

2009 OPA Racing Rule Book



OPA RACING, LLC.

*799 Route 70
Brick, NJ 08723
732-920-3945*

2009 Offshore Rules and Bylaws

WORKING COPY ONLY NOT A FINAL COPY

2006-2008

OPA Racing Offshore Racing Rules

These rules have been promulgated by OPA Racing and govern offshore racing under its jurisdiction. The racing rules herein are to provide for the orderly conduct of offshore racing events and to set forth minimum acceptable requirements for them. By participating in these events, involved persons agree to comply with these rules, and to have accepted their priority and suitability. No express or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulation. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, volunteers or others. These rules are effective as of the date of printing and shall be in full force and effect until written notice of amendment is circulated to OPA members, or this Rule Book is superseded by a new edition. All matters regarding OPA Racing should be directed to the offices listed below:

**OPA RACING LLC
799 Route 70 West
Brick, NJ 08723
732 920 3945
WWW.OPARACING.ORG**

<mailto:OPA@OPARACING.ORG>



OPA RACE OFFICIALS

PRESIDENT – Ed Smith (Smitty)

VICE PRESIDENT – August Pensa

DIRECTOR-Louie Giancontieri

SECRETARY – Marie Smith

TREASURER – Val Fiorillo

CHIEF REGISTRARS – Alan Petitt & Mike Vollmuth

CHIEF REFEREE – Ed Smith (Smitty)

FRANK VECCI-GPS Official

CHIEF SCORER-Toni Potthoff

CHIEF INSPECTOR – Anthony Smith

MEDICAL DIRECTOR – Bruce Johnson

RACE CONTROL-Tony Melia

WEBMASTER – Alan Petitt WWW.OPARACING.ORG

2008 Class Representatives

CLASS 100-Jimmy Winters

CLASS 200-Louie Giancontieri

CLASS 300-Bill Purnell

CLASS 400-Jim Simmons

CLASS 500-Mark Gallagher

CLASS 600-Tyler Crockett

2009 HIGH POINT CHAMPIONS

CLASS 400-Simmons Racing-Jim Simmons-Driver-Jason Zolecki-Throttles

CLASS 500-Specialized Racing-Mark Gallagher-Driver/Throttles-Owen Francis-Navigator

CLASS 600-Tyler Crockett Marine Engines-George Eisenhart-Driver-Tyler Crockett-Throttles



Welcome!

OPA Racing would like to welcome you to offshore racing, Jersey Boyz style. Our mission is to have fun, enjoy each other's company, travel to some great race sites and race our boats. It's a simple combination of fun, food and racing that our racers seem to enjoy. OPA offers 8 classes for the 2008 season. However, any class of offshore boats are welcome and can race under their own set of rules as long as there are five boats competing in that class. Otherwise, any boat can fit into one of the speed bracket classes. Class racing is an inexpensive way to come out and race your boat. There are no strict engine specifications to follow as long as your boat can run 65 MPH, you can be competitive in Class Racing.

We thrive on providing highly competitive entertainment to race fans wherever we go. The Chief Referee will place boats in the appropriate class based upon an engine rev limiter, propeller size and pitch calculation. This insures that boats of similar speed race against each other and every racer has a chance to win on any given day.

Welcome to the OPA Offshore racing family!

OPA RACING ORGANIZATION RULES

GENERAL COMPETITION SAFETY RULES

1. At racing venues, all racers and boats competing therein shall be under the control and direction of the OPA officials as carried forth by the Chief Referee in conjunction with the OPA Racing Director. All matters shall be subject to their approval and control.
2. Members of the race committee including all officials shall be exempt from any decision in which they may have a direct or related interest.
3. No member of OPA shall act as an official in a race in which he competes.
4. OPA may refuse any entry that deems detrimental to the professional direction of the sport.
5. The OPA Rule book only covers the 8 Performance Classes, however, all offshore classes of boats are welcome provided they have five boats registered in the class.

RACE SAFETY ISSUES

1. The starting line must be of sufficient length and width to permit all boats to start abreast without interference.
2. No contestant shall participate in a race, nor shall any official serve in any capacity after having consumed alcohol or any controlled substances.
3. The race committee shall provide a minimum of:
 - A licensed physician as race Medical Director. This physician should be the local area advanced life support medical control officer or his/her designee.
 - A minimum of one (1) properly staffed and equipped State licensed advanced life support (A.L.S.) ambulance which shall be available for transporting injured OPA, racer and or crew to a pre-designated or appropriate hospital trauma center and one(1) backup on call. No land or air transport shall take place prior to assessment or clearance by the OPA Medical and Safety staff present, local race Medical Director, or licensed paramedic/emergency medical technician. All pre-hospital care shall comply with project Medical Director protocols and/or State Law.
 - A minimum of six (6) medical rescue boats, four (4) of which are A.L.S. equipped and staffed, with the approve type and personnel as pre-approved by the OPA medical and Safety staff, in concert with the local race Medical Director. Medical rescue boats shall be utilized solely for personal rescue, and be equipped as recommended. Medical/Rescue boats shall be situated to have a three minute response time anywhere on the course based on speed and type of rescue craft.
 - Experienced and certified underwater dive/rescue personnel, appropriately equipped, will be available for course placement at the discretion of the OPA Racing Director and OPA Medical Coordinator.
 - Ten (10) patrol boats are a minimum for course containment during the race. Patrol boats shall be located so as to have visual contact of the course only authorized personnel shall operate these vessels.

