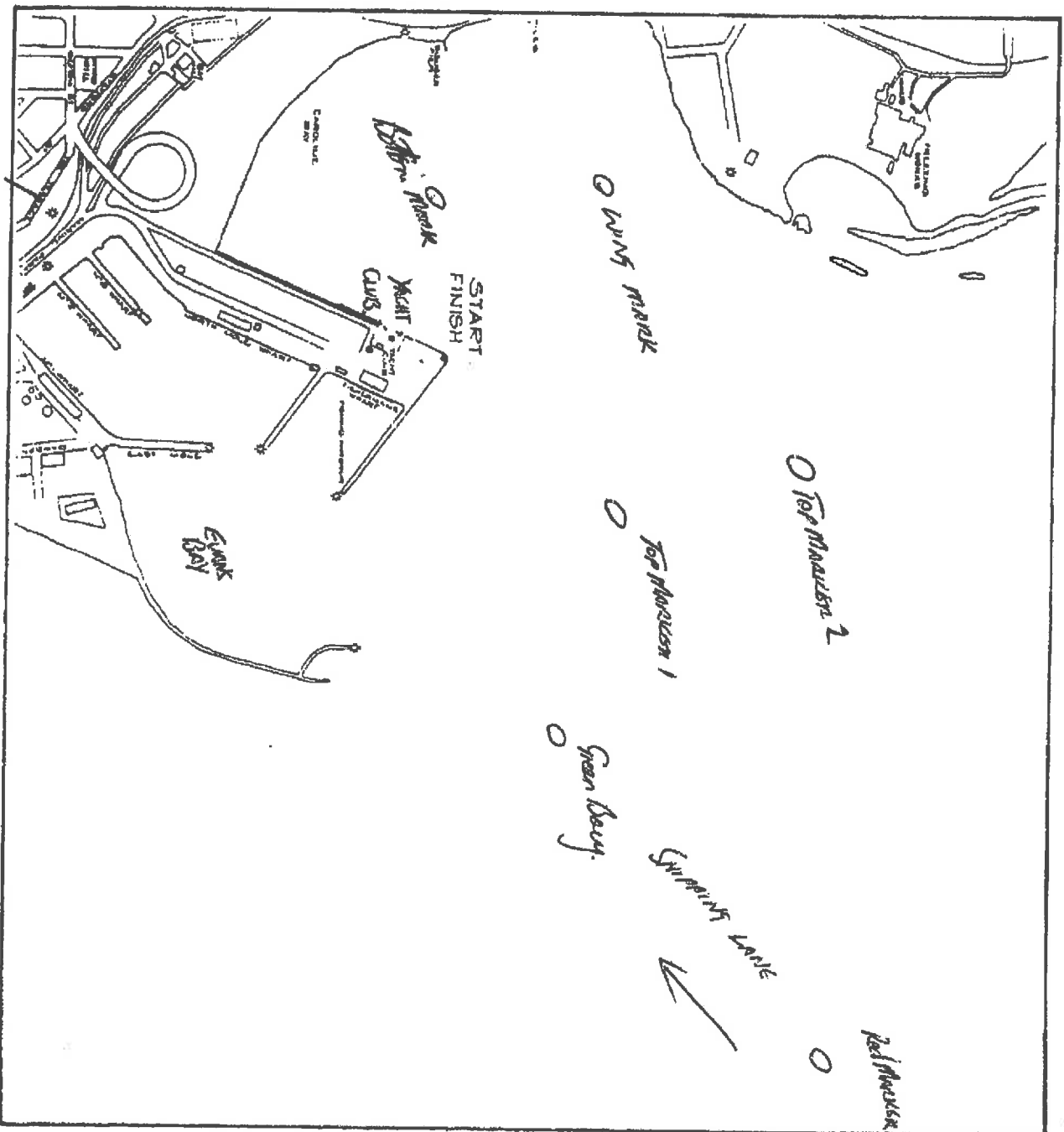


**Temporary Reservation Certificate, issued pursuant to:  
Canterbury Regional Council Navigation Safety Bylaw 2016  
Clauses 12 and 32.**

