



## **SPECIAL RULES: TRANS AGULHAS OCEAN CHALLENGE**

The following rules will be applied to the above event in conjunction with the latest published UIM Rule Book.

### **HULLS: UIM RULE 561.01**

- Boat engine cowling to be used for event branding.

### **MACHINERY: UIM RULE 562**

### **FUEL: UIM RULE 563.34 to 653.38**

**In addition:** A minimum of 5 Litres of spare fuel will be carried during every leg of the Trans Agulhas. This applies at any checkpoint throughout the race.

Should the participant use a bladder ("papsak") then the additional 5L of fuel must be in another plastic container with a working fuel line.

### **Running out of fuel**

Should a boat run out of fuel and make it to the safest beach, he will receive a (DNF – Did Not Finish), for that leg. Should a competitor arrive at a checkpoint or stop, not carrying the additional 5L, he will receive a DNF for that stage.

Should a boat run out of fuel at sea and require assistance, he will receive a (DNF – Did Not Finish), and incur an additional R1 000,00 penalty.

### **ADDITIONAL SAFETY EQUIPMENT**

Every boat participating will be equipped with a cell phone, of which the number to that phone will be entered onto the Scrutineering form. These phones must be programmed with the required OOD, Ass OOD, and JOC telephone numbers in order to report any accidents or failures during a stage. A hand held GPS can be used on a boat for extra safety measurements. Should a tracking device be implemented by the race organizers, it will be mandatory to wear such a device. Tampering/switching off of the device may lead to disqualification from the race. (safety issue)

## **RACES IN PROGRESS: SURF RACING**

**UIM RULE 564B will apply to all classes and throughout the Trans Agulhas event. In addition, the following special rules will be adopted:**

**The following additional rules apply to surf racing during the Trans Agulhas event:**

### **GRID POSITIONS**

Grid positions will be determined by previous years overall position in each class (only 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>) and there after according to the dates of application to the event where the proof of payment dates will be used as reference. The position for all the other surf races during the event will be according to the position that was attained during the previous day's surf race. In the event of there being more than 12 boats in a class, competitors will be divided into heats and will race in that heat



### **DAMAGE OF BOUYS**

If a competitor damage a buoy beyond repair, he will be responsible to pay an amount of R1500-00 for him to continue with the event.

### **NUMBER OF LAPS**

The number of laps will be decided by the Trans Agulhas Racing Committee and communicated to all teams participating at pilots briefing. Surf circuit will consist of 5 laps, no reduction of laps with restart/re-run.

### **SURF FINISH**

Boats will finish on the beach as demarcated. Boats will not be permitted to be "launched" onto the beach. Boats will cut their engines at the surf line. Penalty for running out of fuel will be the last boat's time in that class plus 2 minutes.

### **HEATS**

All heats will be run on time.

### **START**

The start will be as follows: Both driver and co-driver will be out of the boat, one helper opposite the driver, the kill switch may be plugged in and on the drop of a flag the race will start. Due to surf conditions, the start may be changed after consultation between the OD and Safety Director.

Props off start will be implemented at the discretion of the OOD/Safety Officer.

Santos: Prop off start

Stilbay: Lemans style start

Struisbaai: Prop off start

Franskraal: Lemans start

Strand: Prop off start

Prop off start: Teams are only allowed to use **a spanner/ratchet spanner** to fit the prop. **No electrical devices.**

Any competitor not on the start line when the flag is raised may not start that heat. Kill switches will be checked before every surf race. If the kill switch malfunctions, the boat will not be allowed to partake and will be penalized with the last boat's time in his class plus two minutes.

### **PENALTIES**

In the event of transgression of the applicable Surf Rules, the penalty applied will be a disqualification from that heat, resulting in the last boat's time in the class of racing plus two minutes.

### **RE-STARTS/RE-RUN OF HEATS**

After two re-starts, the heat will be postponed until completion of the last heat of other classes. Offending teams that caused the stoppage will not be able to participate in the re-run of that heat.



## FLAGS

**Chequered** flag - Finish of race / Winner of race

**Red** flag - (Surf Circuits) Race stopped / Clear water

**Red flag waving** - (Long hauls) Immediate caution / Danger on the course or surf line

**Event flag** - Start flag and checkpoints.

**Black flag** - displayed from any airborne craft or safety vessel - proceed to nearest safe beach immediately - END OF RACE.

**White Flag** – **NO WHITE Flag will be shown during Surf Circuit.**

Yellow Flag - Caution

## RACE LIVE

The race will be live when the event flag drops.

