

2020 APBA REFEREE/RISK MANAGER TEST

- The Rulebooks, By-Laws, and Risk Manager Slideshow posted in the Resources section of the APBA web site will be needed to complete this test.
- Passing this test is mandatory for anyone wishing to Referee or act as an Assistant Risk Manager at APBA races.
- Check with your Region and/or Category Chairperson as some Regions and/or Categories may have additional requirements.
- After passing this test, you must be approved by your Region Chair and relevant Category Chair.

Please contact Chas Dodge, APBA Chief Referee / Risk Manager, if you have any questions on this test. Chas can be reached by email at dodgechas@yahoo.com or chiefref@apba.org, or by phone at 206-910-7996 (cell).

Please return your test to Chief Referee Chas Dodge for grading. Your test can be returned by e-mail or mail. Once you have opened the test, save it to your desktop. Tests cannot be saved to the APBA website.

Mail: Chas Dodge
23102 29th Ave W
Brier, WA 98036

Email: dodgechas@yahoo.com or chiefref@apba.org

REFEREE FOR SPECIFIC CATEGORIES LISTED BELOW

ASSISTANT RISK MANAGER: Risk Management only

Chief Referee: Chas Dodge – chiefref@apba.org

STOCK OUTBOARD: Risk Management, General Rules, and the SO test.

Chief Referee: Steve Noury - snoury@comcast.net

MODIFIED OUTBOARD: Risk Management, General Rules, and the MOD test.

Chief Referee: Josh Kimble - joshua_kimble@jbhunt.com

PRO OUTBOARD: Risk Management, General Rules, and the PRO test.

Chief Referee: Jim Nilsen – jnilsen529@comcast.net

JUNIOR CLASSES: Risk Management, General Rules, and Junior Classes tests.

Chief Referee: Mark Wheeler - wheeler@wmich.edu

OPC: Risk Management, General Rules, and the OPC tests.

Chief Referee: Doug Rea -

INBOARD: Risk Management, General Rules, and Inboard tests.

Chief Referee: Don Melillo - melildon@yahoo.com

VINTAGE & HISTORICAL: Risk Management, General Rules and Vintage test only.

Chief Referee: Doug Brow - browzer@centurytel.net

THUNDERCAT: Risk Management, General Rules, and the Thundercat tests.

Chief Referee: Robin Shane – robin.shane@verizon.net

SPECIAL EVENTS: Risk Management, General Rules tests.

Chief Referee: Robin Shane – robin.shane@verizon.net

OFFSHORE: Risk Management, General Rule, and Offshore Test

Chairman:

UNLIMITED: Risk Management, General Rules, and Inboard tests and must also be approved by the Unlimited Chief Referee

Chief Referee: Rick Sandstrom - info@propshopltd.com

2020 APBA REFEREE / ASSISTANT RISK MANAGER TEST

NAME:

AGE:

ADDRESS:

CITY:

STATE:

ZIP:

PHONE:

APBA #:

REGION:

EMAIL:

General

1. The Race Director shall function as Chairman of that event's Race Committee. It shall be the responsibility of the Race Director to effectively organize the racing event, to implement appropriate safety measures and to provide the necessary personnel and adequate facilities as required by APBA for officials, competitors and other participants to insure the appropriate environment for an APBA sanctioned event, and to assist APBA in the securing of entries.

Rule #:

2. The competitor must complete the official Entry Blank for the event in full, and submit it to the appropriate person by the deadline listed thereon. Acceptance of an entry is at the discretion of APBA and the Race Committee and may be refused.

Rule #:

3. A competitor in an APBA-sanctioned event shall have no claim for damages or recompense of any kind for any advertising, exploiting his name, picture, or the picture of his boat, or exploiting the achievements of any product used by the competitor's participation in the event.

Rule #:

4. If, in the judgment of the Inspector or Referee, a boat is unsafe, he/she may refuse to allow the boat to start. If, in the Inspector's or Referee's judgment, the entrant, driver or owner has failed to live up to the spirit or letter of the rules prior to the race, he/she may refuse to allow the boat to start, except as hereinafter provided:

A. Before a race, and after the owner or the driver has been notified in writing to comply with any rule, the owner or his representative may file an appeal with the Referee prior to the start of the race, in which case, the Referee shall, except in cases where the boat has been unsafe, allow the boat to start in a sanctioned race and shall withhold announcing the results of the race until a hearing has been held by the appropriate Racing Commission of the respective category, and an opportunity given to both sides to be heard. In case the appropriate Racing Commission rules that the appeal is justified, the performance of the boat should be considered as official; should the Racing Commission rule that the Referee or Inspector was justified in his action, then the performance of the boat in all races shall be recorded as "disqualified."