<b>Name of holder:</b> Timaru Yacht and Powerboat Club
<b>Period:</b> <b>From:</b> Civil sunrise to civil sunset on 30 <sup>th</sup> June 2018; or if the weather or sea conditions make racing unsafe on the approved day, a reserve day from civil sunrise to civil sunset 1 July 2018 will be authorised. Until revoked by the Harbourmaster.
<b>Reserved Area:</b> Caroline Bay, Timaru.
<b>Map attached:</b> Yes
<b>Purpose:</b> Uplifting of 5 knot speed restriction within 200 metres of the shore, reservation of the area delineated on the attached map for the purposes powerboat racing. Part 8 (1) and (2) and 12 Navigation Safety Bylaw 2016.
<b>Reservation:</b> No vessel shall navigate within the Reserved Area as listed above except with the express permission of, and in a manner explicitly approved by, the certificate holder or his delegate.
<b>Conditions:</b>
<b>Publication of notice of Reservation:</b> <b>Notification to known affected groups; notifications on appropriate websites and social media; notices at known boat ramps and key access points. Publication in the Timaru Herald at least one week prior to the race commencing. All notification to include reserve day provisions.</b>
<b>Notice of Reservation to be:</b> <b>Displayed at:</b> At the main boat ramp in Timaru Harbour. <b>Displayed by:</b> Don Weir (or delegate). <b>Removed by:</b> Don Weir (or delegate)
<b>A copy of the Temporary Reservation Certificate to be carried by:</b> Don Weir or delegated person at the event.
<b>Safety conditions:</b> <ol style="list-style-type: none"> <li>1. New Zealand Marathon Boat Commission Safety Plan to be complied with.</li> <li>2. A safety officer is to be present at every time there are race vessels on the water.</li> <li>3. Should any collisions or capsizes occur, all racing is to cease immediately, and the Harbourmaster or his delegate is to be informed on 03-3289168, and he will give advice as to whether the race may continue.</li> <li>4. It is the responsibility of the event/race organizer to ensure the course is clear of non-participating vessels prior to a race starting.</li> <li>5. All race officials and drivers are to be briefed prior to the racing commencing, that should any unauthorised vessel enter the course, this reservation is revoked until such time as the course is clear, and normal navigation rules apply.</li> </ol>
<b>Temporary Reservation shall not take effect if:</b> <b>Conditions above are not met.</b>
<b>Issued under delegation by:</b> Gary Edward Manch Navigation Safety Officer, Environment Canterbury
<b>Approval date:</b> 12 <sup>th</sup> June 2018



<b>Navigation Safety Bylaw 2016, Application Form for Variation<sup>1</sup> from Bylaw<sup>2</sup></b>	
To be emailed to the Harbourmaster's Office - <a href="mailto:harbourmaster@ecan.govt.nz">harbourmaster@ecan.govt.nz</a> - at least 20 working days prior to the date of the proposed variation.	
Name of Applicant/Organisation: <b>TIMARU YACHT &amp; POWERBOAT CLUB</b>	Application Date: <b>5/5/18</b> <b>RACE DATE 30-6-18</b>
Contact Phone: <b>021 056 5399</b>	E-mail: <b>STEALTH-BOATS@YRA.CO.NZ</b>
Nominated contact name (if different from above): <b>DON WEIR</b>	Nominated contact phone (if different from above):
Bylaw clause for which variation is requested: <b>SPEED RESTRICTION UPLIFTING..</b>	
Variation period requested from: DD/MM/20YY <b>30 JUNE 2018</b> to <b>1 JULY 2018</b> DD/MM/20YY	
Area to which the requested variation will apply: <b>CAROLINE BAY TIMARU.</b>	
<input checked="" type="checkbox"/> Map attached: Yes/ <del>No</del>	
<b>Type of variation:</b> <input type="checkbox"/> Temporary Reservation <input checked="" type="checkbox"/> Temporary Exemption <input type="checkbox"/> Harbourmaster's Approval	<input type="checkbox"/> Detailed proposal attached <input type="checkbox"/> List of benefits attached
Describe the reason for the variation: <b>THE TIMARU YACHT AND POWERBOAT CLUB IS REQUESTING A SPEED RESTRICTION UPLIFTING BECAUSE COMPETING BOATS WILL BE RUNNING WITHIN THE 200 METRE RESTRICTION SPEED ZONE</b>	Detail the safety measures proposed to be in place for the period of the variation: <b>SAFETY PLAN ATTACHED.</b>
Attach evidence of community consultation related to the one-off activity:	<input type="checkbox"/> Evidence of support from: <input type="checkbox"/> Local Authority <input type="checkbox"/> Community Board <input type="checkbox"/> Affected landowners <input type="checkbox"/> Affected user groups <input type="checkbox"/> Other affected parties
<b>Fee: An application fee of \$250.00 (plus GST) must be sent with the application</b>	

<sup>1</sup> "Variation" includes: A Temporary Reservation (of an area for a purpose such as an event); or a Temporary Exemption (from a particular requirement of the Bylaw); or a harbourmaster's Approval (such as for recognition of a sporting body's own vessel ID system).

<sup>2</sup> A copy of the Bylaw can be accessed from the Harbourmaster's Office Recreational Boating page on the Environment Canterbury website.

