

2014 SAFETY RULES AND REGULATIONS

Racing is an inherently dangerous sport and each competitor assumes the risk when he/she participates in an event. While everyone involved - owners, drivers, crewmembers, officials, promoters, 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 pit area and racecourse, including all of 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 craft and racing equipment, are obligated to perform their duties whether as an owner, driver, or crew member in a manner designated to minimize, to the degree possible, the risk of injury to themselves and others. NEITHER AOF, THE PROMOTER, OR THE CONDUCTING CLUB CAN OR WILL BE RESPONSIBLE FOR THE ADEQUACY OF A PARTICIPANT'S RACE CRAFT, RACING EQUIPMENT

PIT AREA

1. No one will be admitted to the Pit Area without first signing the Release of Liability Waiver. It is highly recommended that everyone who has signed the Release of Liability Waiver be given a wristband or some other marking easily identifying that they have signed the waiver. The National Office will provide the Release of Liability Waiver to clubs, referees, and local representatives.
2. It will be the responsibility of the Referee to see that Rule # 1 is enforced.
3. It is recommended that every driver monitor everyone located in his section of the Pit Area to insure that everyone located in his section of the Pit Area has signed Release of Liability Waiver.
4. The Referee as per the rulebook will define the Pit Area. It is recommended that the Referee define the pit area as the area surrounding the trailers and the launching area.
5. Spectator boats must be kept at a distance of a minimum of 100 yards from the racecourse while a race is in progress so that any wakes produced by the spectator boats do not cause a hazard to the competing boats.

EQUIPMENT SAFETY

A. BOATS

1. All boats will be checked for overall soundness, for rotted wood in areas of high stress such as sponsons, turn fin mounting hardware and running surfaces.
2. Plastic, polycarbonate, and fiberglass cowlings and windscreens will have the edges covered with protective moldings.
3. It is recommended that a paddle be secured in the boat to assist in emergency propulsion (a Ping-Pong paddle works well).

B. STEERING SYSTEMS AND HARDWARE

1. All steering hubs, wheels, pulleys, cable, tie-backs and all other related hardware must be secure and properly mounted so that nothing can loosen during the stress of competition.
2. Steering bar nuts must be of the type that is self-locking, double nutted or safety wired.
3. Springs attached to the steering cable and the steering bar must have a loop of safety cable around the spring with two (2) clamps for backup incases of spring breakage.
4. Only closed clips and connectors may be used for steering controls. It is recommended that all steering clips commonly known a "German clips" be taped closed during competition.

C. THROTTLES/BUTTERFLIES

1. All throttles must be of a type that is self-closing when released and must operate freely, unobstructed by spray-shields or cowlings.
2. All carburetors must be equipped with full butterflies.

D. LANYARD "KILL" SWITCHES

1. All boats must be equipped with a lanyard type "kill" switch attached by line or lanyard to the drivers' body or lifejacket.
2. When a driver is thrown from the boat, the switch will activate and render the ignition system of the engine inoperable.
3. The switch itself must be of high quality, mass-produced and work under all circumstances in the opinion of the safety inspector.
4. The length of the line or lanyard when extended should not touch the transom.

PERSONAL SAFETY EQUIPMENT

It is to be understood that it is the responsibility of the driver to insure that his/her safety equipment is up to current safety standards and in proper working condition. It is also the drivers' responsibility to insure that he/she is comfortable with his/her equipment, the racecourse and club safety procedures before entering competition.

A. HELMETS

1. Helmets must be of the type intended for competition racing, made to one of the following standards:
 - a. Snell 2000 until 11/1/2016
 - b. Snell 2005
 - c. Snell 2010
 - d. Snell 2015
2. Helmets must be in working order without any cracks, defective straps, broken buckles, loose padding, broken faceplates or shields.
3. Helmets must be bright orange or florescent yellow in color; with embellishment permitted in the lower half as per diagram A.