Rule #:

Continued on next page...

5. No person who has been expelled from the Association or who is under suspension from the Association by the Racing Commission, or Board of Governors if applicable, shall be permitted to officiate or assist in any capacity in connection with any sanctioned regatta or race or engage in such regatta or race as a committee member, boat owner, driver, mechanic, or passenger. At regattas or races sanctioned by the Association conducted under the Association racing rules or any club that is a member of the Association, such persons shall be denied access to the race course and to any committee boat, Judges' boat, vessel, float, dock pits, or other premises under the control or supervision of the race committee or club conducting the regattas or race. No boat, motor or other racing equipment owned or chartered in whole or in part by such expelled persons shall be allowed on the race course or on any of the aforesaid premises. If, however, such person's terms of discipline specifically require him to provide assistance in conducting a regatta or race, such person may assist in such capacity pursuant to the terms of his discipline.

Rule #:

6. The Referee may, with or without a protest, disqualify any boat, should it come to his knowledge before the awarding of prizes, that the contestant(s) has committed a breach of the rules.

Rule #:

7. All decisions of the Referee regarding violations of starting, driving, and of course rules shall be final, and appeals will be allowed only if suspension is involved.

Rule #:

8. The Referee must realize that he/she is there to prevent errors, if possible, and help make a smooth-running regatta. He shall advise the Race Committee or make suggestion for the proper handling of the race. His suggestions to the Race Committee as to course, conduct, inspection, and compliance with rules, etc. must be observed. He shall insist that all provisions of the racing rules be complied with at all times.

Rule #:

9. It shall be the duty of the Referee to report in writing to APBA Chief Referee and Category Chairman any problems that he/she may have enforcing any rules. This report is to be done not later than eight (8) days after the final day of the sanction.

Rule #:

Risk Management

1. It is mandatory that all race courses have outside course marker/buoys surrounding the race course; these outside markers shall be visually different (different color) from the inside course markers. The area beyond the outer course markers is out-of-bounds; boat re-entry to the race course is subject to APBA rule provisions and/or referee instructions. The Offshore category and marathon racing are exempt.

Rule #:

2. The areas in which the cranes are located shall be separated from all other pit areas. Access to the crane area shall be restricted and limited to authorized personnel

Rule #:

3. Rules passed by the National Safety Committee take precedence over those written by any category. Categories, when writing rules regarding a subject covered by General Safety Rules, may only add more restrictive details. These more restrictive rules will then prevail for that category.

Rule #:

4. There may be more than one Assistant Risk Manager at any regatta. The Assistant Risk Managers must be members of APBA and at least 18 years old. The Assistant Risk Managers are NOT members of the Race Committee and will have NO other duties than those concerning the SAFETY of the event. The Assistant Risk Managers must work with the referee to make sure that the event is in full compliance with all APBA rules and requirements. The Assistant Risk Managers will report any and all violations immediately to the Referee and have the authority to correct any violation. The Referee and Assistant Risk Managers must work together. Officials who have passed the previous year's test shall be grandfathered for a period of 45 days after the new test comes out.

Rule #:

5. Who must sign the APBA waiver?
 - Participants - A participant is anyone who has an active part in putting on the event. (Officials, Drivers, Crew Members, Safety / Patrol Boat Crews)
 - Anyone who is authorized to enter the restricted area

Rule #:

6. What is the Restricted Area? At minimum, the restricted area should include the race course, pit area(s), and any area where racing craft are being launched and retrieved. The restricted area should be clearly identified with signs indicating that the area is not open to the general public.

Rule #:

7. What are the requirements for the Restricted Area? A nontransferable wristband must be worn on the wrist indicating that a waiver has been signed. Closed toed shoes are required in all areas of the Restricted Area.

Rule #:

Junior Classes

1. Junior Hydro and Junior Runabout drivers must be given separate testing time, aside from all other classes.

Rule #:

2. The heat must be stopped if a Junior Hydro or Junior Runabout driver goes into the water prior to the final lap of any heat. During the final lap of a heat, the heat shall be stopped if a Junior Hydro or Junior Runabout driver goes into the water unless the driver is clearly out of danger.

