

SAFETY CMTE REPORT and RECOMMENDATIONS

January 11, 2015

Call-In Mtg 12-29-14 7:15PM

RE: Rule Change Discussion and Proposals

Attending: Lee Edmonds, Tom Kerr, Ken Tweed, Fred Allerton

RE: New Business: Recommendations and notes based on 12-29-14 Call-In Mtg plus follow up email discussions:

Following are Proposals for Rule Changes to Appendix A: CCWBRA Safety Regulations:

#1. Regarding Helmet, under the Heading: A. Helmets and Life Jackets on Page 15:

SC Discussion:

The Safety Committee (SC) proposes changes regarding the minimum helmet standards to help reduce safety risks for race participants and to help limit liability for the Association.

- With this past summer's serious accident as a reminder of risks for head injury, there is solid justification to adopt the full-cut helmet profile as a **minimum requirement** to reduce head exposure instead of merely a **recommendation**. This would in effect eliminate half-shell ABS bicycle helmets from use.
- Serious consideration was given to indicating Snell and DOT 218 as the **required minimum specifications** for the helmet as opposed to merely a **recommended specification** because these standards are better aligned with generally accepted standards used in motorized sports and recreation activities than are the lesser standards - specifically with respect to impact absorption and puncture resistance. The SC acknowledges a current level of preference by some racing participants for Whitewater Helmets (Std CE EN 1385). HOWEVER, the SC believes that risk level may be raised for those using them. Therefore, for this Racing Handbook Edition the SC proposes that Whitewater Helmets (Std CE EN 1385) might remain in a category of "**also permitted**" helmets, as long as a personal risk warning is included in the text of this section.
- Other related restrictions that were considered previously for adoption or were **recommendations** during previous race seasons are also being proposed to be converted into **requirements**; such as: restrictions on tape, helmet coverings, etc.
- A phase-out date is proposed to be added for yellow as a helmet safety color option, similar to the phase-out date for the color yellow in life jackets, which was introduced in the Racing Handbook 2014 Edition. Orange is preferable as the single acceptable safety color for a number of reasons, including: single safety color to provide uniformity of the color for recognition of personal safety equipment; intended to improve awareness of drivers overboard and reduce safety hazard; orange contrasts with other objects in water which are yellow, e.g. course markers; and orange is recognized to be the color with highest visibility in variable water and weather conditions; etc.

Consequently, the Safety Committee (SC) **proposes** the following revisions: (Additions underlined in red and deletions ~~crossed out~~)

Helmet

1. It is highly recommended that the helmet shall meet the specifications set forth by either of the following: The helmet shall meet the specifications set forth by either of the following:

- Snell Standard M2010
- US DOT Standard No 218

Helmets that meet the following specifications are permitted but not recommended. It should be noted by racing participants electing to wear such helmets that they may be at greater risk of personal injury because these standards are not equivalent to those of the Snell M2010 or US DOT No 218 with regard to performance specifications for impact absorption and puncture resistance:

- CE EN 1385 International Standard for Watersports (equal or similar to: NRS Chaos)
- CE EN 1385 International Standard for Watersports for water ski (equal or similar to: Gath Gedi)
- ~~CE EN 1078/ASTM 1492 for bicycle and skate style hard-shell ABS helmet (equal or similar to: Bell Faction)~~

(Not permitted: Fusion in-mold micro shell/polystyrene bicycle helmet – similar to Bell Solar, Piston, Octane; etc. and CE EN 1078/ASTM 1492 for bicycle and skate-style hard-shell ABS helmet (equal or similar to: Bell Faction))

2. ~~It is recommended that the~~ The Helmet shall be a full-cut open-face helmet.
3. Helmet is required to be worn by Race Boat Driver, properly fitted and adjusted.
4. Helmet must be in good condition without any cracks, defective straps, or broken buckles, and must be properly worn, with padding correctly fitted and with straps adjusted.
5. At least seventy percent (70%) of the Helmet must be orange (preferred) or bright yellow* in color, with a large concentration of the required color in the upper half (~~based on the size of a full-cut helmet~~). If painting the helmet is contemplated it is recommended that the manufacturer's instructions are followed. Some helmets cannot be painted and others may become degraded and weakened by chlorinated solvents present in certain paints. Note*: Yellow will no longer be permitted as a safety color for helmets after January 2016.
6. Stretch cloth helmet covers are ~~not recommended~~ NOT permitted as a method to comply with the safety color requirement, ~~however they are not prohibited for 2014.~~
7. Tape is ~~not recommended~~ NOT permitted as a method to comply with the safety color requirement, ~~however it is not prohibited for 2014.~~