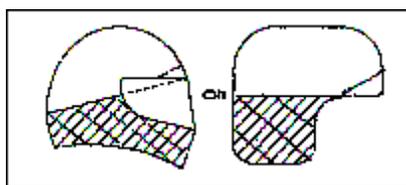


Diagram A

4. It is recommended that if you need to paint your helmet, that you follow the manufacturer's instructions. Some helmets cannot be painted.
5. Any driver, or passenger operating or riding in a race boat, either testing or participating in a race without a properly worn helmet, is subject to disqualification and/or disciplinary action.
6. Drivers on the racecourse may remove their helmets only after completion of the heat. Should another heat start before being towed to shore the helmet must be replaced. A helmet is not required if the driver is in a rescue or patrol boat.

B. FIRST YEAR DRIVERS (Rookies)

1. Helmets of first year drivers will be affixed with a large white "X" (BACK TO FRONT AND SIDE TO SIDE, 2" wide) to let the veteran drivers know at a glance on the race course that the driver wearing such a helmet is not experienced in the operation of a race boat.
2. The "X" on the helmet may be taped on but it must also be noticeable by all drivers while on the racecourse.
3. The "X" may be removed after a safety inspector and one other race official agree that the rookie driver has proficient in the rules, regulations and has shown competent handling of his/her boat.
4. It is also required that ALL first year drivers spend time on the judges' stand learning the rules and operation of a race from the Officials perspective.

C. PERSONAL FLOTATION DEVICES (LIFE JACKETS)

1. Life jackets must be free of tears, loose seams, worn spots, defective buckles, straps or pads.
2. Gentex or Kapok life jackets are not permitted.
3. Life Jackets must be designed for boat racing and must be of Lifeline or Security type.
4. One-piece life jacket and cut-suit combinations are permitted.
5. Pleasure craft and water skier lifejackets are not permitted.
6. Life Jackets will be orange or yellow in color or have distinct orange or yellow embellishments as part of the manufacture of the device.
7. Any driver, or passenger operating or riding in a race boat, either testing or participating in a race without a properly worn lifejacket, is subject to disqualification and/or disciplinary action.

D. PROTECTIVE CLOTHING

1. It is recommended that drivers and passengers wear Cut-Resistant protective sleeves and pants designed for boat racing constructed with at least one of the following materials.
 - a. Aromatic polyamide fiber (Kevlar and its clones).
 - b. Extended-chain polyethylene fiber (Spectra and its clones)
2. It is recommended that "Kevlar" type "Cut-Resistant" protective gloves and footwear be used while driving.
3. It is required that shoes be worn to protect the feet and toes while racing and in the pit area.
4. Shatterproof eye protection in the form of goggles, face shield or safety glasses are required.
5. It is recommended that helmet restraints and neck collars be used...
6. Any driver, or passenger operating or riding in a race boat, either testing or participating in a race without properly worn protective clothing as outlined in this section, is subject to disqualification and/or disciplinary action.

E. RAISED HAND PROCEDURES

1. When a boat is exiting the racecourse for any reason, the driver should raise a hand in the air to alert other drivers know that the boat is leaving the racecourse.
2. When the black flag is displayed drivers should also raise a hand in the air to inform other drivers that a black flag condition exists.
3. When a driver is preparing to turn left into the center of the racecourse for any reason, a hand should be raised to inform other drivers of this impending action.

RACE SITE SAFETY PROCEDURES

A. AMBULANCE

1. No racing will be allowed without a properly manned ambulance on site with transport availability, manned with personnel who are skilled in BLS or ALS procedures.
2. It is also mandatory that an ambulance be on site for all testing sessions.

The requirement for the ambulance to be on site for testing is changed from recommended to mandatory.

B. FIRST AID

1. It is recommended that every trailer be equipped with a fire extinguisher and first aid kit.
2. It is also recommended that all members of the race committees and race teams take courses and become familiar with emergency first aid procedures.