Rule #:

3. Junior Hydro and Junior Runabout drivers must be at least nine years of age, determined by birthdate. Drivers may not compete in Junior Hydro and Runabout classes after the end of the racing season in which they turn 16 years of age. AXH and AXR drivers must be at least 12 years of age.

Rule #:

4. A heat may be cancelled if fewer than three (3) boats cross the starting line except when a previous heat in the race has been run. However, if the first heat of a race is started with at least three (3) bona fide starters, a rerun of that heat must be run if there is at least one (1) bona fide starter. If a previous heat for the class has been run, any subsequent heat shall be cancelled only if no bona fide starters cross the starting line or if all boats cross the starting line before the gun.

Rule #:

5. The driver shall be responsible for the condition of the motor and hull as raced. Errors on the part of the manufacturer, boat builder, mechanic, or previous owner shall not excuse non-compliance with the rules.

Rule #:

Stock Outboard

1. Any driver who is off-plane at the start of the race or during the race and pursues a position on the race course in an unsafe manner shall be disqualified for the heat.

Rule #:

2. Rescue boat personnel shall meet with the Race Director, Referee, Assistant Referee, or their designee for instructions prior to the beginning of each sanctioned event. All rescue boat personnel shall be instructed in the meaning of signal flags, driver hand signals, how to conduct themselves, their position on the course, what to watch for, and how to respond in case of emergency.

Rule #:

3. At least one qualified turn judge approved by the Referee shall be required in each turn. All turn judges must be APBA members. The Referee will review the proper interpretation of the overlap rule prior to the start of the race. All overlap violations will be called by the turn judges and/or Referee. All disqualifications will be carefully reviewed by the Referee.

Rule #:

4. Racing equipment shall be available for examination previous to the race and if found not in compliance with any governing rule or regulation, unsafe, unseaworthy, or unmanageable, or if the owner or driver has failed to live up to the spirit or letter of the rules, the Race Committee may rescind the entry. Correction or substitution may be permitted if made previous to competing in the race, but the start shall not be delayed to allow compliance. Dismantling of motors before racing shall not be required.

Rule #:

5. An inquiry is a request to the officials from a driver for information, clarification of a decision, or interpretation of an occurrence on the racecourse. An inquiry must be made in writing to the designated drivers' representative and forwarded to the proper official for a timely answer. A fee will not be charged, and it will be the responsibility of the inquiring driver to contact the drivers' representative for the race official's answer

Rule #:

MOD Outboard

1. Turn judges, race committee, referee, or assistant referee have the authority to stop a heat. If the lead boat is on the final lap, the order of finish shall be determined by the order of finish of the previous lap. The driver or drivers responsible for the stoppage of the heat will not be scored.

Rule #:

2. When three races are run in two days, a minimum of four (4) classes must be run for the third day.

Rule #:

3. The start shall be final, even if there is only one (1) legal starter. In the event there is no legal starter, the heat shall be cancelled.

Rule #:

4. The referee may call for the restart of a heat under the following circumstances:
 - A. If officials or their equipment have performed in error,
 - B. If officials have failed to record those boats jumping the gun, or
 - C. Due to the stoppage of the heat caused by an accident or other on-the-course issue. Should a restart be required due to a stoppage, all boats that are responsible for the stoppage of the original heat, or any restart of the heat, may not participate in any restart. All other drivers entered in the original heat, including gun jumpers, may participate in any restart. Drivers who committed a driving infraction (other than jumping the gun) may not participate in any restart.

Rule #:

5. The referee shall inspect and verify the clock operation at the start of each day's racing. The referee shall verify that the starting clock is accurately sequenced with the camera equipment.

Rule #:

PRO Outboard

1. OVERLAP - An OVERLAP is established only when two boats are on the same course or approximately the same course and the cockpit of the overtaking boat is even with the cockpit of the overtaken boat. The following rules shall apply to an overlap.
 - 1) The lead boat has the right of way until an overlap is established.
 - 2) A safe overlap is the responsibility of the overtaking boat.
 - 3) Once an overlap is established, the overtaken boat must give the overtaking boat room to clear any course markers.
 - 4) The overtaking boat cannot force an overlap after the lead boat has begun to alter course to negotiate a turn.
 - 5) Any violation of the overlap rules listed above will result in the disqualification of the offending driver for the heat.

