

APBA MEETING 01/23/20
Hilton Hotel conference center– Seattle Washington

CALL TO ORDER 1:33 PM PST

ROLL CALL:

Jim Simmons
Larry Biel RWO
Roger Conley RWO
Rich Dancsion RWO
Steve Curtis OTA
Michelle Petro P1
Martin Raby P1
Bob Wartinger
Stuart Halley Mercury
Rick Felsen Hawk Racing Insurance
Rich Luhrs APBA Offshore Commissioner
On the phone LPC team member – Mike?
On the phone – Jason Saris

SAFETY – BOAT FLIP IN KEY WEST -

Allen Lawn Care and LPC blow over. Question on rescue and diver deployment timing. Description on damage sustained on both boats and how accident occurred by team member. Both Doug Wright built boats

Bob showed video of the accident. Rescue response over 30 seconds, should be 30 secs or less.

Interior too many loose objects. Helmet fit poorly and no eye protection, safety harness loose and no leg coverage. Head room was not adequate.

How capable is your cockpit? – structural integrity. Cockpit should be as strong as the hull or better. Windshield ideal 1.75-inch-thick acrylic or polycarbonate. Double flanged.

Hatches- Load handling issues. Cross fitter will strengthen the hatch.

Helmets standard analysis –

Cockpit - Seats – shock actuation, stiff and comfortable

Harness – 7 point

Forward head restraints. – Hans devise – comments we not positive about using the Hans devise due to possibly restrictions in movement and hinderance when needing to escape in an accident situation. Curtis comment on using on MX restraint.

Capable helmet – SNELL / FIA

Air Systems

Felsen comments – need to be stricter on canopy builds and rigging. How do we fix this?

Luhrs comments – A good inspector can tell if rigging is good, but the issue is not knowing if canopy and structure is non-ballistic. A standard need to be implemented and forwarded to the manufacturers. MTA is currently the strongest manufacturer. Builders need to send in specs for the cockpits to UIM for analysis and once approved must build to those specs.

Cockpits designed years ago are being rigged with bigger engines and may face impacts greater than they were originally designed for.

Bob- It is possible to engineer the cockpit to withstand impact.
 Discussion on air compression and air spill over from tunnel which causes the Cats to blow over. Stuart suggested adding a wing which disrupts the air flow over the top of the cat as they have done in NASCAR since they had a flip / blow over issue at one time.

Bob- Course design has an impact in accidents as well. Suggestion on larger turns and more sweeping. Consideration on today's boats being faster and need a larger radius.
 Felsen – mentioned two boats rolling who were not close together on a turn at the north side of the course being tight.

Simmons – Mentioned Hatches needs further discussion.

Halley – Need to share load stats to boat builders so they can build to withstand impacts.

Bob - Specs are in the rulebook for canopies.

3:00pm Chris Fairchild joined meeting – mentioned that give teams time frames to correct their canopy.

Concerns of Vee class stripping the interior of the boats and putting minimal roll bars in. Nothing in the rule books to stop the teams from modifying the boats.

Luhrs- It is the inspectors' job to inspect and disqualify any boats that are not up to par.

Bob – Need several inspectors to adequately inspect the numbers of boats on site to race.

Dancsion – If there are 75 boats, we should have 6-7 safety inspectors.

Curtis – Safety inspection should take approx. 1 hour per boat. Boats should have measurement certificate.

Checklists need updating for inspections.

MERCURY MARINE NEW PRODUCT PRESENTATION – Stuart Halley

Non – disclosure – not to be shared or discussed.

New engine for the H2O series should be available in July 2020 and available to run in series in 2021.

300R has approx. 25hp more than 300xs.

Mercury gave OPA and RWO pricing on stock ECUs

Could possibly share some dyno and boat performance data to Luhrs to assist with technical rules and inspections.

Luhrs mentioned status on stern drives for outboards.

Superstock outboards not wanting to change. Dancsion suggested 860 class to run with Supercat. Curtis did not think Supercat would go with running with another class.

1100 Class going well. No engine failure. Inspections are completed by Mercury.

Mercury tech will go where Class One goes. Class One were to have 5 boats.

Simmons – Clarification on whether Mercury was to tech inspect other classes. Halley – only Class one. Halley said Smitty had asked for additional support.

Halley said that he would provide ECUs but there has been no agreement on additional support for other classes.

Closing remarks – Thank you Stuart. Tomorrow meeting with go over offshore issues.

Meeting adjourned by Rich Luhrs 3:44pm PST