#2. Regarding Bow and Transom Lift Handles - Item 6 under the Heading: B. Boats on Page 17:

SC Discussion:

The Safety Committee (SC) proposes changes regarding bow and transom lift handle requirements to help reduce safety risks for race participants and to make Race Boat recovery safer and easier for the safety boat crew. A clear definition of Lift Handle will set limits for individual's unique interpretations, which has at times been problematic at inspections.

Accordingly, the SC **proposes** the following revisions: (Additions underlined in red and deletions ~~crossed out~~)

B. Boats (Item 6 on Page 17):

6. Boats shall be equipped with bow and transom lift handles. ~~Cleats (open, closed, or bullet cleats) do not qualify as lift handles.~~ Lift handles shall be mass-produced, manufactured for suitable use and conditions, and fabricated of suitable metal or rigid plastic material. Lift handles shall be rigid and shall have no sharp edges or projections that could present a hazard to safety personnel handling the boat.
 - a. The following do NOT qualify as lift handles: cleats (open, closed, or bullet cleats), rope loops, and rope loops with tee handles, etc.
 - b. A permitted exception to the requirement for a **rigid** handle is a manufactured composite handle, comprised of a webbing strap with a plastic sheath to hold a handle shape, with a suitable fastening system, equal to: Heavy Duty Kayak Handle Kit – I.D. Number 13837562 – as distributed by West Marine, or Fancy Grab Handle – as distributed by Chesapeake Light Craft (CLC).
 - c. Bow handles shall be mounted on the deck.
 - d. All Race Boats shall be free of other deck hardware that is non-essential to racing (cleats, etc), and that could present an unnecessary hazard to personnel handling the boat.

#3. Fuel Tank Capacity – SC agrees with the Design and Construction Committee Report and Recommendations regarding revision to Item 9 in E. Fuel Systems on Page 18:

E. Fuel Systems

~~9. Fuel tank shall have a minimum capacity of 2.0 gallon. In the event a boat runs out of gas during a race, the boat shall receive a DNF/DNS penalty.~~

- ~~• Boats with existing tanks smaller than 2.0 gallons will be waived for 2014.~~

9. Fuel tank shall have a minimum capacity of 1.8 gallons and each boat shall carry a minimum of 1.8 gallons at the start of its first race of the day.

#4. Regarding Control Malfunction – Insert new rule in: Unsafe Equipment Being Operated While under Power on Page 21:

SC Discussion:

*In response to a race follow-up comment by J Schmicker and R Faulkner regarding steering and throttle failures during racing, the SC proposes inserting the following provision into the **Unsafe Equipment Being Operated While Under Power** rule, that requires the Driver to retire the boat safely from the race to the pit, and stipulates that the boat may then be subject to re-inspection prior to re-entering the race event, at the discretion of race officials.*

The SC **proposes** to insert new Item F (on Page 21) as indicated below: (Additions underlined in red and deletions ~~crossed-out~~)

Unsafe Equipment Being Operated While Under Power

A. Should the Safety Inspector or Referee notice that a Driver is unable to properly control his/her boat while under power, the Official may require the Driver to withdraw the entry.

B. If requested, it is the responsibility of the Driver to submit his/her equipment for safety inspection. If, in the judgment of the Inspector or Referee, a boat is unseaworthy, unsafe, or unmanageable, the Official shall refuse to allow the boat to participate in the race.

C. Should the Driver refuse to withdraw the entry after proper explanation by the Safety Inspector or Referee, the Official can refuse to allow the Driver to participate in the event.

D. If the Safety Inspector or Referee requires a Driver to withdraw an entry, the Official will report the disqualification in writing to the CCWBRA National Office for review by the CCWBRA Racing Committee.

E. The Referee, at his/her discretion, may require any swamped or capsized boat, or boat involved in any accident, to be re-inspected before re-entering the racing event.