## Gary Manch

---

**From:** Gary Manch  
**Sent:** Monday, 7 May 2018 9:59 AM  
**To:** stealth-boats@xtra.co.nz  
**Subject:** RE: boat race  
  
**Importance:** High

Hi there I have just printed the application, couple of things, do you have the consent of the local community board/council and rūnanga, this is important, whilst there may be no effect on the port company, we would want their acknowledgment they are happy, can you sort this and reply to me asap, cheers,

I would contact Grant Bicknell 0220219816 ( Port Manager)

And liaise with

Name: Gwen Bower, Marae Manager

Email: [gwenbower@xtra.co.nz](mailto:gwenbower@xtra.co.nz)  
[arowhenua@xtra.co.nz](mailto:arowhenua@xtra.co.nz)

Phone: 03 615 9646

Mailing address: 38 Huirapa Street, Temuka 7948

Location: 38 Huirapa Street, Temuka

In relation to your local council they usually have an events person or similar.

Cheers,

Gary

---

**From:** stealth-boats@xtra.co.nz [mailto:stealth-boats@xtra.co.nz]  
**Sent:** Saturday, 5 May 2018 3:09 PM  
**To:** Gary Manch <Gary.Manch@ecan.govt.nz>  
**Subject:** boat race

Hi Gary

Attached is relevant information re the Timaru Yacht & Powerboat Club roaring 40 Powerboat race.

Please let me know if there is anything else you need.

we will be advising

- Coastguards
- Port authorities
- Harbour master
- Fishing companies

Can you please let me know ECAN bank account number so I can pay the \$250 + GST into.

Regards

Don Weir

Sent from [Mail](#) for Windows 10

## Gary Manch

---

**From:** stealth-boats@xtra.co.nz  
**Sent:** Saturday, 5 May 2018 3:09 PM  
**To:** Gary Manch  
**Subject:** boat race  
**Attachments:** ad for newspaper.odt; application.pdf; drivers briefing.pdf; ECAN letter.odt; map.pdf; rules 1.pdf; rules.pdf; rules 2.pdf; safety boat briefing.pdf; scritneering.pdf

Hi Gary

Attached is relevant information re the Timaru Yacht & Powerboat Club roaring 40 Powerboat race.

Please let me know if there is anything else you need.

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Can you please let me know ECAN bank account number so I can pay the \$250 + GST into.

Regards

Don Weir

Sent from Mail for Windows 10

## Gary Manch

---

**From:** stealth-boats@xtra.co.nz  
**Sent:** Monday, 11 June 2018 1:10 PM  
**To:** Gary Manch  
**Subject:** FW: Roaring 40's ECAN application  
**Attachments:** image001.jpg

Below approval from prime port

Sent from Mail for Windows 10

---

**From:** Hayden Brown  
**Sent:** Monday, 11 June 2018 9:31 AM  
**To:** stealth-boats@xtra.co.nz  
**Subject:** Fwd: Roaring 40's ECAN application

Hi Don.

This brief message of approval from Prime Port Timaru Marine manager.

I did speak to him the other week but he is in HongKong so we will take this what for of reply we have.

Regards.

Hayden

----- Forwarded message -----

**From:** Grant Bicknell <grantb@primeport.co.nz>  
**Date:** Mon, Jun 11, 2018 at 9:16 AM  
**Subject:** RE: Roaring 40's ECAN application  
**To:** Hayden Brown <typbcommodore@gmail.com>

Hi Hayden,

PrimePort Timaru supports the TYPBC to run the powerboat race.

Kind regards,

**Grant Bicknell | Marine Manager**



Marine Parade, PO Box 544, Timaru | Phone: +64 (3) 687 2700 | DDI: +64 (3) 6872726 | Fax: +64 (3) 687 2709 | Mobile: +64 0275831239

## Gary Manch

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**From:** stealth-boats@xtra.co.nz  
**Sent:** Monday, 11 June 2018 1:11 PM  
**To:** Gary Manch  
**Subject:** FW: Timau Yacht Club Power Boat race series.  
**Attachments:** imagedcbe54.PNG; image3fdf93.JPG

And also approval from TDC  
Thanks  
Don Weir

Sent from Mail for Windows 10

---

**From:** Hayden Brown  
**Sent:** Thursday, 7 June 2018 10:26 AM  
**To:** stealth-boats@xtra.co.nz  
**Subject:** Fwd: Timau Yacht Club Power Boat race series.

Copy and paste the response from TDC for your ECAN application.

Hayden

----- Forwarded message -----

**From:** Hayden Brown <typbcommodore@gmail.com>  
**Date:** Thu, 7 Jun 2018 at 10:19 AM  
**Subject:** Re: Timau Yacht Club Power Boat race series.  
**To:** Andrew Ross <andrew.ross@timdc.govt.nz>

Hello Andrew.

