



2010
Offshore Super Series
Powerboat Racing
Association

**GENERAL MEMBERSHIP
&
RACING RULES**

Version
V. 05/15/10
Board Approved
All Changes for 2010 are in Red
Subsequent Changes in Blue

2010

**OFFSHORE SUPER SERIES
POWERBOAT RACING ASSOCIATION**

The Offshore Super Series Powerboat Racing Association ® (OSS ®) is a not for profit organization dedicated to further the development and growth of offshore powerboat racing in North America.

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2010

**OFFSHORE SUPER SERIES
POWERBOAT RACING ASSOCIATION**

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2010

**OFFSHORE SUPER SERIES
POWERBOAT RACING ASSOCIATION**

**Section I
General Membership & Racing Rules**

OSS General 1: RACE ORGANIZATION

A. Contract/Sanction

1. The race must be covered by a valid contract between the race producer and OSS.

B. Entries

1. The Chief Referee reserves the right to refuse any entry up to the start of the race.
2. All boats must conform to current OSS rules.

C. Prize Money

1. All prize money checks shall be made out to the boat owner unless the boat owner shall stipulate otherwise in writing to OSS.
2. No prize money checks shall be issued until an IRS Form 1099 is on file with OSS.
3. **Unless approved by the Board of Directors, the standard minimum purse for a stand-alone OSS event shall be \$37,500.00 paid to the 9 National Classes. Advertised prize money for each race shall be paid on a pro-rata basis based on the actual number of boats registered, entry fees paid and ready to run at each race in the Pro Cat, Supercharged Cat (850), Cat (750), Cat Lite, Super Vee Unlimited, Pro Vee 1, Pro Vee 2, Vee Lite and Cat Outboard Classes. (i.e.: \$37,500.00 advertised prize money; IF there are 20 boats total registered in the 8 classes; each boat has a value of \$1,875.00 in prize money for their class; if a class has 6 boats, then that class shall be paid \$11,250.00 prize money) **Should there be any joint venture races with other organizations, prize money will be determined by the Board of Directors and announced prior to the event.** Prize money shall be split among the 1st, 2nd, and 3rd place winners in each class unless otherwise voted and approved by a majority of the registered members in that class. Once a class votes to change the number of places paid, that formula will be used for the entire season and may not be changed until the next season.**



4. Unless approved by the Board of Directors, the standard minimum purse for Pro-AM Classes shall be \$2,000.00 per class. Prize money shall come from entry fees paid by these boats. Prize money shall be paid subject to OSS Rules governing prize money and the following conditions:
 - a. Distribution of prize money for all Pro-AM Classes shall be based on the standard 50%-30%-20% payout for 1st -2nd-and 3rd places, respectively. 1st Place shall pay \$1000.00, 2nd Place shall pay \$600.00 and 3rd Place shall pay \$400.00.
 - b. Payout will be based on the number of boats starting the race in their class.
 - c. Three boats registered and starting the race in a class shall pay 1st, 2nd and 3rd place prize money.
 - d. Two boats registered and starting the race in a class shall pay 2nd and 3rd place prize money.
 - e. One boats registered and starting the race in a class shall pay 3rd place prize money.
5. In cases where prize money is paid to the 1st, 2nd and 3rd place finishers, the prize money split shall be 50% for 1st; 30% for 2nd; and 20% for 3rd. If a class votes to change the number of places paid, then they shall also determine the percentages paid to each place paid.
6. Prize money for the Cat Extreme, Turbine Extreme and Vee Extreme Classes shall be based on the actual number of boats registered, entry fees paid and ready to run in each class. Each class shall receive \$750.00 per boat for each boat in the class starting the race to be paid back as prize money. The prize money shall come from entry fees paid by these boats.
7. In the Cat Extreme, Turbine Extreme and Vee Extreme Classes, prize money shall be paid to the 1st, 2nd and 3rd place boats subject the percentages outlined in paragraph 5 of this rule.
8. Unpaid prize money from any National class shall be held in escrow and distributed equally among the national champions in each class at the end of the National Championship event.
9. Effective 1/1/09 – The Super Vee Lite class shall pay down five (5) places.
1st place = 45%, 2nd place= 25%, 3rd place = 15%, 4th place = 10% and 5th place =5%.

D. Classes

1. The Board of Directors shall have sole discretion as to the creation and deletion of all classes offered in OSS.
2. OSS Classes shall be identified as National, Extreme or Pro-AM



A. OSS National Classes offered for 2010 are:

OSS Pro Cat – (750/850/UIM Class 1)
OSS Supercharged Cat (850)
OSS Cat (750)
OSS Cat Lite
OSS Cat Outboard
Super Vee Unlimited
OSS Vee Lite
OSS Pro Vee 1 (Evolution Class)
OSS Pro Vee 2 (Super Sport Class)

B. OSS Extreme Classes offered for 2010 are:

OSS Turbine Extreme
OSS Cat Extreme
OSS Vee Extreme

C. OSS Pro-Am Classes offered for 2010 are:

OSS Class 5
OSS Class 4
OSS Class 3
OSS Class 2
OSS Class 1
OSS Class PX

Requirements for each class are listed in the OSS Technical Rules.

3. A group of racers may petition the Board at any time for the creation of a new class. If the Board determines that there is sufficient interest, then it may approve the new class by majority vote.

4. Should any currently offered class fail to field entries for three or more consecutive races, the Board of Directors, at its discretion, may remove the class rules from the OSS rulebook and no longer offer that class. Said action may be accomplished by a simple majority of the Board and may be done without prior notice.

5. Any class that has been removed from the rulebook, may petition the Board for reinstatement should future interest in the class arise.

E. RACE CONTROL

The area designated as Race Control is only accessible to OSS Staff Members. No Race Teams, including owners or crewmembers are permitted in Race Control, unless requested to come to Race Control by the Chief Referee or the Director of Race Control. Any visitors, media, photographers, promoters, sponsors, or non-working Government Officials, may visit Race Control on Testing Day, only with the permission of the Chief Referee or the Director of Race Control. Race Day visitors must have permission from the Chief Referee. Race control is open prior to and after Testing and Race Day. Failure to leave Race Control when requested to leave, may result in fines or disqualification for race teams.



OSS General 2: REQUIREMENTS FOR PARTICIPATION

A. Membership Requirements

1. All officials, competitors and crewmembers must be current members of OSS in good standing.
2. Each OSS member shall be required to assist local race producers in building a fan base for OSS sanctioned events. Each OSS member will be required to make an appearance at least once per year at a location designated by a hosting race producer in addition to the customary appearance at the OSS Sponsor Midway area at each race site.
3. "No team or vendor may display, advertise, or distribute material from another racing organization while at an OSS race site with out the written consent of the OSS Board of Directors. Decals, vinyl stickers, logos, etc. from other racing organizations must be removed from boats, trailers and haulers prior to being brought into the dry pit in order to be eligible for competition at an OSS race event. No flags, banners, posters or handouts of any kind for another racing organization shall be allowed without written consent of the OSS Board of Directors. The Chief Referee's decision shall be final regarding what constitutes a violation of this rule. Teams wishing to display, advertise, or distribute material from another racing organization must obtain written permission from the Board a minimum of 60 days prior to any event. Said request to display, advertise or distribute material for another organization must be approved by a unanimous vote of the Board. Any team found in violation of this rule will be disqualified from competition and removed from the race site premises immediately."
4. Memberships in OSS shall be valid from November 1 of each year through October 31 of the following year.
5. Membership fees are established by the OSS Board of Directors each year.
6. Membership fees are as follows:

(a) Competition Memberships – Owners, Drivers, Throttlemen and Riding Crewmembers

***Annual Membership Fee**
\$300.00

(b) Non-Riding Crew Memberships – Anyone requiring entry into the hot pit areas (launch ramps, cranes, fuel truck, etc.) Note: Non-Riding Crewmembers may not operate or test raceboats at any time at a race site. Only competition members are allowed to operate raceboats at a race site.

Annual Membership Fee
\$50.00



(c) Single Event Memberships – Owners, riding crewmembers and non-riding crewmembers desiring to compete in OSS on a trial basis may do so by purchasing a Single Event Membership. Persons entering an OSS race on a Single Event Membership do not pay a boat registration fee. Boats entered on Single Event Memberships are eligible for all advertised prizes but will not be awarded finish position points. Single Event Memberships may be purchased a maximum of one (1) time each year for regular season events only. Single Event Memberships are NOT valid for entry into the OSS National or World Championships. Single Event Memberships may be converted to full annual memberships within 45 days from the original date of purchase with 100% of the Single Event Membership fee being credited toward the purchase of the full annual membership.

Owners and Riding Crewmembers Single Event Membership Fee
\$150.00

Non-Riding Crewmembers Single Event Membership Fee
\$50.00

***(d) NOTE: FOR 2010 ONLY; DUE TO THE CURRENT RECESSION AND DIFFICULT ECONOMY, A \$700.00 MEMBERSHIP FEE CREDIT SHALL BE GIVEN TO EACH TEAM REGISTERING AS ANNUAL MEMBERS OF OSS.**

THIS CREDIT WILL COVER THE DRIVER, THROTTLEMAN AND UP TO 5 NON-RIDING CREW MEMBERS. THE FIRST FIVE (5) RIDING CREW MEMBERSHIPS SHALL BE CHARGED AT THE RATE OF \$20.00 EACH.

IF THE OWNER OF THE BOAT IS NOT THE DRIVER OR THROTTLEMAN, OR THERE ARE MORE THAN 5 NON-RIDING CREW MEMBERS ON A TEAM, THEN THE OWNER OR CREW MEMBERS SHALL PAY THE SPECIFIED MEMBERSHIP FEE.

THIS CREDIT SHALL NOT APPLY TO SINGLE EVENT MEMBERS.

B. Riding Crew Requirements:

1. A minimum of two people per boat
2. Minimum age is 18 years
3. Must pass the following:
 - (a) Current Class II FAA or a CDL Physical Examination.
 - (b) Introduction to SCUBA
 - (c) Pre-race physical examination at each event shall be administered by OSS Medical and Safety Staff prior to all test days, speed runs and race events.
 - (1) ZERO tolerance for Alcohol. Decision of Referee is final.
 - (2) Random Drug testing is allowed. There will be ZERO tolerance for illegal substances.
- (d) Self Extrication Training (Dunker) - (SET) Certification



1. OSS SET Certification is MANDATORY for all riding crewmembers prior to competition in any OSS event.
2. All OSS riding crewmembers must be OSS SET Certified a minimum of once each racing season . (November 1 to October 31) by the OSS Medical and Safety Staff. The maximum elapsed time between SET training shall be no more than 12 months from the previous SET date.
3. SET training shall be mandatory for participation in the World Championships or other separate multi-day, combined race events, where separate races are conducted over an extended time frame greater than two days.
4. If a participant does not hold a current SET Certification with OSS, and Self Extrication (Dunker) Training is not being offered at that race site, that participant, with proof of “Dunker” training by another recognized sanctioning body, will be allowed to participate at that race only. However, that participant must be OSS SET certified prior to entry in any future OSS events.
5. Failure to receive SET Certification in accordance with paragraph 3.of this rule shall disqualify any riding crewmember from participation in any future OSS event until such time as certification is received.

C. Boat Requirements

1. All race boats entered in an OSS sanctioned event must be registered annually with OSS.
2. All boats must pay an annual hull registration fee.
3. Hull registration fees are established by the Board of Directors.
4. Hull registration fees are non-refundable and non-transferable.
5. All Boat names and hull graphics must be approved by the OSS Board of Directors. Lewd or suggestive names, graphics or themes are prohibited in OSS.
6. Boats may be owned or leased. Proof of ownership or valid lease agreement is required at registration
7. Must pass Technical and Safety Inspection of race boat and safety equipment.



OSS General 3: HULL REGISTRATION

2010 Hull Registration Fee - All Classes Except Pro-Am

\$1,500.00

Pro-Am – All Classes Hull Registration Fee

\$200.00

Note: DUE TO THE CURRENT RECESSION AND DIFFICULT ECONOMY, for 2010 only, hull registration fees have been reduced. There are 2 payment options.