- Two (2) medical/rescue helicopters, Bell Ranger or an AStar, are provided by OPA for immediate medical response from the OPA medical rescue staff, as approved by the medical and OPA President. These aircraft must have direct communication on aircraft frequency from the pilot seat as well as intercom to all occupants. All race teams that plan to have a Medical person, diver, or other people flying for the team during the race must contact the office at 732 920 3945 two days prior to the race.
4. Hot Pits: Defined as an adequate area surrounding the cranes, fuel storage, and launching ramp, these areas should be posted and considered “no smoking or alcoholic consumption areas” only officials, owners and team members will be allowed in these areas. All personnel with a race team that do not have proper wristband identification, that are found in the hot pit area, will result in a financial penalty to the boat owner of \$50 (fifty dollars) for the first offense and a one (1) minute penalty thereafter.
 5. Wet Pits: Defined as docking areas secured by the race committee, as crew working areas and available by controlled admission to the general public.
 6. Dry Pits: Defined as areas where race rigs are on display to the public prior to launch. Riding on race boats, while being lifted by a crane is prohibited.
 7. All described areas require a signature of insurance waiver. The sale of alcoholic beverages within any of the described areas is strictly prohibited. Conduct within these areas is under the scrutiny of OPA officials. Breach of the above rules may disqualify an OPA member.

GENERAL COMPETITION GUIDELINES

1. In order to compete in an OPA event, all riding crew, ground crew, and the owner of the boat to be raced, must be a member of OPA in good standing and must meet all competition requirements.
2. Race entries are not official until all entry data is completed including the signed insurance waiver, and all fees are paid in full to the OPA race headquarters prior to 5:00 PM the day preceding the official race day.
3. A minimum age for riding crew is established at age 18.
4. Racing crew is established at a minimum of two (2) persons and restricted to a maximum of four (4).
5. All riding crewmembers must remain within the boat for the entire period of the race in order to be eligible for an official start and finish status.
6. Anytime a race boat is on plane, while testing or racing, competitors must wear complete approved personal safety equipment including helmet and life jackets. Violation of this rule will result in a **three minute penalty**. The owner of the boat is responsible for the actions of his crew.

D.) Personal Safety Equipment

1. A combination helmet and impact resistant flotation jacket, at least 80% orange in color.
2. In the unrestrained cockpit: Each riding crew member must wear a full sixty pound (60lb) jacket type personal flotation device with skid collar and frontal flotation material, sufficient to keep an unconscious person afloat with his airway open. The jacket must be 80% orange or yellow in color. This jacket must be worn at all times when the craft is on plane. Life jackets or PFD's shall be designed for racing with leg straps or thigh skirts, a minimum of 1/4" thick of impact protection material covering the back and sides. Safety straps should be placed over any zippered seam. All personal safety equipment must be properly fastened during the entire period of racing.
3. In the restrained cockpit: It is recommended that all personal flotation devices worn meet or exceed current published standards regarding impact material. The following inflatable flotation is strongly encouraged: A five pound (5 lb) maximum natural buoyancy personal flotation device with additional total fifty pound (50 lb) personally activated incremental flotation is highly recommended. This PFD must inflate to display 70% visible yellow or orange and support the head and neck above the waterline so as to maintain a patent airway. This jacket must be designed so as not to hinder restraint harness release.
4. Cool Suits may contain any proven safe fluid or gas cooling agent other than Freon.
5. Cervical support devices may be worn and are subject to approval of the medical director.
FOR ADDITIONAL INFORMATION CONTACT THE OPA MEDICAL DIRECTOR.
6. The minimum requirement for all Class' is a Life Vest with nylon over closed cell foam. A competition 4 buckle vest, USCG approved type III. Top of vest must be 80% yellow or red.
7. A Snell 75, 80, or 85 standards helmet. The Snell label must be affixed to the helmet. Helmets may not be more than ten (10) years old from the manufacturing date. Teams with enclosed cockpits may use helmets other than Snell standards, but must be approved by the OPA Medical Director. Face shields and face guards are permitted if they permit ready access to the entire face for rescue purposes. The shields must be shatter proof. All helmets must be 80% orange or yellow in color.
8. Eye protection is mandatory for all racers in open cockpits. This protection must be constructed of shatterproof material. Eyeglasses are not to be accepted as approved protection.
9. All participants must wear closed foot protection while working in the pits and while racing.
10. All racing participants must have an annual CDL or FAA physical.

E.) RESTRAINED COMPETITORS

1. It is mandatory for these racers to complete a "Self Extrication Course" on an annual basis.
2. It is highly recommended that racers complete a certified scuba diving course.
3. Must have a five point harness with quick release buckle.
4. Must have on board SCUBA system with enough air to allow all riding crewmembers to breathe underwater for 30 minutes at a depth of 30 feet.
5. The Chief Referee or OPA President may prohibit the use of any equipment they deem unsafe.

F.) UNIFORMS / DECALS / BANNER PLACEMENT

1. Racing uniform will consist of a team shirt and slacks that simulates a jumpsuit and will be worn on race day.
2. The dress uniform should consist of a dress shirt, racing jacket and dress pants. This uniform will be worn at the first drivers meeting and at all cocktail parties.
3. The casual uniform should consist of a golf shirt, shorts or long pants. This uniform will be worn by riding crew and pit crew on off days.
4. OPA decals must be affixed to hull on both sides of boat near cockpit.