Thank you for this confirmation.

Much appreciated.

Regards.  
Hayden Brown  
(Commodore)

On Thu, 7 Jun 2018 at 9:34 AM, Andrew Ross <andrew.ross@timdc.govt.nz> wrote:

Good morning Hayden,

I have considered the proposed application to operate the powerboat race series event on the 30<sup>th</sup> of June 2018. The land based aspect of the event is permitted as the site is zoned Recreational 2. Therefore, Council give their approval to the event.

Kind regards,

# Safety plan for offshore power boat race Caroline Bay-Timaru.

30 June 2018

Race start time 10am

Finish time 4pm approximately

Race plan: To run a power boat race out of Caroline Bay. This will be run by the Timaru Yacht and Power boat club. The race is part of the series for the New Zealand Boat Marathon Commission (NZBMC.) NZBMC have a very good web site which is freely available to view.

Don Weir will be race convener and overall organizer.

Don Gutsell the owner of PROMED will appoint his safety officer.

Insurance: Public and general liability. NZI Broadform 15-6566640-MRK. This race has been run off and on since the 1960's.

Competitors: This race has attracted a maximum of 25 competitor boats in previous years. All competitor boats fit within the NZBMC rules. Competing boats are all trailer boats. The fastest that may compete have a top speed of 160km per hour. The average speed of competing boats range from 60-140kmph. Timaru tends to attract less boats than other races in the series due to it being raced in the ocean.

NZBMC rules attached.

Rectangular shape course is to be used if there is a persistent swell and conditions allow for racing. This course is designed so all competitors predominately  $\frac{3}{4}$  the prevailing swell. Making it safer for competitors.

Weather conditions. The Beaufort wind scale will be used as a guide for safer racing conditions. Wind up to 7 knots race will go ahead. 7-16knots race safety will be reviewed on the day. Above 16knots race will be cancelled.

Postponement. We may postpone the race for a maximum of 3hrs. This means start time will be 3pm. If after that time it is still deemed unsafe to race, race will be cancelled.

## **Scrutineering:**

Scrutineering will take place from 0730 to 0900 at the TYPBC 30<sup>th</sup> June 2018.

Scrutineering will be done as per NZBMC standard scrutineering check sheet. Check sheet attached.

**The start finish line:** This will be opposite the clubrooms.

## **Competitor Briefing**

This will be at 0830 in the clubrooms on the 30<sup>th</sup> June 2018

This shows the layout of the course to the competitor. All competitors are told safety rules. A layout of the proposed course is attached with final confirmation on the morning of the event.

Any competitor boat must stop at the scene of any accident, and render any assistance they can, if



their allocated positions.

Priority above all else must be given to personnel safety, then competitor and spectator safety.

If a medical safety boat arrives while the casualty is still in the water then the casualty must be retrieved into the medical boat. If a casualty is located in another boat the responding medic will transfer to that boat if safe to do so. If the medic is unable to transfer due to safety issues, then the medical boat will escort the boat into TY&PBC. The call for an ambulance to attend will be made by the medic on scene and relayed through the convenor. Any damaged or broken down boats will be towed to the TY&PBC if at all possible. If a boat is sunk a marker float will be placed at the scene. Medical safety boats will only tow broken down race boats out of the race line until completion of the event. All safety boats must remain capable of responding for the duration of the event. Promed will have an ambulance on scene. If there is a delay or St John Ambulance are unable to attend if called upon the Promed ambulance will transfer any patient to Timaru Hospital.

### **Reporting of Incidents**

All or any incidents will be reported as soon as possible on Maritime NZ incident form MAR15

### **Cancellation**

The race will be cancelled the day should the committee believe or consider the conditions are too dangerous for the event to proceed.