Rule #:

2. K PRO Hydro drivers must be given separate testing time, aside from all other classes. K PRO Hydro may test with AXR and AXH.

Rule #:

3. With the exception of straightaway records, in order for a driver to qualify for a record, there must be a minimum of four (4) bona fide starters in the heat. There shall be no requirements on the number of finishers in the heat or the timing of the finish of any boat in the heat relative to another boat in the heat.

Rule #:

4. Runabouts shall be affixed with numbers of a color that strongly contrasts with the back ground. The figures and letters shall be not LESS than 10 inches in height and the stroke not LESS than 1-1/2 inches wide, if space permits. These numbers must be affixed to both sides of the boat.

Rule #:

5. The race for each class shall consist of three (3) heats with the order of final position being determined on the basis of the total number of points from those three heats. In the case of a tie, the high position shall be awarded to the person who has established the least elapsed time in the 3 heats.

Rule #:

OPC

1. A powerhead may be changed at any time, if time permits, provided the driver choosing to change the powerhead will receive a penalty of the least advantageous starting position.

Rule #:

2. The Referee must choose at least one driver's representative.

Rule #:

3. After the lead boat finishes the specified distance, all other boats will be allowed to complete the specified lap on which they are engaged. In case two or more drivers have scored the same number of points, thus establishing a tie, the driver with the highest total number of laps accumulated will break the tie. If a tie still exists, the match will be awarded with the least time for the heats. If a tie still occurs, the points for the two positions of finish shall be totaled and each driver shall receive 1/2 the total.

Rule #:

4. A buoy that has become fouled, or a float that has been attached for the purpose of finding the rope, shall not be considered a buoy. Any float less than 12" in size shall not be considered a buoy and contestants shall not be required to pass the float on the proper side.

Rule #:

5. Stock and Super Stock classes: There shall be no modifications whatsoever to the motor as furnished by the manufacturer other than items listed.

Rule #:

6. The inspector may impound any component of the racing unit to determine compliance with these rules, and send the impounded components to the appropriate technical committee. No prizes and points for the class will be awarded until the decision is made on the component's compliance with the rules. At that time, the referee will notify the concerned parties of the decision so that positions, prizes and points can be awarded.

Rule #:

Inboard

1. Drivers and riding crew are required to wear helmets at all times while on the water for the purpose of racing or testing. The helmets may be removed only if the craft is under tow or being held fast in the infield by an official tow boat. Violators will be disqualified and suspended for thirty (30) days. Exceptions may be granted by the referee for unusual situations. All suspensions and exceptions granted must be reported, in writing, to the Chairman of the Inboard Racing Commission immediately following each incident.

Rule #:

2. If Personal Watercraft are used with a diver for rescue purposes, then the Personal Watercraft MUST remain in the safety zones at either end of the course until the race boats have cleared the one minute pin. At this point they may idle to the center of the course for the duration of the heat. This will allow them to respond in any direction to assist the rescue boats stationed in either turn. Divers placed on Personal Watercraft shall carry a minimum of a 30 cubic foot Super Pony Bottle and shall be fully suited and ready to enter the water any time race boats are on the course.

Rule #:

3. Drivers already qualified who desire to drive in a class greater than they are currently qualified for, move from a hydroplane class to a runabout class (or vice versa), or have been inactive for more than twenty-four (24) calendar months; must re-qualify as follows:
 - Must notify the Referee at the event during the Drivers meeting that they are qualifying or re-qualifying for a particular class.
 - Shall run two (2) heats starting from the farthest outside position, advancing only to a position predetermined by the referee.
 - Run an additional (2) heats in competition in the class, during which the driver showed the ability to handle the boat at competitive speeds and otherwise complies with all other driver qualifications outlined in the Inboard Racing Rules.

Rule #:

4. Rule 11.4.2 will be waived for veteran drivers from other race organizations who have raced in like classes in the past 24 months and have demonstrated an understanding of APBA Inboard rules to the referee or designee. It shall be driver's responsibility to show proof of that racing. Rookie drivers from other race organizations must comply with rule 11.4. Rookie heats run under other race organizations may be counted toward rookie qualification at the referee's discretion. It shall be driver's responsibility to show proof of that racing.