G.) TESTING GUIDELINES

1. A designated test area for nonrace days shall be established and announced at the first drivers meeting. This test area will have one (1) medical boat. This boat will be on station during the allotted test time. This area is approximately one (1) square statute mile in an area that is not heavily populated with public marine access. It is mandatory for boats going out to test to call race control, notifying them that you are "going out to test" and give the number of crew on board the boat, before and after you test.
2. All unregistered race boats must get testing permits from the local Marine Police or Coast Guard if required by law.
3. **NO BOAT IS ALLOWED TO TEST PRIOR TO REGISTERING FOR THE RACE.**

H.) EQUIPMENT SAFETY GUIDELINES

1. Fitted windscreens or windshields shall be well supported and all exposed edges must be adequately padded. The use of glass is prohibited. Wind deflectors of any type must be shatterproof.
2. Race boats operating with multiple propulsion systems must utilize an external tie bar to prevent driveline collision.
3. All boats must have rev limiters.
4. A minimum of two (2) bilge pumps are mandatory, one (1) of which should be manually operated. Cat hulls must install a bilge pump per hull with a manual backup. One pump must be installed to operate automatically and independent of the battery cutoff switches so fluids levels cannot rise undetected.
5. All boats must have properly engineered fire extinguishing systems over each engine. This system can be a single or multiple unit system, which must operate either automatically and manually. An early warning signal must be recognizable from the dashboard.
6. 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 OPA inspectors.
7. A marine navigational compass must be installed in a highly visible position.
8. A 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 and/or any other channel, which may be designated by OPA for proper race communications.
9. A protective shield must encompass all connecting output shafts and couplings. The protection shall be capable of continuing the shafts and couplings to prevent damage to the hull skin, fuel tanks, or any other component.
10. A permanently installed towing eye/ring must be installed on the stem of the boat.
11. All boats using the crane must have a single point lifting system.
12. In non-restrained cockpits, individual ignitions kill switches for connection to each riding crewmember are mandatory. Kill switch cords must not exceed four (4) feet. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All competitors must be connected to an individual kill switch while the boat is on plane. In a restrained cockpit a means of emergency engine shutoff must be accessible to all riding crewmembers.
13. All offshore classes require mandatory racing bolsters or racing seats. Standard marine production seats are prohibited. Approval shall be based on lateral support and structure not padding.

14. Cleats and other deck hardware must be protected by padding or recessed. Spare propellers, installed on the hull, shall be covered by an inflexible protective shield.
15. Propellers may NOT be mounted on prop shafts except for immediately prior to launching. When the prop(s) are mounted, a protective covering must be in place at all times.
16. Holes in firewalls are prohibited, front or back of cockpit. Holes in deck must have a flame trap if the hole is one (1) foot or less from the crew.
17. Inside hatch covers must be painted yellow for visibility. Hatch covers should be opened at all times when subject to search and rescue.
18. American flags are required on hulls. The flags must be painted or in decal form.
19. It is recommended that handles or grab rails be installed on the top portion of the transom and rear, to facilitate emergency boarding.
20. A nonskid material is also highly recommended encompassing the immediate deck surface surrounding the cockpit. The surface deck area, immediately behind the cockpit toward the transom, shall be open or covered by solid structure able to support 300 pounds of weight.
21. Fuel Cells are highly recommended for the storage of fuel.
22. Safety equipment is required for all OPA classes and shall consist of the following:
 - a. Two (2) U.S. Coast Guard approved orange smoke flares.
 - b. Two (2) U.S. Coast Guard approved fire extinguishers with protective metal pull type rings. Each unit shall be installed in a highly accessible area from the helm position. These units must be annually inspected and tagged accordingly by a certified inspector.
 - c. A suitable towline (100' Minimum length).
 - d. All safety equipment should be kept sealed, in a container that is easily opened. The contents should be inspected prior to each race to insure the usable quality of each product. Safety equipment must be stowed in a readily accessible area of the boat, preferably in a deck level compartment within close proximity of the cockpit.

I.) REFEREE

1. The OPA President shall appoint a Chief Referee. In the event that the Chief Referee is not present, the OPA President shall take the place of the Chief Referee. The Chief Referee has jurisdiction over all officials. Decisions made by the Chief Referee may be appealed to the OPA President in writing within one hour of the completion of the race. The referee shall attend all drivers meetings and shall answer all questions relative to the OPA Rule Book. In racing events where records are established, the referee, or OPA race president must ascertain the presence and performance of competent officials, related equipment, and course layout.
2. Class assignment -The Inspector and Referee will determine a particular boat's class prior to registration. The Inspector will use the following method to determine the correct class:
 - Mathematical formula widely used to tell given boats capable top speed
 - Inspector will run the boat with the boat owner.
 - Prior knowledge of boats speed

J.) RULE CHANGES & INTERPRETATION AT RACE SITE

1. When a rule is not clear the official interpretation shall come from the Chief Referee. OPA has the right to change these rules at anytime it deems necessary.
2. Rule changes may be necessary occasionally to facilitate competitive racing and safety through the introduction of improved products. Prior to any modifications the technical committee shall consult with each affected class. Rules should be maintained to insure class stability.

K.) INSPECTORS

1. The OPA President shall appoint a Chief Inspector. The inspector's responsibility is to qualify all racing equipment as they pertain to class and safety rules. Inspectors do not interpret the rules; they simply enforce the OPA racing rules, spirit, and intent.

L.) RACE BOAT INSPECTIONS

2. All race boats are subject to inspection by an OPA certified inspector at each race. Upon arrival at each race site, race teams will go directly to the OPA designated location for inspection and dry pit location assignment.
3. OPA official boat inspection forms are available through the OPA Inspector/Registrar.
4. An entry that does not complete its inspection requirements on time (refer to Driver's Packet for times) is subject to a one (1) minute penalty for noncompliance.
5. The inspector shall review each entry for full compliance with all aspects of the OPA Rule Book. The burden of proof for equipment compliance lies with the boat owner.