**SAFETY IS PARAMOUNT**

**For publication in the Timaru Herald and Courier newspaper 2 weeks prior to event.**

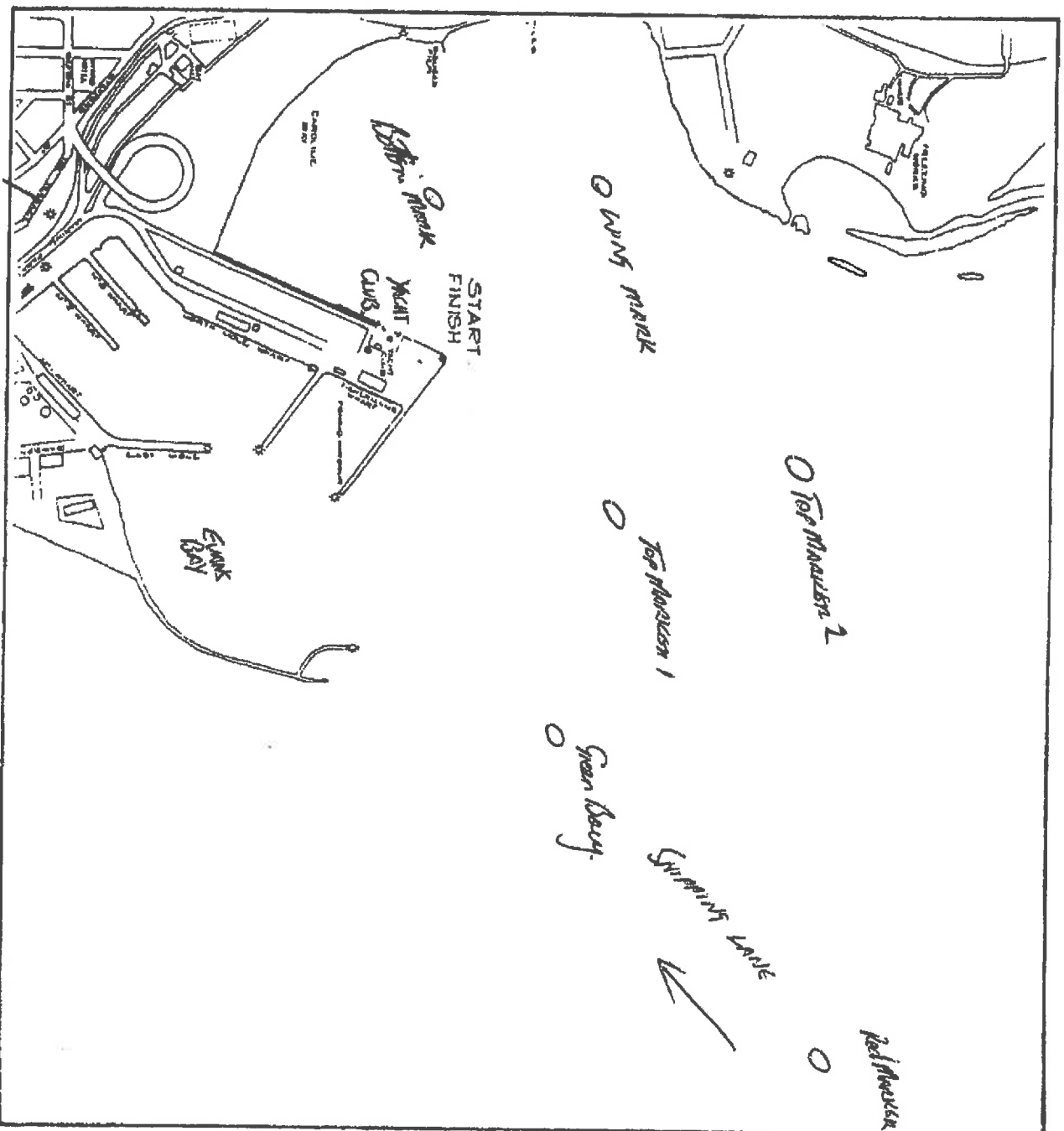
Offshore Powerboat Race

Where: Timaru Caroline Bay

When: Saturday 30/06/2018

Time: 10am

Finish: 3pm



## **Safety Boat Briefing**

Safety is paramount

All safety boats to patrol designated area for debris prior to race start

No alcohol to be consumed

Safety boats to spread out within their designated area

To remain mobile do not anchor

Tow any broken down boat into centre of course until completion of the race

Fly green flag at all times

Fly white flag with red cross when responding to or attending any incident

Red flag race is cancelled

Safety is paramount

Stay alert and observant

Enjoy your day

Safety boats to remain at station until given all clear by race convener

On completion of race check for any debris that may be left in your area.

Remember we leave it the way we found it.

Any medical incident is to reported to race convener

Use vhf channel 77

Any questions

## Drivers Briefing

Safety is paramount

~~Speed limit within Oamaru harbour 5 knots~~

~~Channel markers for harbour entrance~~

~~No race boat has to go inside start finish line at the start. Every lap after that boats must go inside the start finish line~~

All race boats are also deemed as safety boats and must stop at any incident if no safety boat is in attendance

When faster boats are overtaking at a mark this must be done on the outside

Co-pilots must keep a look out for faster boats approaching from behind

Hold your race line at all times

When boats cross the finish line on completion of the race, they are to pull into the centre of the course and remain clear of any boat still racing.

All safety boats will have a green flag

Safety boats flying a white flag with cross are attending or responding to an incident and have right of way.

All boats must stay will clear of any incident

Red flag means race is cancelled all boats are to slow down and return to harbour

If any boat breaks down they will be towed to centre of course until completion of the race

~~Oamaru Harbour will remain open to commercial and recreational craft. All race boats to stay clear of these vessels.~~

Any questions

### **3 SAFETY REGULATIONS:**

- 3.1 The scrutineers will check every craft entered for all the following safety requirements but reserve the right to exempt any entrant from such requirements as are made impossible or unnecessary, provided each exemption does not materially affect the safety of the entrant or other craft.
- 3.2 Any entrant who in the opinion of the scrutineers is overloaded prior to the start shall be given the opportunity to comply or be refused a clearance to participate.
- 3.3 All craft must carry sufficient fuel in a properly secured tank or tanks. Note: No stretch type-fastenings permitted. Temporary fuel tank definition: A temporary fuel tank must be designed as such, fitted with handles and be able to be removed for refueling by one person.
- 3.4 All equipment and batteries likely to cause damage if left loose in the craft must be properly secured.
- 3.5 All steering and control equipment to be properly constructed. If mechanical, then only steel wire is to be used in steering gear. Steering equipment fasteners to be locked to prevent self-unwinding (lock wired, lock nuts)
- 3.6 All exhaust pipes shall pass through the hull or transom at a level below the main deck line. If above deck level exhaust - noise not to exceed 95 decibels.
- 3.7 Controls must be situated to give good visibility in all conditions.
- 3.8 A crew member must be at the helm at all times during the trial. Mechanical or electronic control devices are disallowed.
- 3.9 Only fuels which are available through service stations and available to the general public are permitted. No fuel or inflammable liquids may be decanted on board during the trial.
- 3.10 No ballast is to be carried, but properly installed sea water ballast tanks with permanent plumbing and capable of being filled and emptied while under way under the control of the driver may be fitted and used. These tanks must be empty at the time of weighing and there must be adequate means whereby the scrutineers can verify whether ballast tank is full or empty.
- 3.11 A permanent seat must be provided for every member of the crew.
- 3.12 All main engines MUST slow to Idle or stop automatically, should the helmsman be thrown from the control position. a) A spring return foot or hand throttle. b) Any device which stops the engine when the driver leaves the wheel, e.g. a cord tied to the driver which pulls a switch or disconnects a plug (kill switch). Penalty for non-compliance, driver disqualification for the entire season.
- 3.13 Boats under 4.57m (15 feet) moulded length. Outboard motors must NOT exceed a total of 1725cc; inboard engines must NOT exceed a total of 4350cc.
- 3.14 If the safety officer and/or steward is unable to attend the race and his appointed deputy is also absent, the senior commission officer present automatically becomes safety officer and steward for the day.

### **4. SKIPPER AND CREW:**

- 4.1 The skipper must be 21 years of age or over at the date of the trial; however, entries will be received from the skippers 16 years and over if accompanied by a full written consent from parent or guardian.
- 4.2 No crew member shall be under the age of 15 years, except in Nominated speed and must be accompanied by parent or guardian.
- 4.3 Any skipper or crew member under the influence of alcohol or drugs will be automatically disqualified. No alcohol may be carried or consumed during the trial. The minimum crew on any craft shall be two. The maximum persons onboard a craft up to 5.18m (17 feet) in length is two, crafts between 5.18m to 6.10m (17-20 feet) in length is three, and over 6.10m (20 feet) is four.
- 4.4 Owners are reminded that normal marine insurance is, in most cases void while racing unless other arrangements have been made with their insurers.

### **5. RULES FOR EQUIPMENT ACCESSORIES**

- 5.1 (a) All craft must carry a race number (which will be allocated by the Commission through the holding club.) The number must be displayed on both sides of the hull starting one third the length of the boat aft of the bow. The numbers MUST be black on a white background or white on a black background. Figures to be at least 5.08cm (2in) wide and 61cm (24in) high, or in the case of a hull with less than 61cm freeboard, the number must extend from waterline to-deck. Numbers may be a panel securely fixed to the cabin sides, in ALL cases must be legible throughout the trial.  
(b) All classes (except Nominated Speed). The class letter must be put after the boat number, the letter to be half the size of the number.
- 5.2 Suitable fire extinguishers properly placed. Carbon Tetrachloride, aerosol and "puffer" type extinguishers are not acceptable.
- 5.3 An adequate and approved life jacket must be worn by each competitor and crew member for the duration of the trial. It is recommended that on craft capable of 80kph (50mph) or better, an approved racing jacket be worn. Compulsory race jackets over 100kph (62mph).
- 5.4 A suitable anchor for the size and weight of the craft with a minimum anchor weight of 3.18kg (7lb) may be carried.
- 5.5 Minimum 45.7m (150ft) of suitable rope or suitable stout line, with addition (for harbour and offshore trials) of minimum length of 1.22m (4ft) of chain and two shackles, if anchor carried.
- 5.6 First Aid Kit approved.
- 5.7 Two approved paddles or oars.
- 5.8 Yellow distress flag, minimum size 610mm x 610mm (24in x 24in) and means of hoisting same.
- 5.9 Suitable tool kit and sharp knife.
- 5.10 All craft must carry a bilge pump or 4.5ltr (1gal) bailer.
- 5.11 Every craft must carry a marker buoy attached to the craft by minimum 30.48m (100ft) of cord.
- 5.12 Every craft must have an approved towing point on the bow and an 8mm (5/16in) diameter tow rope fitted.
- 5.13 Any craft may be fitted with approved battery isolation switches.

- 5.14 Both inboard and outboards are to have the engines and transmissions properly covered so as to prevent water striking the engine or electrical equipment. Covers or shields should be capable of preventing any person from touching any hot, moving or live electrical parts when the covers are secured in place. In addition, inboard petrol motors are to have flame arresters fitted to the carbs.
- 5.15 Permanent fuel tanks MUST be fitted with a sealed fuel filler and the tank MUST be vented to the outside of the boat.
- 5.16 Fuel lines exit from top of tank.
- 5.17 Fuel line shut off valve must be fitted to the top of tank.
- 5.18 Fuel lines to be of copper, steel, nylon or suitable armoured covered petrol hose.
- 5.19 Inboard engine fuel lines are to be of copper or steel only, unless flexible line is standard equipment for that engine.
- 5.20 Fuel filters are to be fitted between tank and pump.
- 5.21 Only wet exhausts installed on inboard engines may incorporate rubber connections.
- 5.22 Inboard engine crankcase breathers are to be piped to engine air intake or in case of jets to suction air bleed.
- 5.23 Outboards must be effectively silenced.
- 5.24 Outboards must be securely bolted to transom.
- 5.25 Outboard fuel tanks and lines must be of approved types.
- 5.26 Twin cockpit craft MUST have on/off switches in each cockpit.
- 5.29 Boat numbers MUST be registered with the N.Z.B.M.C and be black figures on white background.
- 5.30 Boat number painted on trailer so as to be visible from both front and rear.
- 5.31 All competitors (i.e. speed and nominated speed) must wear an approved motor sport crash helmet in all events, and that orange / red / HiViz helmets are compulsory for speed competitors and recommended for nominated speed competitors.

## 6. STANDARD BOAT CLASS

To be eligible, boats and motors must meet the following criteria:

- 6.1 ALL boats must have at least 20% of their length from the bow fully decked in with a rigid material able to be walked on by an average adult.
- 6.2 Driving position to be as either factory or design intended.
- 6.3 A minimum of four seats must be installed at scrutineering (proof of compliance) with the back seat being optional during an event at the driver's discretion, with no substitution of a draft board deflector allowed.
- 6.4 Standard production windscreen fitted.
- 6.5 No Motor nose cones, exhaust relief, external water pick-ups etc. are permitted.
- 6.6 For C, D, E, and F classes a cavitation plate height limitation so that the underneath of the cavitation plate when trimmed to be level with the knee line is no more than 75mm (3 inches) above the line extending from the keel. There is no exemption to the 75mm height limit. (Confirmed for 2016)
- 6.7 Any BOAT or MOTOR that deviates from standard boat class is deemed to be non-standard and must compete in the class above. E.g. A nonstandard or race special (C class would race in B class).
- 6.8 Modifications to rebuilt motors: If a motor was for example a 1987 model and requires a rebuild, it MUST be built to 1987 specs and within its class engine capacity.
- 6.9 B STANDARD BOAT CLASS criteria; there is no cavitation plate height limitation (E.g. Engine may be run at any height). Outboard Motor addition or modification exemptions; B Standard Boat Class boats are allowed to fit nose cones to the gear case to prevent gear case blowout. Low water pick-up nose cones are permitted.
- 6.10 Cabin boats with standard production motors can compete down one class. (Cabin boat definition: Cabins must have head room when seated, and be constructed of a rigid material). (e.g. a B class standard cabin boat based on its standard B class capacity motor could now compete in C standard boat class, if non-standard for any reason, such as motor height it would still have to compete in B class).

## 7. COMMITTEE:

The elected committee of the holding organisation shall have the power to accept or reject any particular entry and no correspondence will be entered into.

- 7.1 Protests must be lodged to Race Control within one hour of the finish.
- 7.2 Protests are to come from skipper of craft only.
- 7.3 A fee of \$20.00 will be paid at the discretion of the holding club.
- 7.4 Protest Committee to consist of three members of the holding club plus the Commission Safety Officer and the Drivers representative.
- 7.5 Skipper must be available at all times during the protest.
- 7.6 Driver to be told by the committee of the result.
- 7.7 Decision made by the protest committee is to be final and skipper will have no right to appeal.
- 7.8 Decision on fee is then to be decided by the committee.
- 7.9 Event Duration – NZBMC is to liaise with holding clubs about the event being of a practical length in time and distance due to prevailing weather conditions on the day.



# NEW ZEALAND BOAT MARATHON COMMISSION

## STANDARD SCRUTINEERING CHECK SHEET

Drivers Name \_\_\_\_\_

Race # \_\_\_\_\_

Address \_\_\_\_\_

Boat Name \_\_\_\_\_

Owners Name \_\_\_\_\_

### Instructions:

This sheet must be completed, signed and presented to race control before drivers briefing on race day.

Driver: Check boat condition and ensure boat meets requirements before scrutineering and initial each item in Driver column to indicate you have confirmed boat meets requirements.

Scrutineer: Before race briefing inspect boat for requirements and initial each item in Scrutineer column. Cross (X) if not satisfactory, recheck marked items then sign here

1	Name of persons onboard	Driver	Rule	Checked by:		
				Driver	Scrutineer	Rechecked
	Crew 1	_____				
	2	_____				
	3	_____				
	Drivers age if under 21	_____	4.1			
2	Boat top speed	_____ km/h				
3	Overall boat length	_____ m	2.2			
4	Hull Condition	_____				
5	Control position - Adequate visibility		3.7			
6	Steering & controls - kill switch, lock wired steering		3.5			
7	Twin cockpits - kill switch in each cockpit		5.27			
8	Loading and proper stowage		3.4			
9	Fuel tanks & equipment properly secured, Fuel shut off valve on TOP of tank		5.18			
10	Number of permanent fuel tanks	_____				
11	Number of temporary fuel tanks	_____				
12	Total fuel capacity onboard (incl emergency fuel)	_____ L				
13	Fuel tank cap sealed		5.15			
14	Permanent fuel tank filters sealed. Breathers on outside of boat		5.15			
15	Approved crash helmets		5.30			
16	Spring loaded throttle or cut off switch		3.12			
17	Fire extinguisher - correct type & easily accessible		5.2			
18	Approved life jackets (# onboard)	Under 100km/h Over 100km/h				
19	Flares (recommended only)		5.3			
20	Crew seated alongside the driver (where feasible)					
21	Approved first aid kit accessible		5.6			
22	Approved paddles/oars		5.7			
23	Yellow distress flag - 610mm x 610mm		6.8			
24	Tool kit & sharp knife		5.9			
25	Marker buoy & 30m of line attached to boat		5.11			
26	Bilge pump or 4.55l trailer		5.10			
27	No alcohol or liquids stowed					
28	Fuel tanks securely fastened with overboard breather		5.15			
29	Fuel line - top of tank outlet		5.17			
30	Fuel line - shut off valve		5.18			
31	Fuel line - filter between tank and engine		5.21			
32	Fuel line - made of approved material		5.20			
33	Fuel line - securely fixed to hull					
<b>Inboards Only</b>						
34	Engine transmission - Strong and adequate fail cages fitted					
35	Carb - flame arrester fitted					
36	Crankcase breather to carb		5.23			
37	Water cooled manifolds & wet exhausts		5.22			
38	Engine cover secure		5.14			
<b>Outboards only</b>						
39	Outboard motors secure - bolts		5.25			
40	Fuel tanks & lines approved incl shut off valve or quick disconnect fittings		5.26			
41	Engine height - Cavitation plate height limitation - 75mm		6.6			
42	Engine cover secure		5.14			
43	Underwater exhaust		5.24			
44	Boat number - Black on white background or White on black background		5.1			
45	Approved towing point on bow, 8mm diameter tow rope		5.12			
46	Boat number displayed on trailer		5.29			
47	Advertising limitations - approved by race organisers					

Standard motor verification

(Driver to sign)

### Indemnity Form

In consideration of the acceptance of my entry I DO HEREBY AGREE for myself, my executors and assigns not to make any claim against the New Zealand Boat Marathon Commission (Inc.) and/or any club affiliated thereto and/or any member of the said club or Association in respect of any accident or damage occurring at any time when the regatta or competition is under the control of the New Zealand Boat Marathon Commission (Inc.) and/or any club whether caused by other competitors, their representatives, their boats or otherwise whatsoever AND I DO HEREBY FURTHER AGREE to indemnify the New Zealand Boat Marathon Commission (Inc.) and/or club affiliated thereto and/or all members of the said clubs against any loss, claims, actions, costs or demands arising out of my participation in the regatta.

Dated at \_\_\_\_\_

(location) on the \_\_\_\_\_

day of \_\_\_\_\_

(month) 2016

Signed (driver)

In the presence of \_\_\_\_\_