F. If during a race a boat develops mechanical failure, including engine, steering, or throttle control malfunction, the Driver shall immediately, or when it is safe to do so, retire the boat from the race to the outside of the course and return to the pit area. The Referee, at his/her discretion, may require any boat involved in such incident to be re-inspected before re-entering the racing event.

~~**F.**~~ **G.** It should be noted that these rules can be enforced at any time during an event.

#5. Regarding “Kill” Switch Location:

SC Discussion:

*The SC supports changing the forward location for the “Kill” Switch from a **recommendation** to a **requirement**. This revision would formalize a rule change that was discussed for the 2014 Rules, but then deferred for the 2015 Rule Edition changes.*

The SC **proposes** revising Item 6 under the Heading F. Lanyard “Kill” Switches (on Page 19) as indicated below: (Additions underlined in red and deletions ~~crossed-out~~)

F. Lanyard “Kill” Switches

~~6. It is recommended that the~~ The “kill” switch shall be located in the vicinity of the starboard or port-side coaming, toward the bow end of the cockpit. The switch location shall be considered carefully so interference between the “kill” switch lanyard and any steering components or other hull-structure will be avoided.

Following are Proposals for Rule Changes: CCWBRA Racing Handbook (Main Text):

#6. Regarding Driver and Boat Eligibility – Expand 4th bullet and add a bullet on Page 2:

SC Discussion:

In response to the Association’s concerns about driver health, fitness and safety, SC recommends adding a rule about participants’ condition/fitness as a qualification to serve as a reminder for the Race Committee to be aware of a participant’s condition and ability to perform safely in a competition.

The SC **proposes** revising 4th bullet and inserting a bullet on Page 2 as indicated below: (Additions underlined in red)

Driver and Boat Eligibility

- The Race Committee may deny the right to race to any driver they deem unable to properly and safely control their boat and as such not able to perform safely in a competition.
- Any driver, participant or official, who shows visible signs of, or as a result of a medical examination, gives evidence of exhaustion, substance abuse, or other physical or mental irregularity may be denied the right to participate in a sanctioned event by the Race Committee.
- All Drivers must sign the Waiver of Liability, specific to the race entered.

#7. Regarding additional Race Course Buoys:

SC Discussion:

1. In response to race follow-up comments by J Schmicker and R Faulkner regarding a stand-off buoy at the start-finish line, the SC proposes inserting appropriate verbiage at the end of the **Race Courses** section on page 4.

2. For the first time at Oktoberfest, a buoy was placed at a distance of 8 boat lengths from turn marks, within which distance a legal overlap was NOT to be established. That trial run received good comments from the participants and Race Committee afterwards. Accordingly, the SC supports changing the minimum distance from a turn mark for establishment of overlap, and also supports the practice of marking the 8 boat length zone with a buoy. Assuming the 8 boat length minimum distance becomes incorporated in the Overlap Rules for the 2015 edition of rules, then the SC suggests the **Race Courses** section on Page 4 is a good place in the Racing Handbook to mention the buoy.

Accordingly, the SC **proposes** adding Items 1 and 2 at the end of **Race Courses** section on Page 4, as indicated below: (Additions underlined in red)

Race Courses (on Page 4)

Race courses should be selected based on site geography, anticipated harbor traffic, weather conditions, experience of the drivers, and spectator visibility. Another factor to consider is the horsepower class of the race. The 8 HP class will complete a given race/heat in a shorter period of time than the 6 HP class on a similar course. The courses described below are authorized for use in sanctioned races. Race organizers should give due considerations to the advantages and disadvantages of each when selecting the course (see **Appendix K: Race Courses**). Different courses may be used for 6 and 8 HP classes. Markers should be large enough and of appropriate color to be easily visible by the Race Committee, drivers and spectators and should not be confused with aids to navigation. Safety Plan restrictions for proximity to anchorages, shore side spectators and spectator boats must be adhered to.

1. The start-finish line shall be marked with a start-finish buoy as well as a stand-off mark placed a distance off the dock to prevent boats from heading too close to the dock.
2. An OLR (overlap rule) buoy, made to be distinguishable from a turn mark (by being of a different color, size, etc), shall be placed at a distance of 8 boat lengths from a turn mark, within which distance a legal overlap may NOT be established. Refer to Overlap Rule.