## CUT-OFF TIME

Cut off time will be 1 ½ times that of the first boat's time in his class in the heat. The penalty for not finishing within the cut-off time will be the last boat's time in his class plus a 2-minute penalty.

## RACE IN PROGRESS: LONG HAUL RACING

The following additional rules apply to Long Haul racing during the Trans Agulhas event:

## RACE LIVE

All long haul events will be run on time. Start time for all classes will be 08H00 daily weather dependent.

## COURSE

Deviation from a set course will result in disqualification from that leg and will be penalized by receiving the last competitor's time in his class plus a 10-minute penalty. As far as possible, competitors will remain within the 1 Nautical Mile distance from the shore, as required by SAMSA regulations for a vessel with 1 outboard motor. The following exceptions will be made during the event only where competitors will be allowed to cross the bay and exceed the 1NM distance:

1. Plettenberg Bay to Natures Valley
2. Arniston to Struisbaai.
3. Agulhas to Die Damme
4. Gans Bay to Hermanus.

Teams that will be found more than 1 NM from the shore except for the above will receive:

1<sup>st</sup> time: Yellow card – 15 min penalty

2<sup>nd</sup> time: Yellow card - 30 min penalty

3<sup>rd</sup> time: Disqualification

Should there be any disputes or any other factors involved, the racing committee



## FINISH

A boat must cross the finish line on the water under its own power, or by paddle power or swimming as long as one of the crew crosses the finish line, to receive an elapsed time for the leg. Any boat that is towed along any portion of a leg and subsequently finishes the leg under its own power will be disqualified from the leg. Penalty is the last boat's time in his class plus 10 minutes. This will not be applicable in the event that a boat runs out of fuel.

Each team will receive one life. For every **long haul leg** that the team does not finish, a life will be lost. Surf: A team must be on the starting grid not to lose a life. Teams will have one life for the long haul and two for the surf. **Teams that enter for the first time will receive an additional life. (2 lives)**

## CUT-OFF

A boat must complete each leg within the cut-off time to qualify for that leg. Cut-off time will be 1 ½ times the first boat's time in his class crossing the finishing line. Failure to complete a leg within the cut-off time will result in disqualification from the leg. The penalty applied will be the last boat's time in his class plus 10 minutes.

## BEACH STOPS UIM RULE 564E.04

Not doing the required number of beach stops will result in disqualification. Boats are to beach as per the OOD instructions at Drivers Briefing. 'High-speed' drops are not allowed onto the beach; a 10 minute penalty can be given by the OOD if team is deemed dangerous. At all beach stops the motor must be shut - down and the boat must remain in the waterline, the Co-Pilot must not leave the boat till the engine has been killed until such time that the Co-Pilot has returned. Not shutting-down the engine at beach stops will result in a 10 minute time penalty. **Back-up crews may not physically assist their team in any way on beach stops. Fuel tanks must be left at the flag for the co-pilot to take with back to the boat. Back up crews will not be allowed in the water or to touch the boat at any time during the race.** No interference by any competitor or his back-up crew with another competitor on a beach stop is allowed. This includes any work/repairs on the vessel. Any obstruction of any kind will be penalised with a disqualification from the race.

## SAFETY EQUIPMENT UIM RULE 564E.03

All boats must carry the safety equipment as specified in UIM rulebook. All safety equipment must be marked with the competitor's race number. **In addition**, for the night shift, three strobe lights must be carried (supplied by Boost Performance Racing). These strobe lights must be attached to the cowling and helmets of both the driver and co-driver. A time penalty of 10 minutes per item will be given for any item not present at random equipment inspections. **A 5L Fuel must be kept in a separate container as a reserve for when the main fuel tank fails. This fuel may only be used for an emergency and cannot be calculated as part of their fuel for the stage.**



## Weather

Should adverse weather conditions occur after the start of the day's leg, the OOD (in agreement with the Safety director and race committee) have the right to stop the leg. The leg will be stopped at a check point. To have a completed leg for the day, at least 2/3 (last boat under it's own power and not more than 1 ½ times behind the first boat's time in his class) of the leg must be completed. The time of the teams will be taken at a point agreed by the racing committee (tracking device based). The decision will be based on data received from the safety aircraft, officials/marshals and safety boats. All competitors will abide by the ruling of the OOD.

Should a leg be cancelled and teams have not covered 2/3 of the distance, an area bound long haul will be held at the finish of that specific day. The surf race may be cancelled on the OOD's discretion.