Rule #:

5. The Referee may authorize the following combinations of classes only:
 - 1.5 Litre Stock, 1 Litre, 2.5 Stock (Max per heat: 12) Note: The Referee may give 1.5 Litre Stock driver(s) special instructions about where to start and drive during the heat.
 - 2.5 Stock, 2.5 Mod. (Max per heat: 10)
 - 2.5 Modified, E 350, National Mod, (Registered 2.5 Litre Stock "S" Boats not allowed.) Max. Field – 8 boats
 - National Mod, Grand National Hydro, GP (Max per heat: 8) Note: Minimum weight of boat must be at least 1,525 lbs.
 - Grand National Hydro, GP (Max per heat: 8)
 - SA, SC, SS, SE, PS (maximum field 10 boats)

Rule #:

Vintage

1. As a Committee of APBA, V&H is governed by the General Safety and General Racing Rules (found as a combined document at www.APBA.org).
 - A. These rules cover the basics of personal safety and event conduct.
 - B. V&H may have some By-Laws that are more stringent than these rules; these will be called out in the V&H By-Laws.
 - C. All members are expected to be familiar with those portions of the General Safety and General Racing Rules which affect them.

Rule #:

2. Vintage Class Helmets must meet the specifications set forth by any of the following: American National Standards Institute, Inc., Snell 2010 or newer (SA, M, K, CMR/CMS 2007, CMH); SFI competition 31.1 and 31.2; SFI spec 24.1 youth helmet for drivers age 16 and under. Effective March 5, 2019: All helmets must be Snell 2010 or newer.

Rule #:

3. Kill switches are mandatory for all vintage boats. The kill switch shall render the ignition and electric fuel pump (if so equipped) inactive.

Rule #:

4. Certain boats may be eligible to participate as both a competition boat (class racing) and as a Vintage boat. Under no circumstances shall the same hull participate as both in the same event. This includes participating with different drivers.

Rule #:

5. Two designated rescue boat capable of carrying one or more accident victims in a supine position shall be present and the craft shall be staffed and ready for use at all times when racing boats are under power. A patrol boat, properly staffed and equipped, may be used as a rescue boat. It is recommended each boat carry a qualified diver.

Rule #:

6. The minimum age for drivers or riders to participate in an exhibition run is 16 years old. A waiver must be signed for the underage participant by their parent or legal guardian.

Rule #:

Thundercat

1. Engines shall have two tether-activated ignition cutoff switches capable of stopping the engine if the driver or co-driver is separated from the boat. A cutoff switch shall consist of a line and plug or cap, electronically attached to the engine to facilitate its continuous operation. The length of the driver's cutoff switch tether shall not exceed 3'6". The co-driver's cutoff switch tether length shall not extend beyond the inside of the boat's transom. Cutoff switches shall be attached to the driver's and co-driver's wrist or life jacket by a breakaway device with a pull force greater than the switch's operating force. All competitors shall be connected to said individual ignition cutoff switches while on plane at a race site. No additional kill caps, plugs, etc. will be allowed. No toggle type switches are allowed. An offense will result in disqualification.

Rule #:

2. To receive national points there shall be a minimum of three bona fide starters. For stationary starts, every boat lined up in a starting position at the starting dock when the flag drops will be considered a legal starter. The minimum boat count for all National/Divisional events shall include no more than one of each competitor's equipment. There shall be a maximum of 15 boats in a class allowed on the course during a race. In the event of there being more than 15 boats in a class, elimination heats shall be run as follows:
 - The boats shall be divided into equal sections by lottery, and each section will run two qualifying heats.
 - The top qualifiers in each section will go forward into a final heat with no more than 15 boats in a class.

Rule #:

3. The line-up position for the first heat races shall be determined by lottery at the drivers meeting. In elimination, qualifying, and all following heats the line-up position shall be the reverse order of finish of the previous heat. If there are elimination heats, the lineup position for the final heat shall be determined by the elimination heat finish.

Rule #:

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

Rule #:

5. Any Driver not on the start line when the green flag is raised may not start that heat or any re-start of that heat. Any Driver that fails to start when the green flag is dropped may only enter the racecourse when it is safe to do so. This is only allowed if the leading boat has not completed one lap. One back-up crew per team is allowed to assist at the start provided he is positioned opposite the Driver at the start with the OOD's permission. Only Drivers that were on the start line and failed to start can take part in any re-start of that heat. Any Driver or Co-driver jumping the start either by starting his engine early or not observing their feet on the floorboard rule, will receive a two point penalty deducted and be moved to the lower end of the grid. A second offence will mean disqualification from that heat.

Rule #: