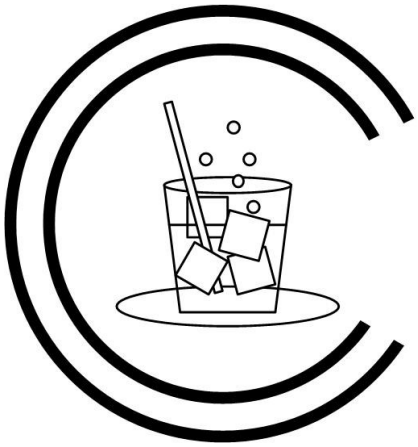
Cocktail Class

Wooden Boat Racing Association



Racing Handbook

2025 Edition

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Major Updates for 2025

Rule/Topic	Change Description	Section
Boat Eligibility	**3.2.1** All Race Boats must hold a Certificate of Racing Eligibility. The purpose of the Certificate of Eligibility is to add the boat into the CCWBRA database and issue a racing number. It represents only that the boat or boat under construction will be eligible to race with the assigned racing number once the boat meets the requirements of 3.2 Boat Eligibility and passes a racing safety inspection. **3.2.1.2** Certificates of Eligibility are not transferable. **3.2.1.3** When a member becomes inactive for four or more years, the Certificate of Eligibility is automatically suspended, and the racing number may return to the pool of available racing numbers. 3.2.4 Display of assigned racing number and CCWBRA insignia: Each CCWBRA registered boat shall display its assigned racing number on each side of the hull and on the deck as shown below. Additionally, the CCWBRA insignia shall be displayed on each side near the transom. 3.2.4.1 Side numbers, if single digit, shall be approximately 6 inches high surrounded by an oval, circle or approved shape with a background in a contrasting color that is approximately 8 inches in height or diameter, so that the number may be clearly read by the starting line officials at a distance of 100 feet. The deck number, if single digit, shall be a minimum of 12 inches in height surrounded by an oval, circle or approved shape with a background of contrasting color that is approximately 18 inches in height or diameter. 3.2.4.2 If the assigned racing number is multiple digits, then the side numbers shall be at least 4 inches high, and the deck numbers be at least 8 to 9 inches high. The circle diameters remain the same as stipulated in 3.2.4.1. 3.2.4.3 Any hull designs or graphics shall not intrude on the hull or deck numbers or the contrasting backgrounds. Creative design of side and deck graphics is a welcome sight at CCWBRA events. As a graphic design is being developed, if there is any question regarding the design's compliance with the racing number rules, members are encouraged to submit design drawings of the proposed graphics to CCWBRA for review in advance of finalizing design and installation. Contact: secretary@ccwbra.com	3.2
Stock Propeller	**4.2.1** For the purpose of interpretation of the requirement that propellers be stock, the word "stock" is defined as a propeller manufactured by or for OMC or other approved motor manufacturer as original or optional equipment or is currently generally available as a replacement for the make and horsepower of the motor. Tohatsu class must only use OEM Tohatsu propellers. See Rule 4.5 Tohatsu 6 HP 4-stroke Propellers. A custom propeller shall not be considered as stock and shall not be used in sanctioned competition, unless approved by the Executive Committee upon recommendation of the Motor Committee. **4.2.3** The Late (1976-1979), Post-1979, Tohatsu, and 8 HP motors shall be restricted to three-blade propellers. **4.2.4** Excluding Tohatsu propellers, modifications to OEM propellers, or generally available replacements, are allowed; however, metal may not be added to any propellers.	4.2

Rule/Topic	Change Description	Section
Anti-Ventilation (AV) Plates for 6 HP 4-stroke Class	**4.6.2** The official AV Plates are manufactured as authorized by the CCWBRA to a specific design, based on the dimensions and materials indicated on Drawing No. CC-0001 REV A, entitled "Anti-Ventilation Plate, Tohatsu 6HP CCWBRA". **4.6.4** The official AV Plate is offered for sale to current CCWBRA racing members only, for use in CCWBRA sanctioned racing exclusively, as a Tohatsu 6 HP outboard motor accessory. For information on how to purchase an AV Plate, a racing member can email the Secretary (secretary@ccwbra.com). Upon receipt of member information, further instructions will be provided, including a link to the authorized AV Plate vendor.	4.6
Fuels	**4.7.1** All race motors shall be fueled only by pump gasoline commercially sold for automotive or marine use, with or without ethanol. **4.7.2** Ethanol reducing treatment is permitted. **4.7.3** No horsepower enhancing fuels or horsepower enhancing fuel additives permitted.	4.7
Youth Class	The Race Director may deny participation to any participant they deem unable to control their boat properly and safely. Youth II: Age 14-15 where participant has participated in at least 2 prior events.* Maximum of four (4) boats competing at a time *Note: Youth participants may advance to the next class based on demonstrated skills and experience. At the decision of the Race Committee, or Event Coordinator and parent/guardian. Motors shall be the early/late classic or Tohatsu.	6
CCWBRA Safety Regulations	**7.2.1.1.1** Helmets that meet the following specifications are permitted: • Snell Standard M2010 • US DOT Standard No 218 **7.2.1.1.2** Helmets that meet the following specifications will continue to be permitted, but only until June 1, 2025, after which time they will no longer be permitted.: • CE EN 1385 International Standard for Watersports **7.2.1.1.4** Helmet must be in good condition without any cracks, defective straps, or broken buckles. **7.2.1.1.5** Helmet is required to be properly worn, with padding correctly fitted and straps adjusted.	7.2
CCWBRA Safety Regulations	**7.9.3** At a Race Boat's first race of the new season, the entry is to be given a full inspection. An inspection will review that the boat and equipment meet the CCWBRA safety regulations and requirements. If equipment passes the inspection, then a safety inspection sticker specifying the current racing year will be permanently applied in the cockpit. For the rest of the year, if the sticker is attached to the boat, the depth of the safety inspection is at the inspector's discretion.	7.9

Rule/Topic	Change Description	Section
CCWBRA Safety Regulations	**7.10.5** The Race Director will require a boat involved in a collision causing extensive or structural damage to be re-inspected before re-entering the racing event.	7.10
Race Planning and Management	9.1 Responsibilities of the CCWBRA (Secretary unless otherwise designated) Responsibilities of the CCWBRA include providing the Race Director the following: Event registration and ticketing activated online 6-8 weeks prior to the event. Provide registration list with entry information to Race Director approximately 3 days prior to event, update as needed. Provide hardcopy registration forms to the Race Director for on-site registration, as applicable. Request Certificate of Insurance (COI) from insurance provider and forward to the Race Director, generally 2-3 weeks prior to the race date. Active membership list, current (paid up) annual dues Blank forms: Release from Liability & Inspection Statement (Appendix L), Alcohol and Substance Abuse Policy (Appendix M), and Scoring Sheets (Appendix E)	9.1
Race Planning and Management	9.3 Responsibilities of the Race Director The Race Director is the sole person in overall command of the events on race day. His/her decision is final with regards to all activities pertaining to the regatta. The Race Director may be a member on the Protest Committee and is typically very experienced in running large events on or around the water (whether sail or power). Depending upon the size of the regatta and the number of contestants, events, etc., the Race Director may elect not to work any one position (start, safety boat, etc.) but remain available to ensure all Race Committee positions are working smoothly. Responsibilities of the Race Director prior to and/or during the event: Communicating and coordinating with Host Organization. Obtaining local Dept. of Natural Resources (DNR) and/or Coast Guard approval to hold race on a given date and time, generally 90 days prior to the race day. Appoints the Race Committee. All positions must be filled on race day. (9.4) Coordinating with CCWBRA to issue the Notice of Race (to include race, hospitality fees and any other information the host organization deems relevant) Provide Certificate of Insurance (COI) to the Host Organization if requested. Providing race committee/safety boats (minimum of one) depending upon the number of contestants expected or registered. Ensure starter equipment and racing marks/ground tackle are available and race ready. Providing a mechanism to address on-water racers (megaphone, public address system, etc.)	9.3

Rule/Topic	Change Description	Section
Race Planning and Management	**9.4.3 Pit Boss** The Pit Boss will be positioned at the designated In-Water Boat Boarding Area or designated holding area for boats being readied for racing. The primary responsibilities include: Ensuring the safety of racer participants and those people assisting in an In-Water Boat Boarding Area Maintaining communication via radio with the Starter and Timers and calling to ready each heat ensuring the correct racers are sent from the pits to the starting area. Confirming that drivers have correct ballast for the racing class. Safety among the racers and those assisting in the pits is paramount. The Pit Boss has the authority to remove anyone from the pits conducting themselves in an unsafe manner.	9.4
Racing Procedure – Rules of the Road	**10.2.2 Passing Marks of the Course and Overlap** **10.2.2.1** Two boats are overlapped when the bow of a boat is ahead of a plane containing the transom of the second boat and behind the bow of the same boat. • The outside boat must give mark-room to all boats overlapped with him at the moment his bow reaches the 8-boat length circle. **10.2.2.2** Once established, an overlap exists until: • One of the overlapped boats moves clear ahead of the other boat (open water between the stern of the boat ahead and the bow of the boat behind), or • Both boats exit the 8-boat length circle.	10.2
Racing Procedure – Rules of the Road	**10.2.2.7** In a starting sequence, boats must maintain a proper course perpendicular to the starting line upon acceleration. Overlap rules apply. Should an overlap not exist (8 boat lengths from the starting line) the boat ahead is not obligated to give room for the overtaking boat to pass between her and a starting mark or between her and another boat. And the overtaking boat shall keep clear of the boat ahead and not cause her to alter course or speed unnecessarily. The layout of the start line and first turning mark should be adjusted if possible so the boats at either end of the start line do not have undue advantage of a shorter distance to the first turning mark.	10.2

Racing Procedure	10.4 Heats and finals CCWBRA races are conducted by class. Advancing boats to the final heat: An equivalent number of boats shall be taken from each preliminary heat. If additional space is available in the final heat, fill any remaining opening(s) with the next lowest scoring boat(s) from across all preliminary heats. If a boat/driver qualifies for the finals and then forfeits prior to the start of the finals, the next lowest scoring boat across all heats will then qualify for the finals.	10.4
Racing Procedure	10.4.1 Boat Sharing **10.4.1.4** Qualifying boat/driver combination must remain intact moving forward in subsequent rounds. No driver or boat substitutions are allowed. **10.4.1.5** If a shared boat advances to the finals from two or more heats, the next lowest scoring boat across all heats will qualify for the finals.	10.4
Racing Procedure	**10.8** Disqualifications**, Penalties and Disciplinary Actions** Penalties changed from fleet +1 to fleet +2 in DNF, DNS, Incorrect course, Collision.	10.8
Racing Procedure	*10.8.7 Boat Strikes another Boat – Extensive or Structural Damage.* Extensive or structural damage would be defined as hole, puncture, cracked or broken structural member or greater damage**.** **10.8.7.1** Any collision between boats causing extensive or structural damage, regardless of which boat had the right-of-way; both boats must immediately retire from the races of that heat. At the discretion of the Inspectors and/or Race Director, and if the non-offending boat first passes a safety inspection, that boat may re-enter into a different heat of the same class, if such accommodation is possible.	10.8
Appendix C	**Race Checklist (Example)** Modified to make it user friendly	Appendix
Appendix D	**CCWBRA SAFETY & BOAT INSPECTION CHECK LIST** Updated	Appendix
Appendix E	**Scoring Sheet** Formatted for printing	Appendix
Appendix F	**Notice of Race Template** Formatted as a Word document available for download to use as a template.	Appendix
Appendix H	**Regatta Race Committee** Formatted as a Word document available for download to use as a template.	Appendix
Appendix N	**Release of Liability for Race Entries with CCWBRA Anti-Ventilation Plate for 6 HP Tohatsu 4 Stroke Class** New	Appendix

Appendix O	**Drivers Meeting Agenda** New	Appendix
Appendix P	**Scoring Points and Penalties and Helpful Hints for Scoring Committee** New	Appendix
Appendix Q	**On Site Registration Form** New	Appendix

Common Terms & Definitions

Acronym / Term	Definition / Description
Anti-Ventilation (AV) Plate	CCWBRA-approved motor accessory required for racing the Tohatsu 6HP 4-stroke class motor. (See section 4.6)
Boat inspection	CCWBRA administered boat safety inspection, validated by a current year inspection sticker affixed to the boat - a pre-requisite for an entry's racing eligibility.
Boat registration	The legal boat registration issued by the home State, confirmed by State-issued registration numbers affixed to the hull and a current validation sticker - a pre-requisite for racing eligibility.
CCWBRA	Cocktail Class Wooden Boat Racing Association
Classic motor	CCWBRA class of Six (6) HP 2-stroke outboard motors manufactured by OMC (Evinrude or Johnson) of the year 1979 and older. See also Early Classic and Late Classic.
Classic motor Early	CCWBRA class of Six (6) HP 2-stroke outboard motors manufactured by OMC (Evinrude or Johnson) of the year 1975 or older.
Classic motor Late	CCWBRA class of Six (6) HP 2-stroke outboard motors manufactured by OMC (Evinrude or Johnson) of the years from 1975 to 1979 inclusive.
Class	The class is the breakdown of the events. For instance, there are the classic women's and the classic open class. Each class is further broken down into heats. (See Heat)
Drivers' meeting	Meeting held by Race Director prior to the first race of the day to explain the course, safety procedures, schedule, and race assignments.
8 HP motor	Motor by any manufacturer that is rated at 8 HP with 13 cubic inch or less displacement and forward-neutral-reverse gears. May be 2-stroke or 4-stroke motors.
Floatation	All CCWBRA boats must have floatation capable of floating the boat, motor, and any other attached elements, installed or fastened into the boat per A.8 Floatation.
Heat	Boats/drivers registered for a given class are assigned to a Heat with up to 6 boats in a designated Heat. (See Race)
Heavyweight Class	Drivers in this class must weigh 200 or more pounds without using ballast to meet minimum weight.
Motor	See Outboard motor. The term motor is widely used as an informal abbreviation for outboard motor in boating circles. Whenever used in the Racing Handbook, the term motor technically means outboard motor, and the terms are used interchangeably.
Notice of Race (NOR)	Formal announcement of the scheduled event including classes to be raced, location, times and point of contact (POC) information

One-Design Racing	A racing method in which all boats and motors have identical or very similar designs or models. The purpose of one-design racing is to eliminate the need for handicaps and maximize the impact of driver skill and training.
Outboard motor	Self-contained propulsion unit for boats, which includes motor, gearbox, and propeller, and that is mounted to the transom of Cocktail Class Racers.
Overlap	Condition where one boat some portion of one boat's hull is abreast of another boat. Specific rules apply to boats in overlap to enable boats to execute turning maneuvers safely at course marks.
Post '79 motor	CCWBRA class of Six (6) HP 2-stroke outboard motors manufactured by OMC (Evinrude or Johnson) after the year 1979.
Protests	Any breach of the rules established in this document may be brought to the attention of the designated protest committee for the event. The protest committee will gather information as needed and determine whether the rule was breached. The committee ruling is final.
Racecourse	Path boats will follow on the water designated by marks or buoys for each turn point.
Race	There typically are 3 races per heat. The boat/driver with the lowest points for the three races wins the heat. (See Heat)
6 HP, 4-stroke Tohatsu motor	CCWBRA class of Six (6) HP (4)-stroke outboard motors manufactured by Tohatsu with the following model designation: MFS6CS, MFS6CDS, MFS6D(W)S or MFS6D(W)DS.
Skua	Original boat design name. Designed by Charles MacGregor and published in the August 1939 edition of the Rudder Magazine.
Sportsmanship	An aspiration that CCWBRA sporting activity will be enjoyed for its own sake, with proper consideration for fairness, ethics, respect, and a sense of fellowship with one's competitors. CCWBRA is a family-oriented group. Good manners and common decorum are expected. Gross breach or disregard for the rules or for commonly accepted principles of good sportsmanship is not acceptable.
Stock	Equipment manufactured by the original manufacturer or other manufacturer as original, replacement, or permitted optional equipment, and unaltered, as further stipulated by Rules 4.01 relating to Stock Motor and 4.02 relating to Stock Propeller.
Youth Class	Young family members between the ages of 12-15 who race the CCWBRA boats with specified motors.

Welcome to the Cocktail Class Wooden Boat Racing Association

The CCWBRA was founded in 2010 to encourage and organize family boat building and racing in the Cocktail Class Runabout. Based on the outboard racer SKUA, an 8 ft. plywood skimmer designed in 1939 by Charles MacGregor, the Cocktail Class Runabout is an economical, easily constructed, and exciting runabout. It is ideal for racing at all skill levels and ages.

The CCWBRA was founded as a one-design racing organization and remains committed to the tradition of testing driver racing skills in equally designed and built boats with equally performing stock outboard motors and propellers. Cocktail Class One-Design Racing is a competition to determine the best and most skillful drivers rather than the fasted boats and motors. The CCWBRA building manual (including the Chesapeake Light Craft kit), stock motor and propeller requirements, and driver weight and motor class designations are all intended to ensure that Cocktail Class Racers and CCWBRA races are near equal as possible regardless of which boat you are racing, where the race is held or who is sponsoring the race. All builders, owners and drivers of the Cocktail Class Racer agree to honor both the spirit and the intent of this guiding Class principle.

The CCWBRA encourages both informal racing among local enthusiasts as well formal sanctioned racing at regional and national levels. This *Handbook* contains all racing rules and requirements applicable to sanctioned CCWBRA events. While flexibility and local control of racing activities is desired and encouraged; regulatory, safety and liability concerns have made it necessary to formalize many aspects of powerboat racing. The CCWBRA Executive Committee and Board of Directors have prepared this *Handbook*, which includes a safety plan, to address these concerns. Additionally, it is hoped that this *Handbook* will provide race organizers with useful information for planning and running CCWBRA races. Many members and drivers travel significant distances to our events, and they deserve fun, well-organized, and competitive races. Requests for deviations to these rules for any sanctioned event must be submitted to the National Fleet Captain and approved by the CCWBRA Executive Committee.