## GENERAL

### UIM RULE 560.09 - BEHAVIOUR

No abuse of officials will be tolerated. Any pilot, co-pilot or team members found guilty by admission, or by the jury, will result in the pilot/co-pilot being disqualified from the heat or discipline or total event. Only the OOD, or the SAI-RA Representative can take this action. After a finding of gross infringement of the rules or a gross breach of good manners or sportsmanship, not covered by the above rule, the OOD, and/or the Race Jury may exclude a competitor from a heat/discipline or the whole event.

### REPLACEMENT OF CO-DRIVER

A competitor registered as the co-driver for the event must remain the co-driver for the duration of the event. The co-driver may be replaced for the event at the discretion of the OOD with the event medic/doctor declaring the entered co-driver unfit to continue the race. Failing to comply with this rule will result in disqualification from the event and being ordered to remove their boat from the water with immediate effect.

For the Driver to receive a ranking or prizes, the replacement co-driver must complete four of the five long hauls as well as competing in the remaining surf circuits. The pilot only will receive a completion certificate if the replaced co-driver does not complete 4 of the 5 stages.

## PARTS

All the parts on a power head may be replaced in the case of engine failure, with the exception of the original block as entered for the event. Parts that were not damaged must be re-used in the re-build of the engine. Parts that were damaged must be handed to the technical officer for sealing/safe-keeping and possible inspection later.



### 560.08 - MINIMUM AGE

Age refers at the date of the event.

	STOCK (S)	PRO STOCK (Pro)	MODIFIED (M)
Min Age of Pilot	16	17	18
Min Age of Co-Pilot	16	16	16

### 560.07 - TEAMS

Team = the designated Pilot and a Co-Pilot can contest these championships. In the event of a Co-Pilot being injured a replacement of the Co-Pilot only is permitted in all disciplines if: A doctor/Paramedic's certificate is produced stating that the injury of the Co-Pilot. The OOD is satisfied with the doctor/paramedic's report. The replacement co-driver has the completed current paperwork including a current license. No event license or day/training license will be issued at the event.

- No Co-Pilot can be changed during a heat, race or leg.
- The Pilot is the person in control of the engine, steering, throttle and gears.
- The Co-Pilot is the second person in the boat who is not the Pilot.
- The Co-Pilot does not have to be of the same Nationality of the Pilot.

### INSPECTIONS

The OOD reserve the right to impound, inspect and measure any competitor's motor at any time during the event. (The OOD will announce the place and time prior to the finish of the event).

### 560.06 – FINAL INSPECTION

The organisers must ensure that at least the winning boat and engine are inspected and measured to ensure legality. It is optional to inspect or measure other boats in second and third place or any other boat. UIM Rules 321.05 will apply.

### QUALIFICATION

To legally qualify for a Trans Agulhas completion certificate or any prizes, a competitor must complete 4 of the 5 long hauls. He must also start 5 out of the 6 Surf disciplines, which includes the night shift. As soon as a competitor cannot meet these criteria his boat is to be removed from the water and the event.

### WILLFUL OR ACCIDENTAL DAMAGE

Wilful or accidental damage to club property shall be replaced at the offending competitor's expense.

### ACCIDENTALLY DAMAGED

If a competitor's boat is accidentally damaged by another competitor at the start of a leg resulting in a DNS, the damaged boat will get the last boat's time in his class without penalties or a DNF. If required, disciplinary action will be taken against the Offending party.

### OFFICIALS

Member's part of any rescue craft, being either at sea or by air, will be deemed part of the officials of the event. This includes any active member at beach check



### TECHNICAL

Before any repairs or services are done to a motor, the Technical Officer must be informed. In the case that the Technical Officer cannot be reached, the OOD can be informed. It is the onus of the competitor to ensure that his motor is sealed before the start of every day's race.

### CODE OF CONDUCT

I, (pilot and co-pilot) will undertake the following:

- We will respect the event and the proud heritage of the Trans Agulhas.
- We will handle all officials/marshals with respect and dignity.
- We will be kind and friendly to members (especially children) of the public.
- We will not make ourselves guilty of swearing, blasphemy or cursing.
- We will not participate under the influence of alcohol or any other substances that might inhibit our judgement.
- We will act professional at all times.
- We will be honest and fair in racing and our equipment will conform to the rules.
- We will, at all times, be true ambassadors of the sport.

I agree to all of the rules and code of conduct as per this document and declare that it is binding to me and the rest of my team. Should I or any of my team members be found guilty in contravening of the said rules, we will accept responsibility for our transgressions/actions.

.....  
Driver/Pilot

.....  
Co-Driver

Date:.....