- a. Pay as you go, \$500.00 per race for the first three (3) races;**
 - b. Pay in full at first race, \$1,125.00– SAVE 25%**
 - c. There is no “pay as you go” option for Pro-AM**
1. All equipment owners registering equipment at the World Championships must declare on the registration form what class they intend to run in the upcoming year. If the owner so chooses, they may register an existing boat in their current class, compete in that class at the World Championships and then “roll” that equipment registration fee over to a new boat in a different class.
 2. If the owner changes his/her mind for any reason and elects to stay in their original class in which they competed at the Worlds, then all equipment registration fees are considered paid. (subject to the provisions of the following paragraphs)



OSS General 4: RACE ENTRY, CREW REGISTRATION AND ENTRY FEES

Entry Fees

1. Each boat shall pay an entry fee for each race.
2. For 2010 the Board of Directors has set the entry fee for all classes (except Pro-Am) at \$1,125.00 per race. Pro-Am entry fees for Classes P1 - P6 shall be \$675.00 per race.
3. Boats voluntarily withdrawing from a race prior to testing shall receive a full refund or have the option of “rolling” the entry fee over to the next race.
4. Boats voluntarily withdrawing after testing and before race day shall receive 50% of their entry fee or have the option of “rolling” the balance over to the next race.
5. Boats voluntarily withdrawing on race day shall receive 25% of their entry fee or have the option of “rolling” the balance over to the next race.
6. In the event that a boat shows up at an event ready to race, all riding crew members are present, and the boat is unable to start the race due to circumstances beyond their control (i.e.: mechanical failure, hull damage, safety issues, etc.), the owner shall have the option of receiving last place points in their class OR “rolling” the entry fee over to the next event. (not both) If the owner chooses the points, the entry fee is considered spent. This option is available only to currently registered OSS boats that have competed in a prior OSS event during the current season and have paid all registration and entry fees for that event. The decision to take last place points or “roll” the entry fee over must be made prior to the start of the race. Receiving last place points in accordance with this rule does constitute having actively participated in a race and count towards qualifying for the OSS World Championship event. In the event a decision is not communicated to the Chief Referee before the start of the race, the boat will automatically be awarded last place points. The Chief Referee’s decision in this matter shall be the final. Note: Boat must remain at the race site until the completion of their class race to be awarded “hardship” points.
7. All entries to the race must be properly registered according to the procedures set forth by the OSS for that race.
8. The Chief Referee’s decision shall be final.
9. Last minute entries are at the discretion of the Chief Referee and or Chief Scorer.
10. No boat may be launched for testing or race entry until all insurance waivers have been properly executed by all riding crewmembers.



OSS General 5: RACE NUMBERS

A. All OSS Classes:

1. Numbers only, not more than 3 digits.
2. Numbers must be:
 - a. Any whole number between 00 and 999 with the exception the number one ("1"). The Number 1 is reserved for the National Champion as designated by the Board of Directors, and may not be used in any form by another boat in any class. Race numbers shall contain a maximum of 3 digits. No duplicate numbers are allowed. Numbers may include a single zero ("0") in front of a single or double digit number to differentiate the race number from an otherwise duplicate number. (Some examples of legal numbers are: 2, 02, 20, 020, 200, 22, 022, 220, etc.) **In memory of Randy Linebach, the number "24" is permanently retired and may never again be used in OSS.**
 - b. Strongly contrasting in color
 - c. A minimum of 24 inches tall with a minimum stroke of four inches
 - d. On both sides of the hull
 - e. On the deck
 - f. Legible for scoring purposes.
3. Duplicate racing numbers are not allowed. Within all classes of OSS, every boat shall have a unique identifying number. (No two boats shall have the same number regardless of class)
4. In the event that two or more boats request the same number, the requested number shall be awarded to the boat using the following criteria:

B. For Unused Numbers

- a. The boat having requested the number first. First request shall be determined by date (postmark or headquarters fax time stamp – no phone calls) of properly executed boat registration and membership application – note: all required fees must be paid in full)
- b. Should two or more applications arrive at the same time, the applicant having raced under that number the longest (regardless of sanctioning body) shall be awarded the number. The owner requesting the number must call and have the previous sanctioning organization confirm in writing the owner's earliest date of application for that number in that sanctioning body.

C. For Numbers in Use

- a. Preference shall be given to inaugural (2004) members of OSS. They own the rights to the number that they originally registered during the first year of OSS. (subject to paragraphs b., c., and d. immediately following)



- b. A number belongs to the owner of a boat and the owner may retain the right to that number as long as he/she keeps their boat registration and OSS membership current. (Does NOT have to campaign a boat with that number in order to keep the number)
 - c. Should a boat owner fail to register the hull and continue membership in OSS by the end of the first race of a new year, the number held by that owner shall become available immediately.
 - d. An owner may relinquish a number at any time by notifying OSS headquarters in writing that they no longer intend to race under that number. Upon receipt of written notification at OSS Headquarters, that number shall be available to the first person submitting properly executed hull registration and OSS membership forms along with all required fees.(See paragraph 7 immediately below)
 - e. If an owner is awarded an “honorary” number, that number is temporary and the original number belonging to the owner of that boat is reserved for that owner as long as they meet the annual hull registration requirements outlined above. (No additional fees are paid to keep the original number)
5. No owner may use the same racing number on more than one hull.
 6. If a race boat is leased or sold, the boat must be re-registered by the new owner. New numbers must be assigned, except when the former owner transfers the number in writing to the new owner.
 7. At the discretion of the Chief Referee, temporary race numbers may be assigned.

OSS General 6: SAFETY INSPECTION

1. All race boats must pass the applicable OSS safety inspection prior to testing and entry into the race.
2. All Race boats shall be inspected by a member of the OSS Medical and Safety Team before each race.
3. At each race, a unique safety inspection sticker will be affixed to the transom of the boat upon successfully passing all items checked by the safety inspector.
4. If a boat does not pass the safety inspection, a red padlock shall be affixed to one of the lifting eyes on the transom of the boat by the safety inspector. The padlock will only be removed when the safety inspector has determined that all deficiencies have been remedied. The boat may not be launched at the race site by any means as long as a red padlock is affixed to a lifting eye.
5. It shall be the responsibility of the boat owner or crew chief to contact the Medical and Safety Team to re-inspect a boat that has had a red padlock placed on a lifting eye.



OSS General 7: TECHNICAL INSPECTION

1. All race boats are subject to pre and/or post race technical inspection and must conform to all applicable OSS technical rules.
2. The referee shall announce at the drivers' meeting how many boats in each class shall report for inspection.
3. It shall be the sole discretion of the Chief Inspector as to what item(s) are inspected on each boat in each class after each race.



OSS General 8: LIABILITY RELEASE

1. All participants in each OSS event must execute a liability release to OSS prior to testing or racing.
2. Failure to execute a liability release prior to testing or entry into an OSS racing event may subject offender to disqualification from the event.
3. Participation in organized testing or entry into an OSS racing event constitutes acceptance of all terms of the liability release in the absence of a signed release.
4. **TURN & MEDIA/ PHOTO BOATS, VIP RIDES** No Media personnel or Photographers are allowed on any Turn Boats without the express permission of the Director of Race Control and the named boats captain. Any Media/Photo boat wishing to be placed adjacent to the race course must have the permission of the Director of Race Control, execute a liability release and will be located in a safe distance & area of the Race Course. No VIP rides of the Race Course may be given without permission of the Chief Referee, Chief Starter and Director of Race Control. Advanced Notification on all the above is required.



OSS General 9: PROBATION, SUSPENSION OR EXPULSION

1. Any member of OSS who violates any OSS rule or engages in unsportsmanlike conduct is subject to probation, suspension, or expulsion by the OSS Board of Directors.
2. It is the policy of OSS that any member of OSS who is formally indicted for commission of a felony will be subject to an OSS Board of Directors hearing to determine if suspension is necessary.
3. Any OSS registered boat owned by suspended individuals shall be barred from competition during the period of suspension.
4. Any OSS member, who has been placed on probation, suspended or expelled, may file an appeal with the OSS Board of Directors.
5. The decision of the OSS Board of Directors is final.
6. **Suspension:** Any member who has been suspended by Board of Directors shall remain a member of OSS but shall not be entitled to exercise any of the privileges afforded to OSS members under these By-Laws during such period of suspension. Unless otherwise set forth in the resolution of the Board of Directors suspending a member, suspension shall terminate at 12 midnight of the last day set forth in such resolution as the suspension period and such member shall thereafter be entitled to all of the privileges afforded to OSS members without any further action required to be taken by the Board of Directors or any other body.



OSS General 10: DRIVERS MEETINGS

1. All OSS boat owners, crewmembers, and officials must attend the drivers meetings. Failure to attend the drivers meetings may result in penalties as determined by the Chief Referee.
2. All drivers and crewmembers attending any drivers meeting must wear a team uniform. Collared shirts and matching pants or shorts are preferred. **Printed T-shirts are not uniforms.** Fines not exceeding \$50.00 per occurrence shall be assessed by the Chief Referee and are due and payable immediately.
3. Permanent rule changes or rules for that event must be announced no later than the first drivers' meeting.
4. All stipulations announced in the drivers' packet must be adhered to unless announced at the first drivers meeting.
5. Last minute changes due to weather or safety items may be announced at the final drivers meeting.
6. Sale or consumption of alcoholic beverages at any drivers meeting is prohibited.



OSS General 11: RACE COURSE

1. The race course is laid out by the OSS Chief Referee in conjunction with the local race committee and the governing law enforcement agencies. All race boats must negotiate the race course as directed by the Chief Referee.
2. All race courses shall be a minimum of 3.5 statute miles and no more than 10 statute miles unless the said deviation is approved by the OSS Board of Directors at least 30 days prior to the event.
3. There shall be a minimum of 2 miles from the starting line to the first turn. More if possible.
4. Each turn shall be marked with an orange turn buoy that is a minimum of 5' tall (7' tetrahedrons are preferred) and constructed so as to not inflict damage to any craft striking said buoy.
5. Each turn shall also be marked with a turn boat. The turn boats must be anchored inside the course a minimum of 100' from any course line and flying an orange 3'x5' turn boat flag. Said flag shall be numbered to coincide with the turn number.
6. Slots may be established on the race course to aid in scoring or enhance the safety of the racers or spectators.
7. Spectator boats are not allowed inside the course and may not be closer than 500 feet to the outside race lane.
8. Any turn that is greater than 90° is required to be marked with a minimum of 2 buoys and 2 turn boats at least 1000' apart.
9. Storm Course – In the event that inclement weather conditions prevent a race from being run, the Referee, in conjunction with the U.S. Coast Guard and any other governing law enforcement agencies, may substitute a storm course. Said course must be in protected waters and afford a greater degree of safety to the race boats as well as patrol, medical and safety boats. Alternatively, storm courses may be shortened versions of the original course or run a reduced number of laps on the original course. In any event, the distance run must be at least ½ the distance advertised in the original racers packet.
10. Race Distances – (Full Distance)

OSS Pro Cat,	100 miles
OSS Supercharged Cat (850)	100 miles
OSS Cat (750)	100 miles
OSS Cat Light –	80 Miles
OSS Super Vee Unlimited	80 Miles
OSS Pro Vee 1	80 Miles
OSS Pro Vee 2	60 Miles
OSS Vee Light –	60 Miles
OSS Cat Outboard –	60 Miles
OSS Turbine Extreme	80 Miles
OSS Cat / Vee Extreme Classes –	60 Miles
OSS PRO AM Classes 1 thru 4	60 Miles
OSS PRO AM Classes 5 and 6	45 Miles

Note: All race distances are approximate and may vary as much as +/- 5% under normal race conditions. Some of the factors (but not limited to) that may affect the total race distance are lap length, wind, weather, water conditions or circumstances beyond the control of OSS. In all cases (except paragraph 9 above), the Chief Referee shall make the final decision concerning race distances.



OSS General 12: FLAGS

Note: All signal flags must be a minimum of two feet by three feet.

Red

Emergency, race has been stopped. Slow to idle immediately. Monitor VHF Channel 78A for further instructions.

Single Yellow

Parade lap at start of race or caution area if race is in progress.

Double Yellow

Displayed by Pace Boat, Caution lap is underway.

Green

Starts the race or the race is underway.

Checkered

Official finish of the race



OSS General 13: STARTING PROCEDURES

Note: Flares, or other signaling devices, may be used in conjunction with flags.

A. For All Classes

1. Boats shall be led from the wet pits or a designated holding area to the race course by one or more pace boats flying a single yellow flag.
2. Boats from one or more classes may be grouped together for a start or classes may be instructed at the drivers meeting to follow a designated pace boat for their individual start.
3. The pace boat(s) will lead the boats around the course at approximately 50-60 mph for one lap.
4. Just before the pace boat reaches the pre-determined starting chute, the paceboat will slow to a maximum speed of 40 mph and the boats will line up side by side in a straight line a minimum of 300' behind the pace boat.
5. When the boats are lined up in proper order and the starting line is straight, the pace boat will simultaneously change the flag from yellow to green and racing shall commence. Note: All boats registered for the race must be in line for the start. The starter must make sure that no boat(s) is/are behind the starting line-up unless they are making a "rookie start".
6. Starting order for the first race of the season and the first race at the World Championships shall be determined by lottery.
7. Starting order for all subsequent races shall be determined by finishing order at the previous OSS race. Boats shall be lined up in reverse order of finish with the last place boat taking lane one or the "pole" position.
8. Boats that were not present at the last OSS race will be placed in the position furthest away from the "number 1" or pole position.
9. If at any time during the starting procedure a red flag is raised, the start has been aborted and all boats are to slow to an idle immediately. Boats should monitor VHF Channel 78A for further instructions.
10. Rookie drivers and/or throttlemen must start 100 yards behind the field in their start. A rookie driver or throttleman is defined as a new driver or throttleman or any driver or throttleman that has not competed in an offshore race sanctioned by a recognized sanctioning body during the last 5 years. The Chief Referee shall be the sole determinate as to whether or not the rookie driver or throttleman shall be cleared to start with their class at the next event or start 100 yards behind the field again.