Following are **Suggestions** for Rule Changes, submitted for consideration to the Racing Rules and Executive Committees:

#8. Clarification of "Referee" – as defined in the Race Committee section (page 7), and as applied elsewhere in the Racing Handbook (pages 20-22):

Discussion by SC (for further consideration by Racing Rules and Executive Committees):

- Question: Is the "Referee" an official race committee position used in Cocktail Class? If so, the term may not be defined adequately or applied consistently in the Racing Handbook. And if "Referee" is not an intended race official then the term should be removed.
- For example, "Referee" is used in several places in **Appendix A: Safety Regulations** to refer to a race official who has authority on issues of safety and conduct of the race (see pgs 20-22). In these references it is possible that "Referee" really means "Race Director". They seem to be loosely interchangeable terms in this instance. And, if that is the case should the term "Referee" simply be replaced by "Race Director"?
- Also, "Referees" is used as the title for the Protest Committee description under the section heading **Race Committee** (see page 7). This suggests that members of the Protest Committee are Referees. If Protest Committee members are actually "Referees" then this role (and other responsibilities as noted elsewhere in the Racing Handbook) could be clarified in the **Race Committee** definition section. (And, if Referee(s) serve

on Protest Committee would there be one Referee or three?) But, if Protest Committee members are NOT Referees shouldn't the Protest Committee definition be re-labeled simply: "Protest Committee"?

- Perhaps the "Race Director" doubles as the "Referee" at some events but at other events those may be separate assignments (due to event size, etc.)? And if that's the case phraseology should reflect both possibilities. A definition could be provided for "Referee" along with a statement that says if the "Referee" position is not assigned for an event then the "Race Director's" roles include the duties of the "Referee".
- If the "Referee" position is intended to be retained as a (required or optional) race official then perhaps the role could be clarified to include powers or responsibilities such as:
 1. The referee has the power to file a protest, assign penalties against, or issue a disqualification on the spot if it comes to his/her attention that a Driver has or is violating any Rule or acting in an un-sportsmanlike like manner.
- The use of the term "Referee" is perhaps something for the Racing Rules and Executive Committees to consider. Then the rules can be checked for consistent application of the (Race Director, Referee) terms throughout.

#9. Regarding maximum number of boats per heat (8HP Class):

SC Discussion:

The Safety Committee suggests that the Racing Rules and Executive Committee consider reducing the maximum number of boats permitted in an **8HP Class** heat. The Safety Committee would support this change as a step to decrease some of the congestion in turns, which could reduce the potential for collision and capsiz.

The Safety Committee would **suggest** revisions under the heading **Heats and Finals** (on Page 10) as indicated below. Five (5) boats maximum is used in the example below, but the Racing Rules and Executive Committee may want to consider four(4) or five(5) boats as the maximum. (Additions underlined in red)

Heats and finals

CCWBRA races are conducted by class. All boats in a given class race in heats with up to 6 boats per heat for 6HP Classes and up to 5 boats per heat for the 8HP Class. Each heat will typically consist of 3 races of up to 5 or 6 boats per race, depending on the HP Class. The number of heats depends on the total number of boats racing in a given weight class. For example, if you have 12 boats in the open 6 class, the Race Committee has the option of running two heats of 6 boats or 3 heats of 4 boats. The first and second place boats from each heat then advance to the final heat. It is nice to hold 3 events of 4 boats each to give racers more time on the water and to have a fully populated final event for the class (5 or 6 boats as applicable).

#10. Regarding Protest Rule:

SC Discussion:

The Safety Committee suggests that the Racing Rules and Executive Committee consider the following addition under the heading: **Protests** (9th Bullet) on Page 12: (Additions underlined in red)

Protests (9th Bullet):

- The members of the Protest Committee shall, as a group, hear testimony from the drivers involved in the protest, observers of the possible infraction, and members of the Race Committee. They shall then rule on the protest and assess penalties. In the case of a collision, the Protest Committee members shall first examine the damage to the boat(s), if any, before proceeding with the Hearing.

#11. Regarding Racing Rules – "Rules of the Road", submitted as suggestions for consideration to the Racing Rules and Executive Committees:

SC Discussion:

The following item were started previously – influenced by rules of other racing associations – these suggestions have not been thoroughly vetted by SC - however SC feels they should be submitted to Racing Rules Committee for further consideration by that committee:

Rationale for this DRAFT of ideas for re-working the "Rules of the Road" section includes:

- *Basic racing rules would be re-sequenced and divided into Principles, Fundamental Rules, and General Rules - suggesting prioritization.*
- *A Sportsmanship Rule, and possibly other fundamental rules – similar to rules utilized by other racing organizations; e.g. Safety, Fair Racing, Acceptance of the Rules, Decision to Race, etc.*
- *Expansion and re-organizing the current “Rules of the Road” Rules into: “Right of Way” Rules, “Avoiding Contact” Rules, then “Overlap” Rules - to clarify precedence and emphasize safety.*
- *A clear definition of the Overlap Rules and explanation of how Overlap Rules interrelate with other Rules of the Road.*

Below is a general outline of rules for further development respectfully submitted to the Racing Rules and Executive Committees (as a **Suggestion** for further development), and organized into *Principles, Fundamental Rules* and *“Rules of the Road”*, to expand the current *“Rules of the Road”*, on Page 10:

BASIC PRINCIPLES -

PRINCIPLE 1 • SPORTSMANSHIP AND THE RULES

Competitors in the sport of Cocktail Class Wooden Boat Racing are governed by a body of Rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when participants break a Rule they will promptly take a penalty, which may be to retire.

FUNDAMENTAL RULES

RULE 1 • SAFETY

1. Participants shall compete in compliance with safety rules and operate his/her boat under control and in a safe and responsible manner, with concern for the safety risks to other participants and their equipment as well as to his/her own.
2. A participant shall give all possible help to any person or boat in danger.
3. Each driver is individually responsible for wearing personal safety equipment in compliance with safety rules and suitable for the conditions.
4. Each driver is individually responsible for the safety and adequacy of his/her race boat and racing equipment.

RULE 2 • SPORTSMANSHIP AND FAIR PLAY

Boats/drivers shall compete in compliance with recognized principles of sportsmanship, fair play and good manners. Boats/drivers may be penalized under this rule only if it is clearly established that these principles have been violated.

PENALTY:

When a Protest Committee, Referee, or Race Official from its own observation or a report from a reliable source, believes that a competitor has committed a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute, the Race Committee or Race Official may call a Hearing. If the Protest Committee decides that the competitor has committed the alleged misconduct, the Race Committee may, at its discretion, issue a warning or assign up to an additional three (3) points added to the finish score. In the case of Gross Breach of Conduct or a subsequent violation, the Race Committee or Race Official may, with or without a hearing, exclude the driver and, when appropriate disqualify a boat, from a race or the remaining races of the event or other appropriate disciplinary action at the discretion of the Officials.

SC Note: Cross-coordination needed for responsibilities, roles, penalties regarding breach of Sportsmanship Rule between Race Committee definitions, Penalties, and this section.

RULE 3 • ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each driver agrees

1. to be governed by the rules; and
2. to accept the penalties imposed and other action taken under the rules, subject to the appeal and review procedures provided in herein.

RULE 4 • DECISION TO RACE

The responsibility for a *driver’s* decision to participate in a race or to continue racing is his/her’s alone.

“RULES of the ROAD”

RULE 5 • RIGHT OF WAY (WHEN BOATS MEET)

1. When two boats are approaching one another so as to involve risk of collision, each of them shall keep out of the way of the other as follows:
 - A. When two boats are meeting head on, each shall alter her course to starboard.
 - B. When two boats are crossing, the one that has the other on her starboard side shall keep out of the way.
2. Every boat that is directed by these rules to keep out of the way of another boat shall, if the circumstances allow, avoid crossing ahead of the other.
3. Every boat that is directed by these rules to keep out of the way of another boat shall, on approaching her, if necessary, reduce her speed, stop, or reverse direction.
4. Every boat *overtaking* any other shall keep out of the way of the boat which is being *overtaken*.
5. In obeying these rules, due regard shall be had to all dangers of navigation and collision, and to any special circumstances that may render a departure from the above rules necessary in order to avoid immediate danger.