6. In the event an entry does not comply with the rules or specifications as contained within the OPA Rule Book the owner shall be so advised and given the opportunity to comply or change class.
7. If an entry fails, in the opinion of the inspector, to live up to the spirit or intent of the OPA rules, the referee in concert with the OPA President may refuse to allow the craft to compete.
8. The Chief Referee may instruct the inspectors to inspect an entry at any time. Awards shall not be awarded until the compliance of equipment is confirmed by the Chief Inspector.
9. Any entry that refuses an inspection will be disqualified and may face further disciplinary action.
10. At the discretion of the equipment owner, an open or closed inspection may be performed. In the event of a protest, the only information released will be whether the equipment is in compliance.
11. Inspectors do not have the authority to waive any aspect of the OPA Rule Book.
12. All boats must have installed a MSD ignition box # 8738 or any other RPM limiting device approved by OPA.
13. OPA will inspect propeller size and pitch, and gear ratio. To determine top speed, OPA will use the following formula – $\text{Prop Pitch} \times \text{RPM} \times .01 / \text{gear ratio} / 12$.
14. Once a boat passes pre-race inspection, the MSD limiter and engine hatch will be sealed by the OPA inspector. Any boat that breaks the seal prior to post race inspection will receive last place and last place points.

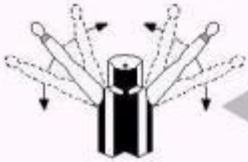
M.) RACE COURSE INFRACTIONS

1. Racers may not protest another racer with regard to the proper execution of the racecourse. Judgments concerning the racecourse are decided from the input provided by racecourse officials, OPA television footage if available, the Chief Referee and Race Director.
2. Should an accident occur, the race will continue and remaining boats should continue to race with caution around the accident scene. All race boats need to stay at least 150 feet away from the accident scene so rescue craft can get on scene.
3. All competitors must report on 78A directly to race control an “Out of Race” if they become disabled and can no longer continue.
4. All injuries incurred at a race venue must be reported to the medical and safety director on the same day as their occurrence to be eligible for OPA insurance coverage.
5. Offshore emergency hand signals shall prevail as published and shall strictly be adhered to.

OFFSHORE HAND SIGNALS



HANDS CLASPED OVERHEAD
"OK" NO HELP NEEDED AT THIS TIME.



HANDS WAVED OVER HEAD
IMMEDIATE MEDICAL ASSISTANCE.



ONE (1) HAND WAVED OVER HEAD
IMMEDIATE FIRE OR TOW ASSISTANCE - SEAT
CUSHION OR OTHER OBJECT MAY ALSO BE
WAVED.



NO SIGNAL
IMMEDIATE RESPONSE BY NEAREST PERSONAL
NEVER REMOVE SAFETY EQUIPMENT UNTIL WELL
ABOARD RESCUE CRAFT.



THUMBS UP
OK SIGNAL. PLEASE RETURN TO MEDICAL HELI-
COPTER POST RACE FOR DOCTOR CHECK



**ONE (1) HAND RAISED WITH CLENCHED
FIST WHILE ON PLANE**
CAUTION - DEBRIS OR ACCIDENT AREA. SLOW-
ING OR AVOIDANCE MANEUVER TO FOLLOW.

N.) PROTESTS

1. Racers have the right to protest any penalty that the Referee levied against them. The protest must be in writing and given to the OPA Race Director within one hour of the completion of the race. The OPA Race Director will interview everyone concerned and render a verdict prior to the awards ceremony.

O.) PENALTIES

1. No penalty shall be imposed on a racer unless the violation has been observed by an OPA official
2. A race boat that may endanger, in the opinion of a race official, another boat, person, or any other property may be disqualified.
3. Violations during the start of the race- **SEE STARTING PROCEDURE.**
4. If a race boat does not come off plane and maneuver in a safe manner while in a designated spectator area, may be disqualified or given a one (1) minute penalty.
5. Any participant that does not wear his safety equipment while on plane subjects the entry to disqualification or a one minute penalty.
6. Race boats must execute all turns on the course properly. If a boat cuts the course, it must renegotiate the checkpoint missed or be scored at the previous scoring point, and is considered out of the race.
7. A race boat that intentionally endangers another race boat, patrol boat or spectator boat will be disqualified.
8. During a race, any outside assistance rendered to an official entry in any manner will result in disqualification, other than retrieving a racer from the water and replacing him on his race boat.
9. During a race, if a race boat leaves the official racecourse, it will be considered out of the race at that time.
10. The opinion of the Referee or OPA President, if any OPA rule, including unsportsmanlike conduct, is broken and adversely affects the reputation of the sport, the member is subject to disqualification, suspension, or expulsion.
11. Any member participating in a race while under the influence of intoxicants or any illegal drug shall be suspended or expelled.
12. In the event a rule violation occurs that is not addressed in the penalty section, the referee or OPA President shall determine and assess an appropriate penalty.

13. It is MANDATORY that all riding crew and crew member participating in the event check in at registration and sign the entry forms and insurance waiver.
PRIOR TO TESTING OR RACING THEIR BOAT. Failure to do so will result in DISQUALIFICATION.
14. Any race team that has a person in the race boat during the race event, and they are not a 2008 Team Member, or have not signed the waiver will be disqualified.
15. All race teams that plan to have their own Medical person(s) flying over the boat during the race will also need to sign the insurance waiver and must have a 2008 OPA Team membership prior to the event.
16. The unexcused absence of an entry to either drivers meeting roll call shall result in a financial penalty of \$150 (one hundred fifty dollars). The further absence at the end of the drivers meeting shall result in an additional one (1) minute penalty.
17. In the event of a protest, after race, the class representatives from all classes will consult with the Referee and race officials to help determine if the penalty should be upheld or revoked. The OPA Referee will make the final decision.
18. The Class Representatives for the 2008 Racing Season are:
- **Class 100**-Jimmy Winters
 - **Class 200**-Louis Giancontieri
 - **Class 300**-Bill Purnell
 - **Class 400**-Jim Simmons
 - **Class 500**-Mark Gallagher
 - **Class 600**-Tyler Crockett
19. Any boat caught breaking out of their speed bracket will receive last place points and will start the next race in the outside lane. GPS units will track this. GPS units are mandatory in each race boat, otherwise they will be disqualified.
20. In the event of a GPS malfunction, the Chief Referee will then refer to the prop calculation and will sea trial the boat in question. The sea trial is done to determine if the boat falls within the parameters of the said class it was registered and approved as.
21. It is the racers responsibility to install the GPS unit correctly and to make sure that the GPS unit and antenna is securely mounted.
22. Any boat caught **CHEATING** will receive last place and no points. They will also start the next race in the outside lane, beyond all other boats.
23. Throttle UP Propellers will be the official OPA propeller inspection service. Any propeller deemed to be illegal in pitch will be seized and the boat given last place points for the race where the infraction was found.

P.) RACER PROBATION, SUSPENSION, AND EXPULSION

1. No member who has been expelled from OPA or is currently under suspension 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 in any OPA event. No boat owned by the individual will be allowed to complete nor shall it be chartered or otherwise transferred, except by a final sale of true market value.

Q.) PARTICIPANTS & OFFICIALS LIABILITY

1. All participants in an OPA event must be a current OPA member and execute a liability waiver in favor of OPA prior to testing or racing. No member shall hold another member, volunteer or spectator liable for any personal injuries or damage resulting from an accident, which occurs during an OPA event. The exception would be the result of a deliberate, premeditated act. An interpretation of an incident shall rest with the Chief Referee and the OPA President. All participants are personally responsible for the recovery of their disabled or damaged boat.

R.) RACING RULES OF THE ROAD

1. Before and after a race, all boats will follow United States Coast Guard, State rules of the road while traveling to and from the racecourse.
2. Passing Marks: Should an overlap exist between two or more boats when they are about to pass a mark on the required side, then the outside boats shall give the inside boats room to pass clear of the mark leaving it on the required side.
3. Passing obstacles: Should an overlap exist between two or more boats when they are about to pass an obstacle, then the outside boats shall give the inside boats room to pass clear of the obstacle.
4. Racing in turns. Small classes stay to the inside, and large classes to the outside.

S.) STARTING PROCEDURE

1. The establishment of a safe milling area: In this area, boats must be off plane (bow down, no wake). All boats must turn in a counterclockwise direction in order to maintain a safe unified start.
2. Each start must be separated, establishing their own counterclockwise direction. The Chief Referee will let the classes know which start they will be with at the final drivers meeting.
3. The official pace boat shall be used to start all racing classes individually or groups. At the discretion of the referee multi pace boats may be utilized. The pace boat shall steer a course closest to one side or the other of the starting chute.
4. A safe zone shall be established behind the pace boat at 100 feet. Race boats shall maintain a safe clearance between each other.

5. The use of a single orange smoke flare will be used to denote the initial start. Additional starts thereafter will be determined by the pace boat and starter.
6. After the orange smoke has been released, an estimated one (1) minute hold for final check and clearance will be made prior to the actual starting procedure.
7. At a slow pace, crossing in front of the fleet, the pace boat shall bring each group of classes out to their respective rotation prior to making the turn toward the start line at a safe speed.
8. The Pace Boat will give the green flag once all boats are lined up AND cross the start/finish line.
9. The actual start of the race is determined when the green flag is raised within the pace boat. An official start time begins when the bow of the boat crosses the start line. (All boats must cross the start line to be scored for that event.)
10. An official starter, aboard the pace boat will use hand signals to control the starting fleet.
11. If at any time during the start procedure, after the orange smoke has been fired, a red flag is displayed the start is aborted. All boats must once again return to an off lane status within the milling area for restart following specific instructions from the pace boat.
12. A race boat, which is disabled or cannot get on plane, must not interfere with the remaining starts. The craft must proceed to a side of the chute and wait for a clear lane to commence their start. 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.
13. Pace boat crew shall be limited to not more than six designated persons assigned by the referee. The six personnel shall be designated as driver, driver's assistant, flagman, flag man's assistant, starter, and paramedic.
14. Infractions of start of race may result in a one minute penalty.
15. **DO NOT** Jump the start, crowd the pace boat, interfere with starting procedures, come onto plane in the milling or slingshot the start. If there is any boat that breaks this rule will be given last place, and last place points.
16. Lane selection will be determined by the luck of the draw during the morning of the drivers meeting.

T.) PACE BOAT REQUIREMENTS

1. Meet all U.S. Coast Guard requirements.
2. Be seaworthy and in good working condition.
3. Be a minimum of thirty two (32) feet in overall length.

4. Have the capability of obtaining a minimum of fifty (50) MPH while transporting a maximum of six (6) persons.
5. Establish a minimum of 18 years of age for all occupants.
6. 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.

U.) FINISHING PROCEDURE

1. The race is completed when the last first place finisher in all classes crosses the finish line.
2. At the discretion of the OPA Director, each first place boat in class will be waved by a checkered flag as they pass the finish point. It is the responsibility of the racers to know the number of laps they have completed. A checkered flag will be displayed at the end of a race.
3. In order to be scored as an official finisher, a race boat must make a legal start within its class. The driver of record or the designated driver must be in the boat.
4. After completing the course, race boats should turn into the center of the course as not to interfere in with the continuation of the race.

V.) EMERGENCY RACE STOPPAGE

1. In the event that an unsafe condition may occur at the time of the start of the race or after the race has started, which may necessitate emergency stoppage of the racing event, the following procedures may be used:
2. Stoppage will be indicated as race boats pass through the start/finish line, by a checkered or red flag displayed and waved from the Pace Boat or Start/Finish boat. Position of finish shall be recorded at this point.
3. Should the race have to be stopped at any other point on the racecourse, a checkered or red flag should be waved from the checkpoint boat. When the race has been stopped at a given check point, all race boats are then to return directly to the official wet pit area following USCG Rules of the Road. Position of finish shall be recorded at this point.
4. A "thumbs down" signal from a medical and safety helicopter may also be used to indicate a race boat to stop, that a major unrecognized problem exists with that boat. This is your notice to officially and immediately stop and communicate with race control or to follow instructions from the medical and safety crew present. Position of finish shall be recorded at this point.
5. Emergency race stoppage by pace boat, race committee, or medical and safety helicopter may occur at the discretion of the Chief Referee in conjunction with the OPA President.
6. The chief Referee in conjunction with the OPA President has the authority to stop a race, with input from the Medical and Safety Director.

W.) POSTPONEMENTS

1. If a race cannot be run due to inclement weather or any other unforeseen circumstances, it can be rescheduled to run on the day following the schedule date or a storm course may be substituted. This decision shall be made by the U.S. Coast Guard, Chief Referee, and the OPA President. The decision shall be announced no later than the drivers meeting immediately preceding the scheduled race start.
2. Hourly postponements will be permitted when weather or other conditions are such as to make it unsafe to start a race at the 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 hour prior to sunset.
3. If a race cannot be run due to inclement weather or any other unforeseen circumstances, and cannot be rescheduled each registered racer will receive 50 points for attending the event.

X.) SPEED RECORD RUNS

1. All OPA Speed Record events must offer all OPA registered race boats the chance to set a record. All OPA Speed Record Runs must be made known to all OPA registered teams at least forty five (45) days prior to the event.
2. There may be only one Official Speed Record per class. The event producer can choose between a measured mile, nautical mile or kilometer depending on the size of the area surrounding the course. There should be at least one half mile of running room outside the measured course on both ends of the course.
3. Each boat must run the course in both directions. Both runs must occur within 10 minutes of the time the boat first entered the measured racecourse on the first run. The speed of both runs will be averaged to calculate the boats overall speed. All boats are allowed to run the course twice (in both directions) during the Speed Run Event.
4. The course must be marked at both ends with buoys or other course markers to allow drivers to know when they have entered and exited the measured course.
5. A certified and licensed surveyor must measure the course before the event. Fixed markers must be posted or affixed on solid ground at each end of the measured course. Photoelectric timing lights must be placed in such a way the both sets of timing lights shoot parallel lines to the fixed markers. Timing lights must be set at right angles to the measured course. Timing lights must trigger electronic stopwatches with digital readout or interface with a computer program. No mechanical stopwatches allowed. An official timer and timer observer must be present at both timing light locations while boats are using the measured course.

6. If two sets of timing lights are used, the time of the two units will be averaged to come up with the boats actual speed through the measured course.
7. At least two people must be in the boat during the record setting attempt. All other general safety rules must be met prior to the start of the record speed run. All safety equipment must remain in the boat at all times.
8. Order of record attempts will be chosen by lottery during the morning drivers meeting.
9. The course must have at least four safety boats. One boat must have divers on board one of the other boats must have a medic on board. Boats with divers and medic must be placed near the center of the course at least 50 yards off the actual chute. Other patrol boats should be in the area to ensure a secure course. Another boat with radio contact to Race Control should be in the milling area to notify boats when it's there turn to make a record attempt run.
10. An OPA referee must be present during all record setting attempts.
11. Time of day must be recorded for each run through the measured course.
12. Individual speed record runs may start anytime between one half hour after sun up to one hour before sunset.

RACE ORGANIZATION

The following procedure has been established to guide in obtaining an OPA sanction event:

A.) ENTRIES

1. All boats must be registered by 5pm the evening prior to the race. The OPA Racing Director or Chief Referee reserves the right to refuse an entry up to the start of the race.

B.) RACE PACKET

The race packet will be available as a download from the OPA Web Site (www.oparacing.org) The information in the race packet is an extension of the Rule Book. The race packet shall contain the following data:

- Date and location of race.
- Time of start and registration information.
- Total amount of prize purse and related awards.
- Availability of launching and fuel.
- Availability of accommodations, to include names, and phone numbers.
- Race course description and mileage.
- Time and location of inspections.
- Time and location of official drivers meeting
- Any other pertinent information pertaining to the race agenda.
- An official race entry form.
- All sponsors requirements.

C.) RACE REGISTRATION & OPERATIONS

1. It is MANDATORY that all riding crew and crewmembers participating in the event Check-in at race registration prior to testing or racing. All membership information, including medical and safety requirements, tax forms, and registration must be on file with the OPA registrar prior to the start of each race. Mandatory check-in at each race site must be observed.
2. All Crew must be a current member and the Equipment must be registered for the current year with OPA.
3. It is the responsibility of the Driver of Record to verify that all insurance releases and entry forms are signed and that all riding crewmembers are a minimum of 18 years of age.
4. It is the responsibility of the Driver of Record to verify changes of riding crew within race boats.
5. Unofficial race results must be tabulated and posted at a pre-announced location at the earliest time after the official finish of the race.
6. ALL entries must be received in the OPA office 14 days prior to the event if paid by check or credit card.

D.) FEES MEMBERSHIP

1. Each riding team member: Driver, Throttleman, Navigator, and anyone that will need access to the hot pit area must be an OPA annual team member at a membership fee of: \$150.00.

E.) FEES – EQUIPMENT REGISTRAION

1. Each racing hull must be registered annually: Fee \$700.00

F.) FEES – RACE ENTRY FEE

1. The fee to enter each race is currently waived for the 2008 season

H.) EQUIPMENT IDENTIFICATION & REGISTRATION

2. The winner of the OPA High Points Championship in each class will be the only boat allowed to carry the number #1 for the following season. Ex. #101, #201 etc..
3. All race boats entered in an OPA event must be registered annually with OPA headquarters. Registered boats must display the number assigned to them by the OPA registrar. Also, all boats must have the official OPA logo displayed near cockpit on both sides of the hull.
4. If a race boat is sold or transferred to an individual who is not a racing member of OPA it is the responsibility of the original owner to remove the racing number and any OPA affiliation from the hull.

5. The assignment of a racing number in no way guarantees that the boat is qualified in any specific class, technical specifications determine the class as set forth in these rules.
6. All boats numbers shall contain not more than three (3) digits and shall range from number 2 through 999. Numbers shall be vinyl or paint in black vertical block lettering over a white background. If applied to a white hull, a black border must surround them. The minimum height of each number shall be eighteen (18) inches, minimum width shall be thirteen (13) inches, and minimum stroke shall be three (3) inches. Minimum spacing between each number shall be four (4) inches. The racing numbers shall be clearly visible on either beam and from above. The 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 portion of the hull, on the port and starboard sides, including the upper deck. Any number that becomes unreadable during an event will be scored at the discretion of the chief scorer.

I.) DRIVERS MEETING

1. An owner of equipment or driver of record may designate a riding crewmember as his representative at the initial drivers meeting. On race day, the driver cannot substitute a representative without prior approval from the Chief Referee or OPA Director.
2. The Referee shall make the initial roll call at both drivers meetings and verify the presence of each entry or a member of his riding crew. The unexcused absence of an entry to either drivers meeting roll call shall result in a one (1) minute penalty.
3. Any race postponement or substitution of an alternate storm course shall be announced at the drivers meeting.
4. Spectator areas shall be specifically designated at the drivers meeting and drivers warned of all penalties, which may be involved.
5. Announcement of the pilots briefing on any aircraft covering the race shall be made at the initial drivers meeting.

J.) RACE COURSE DESCRIPTION

1. All check points shall be fixed buoys, boats, or fixed landmarks. All check boats will fly a 3' X 5' orange flag or specifically designated marker from the highest point above the water line. An additional specifically designated flag may also be utilized. The OPA Director may designate any additional distinctive marking from time to time at his discretion to distinguish check boats from surrounding spectator craft or other inhibiting backgrounds. Numbering of the orange flags to correspond with the check boat number is a mandatory requirement.

2. All turn marks of the course must be negotiated as designated by the published race instructions or as directed specifically by the OPA Director at the initial or secondary drivers meeting. All race boats in order to be scored shall negotiate these check points at a distance not greater than 200 feet or less than 50 feet from the check point boat. A buoy or fixed mark shall be minimum of 200 feet from the checkpoint boat to aid in identifying the slot. The use of binoculars to confirm passage is permitted. Should any mark of the course be absent from it's proper position during the course of the race, the race committee shall try and replace it. If the mark cannot be repositioned, race boats should negotiate the checkpoint boat or corresponding turn as designated in the drivers meeting.
3. 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
4. properly negotiate all check boats on the racecourse, they will be scored at the previous scoring point (finish line) and will be considered out of the race. If a race boat hits a buoy the owner of equipment must pay for the cost of the marker after the race.
5. The distance of the race shall be a minimum of 30 statute miles and a maximum of 100 statute miles depending upon the class. Storm courses can be shorter.
6. All courses shall be approved prior to the event by the referee or OPA Director.
7. It shall be a minimum of point five (.7) statute mile from the start line to the first turn.
8. Any turn that exceeds 90 degrees must have two (2) buoys, at least 100 feet apart.
9. Race control must be equipped with an aircraft VHF radio or private band radio in addition to a VHF Marine radio base for medical and safety communications.
10. The race committee will not permit any spectators within 100 yards aft or 200 yards in front of any check boat or turning mark of the racecourse.

K.) AWARDS AND PRIZE MONEY

1. No awards or prize money shall be distributed to any driver until protests have been completed and the official order of finish is posted by the race committee.
2. Any boat that receives prize money and has an outstanding debt with OPA 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 check clears.
3. The sponsoring organization may designate special awards for outstanding performances.
4. All prize purses shall be established and announced in the driver's packet.
5. All prize money will be distributed by mail from the OPA 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 their trophy on their behalf. OPA will not be responsible for the trophy after the event.
7. Prize money will be made payable to the owner of registered equipment.
8. All rules in the rule book, and all requirements of sponsors must be met, in order to participate in the prize purse.
9. At the race site, OPA will pay out half of the prize purse. To receive the other half of the prize purse, boats must attend at least four OPA races in 2007. If a team doesn't race in four OPA events, the second half of the prize money will go towards the yearend high points fund.
10. Any boat found CHEATING will forfeit any remaining prize that OPA is holding from a prior race. The forfeited money will go toward the year end high points fund.
11. The purse will be divided evenly between all classes with at least five participants. The breakdown will be as follows within each class.

1st Place – 50%
2nd Place 30%
3rd Place – 20%

L.) CLASS RULES

1. The racers must stay in their bracket speed per lap, if a race boat exceeds the speed in any lap by less than one mile per hour, that team will receive last place points. If a race boat exceeds the top speed of its class by more than one mile per hour, the boat will receive no points and must move up a class for the remainder of the season. The race boat that moves to the next class will not take any accumulated points with the boat to that class nor will they need to pay another equipment registration fee.
2. The speeds are based on the distance of the actual racecourse. Before the race starts, a race official will give scoring a GPS reading of the distance. This is put into the computer along with you time to compute lap speeds.
3. Boats shall be a minimum length 22', maximum length 55'
4. Class race boats will be identified with only the class numbers as their assigned number.
5. The Class that you will be racing in will be on your estimated speed of your boat. If you do not know what class you should be in, speak to the Chief Referee, or the Chief Inspector.
6. Speeds will be confirmed by: GPS, Stopwatch, Radar, or any combination of the three.

PERFORMANCE CLASSES

<u>DESIGNATION</u>	<u>TOP SPEED</u>	<u>NUMBER</u>
Class X	Up to 150 MPH	X-#
Class 1	Up to 115 MPH ***	1-#
Class 2	Up to 105 MPH	2-#
Class 3	Up to 95 MPH	3-#
Class 4	Up to 85 MPH	4-#
Class 5	Up to 75 MPH **	5-#
Class 6	Up to 70 MPH*	6-#

*

Performance Class 6 is designed as an entry level class. No boats over 26 feet in length and no boats with twin engines may compete in this class.

***The Performance 5 class is limited to boats 30 ft and under with single or twin engines.*

Performance Class 1 Boats are limited 115 MPH as a top speed. This speed may be adjusted on a race by race basis depending upon conditions at each race site.

7. TURBINE CLASS RULES

Turbine engines allowed are:

Lycoming T53 series engines
Lycoming T55 series engines
Pratt @ Whitney PTseries engines
GE T58 series engines

1. Lycoming T55 series restrictions: #1 3.5 GPM maximum fuel consumption, #2 92% Max N1 speed, #3 100% maximum N2 speed. Turbines CAN be modified from their original manufactured configuration to better suite the Marine environment, and racing conditions.
2. Entire exhaust systems must be Water cooled or insulated. No Flames show or after burners allowed.
3. An engine output shaft rev limiter shut down (Electric or mechanical set @ 115% N2 speed) switch must be in place on each engine. An electrically operated engine kill switch must be in place on each engine. An electric or manual emergency fuel shut off, or bypass, must be in place on each engine.
4. A minimum of one Coast Guard certified fire extinguisher per engine compartment. Extinguisher must be sized according to Coast Guard regulations. Extinguisher electric activation solenoid MUST be connected to engine kill switch.

5. Only Jet A, Kerosene, and/or diesel is permitted as fuel. (Gasoline is not permitted)
6. A Kevlar containment blanket must be used on hot end of every engine to contain any GP or PT rotor failure. (35 layers of Kevlar minimum)
7. Any number of engines may be installed, as long as safety requirements per engine are met. Any drive or propulsion configuration utilizing the thrust of water, and/or any drive ratio can be used.
8. Boat speed is limited to 150 MPH at any given time for all boats, no exceptions.

M.) SCORING PROCEDURE

FINISHING POINTS

<u>ORDER</u>	<u>POINTS</u>
1	100
2	90
3	81
4	73
5	66
6	59
7	53
8	48
9	43
10	39
11	35
12	31
13	28
14	25
15	23

FOR EACH BOAT THAT THE FINISHING BOAT DEFEATS, AN ADDITIONAL POINT SHALL BE AWARDED.

1. The race is scored by completed laps to the start/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.
2. Points shall be awarded to the boats in all classes.
3. To receive points or be eligible for the High Points title the equipment must be registered for the full year.

4. Points will be allocated to all starters throughout the season. If a race boat starts but does not go the full first lap, he will receive points in the place he finished in his class.
5. Entries that may result in a tie shall for the High Points Title will be resolved according to the following guidelines:
 - The boat, which has completed the greatest number of racing statute miles for the season shall prevail
 - In the event, a tie still exists, the boat with the fastest average speed for the entire season will be declared the winner.
 - In the event a tie still exists, the boat that has placed the most consistently throughout the racing year. (i.e. 1st, 2nd, or 3rd) will be declared the winner.




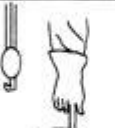






KILO RUNS

1. On an annual basis, OPA may elect to offer a Kilo speed record run for its registered members. Kilo Run boats will not be subject to any specific engine or drive requirements. The Kilo Run boats will be classified simply by type of hull and propulsion system. All Kilo Run boats must meet all aforementioned safety requirements for OPA race boats.
2. Kilo Runs will use a certified measured course and electronic timing lights as a means of measuring speed through the speed traps. No less than three on site referees will be present.
3. Kilo Run boats must make two passes through the speed traps in opposite directions within a ten minute time window. The speed of the two passes will then be averaged. There is no maximum allowable number of attempts. In order for a competitor to take an existing record away from another competitor, the speed must be at least .5 (½) mile per hour greater than the previous record.
4. These classes will not be limited to any speed or size of hull.
 - Vee hulls with a single Outboard engine.
 - Vee hulls with a single inboard engine.
 - Vee hulls with twin inboard engines.
 - Catamaran hulls with a single inboard engine.
 - Catamaran hulls with two inboard engines.
 - Vee hulls with twin turbines
 - Catamaran hulls with twin turbines.

OPA RACING, LLC

Attention all racers and teams: As we have all witnessed our attendance has grown quite a bit. For the sake of safety and keeping the crane moving a good pace, we have put together a chart of basic crane signals to help our teams out. A common practice is to dedicate one signal man to direct the crane while two men to hold tag lines to steady the boat. The stop signal is the one signal anyone on the crew can give. The stop signal is a clenched fist held over head. An important key thing to remember is to never stand under the load. Another good practice is to hook up the lifting straps prior to arriving at the crane area; this means within 100' or so do not drive any long distance from the dry pits. Please keep in mind your straps must be secure and not be anywhere near the trailer tires. If they fall under a tire, they can crush your boat or injure your crew. Be safe, any questions you have feel free to ask.

Basic Crane Signals

	 Hoist Load	 Hoist Load Slowly	
 Raise Boom & Lower Load	 Lower Load	 Lower Load Slowly	 Raise Boom
 Lower Boom & Raise Load	 Swing Boom	 Swing Boom Slowly	 Lower Boom

Have a safe 2008 racing season!