1. CCWBRA Sanctioned Racing

Sanctioned CCWBRA races and events ensure that race participants and spectators will enjoy consistently exciting, competitive, and safe events. Importantly, sanctioned races provide Association officers, race organizers and spectators with suitable liability coverage for property damage and bodily injury should an unforeseen accident occur during the conduct of the race.

Applications for sanction must be submitted to the CCWBRA National Fleet Captain not less than thirty (30) days prior to the day of the race. This will allow sufficient time for underwriter review of the event and approval of liability coverage as well as approval from the National Executive Committee for the conduct of the event.

Fees will apply to all sanctioned events to help mitigate insurance premiums as well as costs associated with conducting formal races. A sanctioned fee schedule may be obtained from the National Fleet Captain and fees are collected as part of the race entry registration fee.

2. Race Notifications and Permissions

Race organizers are responsible for notifying local and state law enforcement agencies of the dates and locations of all planned races and for submitting applications for any required permits and approvals. If races are to be held on or near navigable waters, a request for a Marine Event Permit, Form CG-4423, must be filed with the Coast Guard at least 60 days prior to the race date. Race organizers are responsible for ensuring compliance with all federal, state, and local regulations regarding permits, site access and safe boating regulations.

3. Driver and Boat Eligibility

3.1 Driver Eligibility

3.1.1 Drivers must be a CCWBRA member in good standing and meet all age and license requirements for the operation of a powerboat for the state in which the race will occur.

- General racing member class: minimum age of 16 years
- Youth I Class: age 12 to 15 years
- Youth II Class: age 14 to 15 years

3.1.2 Any driver exhibiting physical or mental irregularity (e.g., exhaustion, heat stroke, etc.) may be denied the right to race, should the Race Committee deem the driver unable to control their boat properly and safely.

3.1.3 Impairment: Alcohol, Controlled Substances, Etc.

3.1.3.1 Cocktail Class drivers are prohibited from using alcohol or controlled substances before and during race activities. After a driver's last race, the alcohol prohibition no longer applies (to that driver), except in the pit and boat/trailer staging areas. In these areas, consumption of alcohol is prohibited for all drivers, until the conclusion of all racing of the event.

3.1.3.2 Any driver discovered to have consumed alcohol during a Cocktail racing event shall be considered under the influence and will be barred from any further involvement or participation in the event by the Race Committee. Further, the driver will be subject to disciplinary actions, as determined by the CCWBRA Executive Committee, and as provided for by the Alcohol and Substance Abuse Policy (see Appendix P).

3.1.4 All Drivers must sign the Waiver of Liability and CCWBRA Alcohol and Substance Abuse Policy forms at each race regatta entered.

3.2 Boat Eligibility

3.2.1 All Race Boats must hold a Certificate of Racing Eligibility. The purpose of the Certificate of Eligibility is to add the boat into the CCWBRA database and issue a racing number. It represents only that the boat or boat under construction will be eligible to race with the assigned racing number once the boat meets the requirements of 3.2 Boat Eligibility and passes a racing safety inspection.

3.2.1.2 Certificates of Racing Eligibility are not transferable.

3.2.1.3 When a member becomes inactive for four or more years, the Certificate of Eligibility is automatically suspended, and the racing number may return to the pool of available racing numbers.

3.2.2 All Race Boats must be legally registered in the state of the home port, with current validation.

3.2.3 All boats must be constructed using either one of two methods:

1. The Cocktail Class Runabout plans published in SKUA, 8 Foot All Plywood Outboard Skimmer, Building Manual, Fourth Edition 2018, Revised 10/20/22. If interested in the SKUA plans, email the Secretary (secretary@ccwbra.com) for purchasing instructions from a separate vendor.
2. A kit or kit plans sold by Chesapeake Light Craft, Annapolis, MD, under license to the CCWBRA.

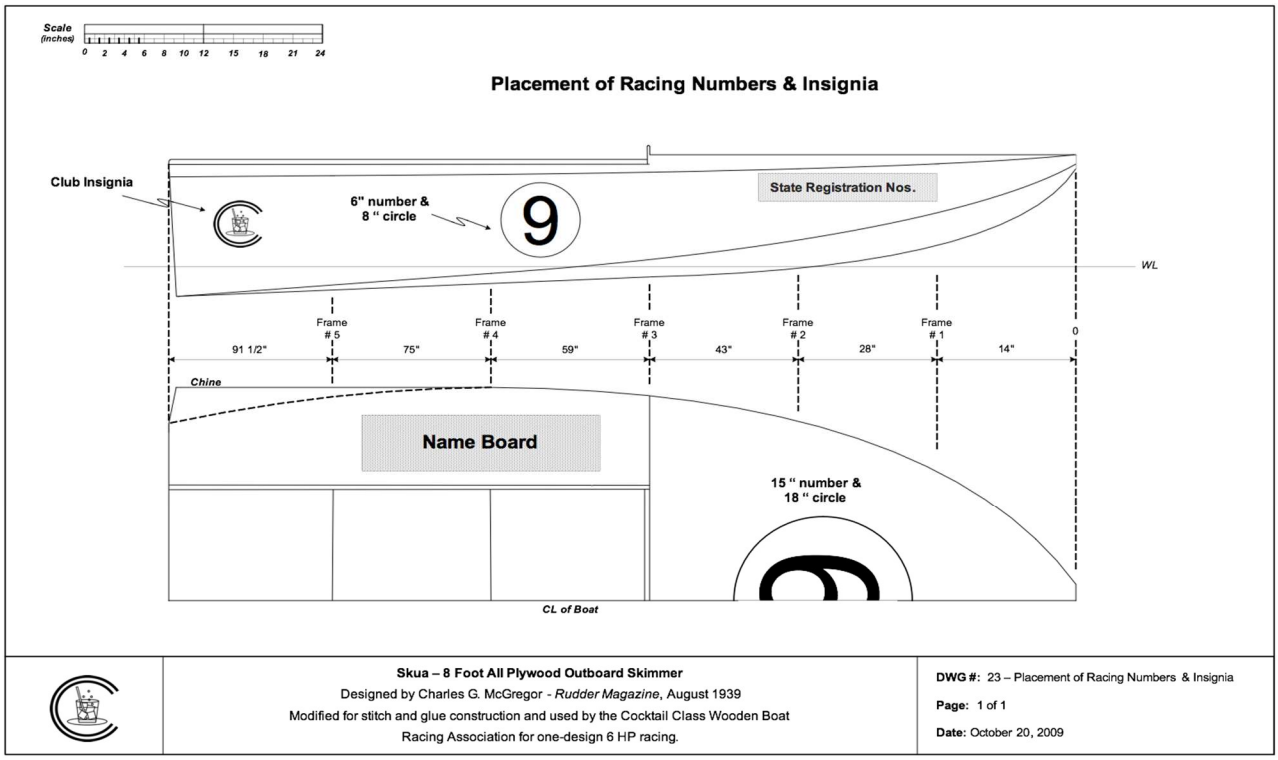
3.2.3.1 All boats must have a Certificate of Racing Eligibility and must display the CCWBRA insignia and assigned racing number as shown below. A racing-qualified Cocktail Class Racer's primary structure must be built using the materials specified in either of these two sets of building plans or provided in CLC kits. Any additional support materials a builder wants to add to strengthen their craft are allowed, as long as the original one-design shape is maintained. Composite materials may not be used to replace primary structural materials.

3.2.4 Display of assigned racing number and CCWBRA insignia: Each CCWBRA registered boat shall display its assigned racing number on each side of the hull and on the deck as shown below. Additionally, the CCWBRA insignia shall be displayed on each side near the transom.

3.2.4.1 Side numbers, if single digit, shall be approximately 6 inches high surrounded by an oval, circle or approved shape with a background in a contrasting color that is approximately 8 inches in height or diameter, so that the number may be clearly read by the starting line officials at a distance of 100 feet. The deck number, if single digit, shall be a minimum of 12 inches in height surrounded by an oval, circle or approved shape with a background of contrasting color that is approximately 18 inches in height or diameter.

3.2.4.2 If the assigned racing number is multiple digits, then the side numbers shall be at least 4 inches high, and the deck numbers be at least 8 to 9 inches high. The circle diameters remain the same as stipulated in 3.2.4.1.

3.2.4.3 Any hull designs or graphics shall not intrude on the hull or deck numbers or the contrasting backgrounds. Creative design of side and deck graphics is a welcome sight at CCWBRA events. As a graphic design is being developed, if there is any question regarding the design's compliance with the racing number rules, members are encouraged to submit design drawings of the proposed graphics to CCWBRA for review in advance of finalizing design and installation. Contact: secretary@ccwbra.com



3.2.5 Each boat must have a current CCWBRA annual safety inspection sticker.

3.2.6 Minimum boat weight is 80 pounds. This does not include removable fuel tanks. Fuel cells mounted to the boat and floatation may be included in the total boat weight.

3.2.7 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. All racing motors, including Tohatsu Model MFS6CDS and MFS6D(W)DS with "dual fuel" feature, are required to be connected to an external fuel tank (minimum 1.8 gallon).

3.2.8 Each boat shall be equipped with a lanyard type "kill" switch which complies with requirements set forth in Rule A.7 - Lanyard "Kill" Switches in Appendix A: CCWBRA Safety Regulations. The "kill" switch shall be installed in a forward location of the cockpit as more fully described in Rule A.7.6 of Appendix A.

3.2.9 Boats shall be equipped with bow and transom 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.

The following do NOT qualify as lift handles: cleats (open, closed, or bullet cleats), rope loops, and rope loops with tee handles, etc.

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)).

Bow handles shall be mounted on the deck.

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.

3.2.10 The transom height shall be between 15.25” and 15.75” with a nominal height of 15.5" as defined in the *Building Manual*.

3.2.11 A keel modification to reduce lower unit ventilation was approved in 2014 to enhance safety and performance. See the CCWBRA website for details.

3.2.12 The Cocktail Class Racer’s registered owner, as specified in the Certificate of Racing Eligibility and the current membership database, shall be solely responsible for ensuring conformance to the spirit and intent of the one design rule including all requirements specified in this section of the racing handbook. Acceptance of this principle shall be made by signing the “Release from Liability and Inspection Statement” provided in Appendix N.

4. Outboard Motors

The CCWBRA authorizes several classes of six and eight horsepower outboard motors. Six horsepower

(6 HP) 2-stroke motors must be of OMC Evinrude or Johnson make. Six horsepower (6 HP) 4-stroke motors must be of Tohatsu make. Eight horsepower (8 HP) motors may be any make or model and may be either two- or four-stroke. Both 6 HP and 8 HP motors must be fully stock without modification and must have either a two- or three-blade stock propeller as stipulated by 4.2.2, 4.2.3 and 4.2.4.

4.1 Stock Motor

For the purpose of interpretation, the word “stock” is defined:

4.1.1 Any part made by or for OMC or other motor manufacturer for a motor of equal- or less-rated horsepower that will fit on a motor without modification shall be considered a stock part and a motor with parts installed that are of years or models other than originally specified for that motor shall be considered stock provided the parts are "bolt on" without machine work or other modification of part or motor.

4.1.2 With regard to use of motor parts across the Early-Late Classic motors, any motor that utilizes a 1976 or later lower unit, or powerhead, or gears MUST run in the Late Classic class. As an example, a lower unit or lower unit gears from a 1978 6 HP mated to a 1970 6 HP powerhead shall NOT qualify as a legal Early Classic motor.

4.2 Stock Propeller

4.2.1 For the purpose of interpretation of the requirement that propellers be stock, the word "stock" is defined as a propeller manufactured by or for OMC or other approved motor manufacturer as original or optional equipment or is currently generally available as a replacement for the make and horsepower of the motor. Tohatsu class must only use OEM Tohatsu propellers. See Rule 4.5 Tohatsu 6 HP 4-stroke Propellers.

A custom propeller shall not be considered as stock and shall not be used in sanctioned competition, unless approved by the Executive Committee upon recommendation of the Motor Committee.

4.2.2 The Early (Pre-1976) Classic class shall be restricted to two-blade propellers.

4.2.3 The Late (1976-1979), Post-1979, Tohatsu, and 8 HP motors shall be restricted to three-blade propellers.

4.2.4 Excluding Tohatsu propellers, modifications to OEM propellers, or generally available replacements, are allowed; however, metal may not be added to any propellers.

4.3 8 HP Motor Definition

Motors eligible to run in the 8 HP class must be recreational (non-racing) motors of 13 cubic inch or less displacement with forward-neutral-reverse gears. A competitor wishing to run a motor rated at 8 HP or less with more than 13ci displacement should request a waiver and submit the motor for review by the Motor Committee.

4.4 Tohatsu 6 HP 4-stroke Motor Definition

Motors eligible to run in the 6 HP, 4-stroke class must be manufactured by Tohatsu with model designation MFS6CS, MFS6CDS, MFS6D(W)S or MFS6D(W)DS only.

4.5 Tohatsu 6 HP 4-stroke Propellers

4.5.1 The 6 HP 4-stroke class shall be restricted to the stock OEM Tohatsu 7.8 x 8.0 propeller, Part Number 3R1B64516-2 (Original), or P/N 369645162M (Original), or (Superseded to) P/N 3R1B645161.

4.5.2 Propellers may not be modified.

4.5.3 Minor propeller damage may be repaired by filling surface irregularities and scratches and removing burrs. Altering the original thickness and/or shape of the blades is not permitted.

4.5.4 Propellers may not be re-painted, repairs may not be painted over, and propeller's original paint may not be restored by recoating.

4.5.5 6 HP 4-stroke propellers are subject to inspection at each race event to ensure strict Rule 4.5 compliance.

4.6 Anti-Ventilation (AV) Plate for Tohatsu 6 HP 4-stroke Class

4.6.1 An official CCWBRA Anti-Ventilation (AV) Plate is required as a motor accessory for the 6HP Tohatsu 4-stroke racing class.

4.6.2 The official AV Plate is manufactured as authorized by the CCWBRA to a specific design, based on the dimensions and materials indicated on Drawing No. CC-0001 REV A, entitled "Anti-Ventilation Plate, Tohatsu 6HP CCWBRA".

4.6.3 The AV Plate may not be modified.

4.6.4 The official AV Plate is offered for sale to current CCWBRA racing members only, for use in CCWBRA sanctioned racing exclusively, as a Tohatsu 6 HP outboard motor accessory. For information on how to purchase an AV Plate, a racing member can email the Secretary (secretary@ccwbra.com). Upon receipt of member information, further instructions will be provided, including a link to the authorized AV Plate vendor.

4.7 Fuels

4.7.1 All race motors shall be fueled only by pump gasoline commercially sold for automotive or marine use, with or without ethanol.

4.7.2 Ethanol reducing treatment is permitted.

4.7.3 No horsepower enhancing fuels or horsepower enhancing fuel additives permitted.

4.7.4 Two-stroke fuel may be mixed with any commercial two-stroke lubricant or mix of lubricants, petroleum, castor or synthetic based, including Marvel Mystery Oil or other commercially available lubricant or lubricant supplement.

5. Motor Classes & Weight Handicaps

Depending on the number of entries, desires of the race participants and schedule constraints, races may be organized into the following categories:

CLASS	HP	MOTOR	MINIMUM WEIGHT
Early Classic Mixed	6	1975 and older OMC, Evinrude, or Johnson stock motors (2-stroke)	165 [1]
Early Classic Women's	6	1975 and older OMC, Evinrude, or Johnson stock motors (2-stroke)	130
Early Classic Heavyweight	6	1975 and older OMC, Evinrude, or Johnson stock motors (2-stroke)	200 [2]
Late Classic Mixed	6	1976-1979 OMC, Evinrude, or Johnson stock motors (2-stroke)	165 [1]
Late Classic Women's	6	1976-1979 OMC, Evinrude, or Johnson stock motors (2-stroke)	130
Late Classic Heavyweight	6	1976-1979 OMC, Evinrude, or Johnson stock motors (2-stroke)	200 [2]

Post-1979 Mixed	6	Any year OMC, Evinrude, or Johnson stock motors (2- or 4-stroke)	165 [1]
Post-1979 Women's	6	Any year OMC, Evinrude, or Johnson stock motors (2- or 4-stroke)	130
Post-1979 Heavyweight	6	Any year OMC, Evinrude, or Johnson stock motors (2- or 4-stroke)	200 [2]
Tohatsu 4-stroke Mixed	6	Tohatsu MFS6CS, MFS6CDS, MFS6D(W)S or MFS6D(W)DS stock motors (4-stroke)	165 [1]
Tohatsu 4-stroke Women's	6	Tohatsu MFS6CS, MFS6CDS, MFS6D(W)S or MFS6D(W)DS stock motors (4-stroke)	130
Tohatsu 4-stroke Heavyweight	6	Tohatsu MFS6CS, MFS6CDS, MFS6D(W)S or MFS6D(W)DS stock motors (4-stroke)	200 [2]
Mixed 8 HP	8	Any year or make stock motors (2- or 4-stroke)	200 [3]
Youth1	6	Early/late classic or Tohatsu	N/A
Youth2	6	Early/late classic or Tohatsu	N/A

- Note 1: If number of drivers require collapsing all weights into Mixed, then drivers must ballast up to 200lbs.
- Note 2: Driver weight must meet minimum weight requirement without ballast.
- Note 3: Drivers weighing under 200lbs must ballast up to 200lbs to compete in the 8 HP class.
- Any motor that utilizes a 1976 or later lower unit, or powerhead, or gears MUST run in the Late Classic class.
- Classes may be combined or eliminated depending on the number of drivers in each class.
- A driver may only compete in one race per motor category. If the participant has a 6 HP Early Classic motor and a 6 HP Post-1979 motor, he/she may race in both motor classes.
    - A driver may not enter both the Mixed and Heavy events.
    - Note: May combine Women's and Men's classes depending upon numbers at any given race.
    - Note: 8 HP race is open to both Men and Women (with ballast as required).

All Drivers will weigh in with scales available at the registration desk. Each driver is responsible for bringing their own ballast which should consist of water jugs. (A one-gallon water jug will weigh 8 pounds.) Ballast may be positioned in the boat at the driver's discretion. Water jugs may be partially filled should the driver not require the full 8 pounds to reach the required weight. Each driver is on the honor system for carrying the correct amount of ballast in their boat while racing.

6. Youth Class

- Participation is limited to family members of members in good standing, who are under the age of sixteen (16).
- Participants must meet all age and license requirements for the operation of a powerboat in the state where participation occurs.
- Participants must have completed a USCF Boater's Safety Course in their home state or, if their home state does not require one, another state's.

- Prior to their first event, participants must practice "the course," 1-on-1 with an experienced, non-parent adult, who is in another boat. This could be done either the day before, or on the morning of, the day of the event (before regular racing begins).
- During all events, each youth participant must have an observer who will watch only him/her during the event. Observers will "critique" the participant following each portion of event. (Note: the observer cannot be a parent of the participant.)
- A parent (or guardian) must be present during any participation.
- All participants and a parent/guardian must sign a waiver of liability prior to any participation at a given event.
- The Race Director may deny participation to any participant they deem unable to control their boat properly and safely.

6.1 Classes

Youth I:

- Age 12-15 where the participant has little or no prior experience.
- Maximum of two (2) boats competing at a time

Youth II:

- Age 14-15 where participant has participated in at least 2 prior events.*
- Maximum of four (4) boats competing at a time

*Note: Youth participants may advance to the next class based on demonstrated skills and experience, at the discretion of the Race Committee, or Event Coordinator and parent/guardian.

6.2 Courses

Usually Oval (i.e., all left or all right turns)

Length based on setting and weather conditions.

6.3 Motors

Motors shall be the early/late classic or Tohatsu.

7. CCWBRA Safety Regulations

Boat racing is an inherently dangerous sport, and each competitor assumes certain risks when participating in an event. While everyone involved - boat owners, drivers, support team members, officials, and the sanctioning body - can take, and have taken, measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present.

All participants are obligated to inspect the racing facilities, including the launch/prep area and racecourse, and all the conditions that would affect their participation in, before and after the event. Participants are SOLELY and DIRECTLY responsible for the safety of their Race Boat and racing equipment. They are obligated to perform their duties whether as an owner, driver, or support team member, in a manner intended to minimize, to the degree possible, the risk of injury to themselves and others.

Neither the CCWBRA, its OFFICERS, nor any HOSTING ORGANIZATION CAN OR WILL BE RESPONSIBLE FOR THE SAFETY OR ADEQUACY of a participant's Race Boat or Racing Equipment.

7.1 Driver & Boat Safety Qualifications

- It is recommended that all Drivers complete a Boating Safety Instruction Course offered by the USCG Auxiliary or a State Boating Agency.
- Each Race Boat must have a current CCWBRA safety inspection validation decal. Refer to "Inspection Procedures" section.
- Refer to "Driver and Boat Eligibility" Section located in Part 1 – Racing for complete Driver and Boat eligibility requirements.

7.2 Personal Safety Equipment

It is to be understood that the participant is SOLELY and DIRECTLY responsible for the safety of his/her Race Boat and Racing Equipment. It is the responsibility of the participant to ensure that his/her Personal Safety Equipment is up to current safety standards and in proper working condition.

7.2.1 Helmet, Life Jackets & Eye Protection

Since there is no safest life jacket and helmet that will eliminate all risks, the participants are solely and ultimately responsible for selecting a suitable helmet and life jacket. Only those considered in good condition may be used.

7.2.1.1 Helmet

7.2.1.1.1 Helmets that meet the following specifications are **permitted**:
NOTE: Refer to Addenda for updates in permitted standards.

- Snell Standard M2010
- US DOT Standard No 218

7.2.1.1.2 Helmets that meet the following specifications will continue to be **permitted, but only until June 1, 2025**, after which time they will no longer be permitted:

- CE EN 1385 International Standard for Watersports

7.2.1.1.3 Helmet's profile shall be a full-cut, open-face.

7.2.1.1.4 Helmet must be in good condition without any cracks, defective straps, or broken buckles.

7.2.1.1.5 Helmet is required to be properly worn, with padding correctly fitted and straps adjusted.

7.2.1.1.6 At least **seventy percent (70%)** of the Helmet must be **ORANGE**, with a large concentration of the required color in the upper half. 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.

7.2.1.1.6 Stretch cloth helmet covers and/or tape are NOT PERMITTED as a method to comply with the safety color requirement.

7.2.1.2 Life jackets

7.2.1.2.1 Life jackets shall have a USGC certification of Inherently Buoyant Type I or III. Inflatable life jackets are not permitted. It is highly recommended that the life jacket be of the type that will turn an unconscious person face-up.

7.2.1.2.2 The life jacket shall be strength tested at 35mph *minimum (*50 mph *recommended*). This test measures that zippers, buckles, shoulder straps, sliders etc. stay secure and that a life jacket will continue to perform and meet the flotation requirements of the approval standard if the wearer is thrown into a body of water at the target speed. The fastening system, including zippers, safety straps and buckles, must be in good working condition. Life jackets must be free of tears, loose seams and worn spots.

7.2.1.2.3 Life jackets shall be **orange**, for at least 70% of the upper surfaces above the waist, both front and back. Tape may not be used to retrofit a life jacket to comply with the safety color requirement.

7.2.1.2.4 Approved life jackets must be worn on the outside of ALL other clothing (including raingear, etc.).

7.2.1.3 Eye protection

It is recommended that Drivers wear eye protection in the form of safety glasses, goggles, or a helmet face shield.

7.3 Boats

7.3.1 All Race Boats shall conform to USCG and state boating safety regulations of the home port.

7.3.2 All Race Boats must display the home state registration numbers and valid annual stickers.

7.3.3 All Race Boats shall be in good operating condition and be checked for overall soundness, rotted wood, and signs of wear in areas of high stress, such as transoms, motor mounting elements, steering mounting elements, and running surfaces.

7.3.4 It is recommended that sharp or narrow edges of elements, or rigid projections exposed to the cockpit that could present a hazard should be covered with protective moldings.

7.3.5 It is recommended that a paddle be secured in the Race Boat for emergency propulsion.

7.3.6 Boats shall be equipped with bow and transom lift handles that comply with Rule 3.2.8 under Driver and Boat Eligibility.

7.3.7 The following outboard motors shall be secured to the boat transom with a secondary securing method to supplement the motor's clamp-down screws: 8 HP (any make and model) and 6 HP Tohatsu 4-stroke. Securing all other outboard motors to the boat transom with a secondary securing method, while not required, is highly recommended.

7.3.7.1 Through-bolting to the transom with high-strength bolts is highly recommended if the motor-mount bracket is equipped with holes for that purpose. If a motor is not equipped for through-bolts, then a secondary security clamping method comprised of suitable high strength materials is required.

7.3.7.2 If a motor becomes loose on any race boat during a race, the race will be stopped, and the boat will be disqualified from re-entering the race in that class.

7.4 Steering Systems and Hardware

7.4.1 All steering hubs, wheels, pulleys, cable, tiebacks, and all other related hardware must be secure and properly mounted so that nothing can become loose during the stress of competition.

- Steering wheel shall be through-bolted to steering cable hub assembly.
    - Exception 1: Steering wheel/hub assemblies that are integrated satisfy this requirement (e.g., welded or one component).
    - Exception 2: Steering wheel/hub assemblies that are commercially produced for similar racing boating applications may be installed per manufacturer recommendations and are exempt from specific steering wheel-to-hub fastening requirements. (e.g., Brown Tool and Machine Company steering assemblies for outboard racing boats.)
- Steering hub shall be through-bolted to the boat coaming and/or boat frame.
- Fairleads and/or blocks/pulleys may be through-bolted or screwed into the boat.

7.4.2 Steering system fasteners, including wheel/hub fasteners must have nuts of the type that are self-locking, double-nutted, equipped with lock washers or safety wired.

7.4.3 Springs and/or shock cords shall have adequate tension force, and steering cable shall be properly adjusted to provide tight and steady steering control.

7.4.4 Only closed clips and connectors shall be used for steering controls.

7.5 Throttles/Controls

7.5.1 Throttles, throttle and shift control boxes, and cables must operate smoothly and freely.

7.5.2 Throttle and shift controls shall be mass-produced and of a type intended for use with the outboard motor in service.

Exception: Custom modifications of controls or minor variations, completed to high standards and in good working condition, may be used, subject to approval of the motor committee and a safety inspection. (e.g., customized linkage and connector used to adapt alternative motors to one set of controls).

7.5.3 Throttle and shift control boxes and all other related hardware must be secured and properly mounted so that nothing can become loose during the stress of competition. Throttle and shift control boxes may be through- bolted or screwed securely into the boat.

7.6 Fuel Systems

7.6.1 Fuel tank shall be a commercially produced and USCG-compliant portable outboard fuel tank, or a commercially produced fuel tank or fuel cell that meets the following additional requirements.

7.6.2 Fuel tank shall be of fuel aluminum, steel, plastic, or other material resistant to deterioration from petroleum products.

7.6.3 Fuel tank shall be sealed and not leak fuel.

7.6.4 Fuel tank fill opening shall allow for typical gas can spout to fill tank.

7.6.5 Fuel tank fill opening shall be sealable and not leak. Fuel tank, hoses, fittings, and couplings shall be in good operating condition.

7.6.6 Fuel tank, hoses, fittings, and couplings shall be in good operating condition.

7.6.7 The tank's fuel line connection shall be through the top of the tank and shall be secure (i.e., not a hose hanging in an open fuel canister).

7.6.8 Fuel tank shall have air vent to allow fuel flow from tank to motor (except in the case of pressurized tank systems).

7.6.9 Fuel tank shall have a minimum capacity that complies with Rule 3.2.6 under Driver and Boat Eligibility (1.8 gallons).

7.6.10 Fuel tank shall be securely attached to the boat or contained under forward deck, such that it will not fall out of the boat should the boat be inverted.

7.7 Lanyard "Kill" Switches

7.7.1 All Race Boats must be equipped with a lanyard type "kill" switch, attached by lanyard to the Driver's body or life jacket.

7.7.2 In the event a Driver is separated from the boat, the "kill" switch shall activate and render the motor ignition system inoperable.

7.7.3 The switch itself must be of high quality, mass-produced, with a switch activating force less than 30 pounds, and shall be capable of working under ALL circumstances.

7.7.4 The lanyard must be of high quality, mass-produced, with a length of less than 64 inches, and SHALL NOT BE EXTENDED beyond the manufacturer's standard length, and the lanyard shall be securely attached to Driver's body or life jacket by a fastening device with a pull force greater than the switch operating force.

7.7.5 The lanyard, attachments, and positioning must be checked, to ensure that it will not become entangled with the steering mechanism during racing conditions, and that it will cause the switch to operate immediately when the driver exits the cockpit.

7.7.6 The "kill" switch shall be located in the forward area of the cockpit on, or in the vicinity of, the coaming (side coaming preferred). 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.

7.8 Floatation

7.8.1 Race Boats shall be equipped with floatation devices in combined volume that can float the boat, motor, and any other attached elements. The required minimum amount of floatation is 2 cubic feet or +/- 126 lbs.

7.8.2 Floatation may be comprised of either: approved flotation foam permanently attached, or air-tight chambers built into the boat with bulkheads, or an air floatation bag or air floatation bags securely attached under the decks, or a combination of these devices, preferably located in a manner that will float the motor.

7.8.3 The recommended foam material is two (2) pounds per cubic foot, closed cell, U.S.C.G. approved flotation foam.

7.8.4 The builder of a new plans-based boat has the option to include a built-in air chamber located under the deck and forward of Frame #2. In this case Frame #2 would be made solid, without cutouts and limber holes typical of other frames, and sealed around its perimeter to create a buoyancy compartment of the forward third of the hull. Frame #2 would have a hatch installed for inspection, ventilation, and air pressure equalization.

7.8.5 Plans-based boats already in service have the option to be retrofitted with an air chamber like the one described in the previous paragraph for new plans-based boats. A previously constructed boat can be retrofitted with this type of air chamber by closing off the original cutouts in Frame #2 and sealing off the perimeter of those openings to make the frame air and watertight.

7.9 Inspection Procedures

Participant is SOLELY and DIRECTLY responsible for the safety and condition of his/her Race Boat and racing equipment, and is required to perform and to submit to inspection(s) of the boat as follows:

7.9.1 The Participant shall make a mandatory inspection, prior to the start of any race, of his/her boat and equipment to determine if requirements of these rules have been complied with, and to determine whether the boat is seaworthy, of safe construction and that all mechanical devices for steering, throttle, "kill" switch, etc. are in good and safe working order. The participant shall then sign a Participant's Inspection Statement (provided on the CCWBRA Release of Liability Waiver) affirming that the boat meets so stated requirements and conditions, prior to launching or operating his/her boat.

7.9.2 Race Committee may appoint member(s) as Safety Inspector(s).

7.9.3 At a Race Boat's first race of the new season, the entry is to be given a full inspection. An inspection will review that the boat and equipment meet the CCWBRA safety regulations and requirements. If equipment passes the inspection, then a safety inspection sticker specifying the current racing year will be permanently applied in the cockpit. For the rest of the year, if the sticker is attached to the boat, the depth of the safety inspection is at the inspector's discretion.

7.9.4 The Safety Inspector inspects all entrants to ensure they are in compliance with the CCWBRA rules. Items to be checked at each inspection include but are not limited to the following list. Refer to "Inspection and Safety Checklist", Appendix E, for a more complete list.

- Safety lanyard "kill" switch
- Steering system
- Helmet and life jacket

7.9.5 In addition, Technical Inspections of Race Boats, motors, and equipment shall be conducted by Inspector(s) to ensure Race Boats are constructed per drawings and specifications related to the CCWBRA One Design and Open Classes, have a minimum weight of 80 pounds, and conform to applicable regulations and standards as published in the Membership Racing Handbook, current edition, and Drawings, Building Notes & Materials List Manual, as published by CCWBRA, or Building Manual, Plans, or kits as provided by Chesapeake Light Craft of Annapolis, MD.

7.9.6 Any safety defects found in any Race Boat, motor, helmet, lifejacket, or other equipment must be pointed out to the Safety Inspector. If the defect is deemed to be a hazard to the Driver or others on the racecourse, the Race Director shall be informed of the defects and allot the Driver time to repair the defects.

If any defect is not repairable in the allotted time, as defined by the Race Director, the defective equipment will not be allowed to compete in the event until it is repaired.

7.9.7 If a Safety Inspector or Race Director disqualifies any boat, motor, or any piece of safety equipment from competition for a safety-related deficiency or violation of applicable regulations and standards as published in the Membership Racing Handbook, he/she shall report the disqualification in writing to the CCWBRA National Office for review by the Racing Committee.

7.10 Unsafe Equipment Being Operated While Under Power

7.10.1 Should the Safety Inspector or any member of the Race Committee, 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.

7.10.2 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 Race Director, a boat is unseaworthy, unsafe, or unmanageable, the Official shall refuse to allow the boat to participate in the race.

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

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

7.10.5 The Race Director will require a boat involved in a collision causing extensive or structural damage to be re-inspected before re-entering the racing event.

7.10.6 If during a race a boat develops mechanical failure, including motor, 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 Race Director, at his/her discretion, may require any boat involved in such an incident to be re-inspected before re-entering the racing event.

7.10.7 If any boat becomes swamped or capsized during a race the boat, motor, and driver shall not be permitted to re-enter the racing event until after:

- the final heat of the racing class in which the capsize occurred, and
- (until after) the boat and motor pass a re-inspection, and
- (until after) the boat and motor undergo an on-water test, on-plane, and to the satisfaction of a Race Director.

Note: See related **Rule 7.11.6.2** regarding a Driver Overboard.

7.10.8 It should be noted that these rules can be enforced at any time during an event.

7.11 Race Site Safety Procedures

7.11.1 Prior to the event, the race organizers should notify local Emergency Responders about the event, and review items such as: location, schedule, on-site emergency meeting place, and other details and procedures as appropriate.

7.11.2 First Aid

7.11.2.1 The Race Committee shall provide the launch/prep area with a fire extinguisher and first aid kit.

7.2.11.2 In order to become familiar with emergency first aid procedures, it is recommended that all members of the Race Committee and Race Drivers' take courses, such as First Aid/CPR/AED Training, this offered by Red Cross for Lay Responders.

7.11.3 Safety Boat(s)

7.11.3.1 At all CCWBRA Sanctioned racing events, at least one Safety Boat is required to be present, that is equipped with all USGC required equipment, and has a working VHF radio, first aid kit, drinking water, survival blanket, boarding ladder if necessary, red flag, air horn, tow rope, and water rescue equipment.

7.11.3.2 Whenever possible the Safety Boat shall be manned with 2 adults, a driver and observer, always wearing Life Jackets while a race is in progress.

7.11.3.3 Whenever possible EMT(s) should be also stationed on the Safety Boat.

7.11.3.4 It is recommended that Safety Boat(s) be equipped with a red flag or signaling device to advise the Drivers quickly, and to signal stoppage of the heat, and that the course is to be cleared.

7.11.3.5 It is recommended that Safety Boat(s) be placed in proximity to or inside the racecourse.

7.11.3.6 The **Appendix B: Safety Plan** shall be completed, distributed, and in effect for the crew(s) of Safety Boat(s) at CCWBRA Sanctioned events. The Plan shall outline responsibilities and procedures for safety boat personnel. A sample CCWBRA Race Day On-Water Safety Boat Emergency Action Plan is published in the CCWBRA Membership Racing Handbook and is available from the Secretary.

7.11.4. Spectator Boats

7.11.4.1 Spectator boats must be kept at a minimum of 75 yards from the racecourse while a race is in progress so that the hazard from any dangerous wakes produced by the spectator boats is minimized.

7.11.5. Starting of Motors

7.11.5.1 No motor shall be started on shore when affixed with a propeller, nut, washer, or pin.

7.11.5.2 Any Driver violating the starting of motors as outlined in this section, is subject to disqualification and/or disciplinary action.

7.11.6 Driver in Water

7.11.6.1 It is MANDATORY for the Race Director or any Official to STOP the race at any time a Driver enters the water during a race.

7.11.6.2 If any driver is launched or forced overboard during a race, he/she shall not be permitted to re-enter the racing event until after:

- it has been determined that the driver is uninjured and fit to resume racing, and
- (until after) the final heat of the racing class in which the overboard incident occurred

7.11.6.3 Race Committee, Safety Boats shall make every effort to stop racers on the course by voice, assisted voice, sirens, boat horns etc.

7.11.7 Racing Procedure Safety

7.11.7.1 Drivers are responsible to ensure that he/she is comfortable operating his/her equipment, familiar with the racecourse and knowledgeable with established safety procedures before entering competition.

7.11.7.2 All Drivers should use common sense to race in a safe manner.

7.11.7.3 It is highly recommended that the Race Director halt the start of a race if a boat anywhere in the vicinity of the course during the start of the race is causing dangerous wakes.

7.11.8 Launch/Staging Area Safety

At events that have an In-Water Boat Boarding Area, Drivers shall be attentive to other people wading in the water, and board and handle their boats in a safe and responsible manner, and shall follow these procedures:

7.11.8.1 Drivers:

- When starting or launching a boat at an In-Water Boat Boarding Area, Drivers shall be attentive to people in water nearby and shall ensure that they are kept away from the stern and propeller.
- Drivers shall not put the motor into gear until he/she has ensured that anyone nearby in the water is a safe distance away from the boat.
- Drivers shall NEVER put the motor in reverse and back toward anyone nearby in the water.
- When operating a boat anywhere near the In-Water Boat Boarding Area, Drivers shall be attentive to people in the water and avoid maneuvering the boat near them while under power. Drivers should shut off the motor a safe distance away from occupied areas and paddle to the mooring if necessary.

7.11.8.2 People in Water:

- Access to the Pit and In-Water Boat Boarding Area IS RESTRICTED to Drivers, and those assisting drivers, all 12 years old or older. Spectators must stay clear of Pit and In-Water Boat Boarding Area.
- People in the water must always be aware of the proximity of the stern and propeller when any boat is approaching with motor running.

7.12 Drivers' meeting

The CCWBRA Safety Rules shall be reviewed at the Drivers' Meeting. See Appendix: O

8. Racecourses

Racecourses 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 consider the advantages and disadvantages of each when selecting the course (see **Appendix I: Racecourses**). 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, shoreside spectators and spectator boats must be adhered to. Modifying the pre-defined courses below and/or defining a different course is at the Race Director's discretion.

8.1 Start-Finish Buoy

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.

8.2 Overlap Buoys

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 eight (8) boat lengths from a turn mark, within which distance a legal overlap may NOT be established. Refer to 9.2.2 Passing Marks of the Course and Overlap.

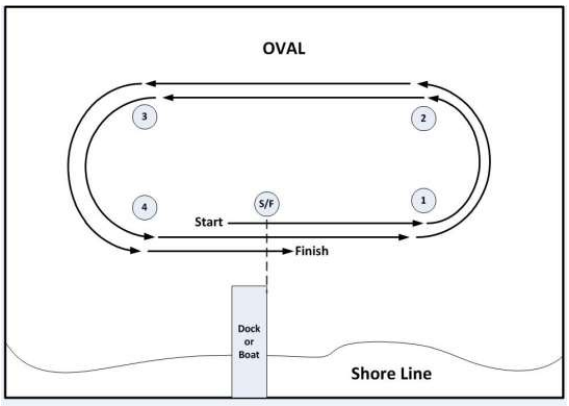
Note: Use of overlap buoys is at the Race Director's discretion.

8.3 Holding Area for Boats

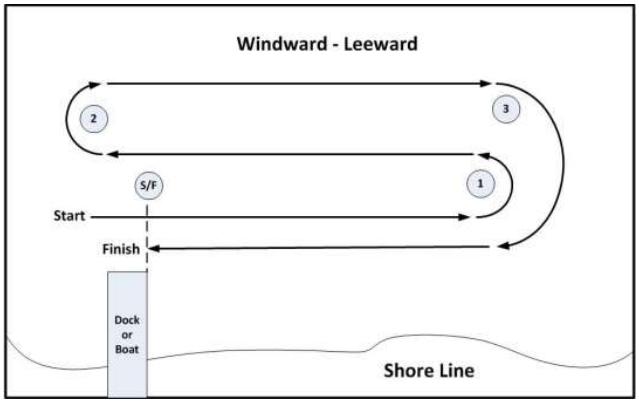
Wherever possible a designated holding or on-deck area for boats in the next race should be identified and discussed at the driver's meeting prior to commencing racing. Boats for the next race should be in the holding area awaiting the starters call for the first heat of their race as coordinated by the Pit Boss. Note: Use of holding area is at the Race Director's discretion.

8.4 Racecourses

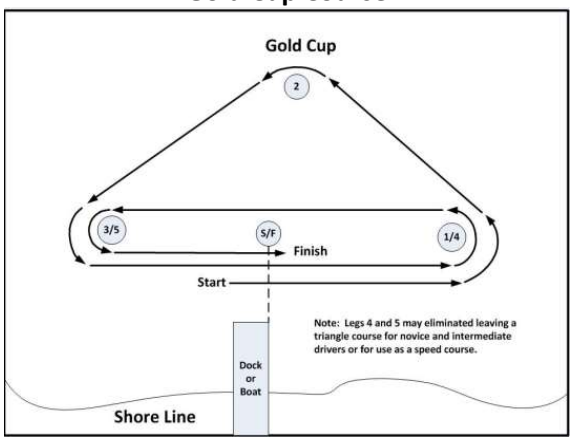
Oval Course



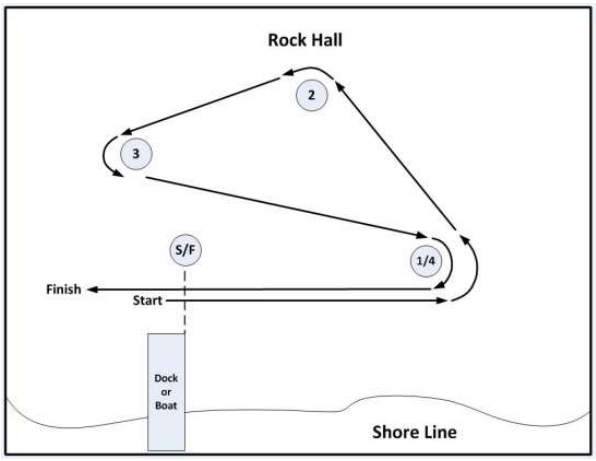
Windward Leeward Course



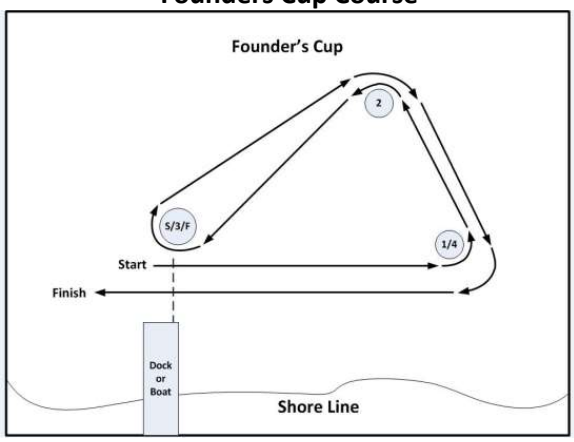
Gold Cup Course



Rock Hall Course



Founders Cup Course



9. Race Planning and Management

9.1 Responsibilities of the CCWBRA (Secretary unless otherwise designated)

Responsibilities of the CCWBRA include providing the Race Director the following:

- Event registration and ticketing activated online 6-8 weeks prior to the event. Provide registration list with entry information to Race Director approximately 3 days prior to event, update as needed. Provide hardcopy registration forms to the Race Director for on-site registration, as applicable.
- Request Certificate of Insurance (COI) from insurance provider and forward to the Race Director, generally 2-3 weeks prior to the race date.
- Active membership list, current (paid up) annual dues
- Blank forms: Release from Liability & Inspection Statement (Appendix L), Alcohol and Substance Abuse Policy (Appendix M), and Scoring Sheets (Appendix E)

9.2 Responsibilities of the Host Organization

Responsibilities of the host organization prior to the event:

- Communicating and coordinating with Race Director
- Lining up sufficient parking for participants, spectators, and boat trailers
- Ensuring access to restrooms.
- Ensuring launching and docking space for competitor's boats

9.3 Responsibilities of the Race Director

The Race Director is the sole person in overall command of the events on race day. His/her decision is final with regard to all activities pertaining to the regatta. The Race Director may be a member of the Protest Committee and is typically very experienced in running large events on or around the water (whether sail or power). Depending upon the size of the regatta and the number of contestants, events, etc., the Race Director may elect not to work any one position (start, safety boat, etc.) but remain available to ensure all Race Committee positions are working smoothly.

Responsibilities of the Race Director prior to and/or during the event:

- Communicating and coordinating with Host Organization.
- Obtaining local Dept. of Natural Resources (DNR) and/or Coast Guard approval to hold race on a given date and time, generally 90 days prior to the race day.
- Appoints the Race Committee. All positions must be filled on race day. (9.4)
- Coordinating with CCWBRA to issue the Notice of Race (to include race, hospitality fees and any other information the host organization deems relevant)
- Provide Certificate of Insurance (COI) to the Host Organization if requested.
- Providing race committee/safety boats (minimum of one) depending upon the number of contestants expected or registered.
- Ensure starter equipment and racing marks/ground tackle are available and race ready.
- Providing a mechanism to address on-water racers (megaphone, public address system, etc.)

9.4 The Race Committee

9.4.1 The Race Director (9.3)

9.4.2 Inspector and Safety Officer

The Inspection and Safety Officer(s) are responsible for ensuring the boats, drivers, and racecourse are as safe as possible for drivers and spectators. The primary responsibilities include:

- Validation of the safety requirements for each boat and driver
- Ensuring all drivers are aware of and adhere to the race rules.
- Completion of The Inspection and Safety Checklist is in Appendix C: Race Checklist.
- Any feedback to improve the overall safety at all CCWBRA events should be forwarded to the CCWBRA Fleet Captain and the Commodore.

9.4.3 Pit Boss

The Pit Boss will be positioned at the designated In-Water Boat Boarding Area or designated holding area for boats being readied for racing. The primary responsibilities include:

- Ensuring the safety of racer participants and those people assisting in an In-Water Boat Boarding Area
- Maintaining communication via radio with the Starter and Timers and calling to ready each heat ensuring the correct racers are sent from the pits to the starting area.
- Confirming that drivers have correct ballast for the racing class.
- Safety among the racers and those assisting in the pits is paramount.
- The Pit Boss has the authority to remove anyone from the pits conducting themselves in an unsafe manner.

9.4.4 Safety Boat

The Safety Boat(s) are on the water during racing to aid drivers should they overturn the boat and/or end up in the water or have mechanical difficulties which prohibit them from completing the race.

- The top priority of the Safety Boat is to preserve the lives of the drivers.
- Recovery of boats or motors will only be done when the safety of the driver is assured.

9.4.5 Protest Committee

The function of the Protest Committee shall be to rule on all protests lodged with the Race Committee during the races. The Protest Committee shall consist of three (3) members of the CCWBRA Board or Executive Committee. If there are not enough CCWBRA Board or Executive Committee members present at the race, other CCWBRA members may make up the Protest Committee.

- The members of the Protest Committee shall be selected prior to the start of the day's races.
- No member of the Protest Committee can rule on a protest involving themselves or immediate family. Should this occur, an additional member of the Board of Directors (or other CCWBRA officer or member) will replace the Protest Committee member involved in the protest.
- 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, assess penalties, and notify the scorers of assessed penalties.
- The decision made by the Protest Committee shall be final.

9.4.3 Starters

The Starters and Timers shall be made up of volunteers from the ranks of the attendees of the race and shall be decided upon prior to the start of the races. The function of the Starters and Timers will be:

- Maintaining communication via radio with the Scorers and Pit Boss.
- Start races. Follow the starting sequence described in **9.3 Starting Sequence.**
- Record and notify scorers of pre-start and early start rule infractions.
- Familiar with all starting rules and safety measures.
- Note and assess points for starting violations as listed in **Appendix P.**

9.4.6 Scorers

Scorers are responsible for maintaining accurate scoring and will utilize the Scoring Sheet (an example is in Appendix E: Scoring Sheet) or a similar format that captures boat finish position for each race/heat for each race/heat for all the class events of the regatta.

- Maintaining communication via radio with the Pit Boss and Starter. Provide the Pit Boss with competitors for each heat. Changes are communicated to the Pit Boss and Starter.
- Rule on places of finish. Their decisions will be final.
- Accept notification from competitors if a protest needs to be filed.
- Assess finish points, record competitor self-reported rule infractions and apply penalties, record starter-reported pre-start and early start rule infractions and apply penalties and provide race results.
- They will assist the Starters with timing, horns, flags and/or any other task that helps the Race Committee get races started on time and capture all finish results.

9.4.7 Registration Manager

The Registration Manager will greet racers as they arrive and provide race registration to include:

- Confirmation of valid CCWBRA membership, annual dues paid are current, and race registration fees are paid.
- Ensure boat and driver checks in with the Safety Inspection team.
- Ensure the driver is aware of the schedule including the time and place of the Drivers' meeting.
- Ensure that a scale is available for drivers to check their weight for class minimums. All drivers must ballast up to their class minimum weight.
- Update the Race Director on the number of entrants and any entry's non-compliance that needs to be addressed prior to the start of the races.

9.5 Race Venue Conditions

The Race Director, in consultation with the Race Committee, will determine whether the wind and/or wave conditions are suitable for racing the Cocktail Class Racers. The Race Committee may adjust the racecourse to accommodate the race conditions. Winds above 14 and 15 mph typically cause significant changes in wave patterns. The Race Committee and the Race Director may elect to cancel the race should the winds or wave conditions warrant or simply emphasize the need to exercise caution on the racecourse.

Note: The wind speed that triggers the small craft advisory is 25 to 38 miles per hour (22 to 33 knots), encompassing the combined ranges of forces 6 and 7 on the Beaufort scale (Appendix K: Beaufort scale). Occasionally an informal lesser advisory, known as "small craft exercise caution," is issued for wind speeds lighter than those that call for a small craft advisory. Criteria for this range of 17 to 23 miles per hour (15 to 19 knots) may be used.

9.6 Registration

9.6.1 Check-In Desk

Starting anywhere from 2-3 hours prior to the start of racing (as advertised in the Notice of Race), the Race Committee or hosting organization should set up a registration area where contestants can check-in, register, pay any outstanding race and/or hospitality fees, and arrange for their boats to be inspected and/or weighed by the Race Committee.

9.6.2 Competitor Verification

The Race Committee will have a current member list from the CCWBRA Secretary which will be used to validate membership in the CCWBRA, annual dues paid up for current year, and that the individual is eligible to race in CCWBRA sanctioned events. All Race Boats must hold a Certificate of Racing Eligibility.

9.6.3 Release from Liability Forms

Individuals who wish to participate in an event, including Boat Owners and Drivers, and Support Team Members must sign the following liability forms on the day of the event before launching or operating any race boat.

- Release from Liability & Inspection Statement, page 1 & 2. (Appendix L)
- Alcohol and Substance Abuse Policy (Appendix M)
- Release for Race Entries with Tohatsu AV Plates (Appendix N)

9.7 Inspections

The Race Director will designate an individual to conduct safety inspections, boat weigh-ins and driver weigh-ins prior to the Drivers' Meeting. Boats with a current-year safety inspection certificate do not require re-inspection by the designated safety inspector unless a safety discrepancy is noticed. However, the Participant shall make a mandatory inspection, prior to the start of any race, of his/her boat and equipment, per Rule 7.9.1. All Race Boats must be legally registered in the state of the home port, with current validation.

- For a complete list of driver and boat requirements, see Appendix D: Inspection and Safety Checklist.
- For a complete list of safety requirements see Section 7: CCWBRA Safety Regulations.

9.8 Drivers Meeting

A Drivers Meeting is held before racing commences to discuss the racecourse selected, number of heats, who is in each heat, right-of-way rules, safety regulations, starting sequence and scoring. Any questions should be discussed with all drivers at this time.

- Anyone who has not checked in with the Race Committee, not paid the race fees, or has not had their boat inspected will be required to address the discrepancy before being allowed to race.
- See Appendix O for Drivers' Meeting agenda.

9.9 Entries

Online registration is available at the time the Notice of Race is released, or shortly thereafter, for competitors to sign up for specific race categories, hospitality packages, race fees, etc. The entry form may be available in hardcopy on race day for some race venues for any whose forms have not been received by the Race Committee. The entry form, along with Release from Liability forms, will be available from the Registration Manager.

10. Racing Procedure

10.1 Fundamental Rules

10.1.1 Sportsmanship

Good Sportsmanship, both on and off the racecourse, is a guiding principle of CCWBRA and is a key component in one-design racing. "It is an attitude of respect for the game, the rules, the people you are racing against and the officials. Respect means you go about your job of competing fairly within the rules

and try your hardest to win, without doing anything that is unfair to others. Sometimes you'll win and sometimes you won't, but people will always have a good feeling about racing against you." *(Dave Perry – Thoughts on Sportsmanship)*

10.1.1.1 Competitors in the sport of Cocktail Class 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 from the race.

10.1.1.2 Competitors shall participate in compliance with recognized principles of sportsmanship, fair play, and good manners. A competitor shall not commit gross misconduct, or a gross breach of a rule or of these principles of sportsmanship.

10.1.1.3 A competitor may request a hearing with the Protest Committee if they have been subject to the gross conduct or unsportsmanlike behavior of another competitor.

10.1.1.4 Action against Gross Misconduct or Unsportsmanlike Behavior. The Race Director, at his or her discretion, may disqualify a driver or a boat from competition in the current race day or event upon the recommendation of the Protest Committee after a hearing held under the provision of clause 10.1.1 Sportsmanship of this section.

Unsportsmanlike behavior, off the racecourse, including behavior not related to a specific race shall be addressed directly and privately to the Commodore for forwarding to the Protest and Appeals committee. All protests for gross misconduct or unsportsmanlike behavior shall be made with due regard to the sensitivity of the situation and not discussed in an open or public forum or outside the Protest and Appeals Committee.

10.1.1.5 Executive Committee Review. The Race Director shall submit a report to the Executive Committee of any action taken against a competitor for gross misconduct or unsportsmanlike behavior. The Executive Committee may institute additional penalties against the offending competitor after reviewing the incident and hearing from all parties involved. These additional penalties may include exclusion from racing in CCWBRA events for a defined period.

The Executive Committee must respond with a ruling within seven (7) calendar days to the offending competitor and the Race Director or all additional penalties are dropped.

10.1.2 Safety

10.1.2.1 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.

10.1.2.2 Each driver is individually responsible for wearing personal safety equipment in compliance with safety rules and suitable for the conditions as noted in section 7. CCWBRA Safety Regulations.

10.1.2.3 Each driver is individually responsible for the safety and adequacy of his/her race boat and racing equipment.

10.2 Rules of the Road

The following Rules of the Road must be adhered to:

10.2.1 Right of Way

10.2.1.1 When two boats are approaching one another creating a high risk of collision, each of them shall keep out of the way of the other as follows:

- When two boats are meeting head on, each shall alter her course to starboard.
- When two boats are crossing or converging, the one that has the other on her starboard side shall keep out of the way

10.2.1.2 Every boat overtaking any other shall keep out of the way of the boat which is being overtaken.

10.2.1.3 When there is less than one boat length of clear water between boats, a boat ahead may not abruptly change course or speed causing it to enter the lane of a boat behind. If a boat clear ahead abruptly enters the lane of a boat clear behind, making it necessary for the boat clear behind to abruptly change course or speed to avoid the boat ahead, the boat ahead shall be penalized. This rule DOES NOT apply at mark rounding's when the rules of section 10.2.2 apply. This rule DOES apply when boats are not overlapped with a mark of the course.

10.2.2 Passing Marks of the Course and Overlap

10.2.2.1 Two boats are overlapped when the bow of a boat is ahead of a plane containing the transom of the second boat and behind the bow of the same boat.

- The outside boat must give mark-room to all boats overlapped with him at the moment his bow reaches the 8-boat length circle.

10.2.2.2 Once established, an overlap exists until:

- One of the overlapped boats moves clear ahead of the other boat (open water between the stern of the boat ahead and the bow of the boat behind), or
- Both boats exit the 8-boat length circle.

10.2.2.3 Once Overlap exists, an overtaking boat:

- Must steer the proper course to the next mark and not cause an overtaken boat to alter course unnecessarily.

10.2.2.4 Once Overlap exists, an overtaken boat:

- Must stay clear of overtaking boat and may not maneuver to prevent or hinder being overtaken.

10.2.2.5 Should no overlap exist when the bow of the boat ahead reaches a point 8 boat lengths from a course marker then:

- The boat ahead is NOT obligated to give the boat behind room to clear any course markers and may steer a course as close to the mark as desired.
- An overtaking, inside boat shall keep clear of any outside boat(s) and shall NOT cause an outside boat(s) to alter course or speed unnecessarily.
- An overtaking, inside boat may only pass between the course mark and the boat(s) ahead if, in doing so, it does not cause the boat(s) ahead to alter course or speed while passing the course marker.

10.2.2.6 If there is reasonable doubt that an inside boat established an overlap in time (outside of 8 boat lengths of a course marker) it shall be presumed that she did not.

10.2.2.7 In a starting sequence, boats must maintain a proper course perpendicular to the starting line upon acceleration.

Overlap rules apply. Should an overlap not exist (8 boat lengths from the starting line) the boat ahead is not obligated to give room for the overtaking boat to pass between her and a starting mark or between her and another boat. And the overtaking boat shall keep clear of the boat ahead and not cause her to alter course or speed unnecessarily.

The layout of the start line and first turning mark should be adjusted if possible so the boats at either end of the start line do not have undue advantage of a shorter distance to the first turning mark.

10.2.2.8 Violations of these regulations will add penalty points to final race score for each violation as listed in 10.8 Disqualifications, Penalties, and Disciplinary Actions.

10.2.2.9 Caution: When rounding a mark, in particular a hairpin (see 8.4 Racecourses**),** there is distinct chance the boat ahead may experience propeller cavitation while turning, which may cause loss or reduces way. If this happens to the boat in front of you and you do not allow *ample* room, you will run over the boat in front of you at 18-25 mph. *Any* contact constitutes grounds for a protest or disqualification of the overtaking boat.

10.2.3 Avoiding Contact

10.2.3.1 A boat shall avoid contact with another boat.

10.2.3.2 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 they are not keeping clear or giving room.

10.2.3.3 A boat being overtaken, including one that is overlapped and one that is entitled to room at a mark, shall avoid contact with the overtaking boat if reasonably possible, when it is clear that they are not keeping clear or giving room.

10.2.3.4 Every boat contact incident shall be reported, regardless of level of impact or extent of damage.

10.2.3.5 Reporting of the contact incident can be in several ways: The driver of the offending boat may alert the Race Committee of the incident and accept the penalty by showing good sportsmanship; or another driver may observe the incident and file a protest with the Race Committee prior to the start of the next race; or the Race Committee may observe the incident and assess points.

10.2.3.6 If the Race Committee assesses points for a contact incident, based on another driver's observation or a Race Official's observation of the incident, then the Race Committee shall make every effort to notify the driver of the offending boat immediately after the final race of the heat in which the incident occurred. If there is a challenge to the Race Committee's action, then the Protest Committee will decide if an infraction was committed. Refer to **10.7 Protests**.

10.3 Starting Sequence

10.3.1 Starting Sequence

The starting sequence for each race shall be:

- Call to attention (5 short blasts) (no visual signal)
    - Duration to the one-minute start will be approximately 15 seconds, to be determined by the starting official and/or starting device.
- One Minute to start (1 long blast) (Blue flag up)
- 30 seconds (3 short blasts) (no visual signal)
- 20 seconds (2 short blasts) (no visual signal)
- 10 seconds (1 short blast) (Blue flag down)
- 5 seconds (one short blast)
- 4 seconds (one short blast)
- 3 seconds (one short blast)
- 2 seconds (one short blast)
- 1 seconds (one short blast)
- Start at zero seconds (1 long blast) (White flag up)
- General Recall (5 short blasts) (Yellow flag up)
- **EMERGENCY** – Stop racing. Recall (5 or more short blasts) (Red flag up). Typically, due to a driver in the water, but could be any situation the Race Committee deems dangerous to racers on the water.

10.3.2 Flags

If flags are in use, the visual flag signals govern the starting sequence. The sound signals as stated in 10.3.1 Starting Sequence are just to call attention to the visual flag signal. The CCWBRA uses a solid square flag of Blue, White, Yellow, and Red corresponding to the time sequence or race notification referenced in 10.3.1 Starting Sequence.

10.4 Heats and finals

CCWBRA races are conducted by class.

- The number of heats depends on the total number of boats racing in each class.
- Each heat will typically consist of 3 races.

- 6 HP Classes: All semi-final and final heats will be raced with no more than 6 boats per heat.
- 8 HP class: All semi-final and final heats will be raced with no more than 5 boats per heat.
- Advancing boats to the final heat: An equivalent number of boats shall be taken from each preliminary heat. If additional space is available in the final heat, fill any remaining opening(s) with the next lowest scoring boat(s) from across all preliminary heats.
- If a boat/driver qualifies for the finals and then forfeits prior to the start of the finals, the next lowest scoring boat across all heats will then qualify for the finals.

10.4.1 Boat Sharing

10.4.1.1 Two (2) drivers may use a single boat in the first round of eliminations only. This applies to each class of a race (e.g., 6 HP Early Classic).

10.4.1.2 If a multi-driver boat qualifies for the subsequent round, only one (1) driver is eligible to drive in the subsequent round.

10.4.1.3 Drivers may only race subsequent rounds in the same boat in which they initially qualified.

10.4.1.4 Qualifying boat/driver combination must remain intact moving forward in subsequent rounds. No driver or boat substitutions are allowed.

10.4.1.5 If a shared boat advances to the finals from two or more heats, the next lowest scoring boat across all heats will qualify for the finals.

10.4.2 Recalls

A recall may occur when the Starter decides that a situation (course safety, winds, waves, etc.) in her/his opinion warrants a general recall and possible restart. If there are one or more drivers on-time or not over the line at the start, the race will continue with penalty points assessed to each boat/driver over early equal to the total number of boats starting that race (e.g., 6 boats in race, add 6 points; 4 boats in race, add 4 points). The Starter will signal a General Recall with 5 short blasts on the horn and put up the Yellow flag.

10.4.3 Communications

- A Drivers' Meeting is held before racing commences to discuss the racecourse selected, number of heats, who is in each heat, right of way rules, starting sequence and scoring.
- The on-the-water safety boats will communicate with racers verbally as required while working to rescue or assist a racer/boat.
- The start/finish line team will communicate with the racers via voice or assisted voice (Megaphone, etc.), and/or flags.
- All parties of the Race Committee will communicate with each other via 2-way radios and/or cell phones as a backup.
- The Race Committee may elect to use a PA system to keep spectators informed at larger races. The use of a PA system has not been employed to-date.

10.5 Emergencies

When an emergency occurs on the water or shore-side, all racing will immediately cease and drivers will return to the starting area, unless assistance is required to aid a driver or boat in distress. The Race Committee and/or Safety Boats will notify all boats on the water that racing has been suspended by use of red flags, horn, voice, or assisted voice. The Race Director is responsible for coordinating all emergency actions. Emergency response actions are contained in **Appendix A: Safety Plan** and **Appendix B: In-Water Rescue Plan**. Racing will not re-commence without the approval of the Race Director.

10.6 Scoring

Scoring of points for each race/heat will be:

10.6.1 Finish Positions

First = 1 point, Second = 2 points, Third = 3 points, Fourth = 4 points, Fifth = 5 points, and Sixth = 6 points, up to the maximum number of boats starting in that race/heat.

10.6.2 Did Not Finish or Did Not Start

Did Not Finish (DNF) or Did Not Start (DNS) will be assessed points equal to the fleet or number of boats entered in the race/heat plus two (2) points (typically due to a mechanical breakdown). Note: number of boats is the number of official entrants in the race/heat and not the number of starters.

10.6.3 Disqualifications

Disqualified (DSQ) will be assessed points equal to the fleet or number of boats entered in the race/heat plus two (2) points (typically due to a protest). Note: number of boats is the number of official entrants in the race/heat and not the number of starters.

10.6.4 Tie Breakers

To determine a tie breaker, whichever boat beats the other boat in the last race wins the tie.

See the **10.8 Disqualifications, Penalties and Disciplinary Actions** section below for other penalty scoring scenarios.

10.7 Protests

Protests are to be reported to the Race Committee prior to the start of the next race. Any racer wishing to lodge a protest must do so immediately after they pass the finish line. Any protest lodged after the start of the following race will be disallowed.

10.7.1 The Race Committee can observe an infraction and assess points.

10.7.2 A protest must be filed with the Race Committee prior to the start of the next race.

10.7.3 Another driver can observe the infraction and file a protest with the Race Committee.

10.7.4 The driver of the offending boat can alert the Race Committee of the infraction and accept his penalty on his own, showing good sportsmanship.

10.7.5 The Protest Committee will decide if an infraction was committed.

10.7.6 The Protest Committee shall consist of three (3) of the Board of Directors of the CCWBRA. If there are not enough CCWBRA Board of Directors present at the race, additional CCWBRA officers or members may make up the Protest Committee. The members of the Protest Committee shall be selected prior to the start of the day's races.

10.7.7 No member of the Protest Committee can rule on a protest involving themselves or immediate family. Should this occur, an additional member of the Board of Directors of the CCWBRA will replace the Protest Committee member involved in the protest.

10.7.8 The function of the Protest Committee shall be to rule on all protests lodged with the Race Committee during the races.

10.7.9 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.

10.7.10 Decisions made by the Protest Committee shall be final.

10.7.11 Protests are not allowed to be lodged against the Race Committee.

10.7.12 Protests affecting race results must be filed by the end of the race day. All protests must be resolved prior to publication of final results and awarding of trophies.

10.8 Disqualifications, Penalties and Disciplinary Actions

10.8.1 Boat Crosses the Start Line Early

Any boat with any part of its equipment over the start line prior to the starting signal shall have points added to its finish position equal to the fleet or number of boats entered in the race/heat (not the number of starters). Example: First place finish + 6 boats in race = 7 points.

10.8.2 Boat Did Not Finish

Boat does not finish race for any reason (e.g., had to be towed, paddled, or drove off course, fail to cross finish line). This boat shall receive points equal to the fleet or number of boats entered in the race/heat (not the number of starters) plus two (2) points. Example: 6 boats in the race/heat and a boat fails to finish. Score = 8 points.

10.8.3 Boat Did Not Start

Boat fails to start for any reason (e.g., motor or boat malfunction or any other reason). This boat shall receive points equal to the fleet or number of boats entered in the race/heat (not the number of starters) plus two (2) points. Example: 6 boats in the race/heat and a boat fails to finish. Score = 8 points.

10.8.4 Boat Fails to Run Correct Course

Boat fails to run the correct course for any reason. This boat shall receive points equal to the fleet or number of boats entered in the race/heat (not the number of starters) plus two (2) points. Examples: 6 boats in the race/heat and a boat fails to run the correct course. Score = 8 points.

10.8.5 Boat Strikes a Mark

This boat receives 1 additional point to its finish position. Example: Boat finishes 3rd in the race but struck a mark. Score= 4 points. Boat finishes 3rd but struck two marks. Score = 5 points.

10.8.6 Boat Strikes another Boat – Minimal or No Damage.

Minimal or No Damage would be defined as tap, scratch, dent or scrape (not structural).

10.8.6.1 The offending boat shall have points added to its finish position equal to the fleet or number of boats entered in the race/heat (not the number of starters) plus two (2) points. (Finish position + total boats in race/heat + 2) Example: 6 boats in the race/heat and a boat finishes 2nd in race but collided with another boat during race. Score = 10 points.

10.8.6.2 If it cannot be determined which boat committed the infraction(s) that contributed to the contact or collision, then both boats will be assigned the designated penalty points equally.

10.8.7 Boat Strikes another Boat – Extensive or Structural Damage.

Extensive or structural damage would be defined as hole, puncture, cracked or broken structural member or greater damage**.**

10.8.7.1 Any collision between boats causing extensive or structural damage, regardless of which boat had the right-of-way; both boats must immediately retire from the races of that heat. At the discretion of the Inspectors and/or Race Director, and if the non-offending boat first passes a safety inspection, that boat may re-enter into a different heat of the same class, if such accommodation is possible.

10.8.7.2 If it cannot be determined which boat committed the infraction(s) that contributed to the collision, then both boats will be assigned the designated penalty points equally.

10.8.8 Driver Stops immediately Across the Finish Line.

The Race Committee may assign an additional one (1) point added to the finish score if deemed a hazard to other participants.

10.8.9 Driver Veers during Start

Drivers who veer off their initial pre-start acceleration lines to avoid crossing the start line too soon or to prevent another boat from passing may be assigned additional points. The Race Committee may assign an additional two (2) points added to its finish score if deemed to cause another participant to alter their start path or speed.

10.8.10 Boat/Driver Incorrect Race/Heat

Boats/drivers not in the current race/heat running the racecourse during races. An additional three (3) points will be added to the first race of their assigned heat.

10.8.11 Boats/Driver violates a rule, as listed in 10.2.1 Right of Way or 10.2.2 Overlap

Violations of these regulations will add one (1) additional point to the final race score for each violation. Example: A boat fails to keep clear of a boat that is being overtaken. The offending boat finishes 4th in the race. The final score would be 5 points.

10.8.12 Boats/Drivers Not in Current Race/Heat Creating Wakes

Boats/Drivers that are not in the current race/heat and are creating wakes will be assigned an additional two (2) points will be added to the first race of their assigned heat.

- At the discretion of the Race Committee, a warning may be given to drivers for the first offense of the day. Subsequent violations will incur penalty points.

10.8.13 Failure to Carry Correct Ballast

Boats/drivers required to carry ballast and not carrying ballast for the race will be disqualified from that race(s).

11. Post-Race Actions

11.1 Press Releases

The Race Committee or host may forward any Press Releases before or after the race to local newspapers, radio stations and local boating magazines such as Prop Talk, or Chesapeake Magazine.

11.2 Submission of Race data

The Race Director shall forward to the CCWBRA Secretary a list of scores or point standings, race photos, race summary write-up, and race financial accounting. A critique sheet and recommendations may be included in the CCWBRA records for assessment of recommendation to improve CCWBRA forms, processes, procedures.

The CCWBRA will post race results and pictures on the CCWBRA website.

12. Demonstration Races & In-Water Events

Demonstration races and in-water events sponsored by CCWBRA shall have a designated Event Coordinator. The Event Coordinator shall ensure an in-water rescue plan has been prepared, a safety boat is on scene, communications with the safety boat have been established, and all boat and driver safety requirements have been met. Boat owners may allow non-members to drive their boats under non-race conditions. However, both the boat owner and driver must acknowledge they are solely responsible for their actions and CCWBRA will not accept liability for any damage or injury caused by a non-member.

APPENDICES

The forms and templates in the following appendices are provided as examples for planning, conducting and publicizing sanctioned regattas. Except for the CCWBRA Inspection Form, the Release from Liability & Inspection Statement, the CCWBRA Alcohol and Substance Abuse Policy, and the Tohatsu AV Plate Purchase Agreement/User Agreement, they may be modified to suit individual circumstances. Electronic copies of these forms may be obtained by contacting the CCWBRA Secretary at secretary@ccwbra.com.

Appendix A: Safety Plan (Example)

CCWBRA RACE DAY ON-WATER SAFETY BOAT EMERGENCY ACTION PLAN

Before Leaving the Dock

- Make sure your vessel is equipped with all USCG required equipment and has a working VHF radio, a first aid kit, drinking water, a survival blanket, a boarding ladder, red flag, air horn and a tow rope.
- Get the cell phone numbers of the RACE COMMITTEE and at least one person on any other Safety Boat expected to be on the course.
- The Emergency landline number of the POC Name /Position to call is ___ - ___ - _____. Enter this in your phone.

On the Water

- Assign one observer, on your boat, to keep track of race boats in the leading, middle, and trailing group of boats racing. During the heat, keep idle chatter to a minimum; focus attention on the boats racing.
- Keep the VHF Radio on and tuned to the Proper Race Committee (R/C) Channel.
- Respond to any vessel in the racing heat, on or off the course, that **in your opinion** looks as if it may need assistance.
- If need be, sound 5 rapid horn blasts and wave a red flag to stop the heat and clear the course.
- Once on the scene, approach the vessel in distress slowly and hail the driver to let them know you are there to help should they need it. Stay on the scene until **in your opinion** the driver and vessel are safe, out of harm's way and off the course.
- Should you be requested or need to pull someone from the water that, **in your opinion,** requires First Aid and additional medical attention. **Keep Calm** and follow these steps.
    - Administer First Aid.
    - Keep the person warm and hydrated.
    - Head for the Emergency meeting place as quickly as possible
    - Should medical help be required call 911. Request they meet you at:

_____

(the Street Address at which to meet an Ambulance)

Notify your designated landline contact (you have the # above) of the situation – they can help direct Emergency Responders to your location.

Stay with the injured person until help arrives and you are no longer needed.

When things cool down let the R/C know what has happened and your condition.

Only if you are capable, return to the course, you may be needed again.

Appendix B: In-Water Rescue Plan (Example)

1. Notify all Race Committee staff on 2-way radio of scenario:
    a. Boat #_____ flipped, driver in water at _____ turn marker or by _____ landmark.
2. If any member of the Race Committee notices a safety boat heading to a boat or driver in trouble (when the safety boat on scene has not had a chance to notify via the radio) – immediately notify the rest of the Race Committee. Provide as much information as you can but get the message out with whatever you know/observe IMMEDIATELY.
    a. Safety Boat ____ is heading to Boat #_____ flipped, driver in water at _____ turn marker or by _____ landmark
3. Pull driver out of water as the first priority, other boats can pull the stricken boat to safety.
    a. The driver in no circumstances will return to the current race.
4. The Race Committee will notify other boats that the current race has been halted.
5. Validate the well-being of the driver. If driver requests, or if safety boat determines the driver needs medical attention, proceed to predefined location to meet local medical/EMT/rescue team for medical attention.

Appendix C: Race Checklist (Example)

Prior to Race	Days prior	Actual	Date (Example)
Scheduled date of Regatta			**10/12/2024**
Establish cost/fees for Race and hospitality	70		8/3/2024
Submit CCWBRA application for Sanctioned event	60		8/13/2024
Submit Race notice to CCWBRA & members	60		8/13/2024
Submit Coast Guard/Dept of Natural Resources	60		8/13/2024
Prepare Race Registration form	35		9/7/2024
Coordinate/Arrange for food onsite (if desired)	30		9/12/2024
Document local restaurant & lodging options	30		9/12/2024
Submit Race Registration form to CCWBRA	30		9/12/2024
CCWBRA to post Registration form on website	30		9/12/2024
Coordinate/request local medical/EMT support	30		9/12/2024
Select & Order T-shirts and/or Regatta memorabilia	30		9/12/2024
Submit Race notice to local media - news, radio	10		10/2/2024
Coordinate local Safety boats	10		10/2/2024
Ensure VHF is available on safety boats	10		10/2/2024
Arrange for 2-way radios	10		10/2/2024
Identify Race committee by name/position	10		10/2/2024
Submit Race notice to local media - news, radio	5		10/7/2024
Ensure Health & Comfort (Toilets) will be available	5		10/7/2024
Identify location for onsite parking	5		10/7/2024
Establish preliminary racecourse location/format	5		10/7/2024
Line up starter flags, starter horn, public address system	5		10/7/2024

Day of Race	Actual	Time (Example)
Start of 1st race		**1:00 PM**
☐ Identify location for welcome / Registration area ☐ Establish Driver Weigh-in area with scale ☐ Identify location and set up Boat Weigh-in area ☐ Identify boat launch area ☐ Identify boat docking/tie-up/Pit area ☐ Put up any signage (Parking, Launch, Registration) ☐ Identify location for Driver's meeting ☐ Ensure someone is directing contestants/spectators to parking		8:00 AM
☐ Perform last minute check on food arrangements ☐ Perform last minute check on health & comfort facilities ☐ Confirm Safety boat arrangement/set up		9:00 AM
☐ Coordinate with local medical/EMT team ☐ Review staff assignments with Race Committee (RC) ☐ Review emergency, on water, and any other plans		10:00 AM
☐ Review/set up racecourse ☐ Set up Starters and Scorers ☐ Review # racers/boats and prepare heat assignments ☐ Brief Safety boat drivers ☐ Review the start sequence (flags, horns) ☐ Emphasize importance of schedule with # of races and time allotted (Estimate 5 minutes per race)		11:00 AM
☐ Hold Driver's Meeting (See Appendix O for agenda) ☐ Distribute 2-way radios to key positions/people ☐ Send out Race committee to assigned positions		12:00 PM
☐ Start 1st race		1:00 PM

Post-Race	Actual	Time (Example)
End of last race		**5:00 PM**
☐ Clean up site ☐ Ensure boats are out of the water ☐ To the showers		5:00 PM
☐ Refreshments ☐ Dinner		6:00 PM
☐ Thank local hosting club and staff ☐ Announce awards ☐ Discuss next race and/or upcoming activity schedule ☐ Discuss any local or national developments as they pertain to CCWBRA		7:00 PM

Appendix D: CCWBRA Safety & Boat Inspection Check List [rev. 10/18/24]

Boat Name: _____ Hull ID Number: _____ Boat Number: _____

Date of Inspection: _____ Location of Inspection: _____ Inspector: _____

Registration: State: ____ Number: _____ Expiry: ___ /___ /___ Driver/Owner: _____

HELMET

		REFERENCE
Certification: ☐ Snell ☐ DOT 218 STD		7.2.1.1 Helmets
☐	Full-Cut Open-Face Profile (Side-Cut Helmets Not Permitted)	7.2.1.1.4
☐	Orange Safety Color Covering Minimum 70% of Surface	7.2.1.1.7
☐	Fitted Properly, No Damage (Tape or Stretched Cloth Covering Not Permitted)	7.2.1.1.5 & .6

LIFE JACKET

☐	USGS-Certified Type I/Type III Inherently Buoyant (Inflatable Jacket Not Permitted)	7.2.1.2 Life Jackets
☐	Orange Safety Color – Minimum 70% of Surface	7.2.1.2.3
☐	Fitted Properly, No Damage, No Clothing or Covering Worn Over Life Jacket	7.2.1.2.2 & 7.2.1.2.5

BOAT IDENTIFICATION, REGISTRATION ,

☐	Hull Identification Number Affixed to Hull	
☐	Boat Registration Current	Rule 3.2.2
☐	Assigned Racing Number and CCWBRA Insignia Properly Displayed	Rule 3.2.3

BOAT DIMENSIONS

☐ CCWBRA Plan ☐ CLC Kit ☐ Configuration Unchanged Since Last Inspection		
Boat Length _____ in. Boat Beam _____ in. Cockpit Length _____ in. Cockpit Beam _____ in.		
☐	Boat Weight (80 Lbs. Minimum Required Excluding Motor, Portable Fuel Tank, Gear)	Rule 3.2.5
☐	Transom Height (15.25 in. to 15.75 in. Required)	Rule 3.2.9
☐	Keel Setback from Transom (12 in. Required) ☐ Keel Dimension (1 in. x 1 in. Required)	Rule 3.2.10

STEERING, REMOTE CONTROLS, KILL SWITCH

☐	Steering Hub, Spool, and Wheel Through-Bolted; All Components Mounted Securely	7.4.1
☐	Pulleys Securely Mounted and Operating Smoothly with Adequate Cable Tension	7.4.1 & 7.4.3
☐	Commercially Produced Remote-Control – Manufacturer/Style: _____	7.5.2
☐	Control Components Securely Mounted and Operating Smoothly	7.5.1 & 7.5.3
☐	Kill Switch Located Forward ☐ Lanyard Length ~12 in. (Relaxed), ~32 in. (Extended)	Rule 3.2.7; 7.7.5 & .6
☐	Kill Switch Tested and in Proper Working Order	7.7.2

FUEL SYSTEM

☐	Commercial Portable Outboard Fuel Tank or Commercial Fuel Cell for Marine Use	7.6.1
☐	Fuel Tank Capacity (Minimum 1.8 Gallons Required)	Rule 3.2.6
☐	Fuel Tank Securely Fastened in Cockpit or Stowed under Deck	7.6.10
☐	Fuel Tank, Hoses, and Couplings in Good Condition with No Leaks	7.6.3 & 7.6.6

FLOATATION, HARDWARE, PADDLE

☐	Compartments, Air Bags, or USCG-Approved Foam (Equal to 2 cu./126 lbs. Minimum)	7.8.1, 7.8.2, 7.8.3
☐	Paddle Stowed or Secured	7.3.5
☐	Approved On-Deck Bow Handle and Transom Handles	Rule 3.2.8
☐	No Cleats or Other Non-Essential Hardware	Rule 3.2.8

MOTORS, PROPELLERS

☐ 6 HP "Early Classic" (1975 & Older) ☐ 6 HP "Late Classic" (1976-1979) ☐ 6 HP "Post '79" (1980 & Newer) ☐ 8 HP Open

Make _____ Year _____ Model _____ Serial # _____ ☐ Unmodified Stock

Propeller: Make _____ Number of Blades _____ Diameter x Pitch _____ x _____ ☐ Unmodified Stock

☐ Tohatsu (6 HP, 4-cycle) ☐ MFS6CS ☐ MFS6CDS ☐ MFS6DS ☐ MFS6DDS

Year _____ Serial # _____ AV Plate Serial # _____ ☐ Unmodified Stock

Propeller: Make _____ Number of Blades ____ Diameter x Pitch 7.8 x 8 Serial # _____ ☐ Unmodified Stock

☐ Motor Through-Bolted or Other Secondary Method of Securing **(Req'd on 8 HP & Tohatsu. Recommended for Other Motors)**

☐ 6 HP "Early Classic" (1975 & Older) ☐ 6 HP "Late Classic" (1976-1979) ☐ 6 HP "Post '79" (1980 & Newer) ☐ 8 HP Open

Make _____ Year _____ Model _____ Serial # _____ ☐ Unmodified Stock

Propeller: Make _____ Number of Blades _____ Diameter x Pitch _____ x _____ ☐ Unmodified Stock

☐ Tohatsu (6 HP, 4-cycle) ☐ MFS6CS ☐ MFS6CDS ☐ MFS6DS ☐ MFS6DDS

Year _____ Serial # _____ AV Plate Serial # _____ ☐ Unmodified Stock

Propeller: Make _____ Number of Blades ____ Diameter x Pitch 7.8 x 8 Serial # _____ ☐ Unmodified Stock

☐ Motor Through-Bolted or Other Secondary Method of Securing **(Req'd on 8 HP & Tohatsu. Recommended for Other Motors)**

☐ 6 HP "Early Classic" (1975 & Older) ☐ 6 HP "Late Classic" (1976-1979) ☐ 6 HP "Post '79" (1980 & Newer) ☐ 8 HP Open

Make _____ Year _____ Model _____ Serial # _____ ☐ Unmodified Stock

Propeller: Make _____ Number of Blades _____ Diameter x Pitch _____ x _____ ☐ Unmodified Stock

☐ Tohatsu (6 HP, 4-cycle) ☐ MFS6CS ☐ MFS6CDS ☐ MFS6DS ☐ MFS6DDS

Year _____ Serial # _____ AV Plate Serial # _____ ☐ Unmodified Stock

Propeller: Make _____ Number of Blades ____ Diameter x Pitch 7.8 x 8 Serial # _____ ☐ Unmodified Stock

☐ Motor Through-Bolted or Other Secondary Method of Securing **(Req'd on 8 HP & Tohatsu. Recommended for Other Motors)**

☐ 6 HP "Early Classic" (1975 & Older) ☐ 6 HP "Late Classic" (1976-1979) ☐ 6 HP "Post '79" (1980 & Newer) ☐ 8 HP Open

Make _____ Year _____ Model _____ Serial # _____ ☐ Unmodified Stock

Propeller: Make _____ Number of Blades _____ Diameter x Pitch _____ x _____ ☐ Unmodified Stock

☐ Tohatsu (6 HP, 4-cycle) ☐ MFS6CS ☐ MFS6CDS ☐ MFS6DS ☐ MFS6DDS

Year _____ Serial # _____ AV Plate Serial # _____ ☐ Unmodified Stock

Propeller: Make _____ Number of Blades ____ Diameter x Pitch 7.8 x 8 Serial # _____ ☐ Unmodified Stock

☐ Motor Through-Bolted or Other Secondary Method of Securing **(Req'd on 8 HP & Tohatsu. Recommended for Other Motors)**

OBSERVATIONS: _____

_____

I CERTIFY THAT ALL INFORMATION ON THIS FORM IS TRUE. _____ **OWNER/DRIVER**

Appendix E: Scoring Sheet

Regatta Name: _____ Date: _____

Racing Class: _____ Heat # _____

Driver Name	Boat #	Boat Name	Engine Make/Year	Finish Position/Points			Penalties			Final Score	Place
				Race # 1	Race # 2	Race # 3	Race # 1	Race # 2	Race # 3		

Scorers: Race Notes:

Appendix F: Notice of Race Template

Cocktail Class Wooden Boat Racing Association

CCWBRA OFFICIAL NOTICE OF RACE

[More detailed information about this event may be found at www.ccwbra.com]

EVENT INFORMATION

CCWBRA Cup 2024

Date of Event:	**June 15, 2024**	**Name of Site:**	***Race Venue, Our Town, Maryland***
Physical Address of Site:	**9999 Yellow Brick Road, Our Town, MD**		
Phone Number of Site:	**410-123-4567**	**Website Address:**	www.ccwbra.com
Site's Contact Person	**Manny Skua – 410-123-4567** **Mo Skua – 410-234-5678**	**Email Address:**	Manny@ccwbra.com
Race Director:	**Jack Skua – 410-987-6543**	**Email Address:**	MoandJack@ccwbra.com

REGISTRATION INFORMATION

Early Registration Deadline:	**Saturday, June 8, 2024, 11:59 p.m.**	**Cost Per Driver:**	**$85**
Late/Onsite Registration:	**Saturday, June 15, 2024**	**Cost Per Driver:**	**$90**

Notes: Drivers must be paid Racing Members of CCWBRA on the day of race. Race registration fees are waived for any youth driver. However, the youth driver's family must have a current Racing Membership. All boats must display their CCWBRA safety-inspection sticker, their state boat registration number, and have CCWBRA-assigned racing numbers.

SCHEDULE OF EVENTS

Day/Date	Time	Activity
Saturday, June 15	7:30 a.m.	Safety inspections and launching
	9:15 a.m.	Drivers Meeting (all racers must attend)
	9:45 a.m.	Races begin!
	Noon	Lunch served (racing will continue through lunch)
	Upon completion of race	Awards Ceremony

FAIR WARNING: ALL SAFETY RULES WILL BE ENFORCED. READ AND FOLLOW ALL REGULATIONS, PARTICULARLY REGARDING HELMET, PFD, KILL-SWITCH LOCATION, AND KEEL MODIFICATION.

Standard Races Planned for This Event (race order to be confirmed on race day)

CLASS	HP	MOTOR	MINIMUM WEIGHT
Post-1979 Mixed	*6*	*Any year OMC, Evinrude, or Johnson stock motors (2-stroke)*	*165* [1]
Post-1979 Women	*6*	*Any year OMC, Evinrude, or Johnson stock motors (2-stroke)*	*130*
Post-1979 Heavyweight	*6*	*Any year OMC, Evinrude, or Johnson stock motors (2-stroke)*	*200* [2]
Early Classic Mixed	*6*	*1975 and older OMC, Evinrude, or Johnson stock motors (2-stroke)*	*165* [1]
Early Classic Women	*6*	*1975 and older OMC, Evinrude, or Johnson stock motors (2-stroke)*	*130*
Early Classic Youth 1	*6*	*1975 and older OMC, Evinrude, or Johnson stock motors (2-stroke)*	*n/a*
Late Classic Mixed	*6*	*1976-1979 OMC, Evinrude, or Johnson stock motors (2-stroke)*	*165* [1]
Late Classic Women	*6*	*1976-1979 OMC, Evinrude, or Johnson stock motors (2-stroke)*	*130*
Late Classic Heavyweight	*6*	*1976-1979 OMC, Evinrude, or Johnson stock motors (2-stroke)*	*200* [2]
Late Classic Youth 2	*6*	*1976-1979 OMC, Evinrude, or Johnson stock motors (2-stroke)*	*n/a*
Tohatsu 4-stroke Mixed	*6*	*Tohatsu MFS6CS, MFS6CDS, MFS6D(W)S or MFS6D(W)DS stock motors (4-stroke)*	*165* [1]
Tohatsu 4-stroke Women	*6*	*Tohatsu MFS6CS, MFS6CDS, MFS6D(W)S or MFS6D(W)DS stock motors (4-stroke)*	*130*
Tohatsu 4-stroke Heavyweight	*6*	*Tohatsu MFS6CS, MFS6CDS, MFS6D(W)S or MFS6D(W)DS stock motors (4-stroke)*	*200* [2]
Mixed 8 HP	*8*	*Any year or make stock motors (2- or 4-stroke)*	*200* [3]

Note 1: If the number of drivers require collapsing all weights into Mixed, then drivers must ballast up to 200 lbs.
Note 2: Driver weight must meet minimum weight requirement without ballast.
Note 3: Drivers weighing under 200 lbs. must ballast up to 200 lbs. to compete in the 8 HP class.
Any motor built prior to 1976 that utilizes a 1976 or later lower unit, or powerhead, or gears MUST run in the Late Classic class.
Classes may be combined or eliminated, depending on the number of drivers in each class.
A driver may compete only in one race per motor category.
A driver may not enter both the Mixed and Heavy weight events.
The race director may combine Women's with Mixed classes, depending upon numbers at any given race.
The Mixed 8 HP race is open to both men and women (with ballast as required).
Drivers racing in the finals must race in the same boat in which they qualified.

Each driver is responsible for bringing their own ballast, which should consist of water jugs. (A gallon of water weighs 8 lbs.) Each driver is on the honor system for carrying the correct amount of ballast in their boat while racing.

Special Notes Regarding This Event

- **INSPECTIONS**: All boats will be inspected or re-inspected. See the latest Racing Handbook for safety requirements.
- **RULES**: All drivers are expected to review and abide by the CCWBRA's Racing Handbook and updates, understand racing procedures, and come equipped with the required safety equipment. The Racing Handbook may be found at **www.ccwbra.com/pages/about-us**. These rules may be modified by race officials at this race event. Race participants will be notified at the Drivers Meeting of any changes to these rules.

FAIR WARNING: ALL SAFETY RULES WILL BE ENFORCED. READ AND FOLLOW ALL REGULATIONS, PARTICULARLY REGARDING HELMET, PFD, KILL-SWITCH LOCATION, AND KEEL MODIFICATION.

- **HEATS**: Each class will race qualifying heats and a championship heat. Each heat will consist of three races. The number of qualifying heats will be based on the number of registered drivers for that class with each heat limited to no more than six boats for 6 h.p. races and five boats for 8 h.p. races. Each championship heat will consist of the top six finishers from the qualifying heats for 6 h.p. races and the top five finishers for 8 h.p. races.

- **DRIVERS**: A minimum of three (3) drivers will be required to run a racing class. If there are not sufficient drivers in one class, they will race with the mixed class for that horsepower group. Engine classes will not be mixed, except that Early Classic and Late Classic may be combined if there are not sufficient numbers of engines for each category.

- **RISK**: All competitors are ultimately responsible for the inherent risks associated with boat racing. It is the competitor's decision to enter any CCWBRA-sanctioned race event and to start or continue any race. Each competitor shall accept full responsibility for all his/her actions during any activity related to the event. This includes on-shore activities before, during, and after such race event.

- **SCORING**: The Low-Point Scoring System as shown in the CCWBRA Racing Handbook will apply.

- **AWARDS**: awarded for 1st, 2nd, and 3rd places in each class at an awards ceremony following the races.

- **ALCOHOL and DRUGS:** The consumption of alcohol and/or drugs is not permitted by any person either racing or present on the dock.

FAIR WARNING: ALL SAFETY RULES WILL BE ENFORCED. READ AND FOLLOW ALL REGULATIONS, PARTICULARLY REGARDING HELMET, PFD, KILL-SWITCH LOCATION, AND KEEL MODIFICATION

Appendix G: Publicity and Press Release Templates

(1) The family racing organization CCWBRA (Cocktail Class Wooden Boat Racing Association) has a (Name of Race) (e.g., Oktoberfest Races) hosted by (organization or race director) at (location and address) on (date & time). The local point of contact for additional information is (name) and can be reached at (email and/or phone). Come out and enjoy some small motor powerboat racing and see if you and your family would be interested in making a Cocktail race boat.

(2) The Kent Island Yacht Club recently hosted the CCWBRA (Cocktail Class Wooden Boat Racing Association) Kent Island races at their yacht club in the Narrows. Everyone enjoyed the sunshine, exciting racing and the great food provided by the KIYC. Full race results include: …

(3) The Maryland Yacht Club will be hosting a build your own classic cocktail wooden racing boat from a CLC kit. There is a cost for the kit. We will be building the boats over the winter on Saturdays, at the yacht club workshop, beginning November 12th. If you're interested, please contact Name at email and/or phone.

Appendix H: Regatta Race Committee

Name of CCWBRA Event: _____

- ☐ **Race Director:** _____
- ☐ **Inspector and Safety Officer:** _____
- ☐ **Pit Boss:** _____
- ☐ **Safety Boat Driver:** _____
- ☐ **Protest Committee:** _____
- ☐ **Starters:** _____
- ☐ **Scorers:** _____
- ☐ **Registration Manager:** _____
- ☐ **New Driver Clinic:** _____

Appendix I: Racecourses

Course	Recommended For	Advantages	Disadvantages	Warnings
Oval	Novice drivers Limited space	Requires minimal driver skill	Favors fast boats	None
Windward-Leeward	Intermediate drivers Long/narrow race areas	Intermediate driver skill at turns Contains both port and starboard turns Easily modified to suit space requirements	Opposing headings Hairpin turns	Cavitation and loss of way at hairpin turns increases risk of collision
Gold Cup	Experienced and competitive drivers Championship Regatta	Long runs favor boat speed Hairpin turns favor driver skill Easy to modify as triangular course	Opposing headings Space requirements Longer race time	Cavitation and loss of way at hairpin turns increases risk of collision
Rock Hall	Experienced and competitive drivers Championship Regatta	Long runs favor boat speed Hairpin turns favor driver skill Easy to modify as triangular course	Space requirements	Cavitation and loss of way at hairpin turns increases risk of collision
Founder's Cup	Experienced and competitive drivers Championship Regatta	Long runs favor boat speed Hairpin turns favor driver skill	Opposing headings Space requirements Longer race time	Cavitation and loss of way at hairpin turns increases risk of collision

Appendix J: CCWBRA Boat History

The Cocktail Class Wooden Boat Racing Association has its origins in the cottage racing clubs of the 1950's when small towns across the country were hosting outboard races for family-built boats and stock outboards. By the mid 1960's, however, cottage racing had all but disappeared as boats and engines became more sophisticated, expensive, faster and dangerous. But the memories of crowded waterfronts, old outboards and competitive races lingered, at least for a few families in the Northern Neck of Virginia in the Chesapeake Bay.

In August 2007, idle reminiscences became an exciting concept during an evening cocktail hour on the banks of the Corrotoman River. By the end of 2007, a hard plan had been forged by the Bluefeld/Granbery/Fitz families to build and race four outboards by Memorial Day, 2008. The boat of choice was the SKUA, designed by Charles McGregor and published in the August 1939 issue of Rudder Magazine. It was the right size, easy to build and looked awesome.

The first boat, "Miss Bud" (#7), was launched on Presidents' weekend in 2008. Despite the cold weather, sea trails were a huge success and construction of three more boats began in earnest the next day. On Memorial Day 2008, with bunting hung and holiday colors flying, four boats with old outboards, 12 drivers and lots of friends and neighbors held the inaugural race, the "Founders Cup". The excitement was overwhelming, and a set of building plans were developed so others could build boats and share in the fun.

In June 2009 the boats were shown at the WoodenBoat Show in Mystic, CT as part of the "I Built It Myself" display. The boats were a huge hit and were commandeered for an informal race between WoodenBoat Magazine and Mystic Seaport with WoodenBoat Magazine winning bragging rights. Seeing a perfect fit in their family boatbuilding initiative, WoodenBoat Magazine wrote an article about the boats in their April 2010 issue. The international exposure generated by the article resulted in more than 200 sets of Skua plans being sold within 6 months.

Recognizing the need to channel the enthusiasm, the Cocktail Class Wooden Boat Racing Association was formed in April 2010, with six members from the original families. The purpose was to encourage the building and racing of the Skua, renamed the "Cocktail Class Racer" in honor of the cocktail hour when the idea was first conceived. The CCWBRA was established as a non-profit association in Philadelphia and the Cocktail Class Wooden Boat Racing Association, the Cocktail Class Racer and the Cocktail Class logo were registered with the US Trademark Office.

CCWBRA's first official regatta "Oktoberfest 2010" was held at Beachmont Warf in Mollusk, VA where the Association was born, and the first four boats were built. Of the 26 boats registered with the CCWBRA at the time, 13 boats and 16 drivers raced on the Western Branch of the Corrotoman River. The club grew quickly by word-of-mouth and in January 2011, the Rock Hall Yacht Club signed on to build and race 4 boats. The first Union Lake Regatta was held in September in Millville, NJ and in October the RHYC hosted the first CCWBRA National Championship. By the end of 2011, the CCWBRA had 59 members with 53 boats built or under construction from as far north as Maine, as far west as Washington state and as far south as Alabama and Georgia.

The rapid expansion continued unabated in 2012 and one of the key drivers was the development of a Cocktail Class Racer Kit by Chesapeake Light Craft. A memorandum of agreement was reached between CLC and CCWBRA in 2012. Now anyone, even those with no boatbuilding experience could build, own, and race a Cocktail Class Racer.

Explosive growth of the CCWBRA occurred throughout the Chesapeake Bay as well as nationally and by the summer of 2012 nearly 100 individuals had joined the Association. That year also saw the first of many successful Kent Island Yacht Club regattas and our second National Championship in Rock Hall, MD. Over the next several years the CCWBRA found interest for new racers and regattas in Urbanna, VA, Lehigh Valley, PA, and the Baltimore area. And a mid-winter racing circuit has developed in Florida anchored by the Governor's Cup in New Smyrna Beach and the Lake Placid Mid-Winter Regatta in Lake Placid, FL. New growth areas include Tennesee and Texas. And due to popular demand, a youth racing program was established for drivers 12 to 16 years of age, fueling a new generation of drivers and boat builders.

Today, the CCWBRA is the self-proclaimed leader in small powerboat racing and remains one of the fastest growing outboard racing clubs in America. The excitement and enthusiasm for cottage racing remains as strong as it was in the 1950's and the CCWBRA is at its forefront.

Appendix K: Beaufort scale

#	Description	Wind speed (MPH)	Wind speed (knot)	Wave height (ft)	Sea conditions	Land conditions
0	Calm	<1	<1	0	flat	Calm. Smoke rises vertically.
1	Light air	1-3	1-3	0-1	Ripples without crests.	Smoke drift indicates wind direction. Leaves and wind vanes are stationary.
2	Light breeze	4-7	4-6	1-2	Small wavelets. Crests of glassy appearance, not breaking	Wind felt on exposed skin. Leaves rustle. Wind vanes begin to move.
3	Gentle breeze	8-12	7-10	2-3.5	Large wavelets. Crests begin to break; scattered whitecaps	Leaves and small twigs constantly moving, light flags extended.
4	Moderate breeze	13-17	11-16	3.5-6	Small waves with breaking crests. Fairly frequent whitecaps.	Dust and loose paper raised. Small branches begin to move.
5	Fresh breeze	18-24	17-21	6-9	Moderate waves of some length. Many whitecaps. Small amounts of spray.	Branches of a moderate size move. Small trees in leaf begin to sway.
6	Strong breeze	25-30	22-27	9-13	Long waves begin to form. White foam crests are very frequent. Some airborne spray is present	Large branches in motion. Whistling heard in overhead wires. Umbrella use becomes difficult. Empty plastic bins tip over.
7	High wind, moderate gale, near gale	31-38	28-33	13-19	Sea heaps up. Some foam from breaking waves is blown into streaks along wind direction. Moderate amounts of airborne spray.	Whole trees in motion. Effort needed to walk against the wind.
8	Gale, fresh gale	39-46	34-40	18-25	Moderately high waves with breaking crests forming spindrift. Well-marked streaks of foam are blown along wind direction. Considerable airborne spray	Some twigs broken from trees. Cars veer on road. Progress on foot is seriously impeded.
9	Strong gale	47-54	41-47	23-32	High waves whose crests sometimes roll over. Dense foam is blown along wind direction. Large amounts of airborne spray may begin to reduce visibility.	Some branches break off trees, and some small trees blow over. Construction/temporary signs and barricades blow over.
10	Storm, whole gale	55-63	48-55	29-41	Very high waves with overhanging crests. Large patches of foam from wave crests give the sea a white appearance. Considerable tumbling of waves with heavy impact. Large amounts of airborne spray reduce visibility	Trees are broken off or uprooted, structural damage likely.
11	Violent storm	64-73	56-63	37-52	Exceptionally high waves. Very large patches of foam, driven before the wind, cover much of the sea surface. Very large amounts of airborne spray severely reduce visibility.	Widespread vegetation and structural damage likely
12	Hurricane force	74	64	>46	Huge waves. Sea is completely white with foam and spray. Air is filled with driving spray, greatly reducing visibility	Severe widespread damage to vegetation and structures. Debris and unsecured objects are hurled about.

Appendix L: Release from Liability & Inspection Statement (pg1)

CCWBRA Race Name: _____ Location: _____ Date: _____

In consideration of being allowed to participate in boat racing and other events and activities of or sponsored by the Cocktail Class Wooden Boat Racing Association, (the "Association") and intending to be legally bound, the undersigned ("Participant"):

1. Represents that Participant is a legally responsible adult of sound mind and is not under the influence of drugs or alcohol.
2. Agrees that prior to participating, Participant will inspect the boat Participant intends to use, as well as all equipment, and the course, and if Participant believes anything is unsafe, Participant will immediately advise an official of the Association of such condition(s) and will refuse to participate.
3. Acknowledges and fully understands that Participant will be engaging in activities that involve risk of serious injury, including permanent disability and death, and severe social and economic losses which might result not only from his or her own actions but from the actions, or inactions of others, the rules of racing, the weather, the condition of or intrusions to the course, or the malfunction or condition of any equipment used. Further, the Participant recognizes that there may arise other risks not known to, or foreseeable by, the Association at this time.
4. Assumes all the foregoing risks and accepts personal responsibility for any damages following such injury, permanent disability, or death.
5. Releases, waives, discharges and covenants not to sue the Association, its affiliates, its officers, administrators, directors, agents, officials, and other employees or volunteers of the Association, other participants, sponsors, advertisers, and if applicable, the owners or lessors of the boats, the course and equipment used, (the "Releasees") from any and all liability to each of the undersigned, his or her heirs and next of kin for any and all claims, demands, losses or damages on account of injury, including death, or damage to property, however caused or alleged to be caused in whole or in part by the action, inaction, omissions or negligence of the releasees or otherwise under any theory of liability whatsoever.
6. This Release from Liability shall be governed by the laws of the Commonwealth of Pennsylvania without regard to conflict of law's provisions. The parties hereby submit to the jurisdiction of the state and federal courts in Pennsylvania. The parties further agree that any action against the Releasees shall be filed in Pennsylvania and that the venue for adjudication shall be the Court of Common Pleas of Montgomery County Pennsylvania.

THE UNDERSIGNED PARTICIPANTS HAVE READ THIS RELEASE FROM LIABILITY AND UNDERSTAND THEY WILL BE GIVING UP SUBSTANTIAL RIGHTS, AND SIGN IT VOLUNTARILY.

_____ _____

Participant Date

_____ _____

Owner/Agent Date

Appendix L: Release from Liability & Inspection Statement (pg2)

Cocktail Class Wooden Boat Racing Association
Participant's Inspection Statement

In consideration of being allowed to participate in boat racing on the date indicated below, of or sponsored by, the Cocktail Class Wooden Boat Racing Association, (the "Association"), the undersigned ("Participant"):

1. Acknowledges and fully understands that Participant is SOLELY and DIRECTLY responsible for the safety of his/her Race Boat, Racing Equipment, and Personal Safety Equipment.
2. Represents that the Race Boat has been constructed in accordance with the CCWBRA Building Plans Manual or the Chesapeake Light Craft Building Manual and conforms to their technical specifications as well as the spirit and intent of the Cocktail Class Racer One-Design Class.
3. Represents that the motors used in this race conform to the requirements and intent of "Stock" motors and propellers as defined by the CCWBRA Motor Committee.
4. Represents that Participant has inspected his/her Race Boat and Racing Equipment on this date and has determined that requirements stipulated by the **SAFETY RULES AND REGULATIONS** have been complied with and that the boat is seaworthy and of safe construction.
5. Represents also that Participant has inspected all mechanical devices for steering, throttle, "kill" switch, and fuel system, and has determined that they all are in good and safe working order.
6. And finally, ensures that his/her Personal Safety Equipment (Helmet and Life Jacket) is up to current safety standards as stipulated and referenced in the **SAFETY RULES AND REGULATIONS** and in proper working condition.

THE UNDERSIGNED PARTICIPANT(S) HAVE READ AND UNDERSTAND THIS PARTICIPANT'S INSPECTION STATEMENT AND SIGN IT VOLUNTARILY.

IF PARTICIPANT BELIEVES ANY PART OF THIS PARTICIPANT'S INSPECTION STATEMENT TO BE UNTRUE, PARTICIPANT WILL IMMEDIATELY ADVISE AN OFFICIAL OF THE ASSOCIATION OF SUCH CONDITION(S), AND DECLINE TO SIGN STATEMENT, AND REFUSE TO PARTICIPATE.

_____ _____
Participant Date

_____ _____
Owner/Agent Date

Appendix M: CCWBRA Alcohol and Substance Abuse Policy

The safety and integrity of Cocktail Class racing are of paramount concern to Cocktail Class Wooden Boat Racing Association (CCWBRA). Alcohol and substance abuse is fundamentally inconsistent with the safety and with the integrity of boat racing sport. Accordingly, the CCWBRA has established the Alcohol and Substance Abuse Policy, which is supplemental to the Rules for Competition in the CCWBRA Racing Handbook, and which is binding upon all Cocktail Class drivers in the same manner and to the same extent as the Rules for Competition. Drivers, participants, and officials registering for, or participating in, Cocktail Class race events must agree to the following:

The CCWBRA Alcohol and Substance Abuse Policy is provided to Cocktail Class drivers, participants, and officials in accordance with the CCWBRA Rules for Competition in the Racing Handbook. Compliance with the CCWBRA Alcohol and Substance Abuse Policy is mandatory for all drivers, participants, and officials and is essential to the safety of the Cocktail Class racing activity.

Any driver, participant or official, who shows visible signs of/or as a result of a medical examination, shows evidence of exhaustion, substance abuse, being under the influence of alcohol, or other physical or mental irregularity may be denied further involvement or participation in a sanctioned event by the Race Committee.

At any time when involved in racing activities, Cocktail Class drivers are prohibited from being under the influence of alcohol, as further stipulated below:

Any driver discovered to have consumed alcohol during a Cocktail racing event* shall be considered under the influence of alcohol and barred from any further involvement or participation in the event by the Race Committee. Further, that driver will be subject to disciplinary actions, as determined by the CCWBRA Executive Committee, which may include suspension from any participation in CCWBRA-sanctioned activities for a period of time, no less than one year. The Executive Committee shall, at its sole discretion, determine the effective date and length of suspension.

*The prohibition on a driver's consumption of alcohol applies throughout the entire racing event, except as follows: After a driver's last race, the alcohol prohibition no longer applies (to that driver), except in the pit and boat/trailer staging areas. In these areas, consumption of alcohol is prohibited for all drivers, until the conclusion of all racing of the event.

Reasonable Suspicion

If Race Officials have a reasonable suspicion that a driver may have violated one or more of provisions of this Policy, or if that driver shows signs of being under the influence, that driver shall be considered to be under the influence and barred from further involvement or participation in the event, and subject to disciplinary actions.

Some of the conditions, observations, and/or reports that may cause CCWBRA racing officials to have such a reasonable suspicion include, but are not necessarily limited to, the following:

a. Red or droopy eyes, dilated or constricted pupils
b. Slurred speech, stumbling or hyperactivity
c. Inability to concentrate, remember or follow instructions
d. Mental confusion
e. Violent tendencies, inability to control temper
f. Extreme personality changes or mood swings
g. Odor of alcohol on breath

I acknowledge that I have read, understood, and agree to the terms of the CCWBRA Alcohol and Substance Abuse Policy.

_____ _____

Signature Date

_____ _____

Printed Name CCWBRA Witness

Appendix N: Release of Liability for Race Entries with CCWBRA Anti-Ventilation Plate for 6 HP Tohatsu 4 Stroke Class

By purchasing and using this Anti-Ventilation (AV) Plate the Purchaser/User acknowledges and accepts the following:

1. The CCWBRA Anti-Ventilation (AV) Plate has been developed and produced on behalf of CCWBRA and its members. It is available exclusively to current CCWBRA members for purchase and use for the intended purpose stated herein.

2. The AV Plate functions as an accessory to the 6 HP Tohatsu 4-Stroke outboard motor, specifically Models MFS 6C and MFS 6D. Its sole intended purpose is its accessory function when attached to the stipulated Tohatsu outboard motor that powers Cocktail Class race boats of CCWBRA members during sanctioned CCWBRA race events.

3. The aim of the AV Plate is to reduce the incidence of propeller ventilation, which may cause the boat to decelerate or stop abruptly. However, CCWBRA provides no written or implied guarantee regarding the AV Plate's performance, effectiveness, or durability.

4. By purchasing, installing, and utilizing the AV Plate, the Purchaser/User releases, waives, discharges CCWBRA, its affiliates, its officers, directors, agents, and officials, from any and all liability and all claims, demands, losses or damages on account of injury, including death, or damage to property, however caused or alleged to be caused in whole or in part by the official CCWBRA Anti-Ventilation (AV) Plate.

I acknowledge that I have read, understood, and agree to the terms of the CCWBRA Purchase Agreement and User Agreement.

_____ _____

A/V Plate Owner/User Signature Date

_____ _____

Witness Signature Date

February 28, 2024

Appendix O – Drivers Meeting (7.12)

Driver's meeting is mandatory attendance for all registered participants.

Drivers Meeting Purpose is to:

- Ensure that Drivers are familiar with established Rules and Procedures for racing and safety, and that Drivers and their equipment are prepared to run a safe race.
- Identify novice drivers to ensure they are aware of the Rules and Procedures and address any questions.
- Review critical "Rules of the Road."
- Inform Drivers of important safety procedures.
- Review the racecourse with diagram.
- Inform drivers of the order of the scheduled heats by classes and heat assignments.

Sample Agenda

Safety

First, share a few thoughts about Safety. Stress the Significance of Safety in CCWBRA racing.

- Racing will stop immediately if a CCR capsizes and/or if a driver enters the water.
- Driver entering water must check self, then clasp hands together over head or tap head with one hand to signal he/she is safe.
- Safety Boat will go to the driver to ensure safety and bring them back to shore.
- The Race Committee will immediately notify all boats on the water that racing has been suspended using the horn system and the red flag.
- Review radio channels to be used by Safety Boat, Pit Boss, & Scoring Committee
- Pit Boss to oversee kill-switch test to ensure proper function before the driver is sent to the starting/holding area.
- When operating boat or running a motor anywhere near in-water boarding area Drivers shall be attentive to people in the water and ensure that they are kept away from the stern and propeller.
- Review safety boat crew: (See **Duty Staffing)**

Racing Rules – "Rules of the Road"

- In a starting sequence, boats must maintain a proper course perpendicular to the starting line upon acceleration.
- Overlap rules apply. Should an overlap not exist (8 boat lengths from the starting line) the boat ahead is not obligated to give room for the overtaking boat to pass between her and a starting mark or between her and another boat. And the overtaking boat shall keep clear of the boat ahead and not cause her to alter course or speed unnecessarily.
- Boats must not slow down at the finish line. Continue at speed well past finish line to stay clear of other finishers.

Passing Marks of the Course and Overlap (10.2.2)

- Overlap is established when the bow of an **overtaking** boat is in-line or ahead of the transom of the **overtaken** boat (**10.2.2.1**) – and only if that has occurred before the bow of the boat ahead (overtaken boat) is a distance of **8 boat lengths** from a course marker (**10.2.2.5.**)
- Once Overlap exists, an **overtaking** boat must steer the proper course to the next mark and not cause an **overtaken** boat to alter course unnecessarily (**10.2.2.3.)**
- Once Overlap exists, an **overtaken** boat must stay clear of **overtaking** boat and may not maneuver to prevent or hinder being overtaken (**10.2.2.4**.)
- Should no overlap exist (at 8 boat lengths from a course marker) then:
    - The boat ahead is NOT obligated to give the boat behind room to clear any course markers and may steer a course as close to the mark as desired.
    - An overtaking (inside) boat shall keep clear of any outside boat(s) and shall NOT cause an outside boat(s) to alter course or speed unnecessarily (**10.2.2.5**.)
- If there is reasonable doubt that an inside boat established an overlap in time (outside of 8 boat lengths of a course marker) it shall be presumed that she did not **(10.2.2.6.)**

Penalties (points will be added to score for the following reasons)

- ***Review Appendix P: Scoring Points and Penalties***

Protests (10.7)

- Another driver can observe an infraction by another driver and file a protest with the Race Committee (10.7.3). A protest must be lodged with the Race Committee prior to the start of the next race (10.7.2).
- The Race Committee can observe an infraction and assess points. (10.7.1)
- The driver of a boat committing an infraction (such as hitting a mark or not carrying correct ballast) can alert the Race Committee of the infraction and accept his penalty on his own, showing good sportsmanship. (10.7.4)
- Introduce Protest Committee members: (See **Duty Staffing)**

Start Sequence (flags and horns)

- Call to Attention = 5 short blasts
- 1 minute to start = 1 long blast & Blue Flag Up
- 30 seconds = 3 short blasts
- 20 seconds = 2 short blasts
- 10 seconds = 1 short blast & Blue Flag Down
- 5 seconds = 1 short blast, followed by 1 short blast every second down to 1
- Start = 1 long blast at zero & White Flag Up

Race Classes

- List motor and driver classes.
- Minimum weight for driver (plus ballast if needed):
    - 130 lbs. for Women's | 165 lbs. for Mixed 6 HP | 200 lbs. for 8 HP
    - 200 lbs. driver-weight for Heavyweight 6 HP
- Ballast-Up if necessary (water jugs = 8 lbs.)

Heat Assignments

- Review Heat Assignments and make last minute adjustments if necessary.

Review the Course

- Review Diagram of racecourse and if possible, point out marks on the racecourse.

Duty Staffing (Confirm staffing and/or assign race volunteers/shifts if not pre-arranged)

- Safety boat _____, _____, & _____
- Pit boss _____, _____, & _____
- Scoring _____, _____, & _____
- Starters _____, _____, & _____
- Protest Committee _____, _____, & _____

Race day Schedule

- Start time
- Meal break
- Awards

Miscellaneous

- Photography – Remind race teams and fans to take photos. Provide forwarding instructions for use in newsletter and photo gallery on website.
- *Release from Liability* forms - Confirm that all drivers have signed and submitted the required release forms.
- Safety Inspection - Confirm that all boats have been inspected and display a valid inspection sticker.

Appendix P: Scoring Points and Penalties

(Racing Handbook: 10.6 Scoring & 10.8 Disqualifications and Penalties)

Offense	Penalty	Scoring Sheet recording
Strikes Mark on the Course	Finish + 1	Finish Position = finish place Penalties = + 1
Stops at Finish/Hazard	Finish + 1	Finish Position = finish place Penalties = + 1
Veers at Start	Finish + 2	Finish Position = finish place Penalties = + 2
Creating Wakes (not in current race/heat)	Finish + 2	(In next correct heat/race) Finish Position = finish place Penalties = + 2
Incorrect Race/Heat	Finish + 3	(In next correct heat/race) Finish Position = finish place Penalties = + 3
Over Early	Finish + Fleet	Finish Position = finish place Penalties = Fleet
Did Not Start (DNS)	Fleet + 2	Finish Position = DNS Penalties = Fleet + 2
Did Not Finish (DNF)	Fleet + 2	Finish Position = DNF Penalties = Fleet + 2
Incorrect Course	Fleet + 2	Finish Position = DNF Penalties = Fleet + 2
Disqualifications (DSQ)	Fleet + 2	Finish Position = DSQ Penalties = Fleet + 2
Strikes Boat – Minimal or No Damage	Finish + Fleet + 2	Finish Position = finish place Penalties = Fleet + 2
No Ballast		Disqualified from that race
Strikes Boat – Damage • Both boats must retire. • At the discretion of the Inspectors and/or Race Director, and if the non-offending boat first passes a safety inspection, that boat may re-enter into a different heat of the same class.		Disqualified from the Class

* Fleet = number of boats entered in the race/heat not the number of starters.

** **Final Score = Finish Position/Points + Penalties.**

Helpful Hints for Scoring Committee

Starting Sequence (10.3.1)

- Call to attention (5 short blasts) (no visual signal)
- Duration to the one-minute start will be approximately 15 seconds, to be determined by the starting official and/or starting device.
    - One Minute to start (1 long blast) (Blue flag up)
    - 30 seconds (3 short blasts) (no visual signal)
    - 20 seconds (2 short blasts) (no visual signal)
    - 10 seconds (1 short blast) (Blue flag down)
    - 5 seconds (one short blast)
    - 4 seconds (one short blast)
    - 3 seconds (one short blast)
    - 2 seconds (one short blast)
    - 1 seconds (one short blast)
    - Start at zero seconds (1 long blast) (White flag up)
- General Recall (5 short blasts) (Yellow flag up)

Boat Sharing (10.4.1)

- Two (2) drivers may use a single boat in the first round of eliminations only. This applies to each class of a race (e.g., 6 HP Early Classic).
- If a multi-driver boat qualifies for the subsequent round, only one (1) driver is eligible to drive in the subsequent round.
- Drivers may only race subsequent rounds in the same boat in which they initially qualified.
- Qualifying boat/driver combination must remain intact moving forward in subsequent rounds. No driver or boat substitutions are allowed.
- If a shared boat advances to the finals from two or more heats, the next lowest scoring boat across all heats will qualify for the finals.

Final Heats (10.4)

- Each heat will typically consist of 3 races.
- 6 HP Classes: All semi-final and final heats will be raced with no more than 6 boats per heat.
- 8 HP class: All semi-final and final heats will be raced with no more than 5 boats per heat.
- Advancing boats to the final heat: An even number of boats shall be taken from each preliminary heat. If additional space is available in the final heat, fill any remaining opening(s) with the next lowest scoring boat(s) from across all preliminary heats.
- If a boat/driver qualifies for the finals and then forfeits prior to the start of the finals, the next lowest scoring boat across all heats will then qualify for the finals.

Tie Breakers (10.6.4)

- To determine a tie breaker, whichever boat places highest int the 3rd race wins the tie.
- If boat boats tied in the 3rd race, whichever boat places highest in the 2nd race wins the tie. Continue going back until the tie is broken.

Protests (10.7)

- Protests are to be reported to the Race Committee prior to the start of the next race. Any racer wishing to lodge a protest must do so immediately after they pass the finish line. Any protest lodged after the start of the following race will be disallowed.

Appendix Q – On-Site Race Registration

EVENT: _____ DATE: _____

Participant First and Last Name: _____

1st Boat Name and No: _____ **2nd Boat Name and No: _____**

Motor Classes for This Boat:

- ☐ Mixed 8-hp
- ☐ Tohatsu 6-hp Mixed
- ☐ Tohatsu 6-hp Women
- ☐ Tohatsu 6-hp Heavyweight
- ☐ Early Classic (Pre-1976) Mixed
- ☐ Early Classic (Pre-1976) Women
- ☐ Late Classic Mixed
- ☐ Late Classic Women
- ☐ Late Classic Heavyweight
- ☐ Youth I
- ☐ Youth II
- ☐ Post-1979 Mixed
- ☐ Post-1979 Women
- ☐ Post-1979 Heavyweight

Motor Classes for This Boat:

- ☐ Mixed 8-hp
- ☐ Tohatsu 6-hp Mixed
- ☐ Tohatsu 6-hp Women
- ☐ Tohatsu 6-hp Heavyweight
- ☐ Early Classic (Pre-1976) Mixed
- ☐ Early Classic (Pre-1976) Women
- ☐ Late Classic Mixed
- ☐ Late Classic Women
- ☐ Late Classic Heavyweight
- ☐ Youth I
- ☐ Youth II
- ☐ Post-1979 Mixed
- ☐ Post-1979 Women
- ☐ Post-1979 Heavyweight

Membership Dues (As Applicable): $_____

Race Entry Fee(s): $_____

Awards Dinner: $_____

Total: $_____

Any Other Notes or Additional Boats/Motors May Be Listed on Reverse Side:

NOTES

ADDENDA

Created after the CCWBRA Racing Handbook 2025 Edition (the original document) is finalized and adopted, the **Addenda,** re-printed in the following pages or issued at a later date, are used to modify the set of rules or terms of the original document. Addenda are used to make minor adjustments, such as adding supplemental information and conditions, or to broaden or limit the scope of the original set of rules. An addendum is an extra clause, clarification, or piece of information that is added to - and effectively becomes part of - the original document. All parties involved in approving the original document; ie: the Executive Committee and Board, must agree to and approve any proposed addendum, adhering to the **Rules Change Procedure Policy** in effect, regarding passage of the rule or rule change and regarding notification of the membership. Notification shall be by publication in the next edition of the Racing Handbook, posting on the CCWBRA website, email, and/or other suitable means of communication.

The Cocktail Class Wooden Boat Racing Association

RACING HANDBOOK ADDENDUM NO. 1

Date: December 16, 2024

Applies to: Cocktail Class Wooden Boat Racing Association
Racing Handbook 2025 Edition
Adopted: December 10, 2024
Effective: January 1, 2025

Modify the CCWBRA Racing Handbook 2025 Edition as follows:

RE: Rule 7.2.1.1.1: **Helmets that meet the following specifications are permitted:**

- Snell Standard M2010
- US DOT Standard No. 218

ADD: the following specification to Rule 7.2.1.1.1 listing:

- Dutch Standard NTA 8776

NOTE: Not all helmets that meet the NTA 8776 Standard comply fully with overall CCWBRA requirements; ie: the helmet profile shall be full-cut, open-face, per Rule 7.2.1.1.3.

At this writing of this Addendum at least one helmet has been found that meets the NTA 8776 Standard AND also complies with the CCWBRA full-cut, open-face stipulation: S1 Retro Lifer E-Helmet, 13210 Estrella Avenue, Gardena, CA. 90248

ADDENDUM APPROVED:

Date: 12-10-24 - Executive Committee
Date: 12-16-24 - Board of Directors