RULE 6 • AVOIDING CONTACT

1. A boat shall avoid contact with another boat.
2. An *overtaking* boat, including one that is entitled to room at a mark, as allowed by an overlap or other rule, shall avoid contact with the boat being *overtaken* when it is clear that she is not keeping clear or giving room.
3. A boat being *overtaken*, including one that is overlapped, shall avoid contact with the *overtaking* boat if reasonably possible, when it is clear that she is not keeping clear or giving room.
 - A. A boat being *overtaken* may be exonerated if she breaks this rule AND the contact does not cause serious or structural damage or injury AND she commits no other infractions contributing to the incident.
4. If contact causes serious or structural damage, or injury, then the Protest Committee shall conduct a mandatory Hearing. The members of the Protest Committee shall, as a group: first, examine the damage to the boat(s); and then, hear testimony from the drivers involved in the incident, AND also from observers of the incident, AND also from members of the Race Committee. They shall then rule as follows:
 - A. Any boat that commits an infraction that leads to the incident, or otherwise contributes to the cause of it, shall be disqualified, and retire from the race.
 - B. If the Protest Committee decides, without a reasonable doubt, that the *offended* boat clearly was unable to act to avoid contact, the Committee may then decide that the *offended* boat should NOT be disqualified or receive a penalty; otherwise: each boat involved shall be disqualified, and retire from the race.

RULE 7 • OVERLAP (AT COURSE MARKERS)

1. Overlap.

An Overlap is established only when two boats are on the same course, or approximately the same course, and the bow of the *overtaking* boat is even with the transom of the *overtaken* boat. The following rules shall apply to an Overlap:

- A. An Overlap may NOT be initiated or established inside of 8 boat lengths of a course marker.
- B. The *overtaking* boat cannot force an overlap after the *lead* boat has begun to alter course to negotiate a turn.
- C. Once established, an Overlap exists until the *overtaking* boat is clear ahead of the *overtaken* boat.
- D. A safe Overlap is the responsibility of the *overtaking* boat. An *overtaking* boat shall, as long as an Overlap exists, keep clear of the boat which is being *overtaken*.
- E. Once an Overlap is established, the boat which is being *overtaken*, when on the outside, must give the *overtaking* (inside) boat room to clear any course markers.
- F. Once an Overlap is established, the *overtaking* boat, when on the outside, must keep out of the way of the (inside) boat which is being *overtaken* until the *overtaking* boat has passed the *overtaken* boat sufficiently to change lanes without risk of contact.
- G. If there is reasonable doubt that an *overtaking* boat established an Overlap in time (outside 8 boat lengths of a course marker), it shall be presumed that she did not.
- H. An OLR (overlap rule) buoy shall be placed at a distance of 8 boat lengths from a rounding mark, within which distance a legal overlap may NOT be established.

2. Overtaking

- A. Should an overlap exist between two boats when both of them are about to pass a course marker then
- (1) the outside boat must give the inside boat room at the mark (Alt #1 delete: "room at the mark" and insert: "eight (8) feet from the mark"); and
 - (2) the inside boat must steer a proper course to the next marker, (Alt #1 insert: "and must turn within the eight (8) foot lane), and must NOT cause the outside boat to alter course or speed unnecessarily.
- B. Should NO overlap be established (outside a distance of 8 boat lengths of a course marker) then
- (1) the *lead* boat is NOT obligated to give the *overtaking* boat room to clear any course marker and may steer a course as close to the marker as desired; and
 - (2) the *overtaking* boat shall NOT force an overlap or pass the *lead* boat, and shall keep out of her way and shall NOT cause her to alter course or speed unnecessarily.

SC Note: For additional consideration: Alt #1 in Item 2.A(1) and Alt #1 in Item 2.A(2) above would establish a specific minimum dimension for room at a mark and a lane width; Example used: 8 feet.

Miscellaneous:

The SC discussed the following suggestions to be submitted to Racing Rules Committee for further consideration:

#12. An overall numbering system for the Rules would provide easier referencing.

#13. A *Definition of Terms* section would be helpful.

Respectfully submitted,

The Safety Committee
Lee Edmonds
Tom Kerr
Ken Tweed
Fred Allerton