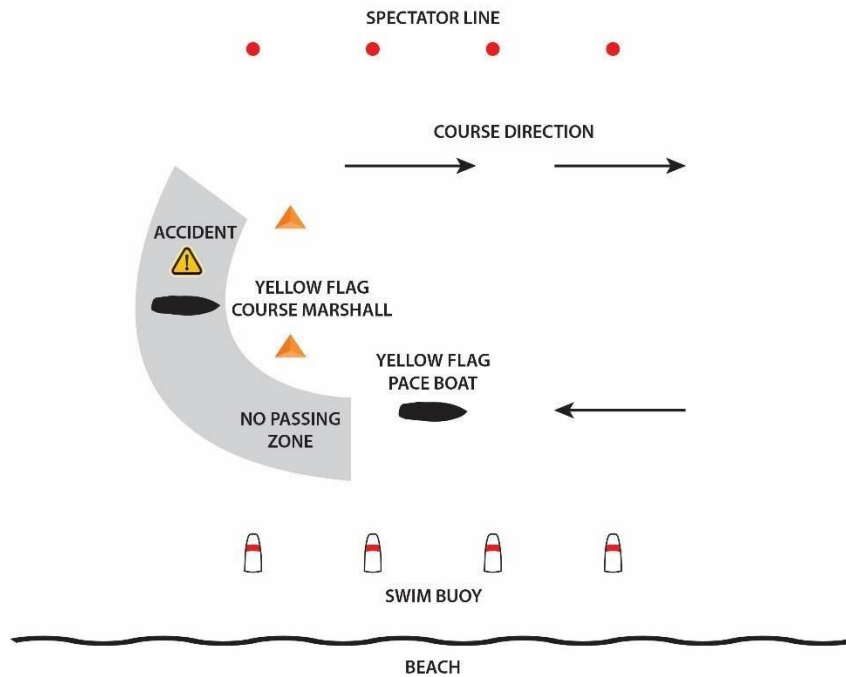


5. CAUTION ZONE (Yellow Flag)

- a. A CAUTION ZONE may be established by the Course Marshal and/or DRO if an incident on the race course creates a situation where the passage of other race boats thru or around the incident scene creates an extreme safety hazard for RWO staff and racers.
- b. The CAUTION ZONE shall be considered established when a large yellow flag is displayed by the Course Marshal boat on scene and another large yellow flag is displayed by a Pace Boat approximately 100 yards up course from the incident.

(See pictorial that follows) Race Control will announce the location of the CAUTION ZONE three (3) times on channel 78A.

RACE CAUTION DIAGRAM



- c. Upon passing the
Pace Boat, racers must slow to a safe speed. There shall be NO PASSING of any
another race boat. There may be NO changes of position while in a CAUTION ZONE.
Infractions shall result in a two (2) minute penalty.

- d. Once clear of the incident, normal racing may resume. Be advised that CAUTION
ZONES will normally last for multiple laps. Flags will be dropped and Race Control
will announce the termination of the CAUTION ZONE when the incident has been
cleared.

6. Scoring (Negotiating the Race Course)

a. Legal Starts

- i. All boats must make a legal start within their class in order to receive finish
points.

b. Making the Turn

- i. The Big boats to the outside, smaller boats to the inside. All turn marks of the course must be negotiated as designated by the pre-published race instructions or as directed specifically by the DRO or their designee at the Final Driver's Meeting. In order to be scored, all race boats must negotiate these checkpoints at a distance not greater than 300 feet or less than 50 feet from the checkpoint boat. A buoy may be placed 100 ft. from the checkpoint boat to aid in identifying the slot. The use of binoculars to confirm passage is permitted. In the event race boats passing properly between turning marks cannot be identified, the score sheet for that checkpoint shall be so noted along with the number of boats not identified, their position, and any partial identification, such as color. The legal passage of an unidentified race boat may be confirmed through the observation of any Race Official, providing such observation is consistent with the information provided on the score sheets, or by the count of boats on the score sheet should such count indicate a boat must have passed through the scoring point.

c. Reporting Out of the Race

- i. Once a boat reports "out of the race" that boat will no longer be scored.

d. Missing a Turn (Short course or lap less than 12 miles)

- i. The course must be taken at all times in sequence. Should a checkpoint be missed, the sequence must be picked up at the next mark (no boat shall retake a missed mark), a 30 second penalty will be assessed for each mark missed. Should the missed mark result in significantly shortening the course (ie. Missing dog leg) there will be a 1 lap penalty assessed.

e. Posting of Results

- i. The unofficial results will be posted at a designated location, announced at the final drivers meeting. A racer or team cannot badger any officials for their decision which they are ruling on.

7. Course Infractions/No Protests

- a. Scoring officials shall be located on each turn boat however, any RWO officials in designated areas on the race course can report any course infraction(s) of the race course to the DRO.
- b. No contestant may protest any other contestant regarding a failure to properly execute the prescribed race course. Contestants may however bring such infraction(s) to the attention of the DRO who then may communicate with the pertinent RWO scoring officials to determine whether they witnessed such infraction(s). All such discussion shall be with the DOS, or DRO only. At no time shall scoring officials discuss any such infraction(s) with a contestant or spectator. No penalty for a course infraction may be imposed unless an RWO Official witnessed it.

8. Finish

- a. The race is completed when the last first place finisher in all classes crosses the finish line, or at the discretion of the DRO.
- b. It is the responsibility of the racers to know the numbers of laps they have completed.
- c. A checkered flag will be displayed at the end of a race.
- d. In order to be scored as an official finisher, a race boat must make a legal start within his class. The driver and throttleman must remain in the boat during the entire race.
- e. No Patrol Boat, Medical Boat or Turn Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.
- f. After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or endanger its crew.
- g. Official race results shall be posted on the RWO Website (raceworldoffshore.com).

9. Emergency Race Stoppage Procedures/Restarts (Red Flag)

- a. In the event of an emergency race stoppage, all race boats will come off plane, go to the inside of the race course and proceed to the finish line and wait to receive direction by RWO Race Control on Channel 78A.
- b. In the event unsafe weather, water, or other conditions either not known or not

existing at the time of the start of a race necessitate the stoppage of that racing event, the following procedure shall be used:

- i. Only the DRO shall have the authority to stop an event.
 - ii. When such stoppage is to be indicated as race boats pass through a start/finish lane, a **Red flag** shall be waved from either the start/finish boat or a Pace Boat located in the approximate center of the finish lane. Positions of finish shall be recorded at that point.
 - iii. An orange glove “thumbs down” signal from a rescue/safety helicopter may also be used to indicate a race boat is to stop, that a major unrecognized problem exists with that boat. This will be the driver and throttleman’s notice to officially and immediately stop and communicate with Race Control or follow instructions from the rescue/safety crew present. Position of finish shall be recorded at this point.
- c. Races that have been stopped for weather or emergency reasons may be restarted at the discretion of the DRO.

10. Postponements

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

SECTION 500: POST-RACE EVENT REQUIREMENTS

501: CONSUMPTION OF ALCOHOL

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

502: POST-RACE TECHNICAL INSPECTIONS

All boats are subject to a post-race technical inspection.

1. **Inspector's Discretion**
 - a. The DTI has the discretion to develop and implement an Inspection Plan for each event and may vary the items and boats to be inspected at each event. The DRO may also direct the Inspectors to conduct an inspection of any competing race boat.

2. Final Results

- a. No prize moneys or points shall be awarded until the legality is confirmed by the DTI to the DRO.

3. Tear Downs

- a. Must be confirmed by the DRO. Any engine may be torn down to check legality. The DRO and DTI may request re-inspection at any point up to the presentation of awards. When an owner or driver has been notified that their equipment is to be torn down, they have the option of having either an "Open" inspection (in full view of competitors and any other observers) or a "Closed" inspection (open only to the official Inspectors and the DRO assigned to this inspection). The results of a technical inspection may be made public by the DRO, but only after the information has been transmitted to the Team Owner.

4. Refusal of Inspection

- a. Any RWO member refusing an inspection after having been notified by the DRO or DTI that equipment within his control must be checked for conformance with safety and/or technical specifications shall be disqualified from that event and/or suspended for sixty (60) days.

5. Violations

- a. In addition to the penalties provided in number 4, above, the following procedures and penalties shall apply to post race technical inspections and violations.

6. Appropriate Penalty

- a. A penalty for any violation of the technical rules will be determined by the gravity of the violation and its effects on the fairness of competition. RWO shall impose the appropriate penalty, if any, only after reviewing the facts presented by the DTI, interviewing the driver, throttleman, and any other person it deems appropriate given the circumstances, reviewing any applicable reports or analyses, and consulting with the appropriate RWO Officials.

7. First Offense

- a. A first offense of a technical nature at any time during the annual registration of the boat in question may result in the forfeiture of prize money for the event, the deduction of points for that event, or disqualification from the event.

8. Second Offense

- a. A second offense of the same nature at any time during the annual racing registration of the boat in question shall result in a mandatory disqualification from the event.

9. Subsequent Offense(s)

- a. A subsequent offense(s) of the same nature at any time during the annual racing registration of the boat in question will result in mandatory disqualification from the event and suspension for sixty (60) days.

10. Owner Responsibility

- a. The owner shall be responsible for the condition of the engine and hull as raced. Errors on part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse noncompliance with the rules. Owner is also responsible for their teams conduct at an event.

11. Additional Responsible Parties

- a. The party responsible for making illegal modifications to a boat, engine or drive shall be subject to up to one-year suspension from RWO and /or a \$5,000 fine and if a commercial vendor, possible barring of all equipment prepared by them for competition in RWO.

503: PROTESTS: GENERAL

1. After posting of unofficial results, within one (1) hour thereof, a protest of the results may be made to the DRO. If no protests are filed within the one (1) hour limit then the results are considered official and may not be appealed. The decision of the DRO shall be final. RWO shall have the power to review any and all decisions or paperwork resulting from RWO Class races and time trials, without a formal appeal or protest and shall have the power to correct any errors up to ninety (90) days after the event.

504: PROTESTS: TECHNICAL RULE VIOLATIONS

1. Protests Only Within Class

- a. Contestants within the same class shall have the right only to protest technical violations of these rules by a competitor in the same class. The protest must be accompanied by the required protest fee. Technical rules shall be interpreted to be those governing the qualifications of the race boat itself, its engines, its structure, and its conformance with descriptive rules established to describe its eligibility to complete in its class. Contestants cannot protest a race course infraction.

2. Violations Known Prior to Race

- a. No post-race protest shall be honored if it should be a violation known to the protester prior to the start of the race. If a competitor prior to the start of the race knows a violation it shall be his responsibility to report the violation to the DTI immediately upon learning of it.

3. Handling of Protest Fees

- a. If the protest is upheld the protest fee shall be returned to the protesting party, less 35% for official's costs. Should the protest be denied a portion of the protest fee shall be paid to the owner of the boat protested to defer the cost of any tear down with the balance to be retained by RWO.

4. Penalties

- a. If any technical rules violations are discovered as a result of a protest then the protested party shall be subject to the appropriate penalties as provided herein.

5. Supervision by RWO Official

- a. In the event of a teardown under these rules an approved the DRO and/or DTI must be present during and supervise the teardown process and file a written report detailing the findings with RWO office.

6. Fees

- a. Protests must be accompanied by the proper fee in cash in accordance with the following schedule:

Protest Stage	Protest Fee
Stage I	\$ 2,500.00
Stage II	\$ 3,500.00
Stage III	\$ 10,000.00

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

505: TEAR DOWN PROCEDURES

1. Four Cycle Engine

a. Stage I - \$2,500

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

b. Stage II -\$3,500

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

c. Stage III \$10,000

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

506: PROHIBITED CONDUCT AND ASSOCIATED PENALTIES

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

- a. **Course Infractions**

- i. Unless an RWO Official has observed the infraction, no course infraction penalty shall be assessed to any competitor.
 - ii. Recklessly endangering any craft, patrol boat, rescue boat, spectator boat, person, or property shall result in disqualification from the event.
 - iii. Racers may not protest another racer with regard to the proper execution of the race course. Judgments concerning the race course are decided from the input provided by race course officials, RWO television footage if available, the DRO, and the RWO President.

- b. **Helmets and Jackets While On and Off Plane**

- i. Any driver or racing crew member who participates in a registered race boat, on plane in a race or testing without wearing an approved life jacket and crash helmet shall receive a penalty, disqualification or both.
 - ii. At any race site, from the time of arrival and until one hour after the checkered flag of the last event of the day, any race boat occupant failing to wear a life jacket at any time while race boat is in the water, off-plane shall subject the occupant(s) to an appropriate penalty up to and including disqualification from the event.

- c. **Destroying or Dislodging Turn Buoy**

- i. Every boat must go fairly around the course without damaging, dislodging or destroying any turn buoy. In the event the course buoy becomes damaged or destroyed, the offending does not have to renegotiate the buoy however; the offending boat will receive a one-minute penalty and \$1,200 fine.

d. Government Regulations

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

e. On plane in spectator (safety) area

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

f. Outside Assistance

i. Changes

1. Once a race boat has started the race, accepting any outside assistance to make any changes, taking on fuel, supplies or equipment of any description, to effect repairs, to dislodge craft after having run aground, or any assistance that would thus enable a disabled race boat to continue the race, such as accepting a tow or negotiating any part of the course using any facility except its own power shall be considered the end of the race for that event.

ii. Leaving the Official Race Course

1. During a race, if a race boat leaves the official race course, it will be considered out of the race at that time

iii. Tows

1. All race boats must report to the starting area under their own power. Acceptance of a tow or any such similar assistance between the wet pit and the starting line will result in disqualification from the event.

iv. Communications

1. Radio, cell phone or other electronic communication from any aircraft, boat, or shore crew, to any race boat shall be permitted provided that those communications are not used to violate or assist in the violation of the rules contained herein. Such

communications are prohibited on official Race Control channels and shall result in a two (2) minute penalty.

v. Unsportsmanlike Conduct

1. Any breach of these rules which is deemed by the DRO as being of a major nature, contrary to the best interests of RWO, or deemed to constitute unsportsmanlike conduct may subject such offender to disqualification, probation, fine, suspension, expulsion or any combination thereof. The Minimum penalty for unsportsmanlike conduct will be a fine of \$2,500 (two thousand, five hundred dollars) for the first offence and will double for each occurrence thereafter. Examples of conduct considered to constitute unsportsmanlike conduct shall include, but not be limited to, the consumption of alcoholic beverages in a restricted area during an event, public drunkenness, the use of illegal drugs, fighting, reckless driving on the racecourse, verbal abuse, public criticism, accusations of corruption against the organization, RWO officials, threats of legal action against RWO or its officials, improper conduct toward an RWO Official by public criticism to include the internet, social events, telephone, etc. Interfering with an existing RWO contracted race site or promoter. Also perpetuating non-factual rumors about the organization, regardless of where it takes place. Penalty would be determined as to the severity of the remarks by the DRO.

vi. Gambling

1. No race boat owner, driver, pit crew member, competing crewmember or race official connected with any RWO event may take part in any Calcutta or auction or other gambling operation held in connection with said event nor post nor accept any bet or wager on the outcome of such an event. If found to be involved, they shall be suspended for not less than thirty (30) days.

vii. Payment of Fines

1. All fines must be paid within (14) days from the date assessed or prior to entry into any future RWO events. If the fine has been issued in conjunction with penalties qualifying for appeal, then the appeal must be written and properly filed within the specified time limit for appeals. Fines that remain unpaid after (14) days shall be subject to additional penalties.

viii. **Rule Violation not addressed**

1. In the event a rule violation occurs that is not addressed in the rulebook, the DRO shall confer with RWO Officials and determine and assess an appropriate penalty.

507: APPEALS

1. Filing and Timing Requirements

- a. An appeal of a penalty imposed under these rules must be filed in writing with the DRO and accompanied by a \$800 (eight hundred dollar) appeal fee in cash or certified check, within 5 days of the offending party's receiving notice of the penalty.
- b. Failure to appeal within this time will constitute a waiver of all appellate rights. If an appeal is filed within 2-hours of the notification as stated above the Team Owner can request a hearing prior to the end of the event. The DRO will assemble the RWO President, along with the available Members of the Board of Governors for the hearing. Safety violations cannot be appealed.

2. Hearings

- a. The Board of Governors shall afford the accused a hearing on all charges. The RWO President may appoint a committee to investigate the facts surrounding the alleged rules violations and report their findings and/or recommendations back to the RWO President, DRO and the Board of Governors prior to any hearing on the matter.

3. Appeal Fees

- a. Fees will be returned to the member only if the appeal is upheld less 35% for official cost. After the stipulations above have been met, the RWO President, DRO and the Board of Governors shall have the power to take such action as it deems appropriate under the circumstances.

4. Decisions

- a. The decisions shall be final and subject only to review by the RWO President. Decisions shall be rendered no later than 30 days after the hearing. Each Member

of the Appeals committee will be allowed one vote.

5. Shipment of Parts

- a. If the resolution of an appeal requires the shipment of a part, the DTI will direct where the parts be shipped, the owner of said part(s) shall be responsible for all shipping and handling charges.

SECTION 600: SCORING PROCEDURE / AWARDING OF POINTS

601: ELIGIBILITY FOR NATIONAL SERIES

1. Points

- a. Except with respect to the Bonus Points awarded pursuant to (*Section 603, 3a.*) below, only National Series designated and sanctioned races shall be eligible for the accumulation of National Series points towards a National Series Championship.

2. Eligible Classes

- a. All Classes shall be eligible to receive National Series points when competing at a National Series event.

602: POINTS FOR CANCELED RACE

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

603: AWARDING OF NATIONAL SERIES POINTS

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

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

2. Finishing Points

- a. All boats are awarded one (1) additional point for every boat defeated in its class, not including the participant, unless it is part of a two (2) race total points.

3. Scoring Procedure

- a. The race is scored by completed laps to the finish line. A completed lap is when a boat crosses the start line, and continues around the marks of the course and back to the finish line.
- b. Points shall be awarded to the sponsor/owner in all classes.
- c. A person may be "Driver of Record" for one boat per event. If a listed "Driver of Record" is unable to race in an event, they can also just designate themselves as "Driver of Record" for that event, and put an alternate person in the boat.
- d. Points will be allocated to all starters throughout the season. If a race boat starts but does not go the full first lap, that boat will receive points in the place he finished in that particular class.

- e. A race boat that cuts the course must renegotiate the mark missed by circling the mark on the inside of the course and properly execute the mark. The driver must execute all marks on the course properly maintaining a safe clearance from other racing competitors (Rules of the road always apply). Should a competitor fail to properly negotiate all check boats on the race course, they will be scored at the previous scoring point and will be considered out of the race.
- f. Should a mark of the course be absent from its proper position during the course of the race, the Course Marshal shall try and replace it. If the mark cannot be repositioned, race boats should negotiate the corresponding fixed mark of the course, as designated in the drivers meeting.

604: NON-TRANSFERABILITY

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

605: REGISTERED HULLS

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

606: REPLACEMENT HULLS (Lost or Damaged Boats)

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

607: SUBSTITUTE HULLS (New Boats)

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

SECTION 700: PRIZE MONEY AND TROPHIES

701: AWARDS AND PRIZE MONEY

1. No awards or prize money shall be distributed to any driver until protests have been investigated and completed and the official order of finish is posted by the DOS.
2. Any boat who receives prize money and has an outstanding debt with RWO will have that debt taken out of the prize money that is due them. If fees are paid by check at the race site, prize money will not be paid until the check clears.
3. RWO may designate special awards for outstanding performance.
4. A minimum prize purse shall be established and announced in the driver packet.
5. All prize money will be distributed by mail from the RWO main office.
6. Trophies will be awarded to the first three finishers in each class. It is the responsibility of the racer to accept their trophy at the awards ceremony or have a representative accept on their behalf. RWO will not be responsible for the trophy after the event. If not pre-registered fourteen (14) days prior to the event, RWO cannot guarantee trophy at site. The racers will have to pick up the trophy at next event, we cannot ship the trophy. They will be held for thirty (30) days.
7. Prize money will be made payable to the owner of registered equipment. It is mandatory that the RWO main office have either a Federal Tax ID number or a Social Security number as it pertains to the owner of equipment prior to any prize money distribution. Foreign entries must have a non-resident alien number in order to receive the full prize purse for the position in which they finished, if they do not, thirty-three percent (33%) will be withheld.
8. All rules in the Operating Procedures, and all requirements of sponsors must be met, in order to participate in the prize purse.

SECTION 800: CHAMPIONSHIPS

801: NATIONAL SERIES

1. Eligible Classes

- a. Extreme
- b. USA Class 1
- c. Super Cat
- d. VX
- e. Super Stock
- f. Modified Vee
- g. Stock Vee
- h. APBA Bracket 1-7

2. Tabulation of Points

- a. In the National Series classes designated above, the eligible registered boat earning the most points in the National Series events shall earn the National Championship title for that class.

802: TIE BREAKERS

1. Ties in points which result from totaling scores in a series of races, such as a National Series Championships, selection shall be resolved based upon the boat with highest average finish in all National Championship Series Races for that calendar Race Year.

SECTION 900: SAFETY RULES

901: REQUIRED SAFETY FACILITIES

1. **Medical and Rescue facilities** must be pre-approved by the DSR at least 30 days in advance of the event.

2. Required Personnel

- a. A licensed physician. This physician must be the Emergency Services provider, or their designee.
- b. A minimum of 5 (five) experienced underwater rescue personnel certified by the DSR and equipped for helicopter deployment, at the direction of the DSR. One transport boat with A.L.S (Advanced Life Support).

3. Required Facilities

a. Ambulances

- i. Call (911), for transporting injured RWO racers/crew to a designated hospital/trauma center.

b. Rescue / Safety Boats

- i. A minimum of (4) Rescue boats and 1 transport boat of which are A.L.S. equipped and staffed, of the approved craft type, number and personnel, and other equipment as pre-approved by the DSR in concert with the RWO President. The sole purpose of these boats shall be to assist the race teams with their Escape (Exit) Strategy Plan. Rescue boats shall be situated to have fast response time to anywhere on the course based on speed and type of rescue craft.

c. Immersion Training

- i. A pool for the Self-Rescue Immersion Training. Pool must have a minimum depth of eight (8) feet. This is required once a year.

d. Official Watercraft and Tow Boats

- i. A minimum of six (6) Patrol and one (1) Tow boat on the racecourse at all times.

e. Helicopters

- i. Will be used at the discretion of the RWO President. If used, these aircraft shall be manned by the pilot and the RWO National Series Rescue Staff. Direct Communication on Race Aircraft radio frequency from the co-pilot's seat to race control as well as a functioning intercom is necessary. No private Helicopter single boat response rescue personnel will be utilized at a National Series closed circuit event not previously approved by the RWO

President. All private helicopter rescue personnel must be a paid member of RWO for 2018, and will need to sign the insurance waiver before they can fly the race.

f. Hospital

- i. An assigned trauma receiving hospital duly notified and equipped.

g. Authorization for the Transportation of Injured

- i. NO air or land transport of injured or ill participants shall take place during testing or race day prior to assessment or clearance by the DSR, or by a licensed Paramedic or Emergency Medical Technician of the 9-1-1 EMS service. ALL pre-hospital care shall comply with local jurisdictional Protocols and/or Standing Orders and/or State laws.

902: ALL BOATS

1. Seats

- a. All registered race boats must have racing seats with sufficient lateral support and structure to withstand the forces encountered in offshore powerboat racing.

2. Hatches

- a. Color
 - i. In conjunction with the RWO safety rule, it is highly recommended that inside hatch covers be painted iridescent yellow for visibility and that said covers be open at all times on craft who are subject to search and rescue.

3. Intercoms

- a. Locking boat intercom plugs connecting helmets to racing craft are expressly prohibited. Plugs must disconnect easily, placing no additional stress on competitor's necks. Inflexible metal or plastic intercom microphone booms are strongly discouraged.

4. Emergency Kill Switch

- a. In restrained cockpits, a means of emergency engine shut off shall be accessible to all riding crewmembers.

5. Drive Shaft Covers

- a. All inboard craft must have a protective shield over each input drive shaft. The shield must be constructed of either 1/8" steel or 1/4" aluminum. This shield must completely encircle (360 degrees) the entire length of the drive shaft and each exposed universal joint.

6. Cleats

- a. All cleats and other deck hardware must be recessed or protected.

7. Bilge Pumps

- a. Two (2) bilge pumps. Electric bilge pumps are to be automatic and wired so as to maintain operation independent of the battery cutoff switches.

8. Radios

- a. A licensed ship-to-shore radiotelephone must be permanently installed in an unexposed location with a minimum power input of twenty-five watts with VHF channel 6, 78A and any channel designated by the RWO as being essential for race communications.

SECTION 1000: BOAT, TRAILER, PERSONAL & RELATED EQUIPMENT SAFETY RULES

1001: OTHER REQUIREMENTS

1. Fire Suppression | Firewalls

- a. Holes in firewalls are prohibited. Holes in deck must also have flame traps if said holes are 1 foot or less from the crewmembers.

2. Fuel Cells

- a. Are highly recommended for the storage of fuel.

3. Grab Handles

- a. Closed end grab handles or grab rails shall be installed on the top portion of the transom to facilitate emergency boarding from the water.

4. Non-Skid

- a. Non-skid material must be installed on the deck surface surrounding the cockpit to the satisfaction of the DSR.

5. Personal Safety Equipment

a. Helmets

- i. All racing crew members in competition is recommended that they wear a helmet that meets Snell SA (Sport Application) Rating for 2010 and helmets replaced every five (5) years. The 2018 SA (Sport Application) Snell helmets

will be available on October 1, 2018 and is highly recommended. The upper 50% of the helmet must be neon, fluorescent or international orange, or neon or fluorescent yellow, to be determined by the RWO Inspector. Helmets may display logos and/or decals on the lower 50% of the helmet for promotion purposes. Ultimately, all helmets are the responsibility of the wearer.

6. Life Jackets

a. Restrained Cockpit

- i. All Personal flotation devices worn in Reinforced Restrained Cockpit (RRC) or Enclosed Restrained Cockpit (ERC), the PDF should be of an INFLATABLE type.
- ii. Cool Suits may contain any proven safe fluid or gas cooling agent other than Freon and approved by the DRO.

7. Cervical support

- i. Cervical Support devices may be worn in Reinforced Restrained Cockpit (RRC) and Enclosed Reinforced Cockpit (ERC) subject to approval of the DSR.

8. Footwear

- i. All participants and crewmembers must wear closed footwear when working in the pit area or riding in boats.

9. Eye protection

- i. Eye protection shall be mandatory for all racing and be constructed of shatterproof material. Eyeglasses shall not be accepted as eye protection.
- b. The DRO or DTI may prohibit the use of any equipment they deem unfit for service.
- c. Violation of safety rules will result in a penalty assessed by the DRO in concert with the DSR.

10. Propellers

- a. All boats parked in the "Dry Pits" shall have propellers removed or covered by heavy cloth or materials so as to minimize injury to crew or public. Failure to do so

shall result in a \$250 fine.

11. During Trailer Firing of Motors

- a. Propellers shall be removed, or result in a \$500 fine.
- b. A fire extinguishing system must be readily available staffed by crew or fire department when internal engine compartment fire suppression systems are not incorporated. Failure to do so shall result in a \$300 fine.

12. Tie Bars

- a. Mandatory on all multi-propulsion systems.

13. Tow Rings

- a. Mandatory and must be USCG compliant.

14. Trailers

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

15. Wings

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

16. Sling Safety Requirements

- a. All slings used for lifting boats at RWO events must have sling certification showing the name or trademark of manufacturer, manufacturer code or stock number, and the rated load specification.

SECTION 1100: VIOLATIONS

1101: PENALTIES, DISQUALIFICATION, FINES AND SUSPENSIONS

1. Violation of Minimum Active Crew

- a. A minimum of two persons must be carried at all times on a race boat while in competition or during an official test time at an event. Violation of this rule will be grounds for event disqualification and a \$1,000 fine.

2. Suspension, Expulsion

- a. No individual who has been expelled from RWO or who is currently under suspension by RWO shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, or participate as a boat owner, driver or crew member in any sanctioned event. RWO also reserves the right to deny future membership to anyone who has previously been expelled or suspended from any category of RWO.

3. Criminal Acts

- a. It is the policy of RWO that any owner, driver or crew member who is an RWO member and who is formally indicted for commission of a felony will be subject to an RWO hearing to determine if suspension is necessary. Concurrently therewith charges must be filed against said individual under the applicable RWO By-Laws for further action. Additionally, no boat belonging to that individual shall be allowed to compete nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. If the member is suspended then RWO will hear an appeal as soon as practical and if the accused has not been found guilty in a court of law, that individual will be placed on "Probation," permitted to race, and keep RWO informed in writing of their status (i.e., trial dates, exoneration etc.). If found guilty in a court of law (regardless of appeals), all racing points and awards may be stripped for any racing season by RWO. Any driver or riding crew member that is on "probation" will not receive cash prizes. The money will be placed by RWO in an account and will be paid to the person on probation when the individual is exonerated or, if convicted in a court of law and therefore suspended or expelled by RWO the money will be retained by RWO.

4. Awards, Championships

- a. Any active crew member that has received a disqualification, penalty, or fine for an intentional technical rule violation during the racing season, may not be eligible for any National High Points Championships or World Titles for that year.
- b. Any active crew member that has been placed on criminal probation, suspended for any reason or convicted of a felony may not be eligible for any High Point Championships, year-end titles or awards.

5. Right of Refusal

- a. RWO may refuse any entry that it deems detrimental to the professional direction of the sport, or the operation of RWO, or has a conflict with RWO Sponsors.

6. Annual Registration

- a. All race boats entered in a sanctioned race must be registered annually with RWO. Application is to be made to RWO headquarters in Key West, FL. Registered boats must display that number which has been officially assigned for the current racing year. The use of unauthorized numbers, unofficially assigned numbers or improperly registered boats is expressly forbidden. All accumulative points for boat, driver and throttleman may be lost and the registered owner may be suspended for six (6) months if utilizing an unassigned, unauthorized number, or improperly registered boat.

7. Transferability of Number

- a. No owner may use the same racing number on more than one hull. When race boats are sold, they must be re-registered by the new owner and new numbers assigned, except in those cases wherein the former owner shall consent to the transfer of his number to the new owner. If a race boat is sold or transferred to an individual who is not a racing member of RWO, it will be the responsibility of the original owner to remove the racing number and any RWO affiliation from that hull and notify RWO office in writing of the sale. In the event that the original owner fails to do so his RWO membership may be suspended for six (6) months.

8. Boat Number Legibility

- a. National Series boats are required to have standard black number over a white

background with a black border. It is the responsibility of the boat owner to have numbers that are legible for scoring purposes. If the standard numbers do not meet the minimum requirements the boat may risk not being scored and can be required to change the numbers before the next race or receive a penalty.

9. Private Personnel

- a. Race teams that want to have additional Rescue person (s) flying for their team, must notify the RWO main office at 305-797-8705, thirty (30) days prior to the event. RWO will assign the rescue diver from our Rescue / Safety staff to fly in the helicopter for the event. The race team is responsible for payment of the helicopter (minimum jet ranger), cost of the rescue diver and the helicopter would be under the direction of RWO's DSR for the event. Cost of rescue diver would be paid in advance by the race team to RWO. RWO will no longer accept or approve a team to deploy a rescue diver that has not been assigned by the RWO medical staff, to be qualified to go into the team's helicopter as a rescue diver, with dive gear. Any aircraft flying for a team at an event must have authorization from RWO to fly. If a team has aircraft flying an event that does not have authorization from RWO, the team will receive a fine of \$2,500 (two thousand, five hundred dollars), a DISQUALIFICATION, and will not be permitted to have an aircraft fly again for that team.

10. Owners Registration Responsibility

- a. It is the responsibility of the Owner of Equipment to verify that all insurance releases and entry forms are signed, and that all riding crew members are a minimum of 18 years of age. It is the responsibility of the Owner of Equipment to report any changes of racing crew in the boat prior to Launching, Testing, or Racing. Any race team that has a person in the race boat during the race event that is not a 2018 Racing member, or have not signed the entry form, a medical information sheet, and the insurance waiver will be disqualified.

11. Registration Penalty

- a. Entrants failing to complete registration requirements prior to the deadline (5:00 pm the day before the race) may be subject to a fine and / or up to a one (1) minute penalty at the discretion of RWO. Entrants not completing all registration requirements prior to entering the race course on race day will be subject to disqualification and / or suspended for three (3) months.

12. Bad Checks

- a. Should the bank return an entrant's check for fees paid to RWO for membership,

entry fees, race registration or other dues for any reason, the owner shall be subject to the following penalties.

- b. Cash or certified check in the amount of the returned check plus bank fees must be paid within five (5) days of notification from RWO.
- c. Suspension of the entrant from that event or any further RWO competition until the returned check is replaced with cash, certified check or money order.

13. Inspections

- a. An entry that does not complete its inspection requirements on time (refer to Driver's Packet for times) may be subject to a financial penalty of \$250. An entry that refuses an inspection will be disqualified and may face further disciplinary action.

14. Dress Code and Decal Placement

- a. Dress code and decal placement is mandatory. Failure to comply may result in your team not appearing within media coverage, not participating in the prize money, and receiving a penalty.

15. Crane area

- a. The crane area shall be highly restricted and roped or fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorized personnel. (This is considered part of the "Hot Pits"). All personnel with a race team that do not have the proper identification and are found in the "Hot Pit" area will result in a financial penalty to the boat owner of \$250. (two hundred, fifty dollars) The presence of persons on a boat, which is being lifted by a crane, is strictly prohibited. Violation of this rule may result in disqualification from that event and/or up to a \$1,000 fine.

16. Dry Pits

- a. Dry Pits shall be defined as those areas where race boats are on display. Race Officials have the right to remove a race team or race boat from this area for disruptive conduct and are subject to other disciplinary actions.

17. Banner Placement

- a. Unauthorized banner placement will be removed on the first offense.

18. Testing

- a. Inspections and Registrations
 - i. Race boats must have a pre-race technical and safety inspection, and the boat and all riding crewmembers must complete all registration requirements including the insurance waiver, prior to any testing. Anyone testing without completion of all paperwork will be subject to disqualification, fine and/or suspension of not less than 30 days. Any violation of the Testing Rules the team will be fined a minimum on \$250 per occurrence and may be subject to disqualification or suspension.

19. Compliance with Government Regulations

- a. Race teams and Race boats are subject to all Coast Guard, Federal, State and local regulations during testing. Anyone cited by federal or local authorities shall be subject to further penalties by RWO.

20. Compliance with RWO Rules and Regulations

- a. Race teams must comply with all RWO rules and regulations established for each National Series Event, including obeying manatee zones, speed zones, testing times, and testing only in designated areas if applicable. The Teams shall be solely responsible for checking with the appropriate RWO Officials at the event during registration times as to the applicable rules and regulations for testing at the event. The Team must obtain the posted Driver's Packet found on the RWO Website (raceworldoffshore.com). Violation of this rule may result in penalties including, but not limited to, fines, time penalties, disqualification and suspensions of not less than 30 days. The RWO rules can also be found on the RWO Website (raceworldoffshore.com) and can be downloaded. Ignorance of the rules is no excuse for not complying with the rules.

21. Safety Equipment

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

22. Engine in Gear

- a. It is forbidden to start the engine in gear with the propeller rotating in the air. All violators will be fined \$500 for each offense.

23. Rescue / Safety, Tow and Official Watercraft Coverage

- a. The DRO at their option, may or may not provide rescue coverage for testing prior to the race. At race sites where rescue coverage is not provided for pre-race testing or at times other than when rescue is provided by RWO, owners and riding crew members must recognize that there are no rescue facilities on the water during such testing and agree that they are testing at their own risk. Those entries that use the cranes or race producer controlled launch facilities to launch for the purpose of non-covered testing prior to the race, specifically acknowledge that they are testing at their own risk without rescue coverage and by launching their boat further agree to indemnify and hold harmless RWO, its officials, the race producer, the race committee, and all sponsors in the event of any accident and its consequences. Failure to sign either of the Insurance Waivers prior to any on water testing shall result in a fine and/or disqualification from that event and/or suspension from RWO for up to one year.

24. Unexcused Absences at Drivers Meetings

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

<u>Infraction</u>	<u>Penalty</u>
Jumping the start	(2) Minute Penalty
Crowding the pace boat	(2) Minute Penalty
Turning in the wrong direction within the milling area	(1) Minute Penalty
Interference with starting procedure	(1) Minute Penalty
On plane in the milling area	Disqualification
Slingshot start	(2) Minute Penalty
Outside designated milling area	(1) Minute Penalty
Failing to abort a start	Disqualification
Failing to stop for an emergency stoppage of a race	Disqualification

25. Disabled Race Boats

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

26. Passing in a Turn (Formerly “Overlap”)

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

27. Failure to report “out of the race”

- a. If a boat cannot finish a race, they must report to Race Control that they are out of the race. Failure to report “out of the race” to RWO Race Control shall result in

a \$250 (two hundred, fifty) fine for the first offense and a one (1) minute penalty to the team thereafter.

28. Caution Zone

- a. Upon passing the Pace Boat, racers must slow to a safe speed. There shall be NO PASSING of any other race boat. There may be NO changes of position while in a CAUTION ZONE. Infractions shall result in a two (2) minute penalty.

29. Refusal of Post-Race Inspection

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

30. Technical Rule Violations

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

i. First Offense

1. A first offense of a technical nature at any time during the annual registration of the boat in question may result in the forfeiture of prize money for the event, the deduction of points for that event, or disqualification from the event.

ii. Second Offense

1. A second offense of the same nature at any time during the annual racing registration of the boat in question shall result in a mandatory disqualification from the event.

iii. Subsequent Offense(s)

1. A subsequent offense(s) of the same nature at any time during the annual racing registration of the boat in question will result in

mandatory disqualification from the event and suspension for sixty (60) days.

iv. Owner Responsibility

1. The owner shall be responsible for the condition of the engine and hull as raced. Errors on part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse noncompliance with the rules. Owner is also responsible for their teams conduct at an event.

v. Additional Responsible Parties

1. The party responsible for making illegal modifications to a boat, engine or drive shall be subject to up to one-year suspension from RWO and /or a \$5,000 (five thousand) fine and if a commercial vendor, possible barring of all equipment prepared by them for competition in RWO events.

31. Course Infractions

a. Reckless Driving

- i. Recklessly endangering any official watercraft, patrol boat, medical boat, spectator boat, person, or property shall result in disqualification from the event.

32. Helmets and Jackets While on Plane

- a. Any driver or racing crew member who participates on plane in a race without wearing an approved life jacket and crash helmet shall be disqualified. At any race site, from the time of arrival and until one hour after the checkered flag of the last event of the day, any race boat occupant failing to wear a life jacket and helmet at any time while a race boat bearing a racing number is on plane or off plane under its own power shall subject the occupant(s) to an appropriate penalty up to and including disqualification from that event.

33. Destroying or Dislodging Turn Buoy

- a. Every boat must go fairly around the course without damaging, dislodging or destroying any turn buoy. In that event, only the offending boat will receive a one (1) minute penalty and \$1,200 fine. They do not have to renegotiate the

buoy they hit.

34. Government Regulations

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

35. On Plane in Spectator Area

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

36. Outside Assistance

- a. **Changes**
 - i. Once a race boat has started the race, accepting any outside assistance to make any changes, taking on fuel, supplies or equipment of any description, to effect repairs, to dislodge craft after having run aground, or any assistance that would thus enable a disabled race boat to continue the race, such as accepting a tow or negotiating any part of the course using any facility except its own power shall be considered the end of the race for that event.

37. Leaving the Official Race Course

- a. During a race, if a race boat leaves the Official Race Course, it will be considered out of the race at that time.

38. Tows

- a. All race boats must report to the starting area under their own power. Acceptance of a tow or any such similar assistance between the wet pit and the starting line will result in disqualification from the event.

39. Communications

- a. Radio, cell phone or other electronic communication from any aircraft, boat, or shore crew, to any race boat shall be permitted provided that those communications are not used to violate or assist in the violation any of the rules contained herein. Such communications are prohibited on official Race Control

channels and shall result in a two (2) minute penalty.

40. Unsportsmanlike Conduct

- a. Any breach of these rules which is deemed by the Referee as being of a major nature, contrary to the best interests of RWO, or deemed to constitute unsportsmanlike conduct may subject such offender to disqualification.

41. Gambling

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

42. Payment of Fines

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

43. Propellers

- a. All auxiliary propellers mounted on the hull shall be covered by a semi-rigid or rigid rounded edge protective shield over the blades. All propellers mounted on shafts shall be covered by heavy cloth or canvas material whenever possible and at all times when the boat is unattended in public areas. Failure to do so shall result in a \$250 fine.
- b. All boats parked in the "Dry Pits" shall have propellers removed or covered by heavy cloth or materials so as to minimize injury to crew or public. Failure to do so shall result in a \$250 fine.
 - i. During trailer firing of motors, propellers shall be removed, or result in a \$500 fine.
 - ii. A fire extinguishing system must be readily available staffed by crew or fire department when internal engine compartment fire suppression systems

are not incorporated. Failure to do so shall result in a \$300 fine.

44. Trailers

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

SECTION 1200: MARINE PROTECTION

1201: MANATEE PROTECTION MEASURES

1. A formal manatee watch coordination meeting will be held prior to the day of the event. All race officials and racers shall attend a pre-race meeting (to be held the day of the race) and will be informed about the possible presence of manatees in the area, and that civil or criminal penalties can result from harassment, injury, and /or death of an endangered species. The danger of hitting a manatee should be emphasized to racers and bystanders.
2. A continuous aerial survey via helicopter shall be conducted beginning one hour prior to the event, and prior to any organized practice sessions to identify any manatees in the vicinity of the event site. The survey will continue until all official and spectator vessels have cleared the area. Aerial surveys shall extend one mile from the perimeter of the event site.

3. The manatee watch will consist of a minimum of four qualified observers: one primary observer and three additional observers. The primary observer should be experienced in the observation of manatees at these types of events, and should be positioned at the highest vantage point possible. Other observer's surveys will be conducted from an elevated water or land based positions. Each observer will be equipped with two-way radio, binoculars, polarized sunglasses, and a chart of the race course and vicinity. The manatee watch observers will be dedicated exclusively to the manatee watch.
4. Observers will follow the protocol established for the "Manatee Watch Program" and will conduct the watch in good faith and to the best of their ability. The Race organizers and vessel operators will assume any liability for a violation of these protective measures involved in any collision with animals.
5. The observers will be in close communication with sponsors / officials to halt the event if a manatee(s) is/are spotted within the boundaries of the event or within 500 feet of the perimeter of the event site. The event shall not resume until the animal(s) moves away from the area under its own volition. Manatees must not be herded away or harassed into leaving. If the manatee(s) is/are not sighted a second time, the event will not resume until thirty (30) minutes after the initial sighting.
6. If, in the opinion of the manatee watch observer, survey conditions are poor or deteriorate and become poor so as not to allow for proper sighting of animals in the race course area (i.e., numerous white caps and streaks created by high winds, lack of daylight), the event shall be immediately halted. If survey conditions improve to allow for proper sighting of animals, the event may resume.
7. All participants and official boats shall adhere to applicable boating safety and or manatee protection speed zones in and adjacent to the event site.
8. The event shall be immediately canceled if any one of these conditions is not met prior to or during the race. Any manatee watch observer or USCG representative shall have the authority to terminate the event as required above. Failure to adhere to the protective measures may result in recommendation to the USCG to not permit future event or to require bond to be posted to assure compliance to these conditions.

1202: TURTLE PROTECTION MEASURES

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