C. RESCUE AND PATROL BOATS

1. It is required that at least one (rescue) boat be equipped with stokes basket, neck brace and backboard designed for water rescue. It is also recommended that the rescue boat be designed in such a way to facilitate the pickup of the driver in the Stokes basket without placing undue stress on the injured.

2. It is required that the rescue boat be manned with 2 adults wearing Life Jackets at all times while a race is in progress.
3. When ever possible EMT's should also be stationed on the Rescue boat.
4. It is recommended that rescue, turn and pickup boats have copies of the flags that are on the judges stand (except checkered) to advise the drivers as quickly as possible to changing conditions on the race course.
5. It is recommended that Pickup and Rescue boats be placed inside the racecourse.
6. Rescue boats at National events will be certified by the Safety Director, or in his/her absence the Referee and Safety Inspector.
7. A rescue diver equipped with his/her own air system (SCUBA) must be on the race course at any time boats with enclosed capsule cockpits are testing or racing.

The requirement for a rescue diver is added to the rules.

D. STARTING OF ENGINES

1. No motor shall be started on shore when affixed with a propeller, nut, washer, or pin unless it is hand held in or over the water just prior to the start of a race. Boat stands are permitted for this function only if they are specifically designed as launching stands, and an actual launch is in progress.
2. For the purpose of warming up motors with propellers affixed, they may only be started under the following conditions:
 - a. The boat must be secure on a stand or dolly with the bow pointed directly towards shore.
 - b. At least half of the propeller must be in the water and adequate warning must be given to bystanders.
3. Any driver, violating the starting of engines as outlined in this section, is subject to disqualification and/or disciplinary action.

E. MAN IN WATER

1. It is **MANDATORY** for the Referee to impose a mandatory stoppage of the race at any time a drivers enters the water at any time during the race.

The rule is changed from "highly recommended" to mandatory stoppage.

F. RACING PROCEEDURE SAFETY

1. All drivers should use common sense to race in a safe manner.
2. It is highly recommended that a Referee stop the start of the race if a boat is off plane anywhere on the course during the start of the race, causing dangerous wakes.
3. A Referee should warn a driver and impose subsequent disqualification.

INSPECTION PROCEDURES

Individuals inspecting boats and safety equipment should follow these procedures:

- A.** A mandatory boat, motor and equipment safety inspection shall take place at or prior to the first AOF Sanctioned event of the season that each boat is entered in.
- B.** All boats passing inspection shall have an official AOF safety decal applied to the dashboard of the boat. (The AOF National Office provides Decals)
- C.** Any defects found in any boat, motor, helmet, lifejacket or cut resistant suit must be pointed out to the driver. If the defect is deemed to be a hazard to the driver or others on the racecourse the referee shall be informed of the defects and allot the driver time to repair the defects.
- D.** If any defect is not repairable in the allotted time defined by the referee, the defective equipment will not be allowed to compete in the event until it is repaired.
- E.** If an individual inspecting boats and equipment disqualifies any boat, motor or any piece of safety equipment from competition for a safety related violation, he/she will report the disqualification in writing to the AOF national office for review by the AOF Racing Commission.
- F.** At every event the safety inspector will conduct spot checks of boats and safety equipment to insure safe competition.

UNSAFE EQUIPMENT BEING OPERATED WHILE UNDER POWER

- A.** Should the Safety Inspector or Referee notice that a driver is unable to properly control his/her boat while under power, they may require the driver to withdraw the entry.
- B.** If the Safety Inspector or Referee requires a driver to withdraw an entry, he/she will report the disqualification in writing to the AOF national office for review by the AOF Racing Commission.
- C.** Should the driver refuse to withdraw the entry after proper explanation by the Safety Inspector or Referee the official can refuse to allow the driver to participate in the event.
- D.** It should be noted that this rule could be enforced at any time during an event.

Any Race official, member of the safety committee, qualified motor inspector, or member of the Racing Commission who fails to enforce the safety rules will be subject to disciplinary action by the Racing Commission.