B. Heat Races

1. The first heat in all classes shall be started using the starting methods described in section A of this rule.
2. The second heat in all classes shall be started using the order of finish from the first heat. i.e.: The first place boat starts on the pole (lane 1), the second place boat in lane 2; the third place boat in lane 3, etc.



OSS General 14: CAUTION LAP(S)

1. The Chief Referee is the only one that can direct a caution lap.
2. A caution lap is signaled by a double yellow flag flown by the pace boats, and if possible, a yellow flag at all checkpoints.
3. One pace boat will intercept the leader of each class as soon as possible.
4. The lead boat in each class will slow down and fall in behind the pace boat.
5. All other boats must immediately slow to a safe speed (50-60 mph) and assemble in order in single file behind the class leader and the pace boat. Boats must be at least 50 feet behind the boat in front of them, but may be offset to either side to avoid the roostertail.
6. Boats will be contacted by race control on VHF Channel 78A and given their official position.
7. Each boat that is in the race is required to join its respective class in the position that it held prior to the caution lap unless they are having mechanical difficulties and cannot keep up the pace..
8. Boats shall not pass a competitor in their class during a caution lap unless that competitor is obviously experiencing mechanical difficulties (slower) and running on the outside of the course.
9. Any boat that is in the wrong position when the race is re-started shall be penalized one (1) lap.
10. All laps run under CAUTION count toward the required number of laps to finish the race.
11. Once the accident or reason for the caution lap is cleared, the pace boats will lower one yellow flag and lead each class to the original starting area.
12. When all boats are properly lined up in single file, the pace boats will lower the single yellow flag and simultaneously display the green flag to signal the re-start of the race.
13. Boats must start from the single file position and shall not “charge” the pace boat during the restart of the race.
14. If a race is ended under CAUTION, boats will be scored according to their position held one lap prior to the commencement of the caution lap.



OSS General 15: GENERAL RACE PROCEDURES

1. The procedure for each race will be announced at the mandatory drivers meeting(s.) All racers must adhere to this procedure.
2. Consumption of alcoholic beverages or controlled substances by OSS officials, owners, riding crewmembers, or crewmembers is expressly forbidden 8 hours before and during testing and all day on race day until after the awards presentation.
3. All OSS regular season races shall consist of one (1) full distance race or two (2) separate heat races for each class. Classes may be combined in races to achieve spectator appeal in the event of low boat counts, etc.
4. When the heat race format is used, the total combined distance of the two heats for each class shall not exceed the total full distance races for said class as specified in these rules. Except as noted, any changes/repairs may be made to the boat, engine(s), drive(s) or propeller(s) between heats. **No adding of fuel and no addition or removal of weight between heats.** Riding crew may not be changed between heats. Boats must return to and remain at the wet pit docks and may not be craned out of the water between heats unless they have specific permission from the OSS inspectors. Heats shall not be delayed for a competitor that is not ready when their second heat is called.
5. The official start of a race is when the pace boat lowers the yellow flag and simultaneously raises the green flag.
6. Any boat that misses a buoy may renegotiate that buoy properly without penalty provided the driver does not cause a dangerous situation in doing so.
7. Overtaking – Boats overtaking a slower boat must allow a minimum of 50' of clear water between the stern of the overtaking boat and the bow of the overtaken boat. The overtaken boat shall not alter her course so as to cause the overtaking boat to pass within the 50' limit. This rule shall apply on all straight-a-ways as well as in the turns.
8. If a turn buoy is absent from its proper position, boats must continue to navigate the turn as though the buoy were still there.
9. All boats in weight-regulated classes must report to the crane immediately upon completion of the race. No private cranes or scales will be utilized for official weighing. OSS scale(s) is/are the only official scale(s) and as such may not be protested.
10. Radio or cell phone communications between aircraft or shore crews are permitted as long as information received by the race boat does not give an unfair competitive advantage or contain unsportsmanlike comments. The Chief Referee shall be the sole determinant in cases of unfair competitive advantage or unsportsmanlike comments and his decision shall be final.



OSS General 16: EMERGENCY RACE STOPPAGE

1. Only the Chief Referee or his assign can stop the race.
2. In the event that a race has been stopped for any reason, a red flag, flare or similar will be displayed.
3. In addition to red flags / flares, etc. the Angel Helicopter (s) may fly at a low altitude in reverse course rotation over the racing fleet with a “thumbs down” hand signal.
4. Boats will be scored according to their position at the start/finish line on the lap prior to the stoppage of the race.
5. In the event a race is stopped and the lead boat has not completed 1 (one) lap, the race may be restarted at the discretion of the Chief Referee. Boats should monitor VHF Channel 78A for re-start instructions and number of laps required to complete the race. (Typically at least one lap will be deducted from the total number of laps required to finish the race).
6. Races may also be stopped at the Start / Finish Line with a checkered flag in which case boats will be scored in the order of finish as they cross the finish line.



OSS General 17: POSTPONEMENTS

1. Races may be postponed due to inclement weather, water conditions or any other circumstances beyond the control of OSS or the local race producer.
2. Postponements are at the discretion of the Chief Referee, U.S. Coast Guard and any other state/local law enforcement agencies.
3. Races will be postponed on an hour-to-hour basis until such time as it is determined that the race can or cannot be run. Drivers' briefings shall be held a minimum of every 2 hours to update the teams on the delays, possible starting times or cancellation.
4. Races may not be started when it is estimated that the end of the race will be less than 30 minutes before official sundown as published by the NOAA.



OSS General 18: CHIEF REFEREE

1. The Chief Referee serves at the discretion of the OSS Board of Directors.
2. The Chief Referee is the senior official in charge at all race sites.
3. The Chief Referee conducts all drivers meetings.
4. If there are questions regarding the racing rules, the Chief Referee makes an official ruling on behalf of the OSS Board of Directors.
5. The Decision of the Chief Referee is final, and only those infractions that the General Racing Rules expressly allow may be appealed through the proper OSS appeals process.

OSS General 19: DIRECTOR OF RACE CONTROL

1. The Director of Race Control serves at the discretion of the OSS Board of Directors.
2. The Director of Race Control is responsible for set up and operation of Race Control on test days and race days, and shall work closely with the Chief Referee in insuring that the race course is safe and secure during all times race boats are on the water.
3. The Director shall conduct “volunteer meetings” prior to any on water functions begin. He shall be responsible for giving instructions and safety information to all volunteers and distributing flags, markers, etc. to all water assets (turn boats, medical rescue boats, patrol boats and tow boats).
4. The Director of Race control is the OSS liaison between all law enforcement agencies having jurisdiction on the water during test and race days.
5. The Director of Race Control shall be responsible for making sure that all required water assets necessary for the safe and efficient conduct of testing or racing are present on the race course. The Director shall safely position all assets for maximum efficiency in regards to their function on the race course. The Director shall maintain radio contact with all assets and direct and control their movement during testing or racing.

OSS General 20: TECHNICAL CHAIRMAN / TECHNICAL INSPECTORS

1. The Technical Chairman serves at the discretion of the OSS Board of Directors.
2. The Technical Chairman is responsible for the formulation and interpretation of the OSS Technical Rules, after the **Board of Directors** has passed them.
3. The decision of the Technical Chairman is final, and may only be appealed through the proper OSS appeals process.
4. The Technical Inspectors serve at the discretion of the OSS Board of Directors and report to the Technical Chairman and the Chief Referee.
5. The Technical Inspectors are responsible for the enforcement and verification of the technical rules as set forth and published by the Technical Chairman and approved by the OSS Board of Directors. Inspectors have full authority to board and inspect any boat for safety problems before each race and technical violations following each race. Technical Inspectors may perform any inspection procedure they deem necessary to insure a boat meets all of the technical requirements for the class.



6. Technical Inspectors shall be in charge of fuel sampling and testing to assure all fuels meet the specifications as set forth in these rules. Fuel sample may be taken at the Inspectors discretion before and/or after competition.
7. Technical Inspectors shall report all violations to the Chief Referee for assessment of penalties.

OSS General 21: CHIEF SCORER

1. The Chief Scorer serves at the discretion of the OSS Board of Directors.
2. The Chief Scorer is responsible for the timing and scoring of all OSS events.
3. Only the Chief Referee can overrule the decisions of the Chief Scorer.

OSS General 22: CHIEF REGISTRAR

1. The Chief Registrar serves at the discretion of the OSS Board of Directors.
2. The Chief Registrar is responsible for registering all boats and racers of the race.

OSS General 23: CHIEF MEDICAL/SAFETY DIRECTOR

1. The Chief Medical/Safety Director serves at the discretion of the OSS Board of Directors.
2. The Chief Medical/Safety Director is responsible for all medical and safety aspects of the race including control of aircraft during the race.



OSS General 24: PENALTIES

Penalties may be assessed at the discretion of the Chief Referee, using the following as a guideline.

1. Technical Infractions

(a) First Infraction - Any boat, engine or drive assembly (including fuel, propeller(s), etc.) that is found to be in violation of OSS class technical rules will result in the disqualification of the boat, driver and throttleman and loss of points from that event. The owner of the equipment shall be fined \$1,000.00.

(b) Second Infraction - Disqualification of the boat, driver and throttleman from that event and loss of all points for the year including that event. The boat shall be banned from competition for 60 days and the owner shall be fined \$3,000.00.

(c) Third Infraction - The boat and owner shall be permanently banned from competition in OSS.

(d) Manufacturers producing boats, engines, drives, propellers or any other components of the race boats that do not comply with published OSS Technical rules may be fined up to \$10,000.00 and/or have their equipment banned from competition in OSS. The OSS Board of Directors shall have sole authority to sanction manufacturers not complying with OSS Technical Rules however they feel is necessary.

(e) Boats not meeting post race minimum weight requirements shall be penalized 1 minute for each 100 pounds or part thereof that the boat is under the technical requirement.

(f) For classes utilizing “factory sealed” engines, the first inspection requiring the breaking of the seals shall be treated as an inspection covering all races since the beginning of the season or the point at which the engine was last certified legal by OSS inspectors or the engine manufacturer. If a “sealed” engine is found to be illegal, the boat, owner, driver and throttleman shall be disqualified from ALL races since the beginning of the season or the point at which the engine was last certified legal by OSS inspectors or the engine manufacturer. For clarification purposes, the inspection of a “sealed” engine shall count as one inspection regardless of how many races the inspection actually covers. Paragraphs (a), (b) or (c) shall apply to the inspection of a “sealed” engine in accordance with the history of the boat, owner, driver and throttleman and any previous infractions.

(g) In addition to the above prescribed penalties for technical infractions, for all races that a boat has been disqualified, all prize money, trophies, flags or any other inducements (prizes) awarded for those races must be returned to OSS headquarters within 10 days of notification and request for return by registered letter from OSS. Trophies, flags and any other inducements must be returned in the same condition that they were awarded. Failure to return said prize money, trophies, flags or other inducements within the indicated time limit or return of damaged prizes will result in the suspension of said owner, driver and throttleman from OSS until such time as all prizes are returned. If prizes are not returned by the end of the current racing year, then the owner, driver and throttleman shall be permanently expelled from OSS unless a repayment plan has been accepted and



acknowledged in writing by the OSS Board of Directors. If at any time the repayment plan is not adhered to, then permanent expulsion shall take place immediately.

3. Drivers' Meetings

- (a) Late for initial drivers' meeting (anytime after completion of roll call) - fine not to exceed \$100.00
- (b) Absent from initial drivers meeting – fine not to exceed \$500.00
- (c) Late for final drivers' meeting (anytime after completion of roll call) fine not to exceed \$500.00
- (d) Absent final drivers meeting – up to \$1000.00 fine and/or 1 minute penalty

4. Physicals

- (a) Late – fine not to exceed \$500.00 at discretion of Chief Medical and Safety Director.
- (b) Fail Breathalyzer – re-test in 1 hour / any crewmember failing a re-test shall be disqualified from that event and fined up to \$1000.00. The team shall be required to replace the disqualified crewmember with a qualified replacement. The Chief Referee and/or Chief Medical and Safety Director shall be the final authority as to the qualification and suitability of the replacement.

5. Registration

- (a) Late – Up to \$100.00 fine at discretion of Chief Registrar / Chief Scorer
- (b) Returned check or credit card denied - \$250.00 fine plus any bank charges.
Fees must then be paid by cash, cashier's check or money order. Boat will not be allowed to register for or start in any future OSS events until unpaid fees are paid.

6. Starting

- (a) Not lined up properly (ahead of the starting fleet) - 1 minute penalty
- (b) Closer than 100' to paceboat – 1 minute penalty
- (c) Not holding lane before official start – 1 minute penalty
- (d) Cutting off / crowding pace boat after official start – 1 minute penalty

7. Course Infractions

- (a) No penalty shall be issued for a course infraction unless the infraction was observed by an OSS official.
- (a) Any raceboat that passes closer than 50 yards to any paceboat, patrol boat, medical boat, tow boat or turn boat shall be subject to a fine not to exceed \$1000.00, loss of points and/or disqualification from the event.
- (b) Any raceboat colliding with a spectator boat, paceboat, patrol boat, medical boat, towboat or turn boat shall be disqualified and fined an amount equal to the repair and (if any) medical costs of the boat that was collided with unless forced to do so by another boat. In that event, only the offending boat shall be penalized
- (c) Any raceboat that causes a dangerous situation with any craft or person shall be subject to a fine, loss of points, or disqualification at the discretion of the Chief Referee.
- (d) On plane in a designated spectator area – 3 minute penalty



- (e) Missed buoy / passed incorrectly – 1 lap penalty - Any boat that misses a buoy may renegotiate that buoy properly without penalty provided the driver does not cause a dangerous situation in doing so. No penalty shall be issued to a boat that immediately renegotiates the missed buoy.
- (f) Any boat that strikes a buoy or is forced to do so by another boat and as a result, the buoy is rendered useless, deflates or is broken loose from its anchor, the offending boat shall be penalized one lap and fined \$750.00 at the discretion of the Chief Referee.
- (g) Blocking (Bearing Away) – any boat that deviates from its course (starboard or port) to prohibit another boat from overtaking it. - 1-minute penalty per infraction.
- (h) Overlap rule violation – 1-minute penalty per infraction
- (i) Overtaking rule violation – 1 minute penalty per infraction
- (j) Participation in racing event without life jacket and/or helmet – disqualification plus \$1000.00 fine.
- (k) On plane at a race site without lifejacket and / or helmet – up to \$1000.00 fine at the discretion of the Chief Referee.
- (l) Violation of any published Coast Guard, State or local law enforcement regulation – up to \$1000.00 fine and/or disqualification from the event at the discretion of the Chief Referee
- (m) Endangerment of any property, craft or person by a helicopter or fixed wing aircraft owned or leased by any OSS team or failure to follow established FAA regulations – subject to fine and/or disqualification at the discretion of the Chief Referee and/or Chief Medical and Safety Director.
- (n) Receiving outside assistance between the time a boat leaves the wet pits and subsequently crosses the finish line at the end of the race shall result in disqualification. Outside assistance is defined as anyone or anything touching the boat other than the riding crewmembers or radio communications from the shore or an aircraft that give an unfair competitive advantage.
- (o) Failure to report out of race – up to \$1000.00 fine at the discretion of the Chief Referee
- (p) Participation by riding crew member in a race or race official acting in official capacity while under influence of any intoxicant or legal/illegal substance (including but not limited to narcotics, hallucinogens, depressants, stimulants, etc) shall be disqualified and suspended from OSS for a period of one year.

8. General Infractions

- (a) Verbal abuse, physical assault or improper conduct toward a race official – up to \$1000.00 fine and disqualification from the event plus suspension from OSS for one year. The decision of the Chief Referee shall be final.
- (b) Participation by owner, riding crewmember, crewmember or OSS race official in any Calcutta, wager or bet concerning the outcome of an OSS offshore event shall be suspended from OSS for a period of one year subject to review by OSS Board of Directors.



(c) Any violation of the published OSS rules and regulations that is considered by the Chief Referee to be of major importance, consumption of alcoholic beverages on race day prior to the awards presentation, any action determined to be against the best interests of OSS or **unsportsmanlike conduct** shall subject the offender to probation, loss of points, fines, disqualification from the event, suspension from OSS or any combination of the afore mentioned penalties at the discretion of the Chief Referee. (Unsportsmanlike conduct shall be defined as but not limited to: public intoxication or under the influence of any drug substance that causes impairment of physical or mental functions, fighting, intentional aggressive or reckless driving on the race course, verbal abuse, public criticism, malicious or false accusations or improper conduct toward any OSS member or official and public criticism of OSS) Note: Negative comments, criticism or threats of any kind, directed towards OSS, its employees, officials or members on any public forum (public forums shall be defined as, but not limited to, newspapers, radio, television, public or private internet websites/forums/chat rooms, etc.) shall be considered unsportsmanlike conduct.

(d) If no specific penalty has been assigned to a rule infraction, then the Chief Referee may impose a penalty commensurate with the infraction. Position penalties are not legal in OSS.

(e) Race contestants causing unsafe conditions while racing or testing or at any time while an OSS sanction is in force shall be penalized at the discretion of the Chief Referee



OSS General 25: OVERLAP

1. Overlap establishes right of way (inside lane – closest to the buoy) at turn buoys and marks of the course.
2. An overlap is established 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.
3. The following rules shall apply to an overlap:
 - (a) The lead boat has the right of way until an overlap is established.
 - (b) Once an overlap is established, the overtaken boat must give the overtaking boat room to clear any course markers.
 - (c) The overtaking boat cannot force an overlap once the lead boat has altered her helm for the purpose of turning a mark of the course.
 - (d) A safe overlap is the responsibility of the overtaking boat.
 - (e) Boats in lane one (closest to the pin) shall have the right of way over boats that have gone wide and then turned back to the pin.



OSS General 26: AWARDING OF POINTS

1. Points towards the OSS National Championship can only be accumulated at OSS regular season events (up to and including the National Championship Event).
2. If an OSS race is canceled, boats that were registered, inspected and answered roll call for the cancelled race receive one point for each of the boats that have answered roll call. Example: 30 boats answered roll call, 30 points are awarded to each boat at the cancelled race.
3. The remaining balance of the points lost at a cancelled race can be regained at the next following race. Boats that answered roll call at the canceled race will receive double points minus the points awarded at the canceled race. Example:

Points awarded at the canceled race:30
Points awarded at the next race, (assuming 1st place)100
Extra points awarded 100-30 = 70
Total points, both races:**200**

4. The Board of Directors may declare any race a “double points race” at their discretion so long as the declaration is made at least 14 days prior to the event.



OSS General 27: SCORING PROCEDURE

A. General Scoring Procedures

1. On courses less than 12 statute miles, all scoring shall take place at the finish line. Only complete laps shall be counted toward finish positions. Boats receive credit for all laps completed and do not have to be running at the end of the race in order to be scored.
2. Points are awarded to the registered hull listed on the official entry form.
3. To receive finish points, boats must make a legal start within its class. Note: a legal start shall be defined as crossing the starting line after the pace boat has displayed the green flag signaling the start of the race. (see paragraph 4 below) If the pace boat crosses the starting line just prior to displaying the green flag for a start, then all boats that take the green flag shall be deemed to have made a legal start.
4. Boats may enter and make a legal start in a race any time before the lead boat in his/her class finishes the required number of laps.
5. Boats that do not complete a full lap receive last place finishing points. Their performance is recorded as "START ONLY." i.e.: If there are 8 boats in a class and 2 boats fail to complete the first lap, then both boats receive 8th place points.
6. Official timing of a race begins when the bow of the lead boat in each class crosses the starting line.
7. For scoring purposes, the starting line and finish line do not have to be in the same location.
8. The race is over when the last first place finisher in a race crosses the finish line.
9. Boats completing the required number of laps will be scored in the order of crossing at the finish line.
10. Boats not having completed the required number of laps shall be allowed to complete the lap they are on.
11. The Chief Referee has the authority to award credit for the completion of a lap by a boat that is moving at slow speed or idling around the course at the end of a race.
12. Turn markers and check points must be negotiated as directed by the Chief Referee.
13. Boats that cannot be identified by their race number will not be scored.
14. The turns of the course must be taken in sequence.
15. If a turn is missed, the driver must return to the missed turn and pass it in the prescribed manner and on the correct side.

B. Scoring For Heat Races:

1. Regular finish position points are awarded for each heat.
2. Points from both heats are averaged to determine final order of finish.
3. Once the order of finish has been determined, regular finish points are assigned to each boat. i.e.: 100 points for first, 95 for second, 91 for 3rd, etc.
4. All other General Scoring Procedure Rules shall apply to heat racing.



C. Points Awarded For Offshore Super Series Non Heat Races

Order of Finish	Points Awarded
1	100
2	95
3	91
4	88
5	86
6	85
7	84
8	83
9	82
10	81
11	80
12	79

(minus 1 point for each subsequent position)

E. Points Awarded For Offshore Super Series Heat Races (2 Heats per Class)

1. **To use the chart below:** (for each boat in the heat)
 - a. Locate the finish position for the first heat in the column on the right side of the table.
 - b. Locate the finish position for the second heat in the row across the top of the table..
 - c. Where the row and column intersect to the right and below, read the order of finish points.
 - d. This establishes the order of finish.
 - e. Once the order of finish is established, finish points are assigned in the normal manor. i.e.: 100 points for first, 95 for second, 91 for 3rd, etc.



TO DETERMINE ORDER OF FINISH FOR BOTH HEATS:

(Note: This is to determine order of finish only. NOT FINISH POSITION POINTS)

Second Heat

First Heat	Finish Position	Second Heat									
		1	2	3	4	5	6	7	8	9	10
	1	100	97.5	95.5	94	93	92.5	92	91.5	91	90.5
	2	97.5	95	93	91.5	90.5	90	89.5	89	88.5	88
	3	95.5	93	91	89.5	88.5	88	87.5	87	86.5	86
	4	94	91.5	89.5	88	87	86.5	86	85.5	85	84.5
	5	93	90.5	88.5	87	86	85.5	85	84.5	84	83.5
	6	92.5	90	88	86.5	85.5	85	84.5	84	83.5	83
	7	92	89.5	87.5	86	85	84.5	84	83.5	83	82.5
	8	91.5	89	87	85.5	84.5	84	83.5	83	82.5	82
	9	91	88.5	86.5	85	84	83.5	83	82.5	82	81.5
	10	90.5	88	86	84.5	83.5	83	82.5	82	81.5	81

F. Ties

1. In the event of a tie in points between any two boats, the tie shall be broken using the following criteria:
 - a. The boat having the greatest number of racing miles (most laps completed) for both races shall be declared the winner.
 - b. If a tie still exists, then boat having the least amount of elapsed time (fastest average speed) for both races shall be declared the winner.
 - c. If a tie still exists, then the Chief Referee shall declare the race an official tie. Both boats shall be declared World Champions and awarded duplicate trophies. Prize money shall be split equally between the two boats.

G. New Hulls, Substitute Hulls, Replacement Hulls and Change of Ownership

1. Anytime that there is a change of ownership of a currently registered racing hull, regardless of whether it is leased or sold, the new owner or lessor must re-register the hull and pay a new registration fee to OSS. Points, titles and records previously earned do not transfer to the new owner.
2. Current registered race hulls may be replaced a maximum of one time at any time during the season without penalty. All points earned by the registered hull being replaced are fully transferable to the replacement hull. **The replacement hull must be registered and a new registration fee paid for that hull.** If more than one hull change is initiated during a season, each successive replacement hull after the initial replacement hull will start over in point accumulation and a new registration fee paid for the latest hull, except in cases where a registered hull is damaged, lost or destroyed. Once a replacement hull is registered, the owner may NOT go back to the previously registered hull without starting over in point accumulation unless paragraphs 3 or 4 of this rule shall apply.



3. If a registered hull is damaged in competition, it may be replaced by a substitute hull of “like kind” until the damage is repaired. Damages to the registered hull must be certified in writing by two or more members of the OSS Board of Directors not in the same class. All points earned by the substitute hull are fully transferable to the registered hull upon return to competition. No new registration fee is required for the substitute hull while damage to the registered hull is being repaired. Repairs to the damaged hull must be completed by the second race following the race in which the damage to the registered hull occurred. The OSS Board of Directors may grant extensions to the allowed repair time in cases of extenuating circumstances.
4. If a registered hull is lost or destroyed (as certified by two or more members of the OSS Board of Directors not in the same class), the registered hull may be replaced by a hull of “like kind” for the completion of the respective racing season with all points from the lost or destroyed hull being fully transferable to the replacement hull. No new registration fee is required for the replacement hull allowed under this paragraph.
5. The substitute or replacement “like kind” of hull must be approved by the Technical Chairman. His decision shall be final.
6. Qualification requirements for championship races transfer to new, substitute or replacement hulls as long as all requirements of the above rules are met.
7. For purposes of clarification, where two or more races are held as a series such as the World Championship event, all races in that series must be started with the same hull. No changing, substituting or replacing of hulls between races in a series is allowed regardless of loss or damage to the registered hull initially entered in that series.

H. Accidents

1. In case of an accident, the first boat that stops and renders assistance may be scored in the position they held at the time they stopped and rendered assistance.
2. At the discretion of the Chief Referee, if the boat stopping to assist returns to the race and an accurate time of the stop for assistance is able to be determined, then that amount of time may be deducted from the overall finish time of the assisting boat.
3. In any event, the decision of the Chief Referee is final and may not be protested or appealed.

I. General

1. Unofficial results for each race shall be posted at a place announced during the initial drivers’ meeting.
2. Racers shall have the right to protest the unofficial results for one hour after their posting.
3. If no protest is filed within one hour of the posting of the unofficial results, the results become official and final and may not be protested.



4. Consumption of any alcoholic beverage is forbidden until one hour after the posting of the unofficial results.



OSS General 28: CHAMPIONSHIPS

A. OSS National Championships

1. The boat in each OSS class that accumulates the highest point total for all OSS regular season races plus the points awarded for the OSS National Championship Race plus bonus points (if any) shall be declared the national champion in its class.
2. The boat in **Pro Cat, Supercharged Cat (850) or Cat (750)** that accumulates the most regular season points plus national championship points may display the number “1” or “US-1” during the following season. The boat earning the US-1 title must have attended $\frac{3}{4}$ of the regular season races and actually run or compete in the OSS National Championship race.
3. National Champions in all other OSS Classes may display their regular racing numbers on a National Champions Shield furnished by OSS. The Shield will be made of vinyl and of sufficient size to accommodate the required 24” numbers.
4. The number “US-1” and the National Champions Shields are honorary awards signifying national champions and may be displayed for the racing year following the winning of the national championship title. Honorary numbers must be removed after one year unless that honor is earned again.
5. In order to be declared the National Champion in any class, the boat must have attended a minimum of $\frac{3}{4}$ of the regular season races and actually run or compete in the OSS National Championship race. For purposes of clarification, “attended” shall mean the boat, driver and throttleman were present, ready to run with all entry fees paid. If a race was cancelled due to circumstances beyond control or the boat broke down prior to the start of the race, then the “attended” requirement shall be considered satisfied)
6. Double points will be awarded to all participants competing at the National Championship event.

B. OSS World Championships

2. To qualify for the OSS World Championship, the boat must have participated in a minimum of two offshore events sanctioned by any nationally or world recognized sanctioning body between January 1 and November 1 of the current racing year. The same driver and/or throttleman must have competed in the same hull (or a hull that qualifies under Rule 27, Section C of these rules) in the same or equivalent class in which they are entered at the world championship event.
3. Only classes currently defined in the OSS rules shall be eligible to compete for OSS World Championship titles.
4. OSS World Championships shall consist of a minimum of two separate races. Both races shall be full distance races in accordance with these rules unless one or both of the races is shortened by the Chief Referee for safety or reasons beyond control of the OSS.
5. Each race shall be scored in accordance with Rule 27, Sections A and B of these rules. The points from each race shall be added together and the boat in each class with the highest total number of points for both races shall be declared the World Champion in that class.
6. In the event of a tie in points between any two boats, the tie shall be broken using the following criteria:



- a. The boat having the greatest number of racing miles (most laps completed) for both races shall be declared the winner.
 - b. If a tie still exists, then boat having the least amount of elapsed time (fastest average speed) for both races shall be declared the winner.
 - c. If a tie still exists, then the Chief Referee shall declare the race an official tie. Both boats shall be declared World Champions and awarded duplicate trophies. Prize money shall be split equally between the two boats.
7. In the event that weather or any other conditions beyond the control of OSS force the cancellation of one of the races, the World Championship will be decided based on the outcome of one race only. In the event that both races are cancelled, then no World Champions will be declared for that year.
 8. Entry fees for all races are established by the Board of Directors each year. The entry fee for the OSS World Championship shall be equal to two times (2X) the entry fee for a regular season event.
 8. In the event that a boat is declared unsafe or damaged beyond repair (as certified by the Chief Inspector and/or the Chief Medical and Safety Director) at any time during the World Championship event, that boat may request a pro-rated refund (credit) of their entry fee. All refunds shall be made in the form of a credit towards entry fees at an OSS race prior to (but not including) the next year's World Championship Event. Assuming two days of testing and two days of racing, refunds (credits) shall be made as follows:
 - a. 100% of entry fee only prior to launching the boat or any testing on the first day
 - b. 75% of entry fee only after first day of testing
 - c. 50% of entry fee only after first day of racing
 - d. 25% of entry fee only after second day of testing



OSS General 29: COURSE INFRACTIONS

1. Course infractions can only be judged by the race officials and may not be protested by a racer.



OSS General 30: PROTESTS

1. Any racer who has consumed or is under the influence of alcohol or controlled substances is barred from filing a protest or testifying in a protest or appeal. The decision of the Chief Referee is final.
2. Racers have the right to protest Technical rule violations within their class.
3. All protests must be in writing, state which rule has been violated, and accompanied by a \$1000.00 protest fee. The protest must be signed by the legal boat owner.
4. All protests must be filed with the Chief Referee within one hour of the posting of the unofficial results. Protests may NOT be filed with any other OSS officials, officers or Board Members. If a competitor is unable to file the protest within the allotted time due to unavoidable circumstances, he/she may notify the Chief referee by radio or phone of their intent to file a protest. The Chief Referee shall accept the protest pending delivery of the written protest and protest fee by the protestor within a reasonable time limit as set by the Chief Referee.
5. The Chief Referee shall render a decision as soon as possible, but if necessary, may delay the decision at the race site pending gathering and review of additional information.
6. If the protest is successful, the protest fee will be refunded. If the protest is not successful, the protest fee goes to the boat having been protested.
7. All expenses associated with the protest (tear down, impounding and shipping of parts or any other expenses necessary to adjudicate a protest) shall be paid by the loser. Additionally, the loser will pay for the re-assembly of the engine.
8. A protest can be filed at any time between the completion of the pre-race inspection and one hour after the posting of unofficial results for that class.
9. A post race protest may not be filed if the protestor was aware of the infraction prior to the start of the race. Protests of this nature must be filed at the earliest possible time to allow adjudication prior to the start of any racing activities for the day. No protests of this type shall be accepted once the first race of the day for any class has begun.
10. If a protest is filed prior to the start of a race or between a series of races consisting of two or more separate races, if necessary, the boat that is being protested shall be allowed to compete in the race(s) prior to the matter being adjudicated and without filing an appeal. The protest shall be resolved after the race or completion of the series of races and, if possible, all awards made publicly. If the protest cannot be resolved at the race site, or an appeal is filed based on the outcome of the protest, then all awards and prizes for that class shall be withheld until such time as the protest and any subsequent appeals have been decided. If the protest is upheld, the performance of the protested boat shall be denied for all races that the boat competed in after the protest was initially filed. If the protest is found to be invalid, then the performance(s) shall be upheld. This rule shall in no way inhibit the right of a competitor to file a protest against another competitor or a competitor that has been disqualified, suspended or expelled to file an appeal in accordance with these rules.
11. Frivolous protests and/or false accusations will not be tolerated in OSS. Such actions shall subject the protestor to unsportsmanlike conduct penalties as well as civil actions by the defendant.



OSS General 31: APPEALS

- A. Certain decisions of the Chief Referee are subject to review on appeal as set forth herein below. However, the Chief Referee's decision stemming from an OSS rule stating that "the decision of the Chief Referee is final" shall not be eligible for appeal.
- B. The only official interpretation of the OSS rules shall be that of the Chief Referee, except that in certain cases the decision of the Chief Referee may be overruled by a three quarters ($\frac{3}{4}$) majority vote by the OSS Board of Directors as set forth in sections D and E below.
- C. Appeals arising from decisions of the Chief Referee shall be adjudicated in the following manner:
 - a. All appeals shall be heard first by an appeals jury at the race site or within a reasonable time thereafter.
 - b. At the race site, the competitor must notify the Chief Referee within 30 minutes of the Chief Referee's adverse decision of his / her intent to appeal.
 - c. Should a protest decision be rendered away from the race site, the competitor must notify the Chief Referee within 24 hours of the Chief Referee's adverse decision of his / her intent to appeal.
 - d. The Chief Referee shall call for the appeals jury to be assembled once a competitor has notified the Chief Referee of his / her intent to appeal.
 - e. There shall be no appeal fee for appeals taking place at a race site.
 - f. If a competitor fails to file an appeal at a race site in accordance with the rules established herein, then the matter shall be considered adjudicated and closed to any further appeal or arbitration.
 - g. Competitors shall have the right to appeal an adverse decision of the appeals jury to the OSS Board of Directors.
 - h. Appeals made to the OSS Board of Directors must be accompanied by a \$2500.00 appeals fee pursuant to Section E of this rule.

D. Appeals Jury

- 1. The Chief Referee shall appoint an appeals jury at each race site by selecting one (1) member from each class represented at a race site.
- 2. In addition, the Chief referee shall appoint one (1) "at large" jury member from the general population at the race site.
- 3. Jury members from the class involved in the appeal shall be excused from the jury panel for that appeal only.
- 4. A minimum of five (5) jury members must be present to hear an appeal.
- 5. The jury members shall elect a foreman and he/she shall preside over all appeals originating at that race site.
- 6. Only the legally appointed jury members and foreman from a specific race site may vote on the outcome of an appeal.
- 7. The jury shall hear all appeals as soon as practical, but meetings of the appeals jury may not interfere with any racing activities.
- 8. The jury shall hear the details of the alleged infraction from the Chief Referee and/or any other officials or witnesses that the Chief Referee deems relevant to the cause. The competitor shall then have the same opportunity respond to the charges and present any witnesses or other evidence in his/her favor.



9. The use of video as evidence shall be limited to video from fixed mount on-board cameras, Angel rescue helicopters, commercial videographers hired specifically for the event or commercial news videos. No personal videos may be used or viewed in the appeals process unless the video can be authenticated by a credible source, and the video has not been altered, edited and consists of all of its original content. The use of personal videos shall be at the discretion of the appeals jury and be given the weight that they deserve.
10. If at all possible, the jury shall hear all testimony and then render a decision at the race site. However, if this is not practical, the jury shall hear the appeal and all testimony and review all supporting documents, and render a decision within a reasonable time thereafter.
11. However, if the jury panel deems it necessary to impound any or all parts of a competitor's craft for further expert inspection/clarification required away from the race site or verification of technical findings, the jury's decision may be delayed until such time as expert findings or clarification is obtained
12. In such cases as outline in paragraph 11 above, the jury may make its final decision via conference call. All parties involved in the appeals process shall be notified of the outcome by phone by the jury foreman within 24 hours of the jury's decision.
13. In the event that mailing, shipping or any other expenses are necessary to adjudicate the matter, then the loser of the appeal shall bear the expenses involved.

E. Appeals to the OSS Board of Directors

1. Subject to paragraph 4 of this rule, appeals to the OSS Board of Directors must be filed with the Chief Referee not later than 24 hours after the decision being appealed has been rendered by the appeals jury.
2. Appeals must be filed in writing, state fully the exact reason for the appeal, and must be accompanied by a \$2500.00 appeals fee at the time of filing. Appeal fees shall be paid with cash, check or money orders. No credit cards shall be accepted for appeal fees.
3. The Chief Referee shall determine if all conditions for an appeal have been met. As soon as conditions for an appeal have been met, then the Chief Referee shall forward the appeal and the appeal fee to Chairman of the Board. In the event that all conditions have not been met, then the Chief Referee shall have the authority to reject the request for an appeal. The decision of the Chief Referee shall be final.
4. The Chief Referee shall have the authority to extend the filing time period if extenuating circumstances shall exist. (i.e.: additional inspection required away from the race site or verification of technical findings) All extensions granted by the referee must be given in writing. The decision of the Chief Referee shall be final on such extensions.



5. Appellant shall have five business days from the date that the appeal is filed to present written testimony and all pertinent facts supporting the appeal. Said testimony and supporting data must be received at the headquarters for OSS no later than 5:00PM EST on the fifth day. After that time, no further information shall be accepted or may be admitted. If written testimony and supporting data is not received by the deadline (date and time), then the appeal shall be denied.
 6. The OSS Board of Directors is the final arbiter in any appeals matter.
 7. An appeals committee shall be formed which shall be made up of the OSS board members with the Chairman of the Board presiding over the appeals hearing. Members of the OSS Board of Directors representing the class in which the appeal is filed shall not be allowed to sit on the appeals committee. In the event that the Chairman is barred by these rules from sitting on the appeals committee, then the Vice Chairman shall preside over the appeals hearing.
 8. Subject to time constraints, appeal hearings shall be held at the discretion of the appeals committee in person in a closed hearing at a race site or by telephone conference call.
 9. The OSS President and legal counsel shall be present during all appeals committee hearings, discussions and voting procedures.
 10. In the event a board member is unable to attend an appeals hearing in person or take part during a telephone conference call, (except as required by paragraph 9 of this rule) that board member shall appoint a member from their class to serve in their place. Said appointment shall be subject to approval by the remaining members of the appeals committee.
 11. The appeals committee shall render a final decision no later than 10 business days from the initial filing date of the appeal.
 12. If the Appellant is successful on appeal and the decision of the Chief Referee and Appeals Jury is overturned, the appeal fee will be refunded entirely.
 13. If a decision is upheld, then the Appellant shall forfeit the \$2500.00 appeal fee and be required to pay all expenses for third party inspections, shipping of parts in question or any other expenses involved in adjudication the appeal in excess of \$1500.00.
 14. All expenses mentioned in the above paragraph must be paid in full prior to entry into the next OSS event.
- F. **Arbitration:** By joining this organization, all members agree on behalf of themselves and any race team, partnership, corporation, LLC or other entity in which they hold an interest of at least 10%, to arbitrate any dispute arising under, out of, in connection with, or in relation to this membership or the race team involving OSS, other members or race teams of OSS. Said arbitration is to be conducted pursuant to the rules and provisions established from time to time by the Board of Directors of OSS. Members agree to abide by the decision and/or award rendered by the arbitrators. Any decision and/or award rendered shall be final and conclusive upon the parties hereto and a judgment thereon may be entered in the highest Court having jurisdiction.



OSS General 32: OSS CERTIFIED TIME TRIALS

1. OSS may hold certified time trials on an annual basis or at any time requested by a sponsor or individual member for a single OSS class, a group of OSS classes or all OSS Classes.
2. OSS time trial sanction fees are established annually by the OSS board of directors. Members or sponsors hosting time trials are responsible for all OSS sanction fees, insurance premiums and expenses associated with the time trial. All sanction fees, insurance premiums and associated expenses must be paid prior to the time trial event.
3. Certified time trials shall be open to all currently registered OSS boats, owners, drivers, throttlemen and crewmembers.
4. Notice of certified time trials must be given not less than thirty (30) days prior to the time trial event to all members of OSS classes that will be offered at the time trial. Said notice may be given by phone, e-mail, official OSS web site posting or direct mail.
5. OSS certified time trials will be conducted in accordance with all current generally accepted time trial procedures as required for national and world records. (A copy of the time trial requirements and procedures is on file at OSS National Headquarters and may be requested by any OSS member.)
6. OSS will maintain a record book for all OSS Classes. Once a record is established for a class, the recorded speed must be exceeded by three tenths of one percent (0.003) in order to establish a new record.



OSS General 33: OSS SPECIAL EVENTS

1. Upon request, OSS shall sanction and hold Special Events sponsored by individuals, companies or corporations for the purpose of certifying speeds or claims of endurance or any type of marine performance. Special Events may be held for one or more boats in accordance with the sponsors' objectives.
2. All Special Events require the prior approval of the OSS Board of Directors.
3. OSS will obtain general liability insurance coverage for the event in an amount approved by the Board of Directors naming OSS, its directors, officers, officials and medical and safety personnel, employees and other persons deemed necessary to the operation of the event as an additional insured in the certificate of insurance for the Special Event. All participants **MUST** execute prior to the Special Event all **RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENTS** which are required by the OSS and its insurance company. Nothing contained in this provision shall modify, alter, waive, abandon, restrict or otherwise change the meaning of the provisions of the **RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT(S.)** All costs and expenses associated with the commercial general liability insurance for the Special Event shall be the sole responsibility of Special Event sponsor.
4. OSS sanction fees, administrative costs, and official fees for Special Events are established on a per-event basis by the OSS Board of Directors. The sponsor of a Special Event is responsible for all OSS sanction fees, insurance premiums and expenses associated with the Special Event. All sanction fees, insurance premiums and associated expenses must be paid prior to the Special Event.
5. OSS shall furnish all officials and timers for Special Events. OSS shall be the sole determinate of the necessary number of officials for the safe and efficient conduct of the event. The cost of said officials, timers and timing equipment is the responsibility of the sponsor and must be paid prior to the conduct of the event.
6. Special Events will be conducted in accordance with all current and generally accepted timing practices as required for certifying all national and world records.
7. OSS assumes no liability for the event in terms of participant, spectator or worker safety, weather, or cancellation of the event due to circumstances beyond control of OSS.
8. The sponsor is responsible for obtaining all federal, state and local permits necessary for the conduct of the event.
9. Sponsors for Special Events may write their own rules for conduct of their event. Said rules do not have to conform with current OSS General Racing or Class Technical Rules and limitations. However, OSS Safety Rules shall apply at all times and may not be overridden in any way. A written copy of the Special Event rules must be on file with OSS prior to the event.
10. Prior notice to the general racing community or general public of the special event is not required and said notice is at the option of the sponsoring party. Special Events may be held in private and OSS and its staff will execute Confidentiality Agreements to insure non-disclosure.



11. Upon conclusion of the event, OSS will award a Certificate of Performance certifying the actual performance of the boat that has met all of the Special Event rules and posted the best overall performance for the event. Speeds shall be certified to the nearest 100th (0.01) mph and times to the nearest 100th (0.01) second.



OSS General 34: OSS RULE CHANGES

A. Technical Rules

1. Subject to any rule freezes, Technical Rule Changes may be initiated in one of the following ways:
 - a. By a current registered equipment owner (**rule changes must be for his/her class only**)
 - b. By a group of current registered equipment owners in good standing from a specific OSS class (**rule changes must be for that group's class only**)
 - c. By the Board of Directors
 - d. By the Technical Chairman
 - e. By the Chief Referee

Note: "Current registered equipment owners" shall be defined as those owners that are current members of OSS and have been members in good standing of an OSS class during the previous racing season and participated in at least 50% of the regular season races. (Example: To be eligible to participate in a class call concerning 2010 technical rule changes in "X" Class, an owner must have paid his/her 2009 membership dues and boat registration fees in "X" Class and have been a member in good standing of the "X" Class prior to the 2009 World Championship event (National Championship if no World Championship.) In addition, the owner's boat must have participated in at least 50% of the regular season races in "X" Class during 2009. Registered equipment owners may not participate in class calls in more than one class unless they are actually campaigning more than one boat in separate classes, have paid equipment registration fees for multiple classes and meet the requirements of this paragraph.

2. Proposed rule changes shall be submitted to the Technical Chairman and Chief Referee for review and comment. Upon review of a proposed rule change, the Chief Referee and Technical Chairman shall draft the proposed rule change and submit it to the Board of Directors for approval.
3. The Board of Directors will review all written arguments for and/or against any rule change prior to voting. The Board of Directors will approve rule changes based on what is best for OSS, the class and the sport of offshore racing.
4. Technical rule changes must be voted on and approved by a simple majority of the current Board of Directors.
5. Technical Rules for the upcoming racing season shall be voted on and approved by the Board of Directors between the day after the completion of the World Championships and January 20th of the New Year. Note: The Board of Directors, at its discretion, may approve proposed rule changes past the January 20th deadline and still be effective for the new racing season as long as at least 60 days shall have passed between the final date of approval and the first race of the season.
6. Technical rule changes may be made at anytime during the racing season, but will not become effective until January 1 of the following racing season. (for exceptions, see paragraph 7 following immediately below)



7. Technical Rules may be changed during the season **only** if 100% of the currently registered equipment owners in the affected class petition the Board of Directors for an immediate change.
8. Rule freezes may be lifted or changed only by a 100% majority vote of the current class members and a 100% majority vote of the Board of Directors.
9. Upon approval by the Board, any rule change shall become effective in accordance with these rules.
10. Approved rule changes shall be posted on the official OSS website immediately upon approval by the Board.

B. General Racing Rules

1. General racing rule changes may be initiated at any time in one of the following ways:
 - a. By the Chief Referee
 - b. By a current member or group of members in good standing of the OSS
 - c. By the OSS Board of Directors
2. The Board of Directors (herein after referred to as the Board) shall be responsible for approving all general racing rule changes. Board approval is accomplished by a simple majority vote of the Board. No rule change shall be considered final until approved by the Board.
3. Upon approval by the Board, said rule change shall become effective immediately, or at such time as the approved rule change shall specify.



OSS General 35: Yellow / Red Cards

1. In addition to time penalties, fines and/or other penalties issued for race course driving violations, OSS shall issue Yellow Cards and Red Cards to a team (a boat, driver and throttleman) under the following circumstances:
2. Yellow / Red Cards shall be given for (but not limited to), violation of the overtaking rule, overlap rule, blocking rule and intentional aggressive, reckless or blatantly dangerous driving.
 - a. Up to two (2) Yellow Cards may be issued during one race, or
 - b. One (1) Red Card for blatantly reckless or dangerous driving.
3. Yellow Cards shall be issued at the time of the posting of the unofficial or official results and on the official OSS web site.
4. The recipient of a Red Card shall be notified privately prior to posting unless the recipient has left the race site and is unavailable for notification.
5. A team that accumulates three (3) Yellow Cards or one (1) Red Card shall receive a one race suspension effective immediately. That boat shall be ineligible for competition regardless of riding crew.
6. All cards are removed upon completion of the one race suspension or at the end of the calendar year.
7. Yellow / Red Cards received during the regular season are in effect for the World Championship. A team in possession of two (2) Yellow Cards going into the World Championship and receiving another Yellow Card during the first race shall not be allowed to participate in the second race of the World Championship.
8. A Yellow or Red Card may be given only by the Chief Referee.
9. For purposes of clarification, if a “team” consists of multiple boats, drivers and throttlemen, the penalties prescribed by this rule shall apply only to the offending boat, driver and throttleman. In no way is this rule designed to prevent other boats, drivers or throttlemen belonging to the same team that have not been penalized under this rule from competing in any event.



OSS General 36: Testing

1. At any OSS sanctioned event, all boats desiring to test must test on the race course during scheduled or announced test times only. OSS will provide full medical rescue and helicopter coverage on the race course during scheduled test times.
2. Boats may not test on the race course at any other time.
3. This rule shall become effective at 12:01 AM on the Thursday before each regular OSS event and end at 11:59 PM on the following Sunday. For longer events, such as World Championships, please check with OSS officials for exact times that this rule is in effect.
4. Any team found in violation of this rule shall be subject to fines, time penalties and/or disqualification from the event at the discretion of the Chief Referee. His decision shall be final.
5. OSS assumes NO liability for physical damage or loss to race equipment or property, personal injury or death to any team members while testing during unscheduled test times at or away from the race site, and anyone in violation of this Rule shall indemnify and hold harmless OSS with respect to any such action or claim for loss of property, injury or death.
6. All testing is subject to Government, State, County or local laws and regulations.



2010

**OFFSHORE SUPER SERIES
POWERBOAT RACING ASSOCIATION**

**Section II
Offshore Super Series Safety Rules**

Note: Safety Rules are not protestable. Competitors may not protest other competitors in regards to OSS General Safety Rules.

1. **General** – At all OSS races sites, while operating any race boat, riding crew members must wear all inspected and approved required personal safety equipment anytime the boat is on plane before or after a race, while testing or during an actual race. During an actual race, if a boat breaks down, the riding crew members must continue to wear all required safety equipment until they are off-plane and safely inside the course or more than 250' from the outside course line. This rule shall be effective from the time a boat arrives at a race site until one (1) hour after the conclusion of the last race of the event. If an OSS registered boat is testing at times other than scheduled test times at a race site, or away from a race site, riding crew members are required to wear all required and approved safety equipment while the boat is on plane and operate said craft in a safe and prudent manor. Race boats testing on public waterways at times other than sanctioned test times must operate under normal rules of the road and are subject to all U.S. Coast Guard, State and local regulations. Violation of this rule shall subject the riding crew members and that entry to warnings, fines, and/or disqualification from that event or a future event. All decisions of the Chief Referee are final.
2. **Helmets** – Anytime an OSS registered race boat is being operated on plane or within 250' of an active race course at or away from a sanctioned event, all riding crewmembers must wear an approved helmet.
 - a. All helmets must meet D.O.T. standard (Snell 75 or later) or military specifications for helmets designed for military aircraft.
 - b. The upper half (½) of all helmets must be neon, fluorescent or international orange. The afore mentioned area must be a single solid color with no graphics except names. Names may be painted on the upper half of the helmet provided that the letters do not exceed one (1") inch in height.



3. **Life Jackets** - Anytime an OSS registered race boat is being operated on plane or within 250' of an active race course at or away from a sanctioned event, all riding crewmembers must wear an approved life jacket.

A. General Requirements:

1. All life jackets must have permanently affixed labels from the manufacturer or re-certifier stating the manufacturer's or recertifier's business or company name and the date of manufacturer or re-certification of the life jacket.
2. All life jackets must be re-certified every three (3) years or sooner if they show signs of damage or abnormal wear. The Chief Medical and Safety Director's decision on more frequent re-certification shall be final.
3. The Chief Referee / Chief Medical and Safety Director shall disallow any life jacket that he deems unfit for the rigors of offshore racing.
4. The Chief Referee / Chief Medical and Safety Director have the authority to require any riding crew member to demonstrate that their life jacket will function properly in the water. (flotation test)

B. For the Restrained Cockpit - (All Classes Except OSS Pro Vee 2 and Pro-AM)

1. Category Type C (Note OSS allows only type C in restrained cockpits)
2. Lifejackets are approved for use in a restrained cockpits that employ a supplemental life support (air system) as required by OSS.
3. All straps and components of the life jacket must be present on the life jacket as manufactured.
4. The inflatable type C vest must be of independent twin cell construction and have 2 means of inflation with one being oral inflation.
5. When inflated, the vest must be capable of self righting and floating an unconscious person with a minimum of 35 pounds of buoyancy.
6. No auto inflating or inflatable pouch type vests are allowed.
7. All life jackets when inflated must be international orange or yellow.

C. For the Unrestrained Cockpit – (OSS Pro Vee 2 and Pro-AM Classes)

1. Category Type A is required for OSS Vee Class and OSS Pro-AM Classes 3 and 4.
2. Category Type A-100 is required for OSS Pro-AM Classes 1 and 2 (Note: Category A-100 is also approved for use in OSS Pro-AM Classes 3 and 4)
3. Lifejackets must be designed for racing, including leg straps or thigh skirts securely attached to the jacket.



4. 70% of the upper portion of all lifejackets and skid collars must be orange or yellow in color.
5. There must be a minimum of 1/4" thickness of impact material covering the back and sides of the lifejacket.
6. All zippered seams must be covered by Velcro or similar safety tape.
7. Lifejackets shall be covered in a ballistic material (covering must meet or exceed the following specifications: Mil Spec Flay Nylon, Mil Spec C-476, Bright High Tenacity Nylon, 210 Denier, 3.6 oz per sq. yard, Count 62x50. Break strength 225 pounds warp, 152 pounds fill.)
8. Lifejackets must be capable of meeting USCG Type II flotation as specified in the UL standard 1123 Jacket must have a minimum flotation of 18 pounds with 10% flotation imbalance.
9. Lifejackets must be equipped with skid collars. The skid collar must contain a single piece of Ethofoam 900 (minimum 1/4" thick) which covers continuously from top inner edge of the jacket to a minimum of 2" past the base of the helmet when the lifejacket is worn in accordance with manufacturer's instructions, and the wearer is standing in an erect position looking straight ahead. The axial coverage shall be from 110 degrees to 250 degrees minimum, as measured from the center of the forehead. (approximately ear to ear) The outer covering of the skid collar shall be the same material as the outer covering of the life jacket or any other synthetic material which is fungus and mildew proof. Material covering the skid collar must be of equal or greater strength than the material used as the jacket covering. The thread used to stitch the skid collar to the jacket must also be fungus and mildew proof.

4. **Suitability of Safety Equipment** - It is to be expressly understood that OSS assumes NO liability in the selection or for the performance of any required safety equipment. Offshore racing is an inherently dangerous sport and no specific life jacket or helmet can eliminate all risks. Riding crewmembers are ultimately responsible for the selection of appropriate helmets and life jackets. The Chief Referee has the right to disallow the usage of any safety equipment he believes is unsafe or may inhibit rescue or extrication from a race craft.
5. **Refusal of Entry** – The Chief Referee has the right to refuse the entry of any boat at an OSS event if he believes that said craft is unsafe, unmanageable or improperly designed or constructed so as to meet the demands of an offshore race.



6. Pit Areas –

- a. **Dry Pits** – An area adjacent to the race course large enough for the safe and efficient storage of all race boats, trailers, transporters, motorhomes, tents, sponsor displays and at least one personal vehicle for each entry at an OSS event. The dry pit area must provide adequate room for maneuvering vehicles with trailers in and out of the dry pit area safely during the event. Safe and prudent operation of scooters and mini bikes within the dry pit area is allowed. Reckless operation of any vehicle in the dry pit will result in a fine to the owner of the offending vehicle(s). Admission to the dry pit area is free to all participants (racers, crewmembers, officials, volunteers and family members) registered for that event as long as they are displaying the proper credentials and have signed the insurance waiver. The promoter/sponsor of the event may charge an admission fee for spectators. Spectators do not sign insurance waivers. Continuous 24 hour security should be provided from the first day of the sanction until 8:00 am of the morning following the last event covered by the sanction.
- b. **Wet Pits** - Docks provided for some or all of the race boats in attendance at that event. The docks shall be available at no charge to racers working on their boats or leaving them in the water for the duration of the event. No smoking is allowed in the wet pits by participants or spectators. “No Smoking” signs should be posted at the entrance to the Wet Pit area. Continuous 24 hour security should be provided from the first day of the sanction until one (1) hour after the last event covered by the sanction.
- c. **Hot Pits** – Area around cranes, launching ramp and fuel truck. Hot pit areas must be defined by barricades, security tape or fencing. Only OSS registered officials, racing or crew members are allowed in the hot pit areas. It is mandatory that the promoter / sponsor of the event furnish an adequate number of security personnel around these areas to insure that only the properly credentialed persons enter the restricted area. Unauthorized entry by family or non-OSS members shall result in a minimum fine of \$500.00 to the owner of the team with whom the unauthorized person(s) is/are associated. There shall be no smoking or consumption of alcoholic beverages in the hot pit areas. Signs stating “No Smoking” and “No Alcoholic Beverage Consumption” must be posted in the hot pit areas. Adequate fire protection is required and it is strongly recommended that the local fire department be contacted and asked to furnish a fire truck capable of dispensing foam on a petrochemical fire. Under no circumstance may tickets or passes be sold to spectators that provide admission to the hot pits.



7. **Fueling** – Race boats may be fueled / defueled in the hot pits under the direction of the local fire department or in the dry pits as long as local fire department regulations allow and the following requirements are met:
- a. Spectators must be kept back a minimum of 50’ from any boat being fueled / defueled in the dry pits.
 - b. Absolutely no smoking within 50’ of the boat during the fuel transfer process.
 - c. Permanent fuel tanks in the boats and temporary tanks used to fill the boat must be grounded during fuel transfer process.
 - d. All transfer pumps, hoses, nozzles and temporary storage tanks must be UL or CG approved for use with gasoline, diesel or jet fuels. Absolutely no glass containers shall be allowed to contain fuel of any kind.
 - e. There must be at least one designated person standing by with a 5 pound dry chemical fire extinguisher at the point of transfer. The designated person may not have any other function. Fire extinguishers must have a minimum rating of 3A30BC and a functional gauge to indicate condition of charge.
 - f. Fire extinguishers must be re-certified and dated each year.
 - g. Fire extinguishers may not be more than 5 years old.
 - h. Team equipment (scooters, generators, etc.), priming fuel filters or anything else generally requiring less than 2 gallons of fuel are exempt from the above requirements.

Fuel may not be added or removed from race boats in the wet pits or on the race course for any reason. However, race boats may fuel at commercial marina pumps or land based filling stations at any time prior to the start of the race. Violation of any portion of this rule shall subject the offender to fines from \$100.00 to \$1,000.00 and/or disqualification from the event. Competitors may report violations in progress to OSS Officials, but may not file a protest against the violator. Fuel transfer violations must be observed by an OSS Official in order to penalize the violator. The decision of the Chief Referee shall be final on all fuel transfer penalties.

8. Fuel cells are highly recommended for the storage of fuel in all race boats.
9. **Allowed Race Times** - All racing shall be limited to the time period between official sunrise and 30 minutes prior to official sundown as forecast by NOAA.
10. **Marks of the Course** – All turns shall be made around turn buoys. All buoys shall be constructed so as to not damage a race craft accidentally striking said buoy. Boats alone may not serve as a mark of the course.



11. **Pace Boats** – A minimum of two (2) and preferably three (3) pace boats is required at each OSS race site. Pace boats are to be at least 30 feet in length and capable of handling rough water at 50-70 mph. All pace boats must carry a minimum of 5 persons.(driver, driver assistant, starter, flagman, flagman assistant) Boats shall be equipped with seating arrangements that do not hinder the starter and flagman while starting the race. If necessary, a fully equipped diver or EMS person may accompany the pace boat crew as a 6th crewmember. Absolutely no persons under the age of 18 are allowed on the pace boat. All persons on the pace boat must sign the insurance waiver. Under no circumstances may seats be sold or drawings held to allow spectators on pace boats. The decision of the Chief Referee is final concerning all persons riding on the pace boats. All pace boat crewmembers must submit to OSS race day pre-race physicals.

12. **Craning of Boats** – Race boats utilizing the crane for launching must furnish their own single point lifting harness. Lifting harnesses shall be constructed or modified so as to lift the boat with a “bow up” attitude of 5-10 degrees for weighing purposes. Extensions to the front lifting straps may then be used to place the boat in a “bow down” attitude to facilitate loading onto a trailer as long as said extensions meet all lifting harness criteria. Lifting harnesses must be safety inspected at least once every three (3) years and a certification tag attached by a certified testing company. Lifting harnesses must be labeled with the team name, boat number and “front” and “rear” straps. **All persons are prohibited from riding on boats being craned into or out of the water.** Fines up to \$1000.00 per incident shall be levied by the Chief Referee upon offending crewmembers.

13. **Tie Bars** - All boats running twin outdrives must have an external tie bar constructed and attached to withstand stresses created in offshore racing.

14. **Bilge Pumps** – All boats must have a minimum of two (2) bilge pumps. One of the bilge pumps shall be manually operated in case of electrical failure. Manual bilge pumps must be mounted and easily accessible in the engine compartment. Battery operated bilge pumps shall be automatic and wired independently of battery switches to allow operation even if battery switches are off.

15. **Fire Extinguishers** – All boats must meet current U.S. Coast Guard regulations for fire protection. It is strongly recommended that race boats be equipped with automatic on-board fire extinguisher systems over each engine. Auto-activated fire suppression systems are not allowed in the cockpit. Auto-activated fire suppression systems are confined to the engine compartment only. This system can be a single or multiple unit system, which must operate either automatically and / or manually. Manual overrides are highly recommended. For auto activated systems, an early warning signal should be recognizable from the dashboard.



16. **VHF Radios** – All boats are required to have a permanently mounted 25 watt VHF radio capable of transmitting and receiving on channels 6 and 78A or such channels as designated by race control and announced no later than the final drivers' meeting.
17. **Cockpit Intercoms** - Interlocking connections pertaining to helmets and their respective intercom systems must be able to disconnect easily. Rigid or locking connections of any type are prohibited. All installations are subject to approval by OSS inspectors.
18. **U.S. Coast Guard Compliance** – All race boats must comply with current U.S. Coast Guard regulations.
19. **Bow Eyes** – All boats must be equipped with a permanently installed bow eye suitable for towing said craft.
20. **Drive-Line Shields** – All boats utilizing exposed input drive lines must have a protective shield covering each drive line. Protective shields must be constructed from 1/8” steel, 1/4” aluminum or composite material (such as, but not limited to Kevlar, Carbon Fiber, etc.) of equivalent strength, adequately secured and cover the entire length and circumference (360 degrees) of the drive line plus all exposed universal joints.
21. **Kill Switches** – Must conform to Lavin Foundation Guidelines for restrained cockpits. All fuel and electrical kill switches as well as any manual fire suppression system switches must be marked by neon or fluorescent orange paint or decals over or around the switch. In non-restrained (open) cockpits, individual ignitions kill switches for connection to each riding crewmember are mandatory. Kill switch cords must not exceed four (4) feet. Spare kill switch caps are the only permitted method of emergency override and are mandatory. All competitors must be connected to an individual kill switch while the boat is on plane.
22. All canopied race boats must be equipped with a minimum of two (2) rear view mirrors. One mirror must be mounted on each side of the canopy so as to allow the driver and/or throttleman an unobstructed view behind the boat during competition. Rear facing CCTV shall not be considered a substitute for mirrors since electrical failure or equipment malfunction would leave a boat effectively blind behind the boat during competition.
23. **Deck Hardware** – All cleats and deck hardware shall be recessed, padded or constructed so as to not inflict injury to riding crew members or rescue personnel walking on the deck.



24. **Firewalls/Vents** – No holes shall be cut in firewalls between cockpit and engine compartment. In open cockpit boats, holes in deck must have a flame trap if the hole is one (1) foot or less from the crew.
25. **Propeller Safety** – All boats parked in the dry pits must have propellers removed or covered with prop covers so as to prevent injury to any persons. Spare propellers, installed on the hull, shall be covered by an inflexible protective shield.
26. **Grab Handles** – All boats must be equipped with closed end grab handles on the transom to facilitate rescue personnel or riding crew members boarding from the water.
27. **Non-Skid** – All boats must be equipped with non-skid material on the deck from the transom up to and around the canopy or cockpit. It is highly recommended that all catamarans equipped with emergency escape hatches have non-skid in the tunnel from the transom to the escape hatch.
28. **Trailer Identification** – All race boat trailers shall be permanently marked with the boat number on the forward half of the trailer. Markings shall be strongly contrasting in color and appear on both sides of the trailer.
29. **Footwear** – All participants must wear enclosed footwear in any of the pit areas or while competing in a race.
30. **Medical Limitations** – Riding crew members are prohibited from competing in an OSS event with any type of artificial limb, pacemaker, pump, bag, cast, brace or splint unless written permission from the attending medical doctor is obtained and presented to the Chief Medical and Safety Director prior to the event.
31. **Chemical Limitations** – No competitor, crew member, official or volunteer may participate in any OSS event while intoxicated or after consuming an alcoholic beverage, controlled or illegal substance. On non-race days, this rule shall be effective during “normal” hours of registration, race control and pit operation. On race-days from 12:01 am until one hour after the last race is completed or (if required) the entry has completed post-race technical inspection. Any owner, driver, throttleman, crew member, official or volunteer that has consumed any alcoholic beverage, controlled or illegal substance is ineligible to file, testify or participate in a post race protest of any kind. However, minor consumption of ceremonial champagne is allowed only at the awards ceremony.
- a. Intoxicated is defined as “under the influence of:”
 1. Alcohol
 2. Controlled or illegal substances including (but not limited to) narcotics, depressants, stimulants or hallucinogenics.



3. Any substance, drug or combination of the above causing impairment of an individual's cognitive or physical functions so as to cause a danger to themselves or others.
32. **Intoxication** – Intoxication within any of the OSS defined pit areas by any participant (signee of the insurance waiver) will not be tolerated and will subject the entry with whom the offending person is associated with to penalties up to a \$1000.00 fine and/or disqualification from the event.
33. **Canopy Lid Release, Cockpit Emergency Escape Hatch** – Canopy and escape hatch handles, inside and out, must be painted fluorescent orange or have a fluorescent orange background panel to identify them. Directional arrows must indicate the method and direction to open as recommended by the Lavin Foundation
34. **Engine Hatch / Cockpit Cover / Canopy Lids**- Inside engine hatch covers must be painted red, yellow, orange or a highly visible safety color for visibility. Hatch covers should be opened at all times when subject to search and rescue. Engine hatch covers should support at least 300 pounds. In open cockpit boats, when covered, the surface deck area, immediately behind the cockpit toward the transom, shall be covered by solid structure able to support 300 pounds of weight.
35. **Cockpit Safety** – It is highly recommended that there be no loose items within the cockpit of the boat during on-water operation. All items (dock lines, tools, water bottles, etc.) must be secured in such a way that they will not become flying missiles during any violent actions by the boat.
36. **Windshields/Windcreens** – In PRO AM open cockpit boats, fitted windcreens or windshields shall be well supported and all exposed edges must be adequately padded. The use of glass is prohibited. Wind deflectors of any type must be shatterproof.
37. **Marine Compass** – All PRO AM open cockpit boats must have a marine navigational compass installed in a highly visible position
38. **Racing Bolsters/Seats** - All PRO AM classes require mandatory racing bolsters or racing seats; standard marine production seats are prohibited. Approval shall be based on lateral support and structure not padding.
39. **Rev Limiters** - All PRO AM boats must have rev limiters.
40. **Cockpit Emergency Air Systems** – All canopied race boats participating in an OSS event must be equipped with an on-board self-contained emergency air (scuba) system. No pure oxygen systems may be used. There shall be a minimum of one complete on-board emergency air system for each riding crewmember. The system may consist of an individual, or a multiple air source, capable of supplying the



minimum emergency air requirements for each riding crewmember. As a minimum, the system shall consist of a scuba tank, mounting bracket, pressure gauge, air supply/escape supply hose, and a first and second stage regulator with a mouth piece and holder. An alternate full time air system, or a nitrox system, with a face piece mask, or a unified helmet and face piece mask, meeting the minimum standards as prescribed herein is also acceptable. All systems shall be fully functional, and turned on before starting a race or taking part in practice or testing. Spare air systems are not acceptable as substitutes for a cockpit emergency air system.

(a) Tank – The tank shall meet U.S. Department of Transportation (DOT) 3ALM or Transport Canada (TC) 3ALM scuba tank requirements to be approved*. Each tank shall be of sufficient size, with a minimum of a 19.0 cu. ft cylinder equivalency or more, for each member of the riding crew. Every cylinder must have been inspected and tested by either DOT or TC and meet DOT, TC, CGA (Compressed Gas Association), NIOSH and OSHA safety standards. The tank(s) capacity shall be large enough to supply each riding crewmember with a minimum of 15 minutes of supplied breathing air. These supply tank(s) can be in a single or multiple configurations. The tank(s) shall be securely mounted in an easily accessible area, in such a way that the hydrostatic test date and visual inspection sticker can be checked during the cockpit safety inspection. The tank(s) must have a minimum of 2800 psi residual pressure for either an aluminum or steel tank. A current visual (VIP) documentation and hydrostatic marking(s) shall be clearly visible at the time of inspection. The tank markings and VIP documentation shall be within current DOT or TC hydrostatic pressure testing standards to pass.

(b) Tank Valves – The tank(s) shall be equipped with DIN type screw in valves.

(c) DIN Adapters – DIN to yoke conversion adapters are not acceptable.

(d) Tank Mounting Bracket – The tank mounting bracket shall conform to the specific size of the cylinder, and be manufactured specifically for scuba cylinder mounting. The bracket shall be securely mounted and capable of retaining the scuba cylinder in the event of heavy sea conditions, sudden accidents, or accidental inversion. The tank-mounting bracket shall be secured with stainless steel marine quality anti-vibration hardware, such as 18-8 or 316 stainless steel, with a minimum size of 3/8 inch. The hardware shall pass completely thru the mounting surface or interior wall that the mounting bracket is bolted onto. Large area washers shall be added on the reverse side for support or a backing plate shall be utilized when the mounting walls center is made of a soft-core material, (as opposed to a solid carbon fiber, resin and multi-layered wood, or multiple composite material, etc.)

(e) Air Supply Hose(s): The air supply hose(s) utilized for all on-board emergency air supply systems, shall meet or exceed the minimum requirements for high and low pressure scuba hoses as prescribed by the DOT or TC. All air systems, regardless of



the type, shall have an “emergency escape hose(s)” meeting the standard as described herein.

(f) Emergency Escape Hose(s) – Emergency escape hose(s), shall be of sufficient length to reach from the occupant's seat to a point above the chine (water's surface) on the opposite side of the boat. This can be measured by extending the hose and 2nd stage regulator or mask outside of the canopy to a position equal to the bottom of the opposite side sponson or vee bottom.

(g) Escape Hose Storage and Deployment – The emergency escape supply hose shall be stowed or secured in the cockpit in such a way that it may be completely deployed without resistance or restriction when inverted during an escape. The hose must also be stowed so as to not entangle the crew member and cause a hazard in the cockpit. This storage can be accomplished thru the use of Velcro straps or a Velcro closed bag, attached to a mounting point with Velcro which will release when pulled on after an accidental inversion. Metal snaps are not recommended.

(h) 1st Stage Regulator – The first stage regulator shall have a DIN screw in type connector to mate with the tank. All regulators must be serviced a minimum of once a year, or if the boat has been involved in a significant accident, been submerged, or has rolled over, or as directed by the Medical and Safety Director following an inspection where the proper function has come into question. Documentation of servicing shall be available at the time of the cockpit safety inspection.

(i) 2nd Stage Regulator – It is highly recommended that the second stage regulator be a balance model capable of equal functioning in the inverted position. System delivery mouthpieces that are part of the second stage regulator must be easily accessible to each competitor. The second stage regulator shall be secured in such a way that it will not become a flying object in the event of a sudden violent action by the boat. All second stage regulators must be serviced a minimum of once a year, or if the boat has been involved in a significant accident, or submerged, or rolled over, or as directed by the Medical and Safety Director following an inspection where the proper function has come into question. All current documentation of servicing shall be made available at the time of the cockpit safety inspection.

(j) Pressure Gauges – There shall be a pressure gauge attached to the system to give an accurate pressure reading for the air supply tank(s). It is mandatory that the pressure gauge, or gauges for each independent system, be mounted in the dash of the boat where at least one member of the riding crew can monitor the air pressure while the boat is under way. This will allow crewmembers to be aware of air leaks/loss of pressure in the emergency air system.

(k) Nitrox Systems or Full-Time Systems – All Nitrox (NO) or Full-Time Air (FTA) systems shall meet or exceed the OSS minimum requirements for cockpit emergency air systems*. All race boats equipped with full time air systems must be



capable of sustaining breathing for a minimum of (2) two hours for each riding crewmember. The Nitrox (NO) system shall consist of an enriched air supply system meeting or exceeding the requirements of the Enriched Air Nitrox Training and Certification Agency (A.N.D.I.), or the International Association of Nitrox and Technical Divers**, DOT and/or TC regulations. For either a Nitrox (NO) or Full-Time Air (FTA) system, a fitted mask face piece, or fitted mask face piece and helmet combination will be acceptable. The mask may also be equipped with an ambient air supply or ambient air port, and the ambient air port may be utilized until the demand for compressed air supply is required. All Nitrox (NO) or Full-Time Air (FTA) systems shall be activated prior to entry onto an OSS controlled race course or testing area.

(I) Savings Clause – The final decision of any disputes involving the design, function, installation or reliability of an emergency air system, or the emergency air system components, shall be at the discretion of the OSS Medical and Safety Director and OSS Chief Referee.

*Cylinder manufacturer specifications are available on request, or by viewing on the internet at Luxfer Scuba Products: <http://www.luxfercylinders.com/products/scuba/>, or at Catalina Cylinders: !! HYPERLINK "<http://www.catalinacylinders.com/tsd.html>" ¶ <http://www.catalinacylinders.com/tsd.html>¹, or Worthington Steel Cylinders at: http://www.worthingtoncylinders.com/high_pressure.html.

**A.N.D.I. : American Nitrox Divers International (or any Manufacturer recognized and endorsed Enriched Air Nitrox Training Agency with Oxygen Service requirements and procedures which parallel at least those currently practiced by A.N.D.I, or the International Association of Nitrox and Technical Divers. Further Internet info can be found at the following website links: <http://www.andihq.com/pages/mainpage.html> or at <http://www.iantd.com>

41. Carbon Monoxide (CO) Detectors – Due to the possibility of a Carbon Monoxide (CO) leak into the enclosed cockpit area of the boat, it is mandatory that all competing boats be equipped with a CO detector mounted securely in the cockpit. It is further recommended that the detector, in addition to the audio alert, have a visual activation signal (i.e. a bright red light, strobe, etc.) mounted where it is visible to the riding crew while the boat is underway.

42. Safety Compliance – In the interest of personal and life safety, and the promotion of good safety practices, the following guidelines for the enforcement of compliance with published OSS safety standards and practices are hereby incorporated.

(a) Non-Life Threatening – For non-life threatening safety issues (i.e. no non-skid, safety decals etc.), the penalty for the first offense is a warning. Second and 3rd offense will be a fine *.



(b) Life Threatening – For life threatening safety issues the Chief Referee, Chief Inspector, and Chief Medical and Safety Director shall determine whether or not the boat will test and /or race at that event. There shall be no appeal from their decision.

* Fines (2nd and 3rd offense) to be determined by the Chief Referee in concert with the Chief Inspector, and the Chief Medical and Safety Director. Said fines shall not exceed \$500.00 for the 2nd offense, or \$1,000.00 for a 3rd offense. Monies collected will be used to fund equipment, maintenance, repair, or replacement for the OSS Medical and Safety Team. All funds collected for said violations will be maintained by the OSS Treasurer and approved for distribution by the OSS Board of Directors.

43. – **Mandatory Medical Check After Accident** - It is mandatory that all riding crew members involved in any accident requiring emergency rescue be transported to the emergency medical take-out area by the medical rescue boat and be checked out by paramedics or the race physician.

44. - **Mandatory Offshore Survival Equipment**

The following is required on all OSS Classes competing in events running more than 10 miles offshore.

1. An offshore survival kit, or similar to consisting of:

Soft Plastic floatable / air tight container

USCG approved orange smoke flares

Orange 4' X 4' flag for emergency signaling

3 oz. Foil packets of drinking water or 12 oz in soft plastic container

10 Sterile 4" x 4" Gauze pads in a waterproof bag

3 Chemical cold packs

6 1" Band-aids

Roll of 1" X 15' adhesive tape

2 5" X 9" ABD pads

2 rolls of soft gauze i.e. Kerlix or Kling

2. Water sea drag anchor with 200' line



3. Minimum 100' of suitable tow line
4. Inflatable dinghy or life raft with bottle inflation large enough to carry all riding crew. Rafts must meet ISAF or ISO 9650 Standards and undergo a certified inspection at intervals of not more than one (1) year verified with a dated affixed safety tag. Note: Toy rafts/dinghies not specifically manufactured and sold as emergency survival equipment will not be accepted for use as an inflatable life raft or dinghy.
5. One (1) 406 MHz Emergency in Position Indicating Radio Beacon (EPIRB). It is mandatory that all EPIRBs be registered with NOAA Sarsat at least 3 days prior to race date. In the U.S., beacons can be registered online at: www.beaconregistration.noaa.gov

45. - Storage of Survival Equipment -

1. All Mandatory Offshore Survival Equipment must be stowed in an area of the hull, readily accessible to the cockpit, above or in a covered deck level compartment. It is highly recommended that the flares and EPIRB be attached to the raft.
3. All safety equipment may be kept in a sealed, but easily opened container and the contents inspected at least every six (6) months by a qualified OSS inspector who shall affix a dated tag with their signature and an itemized list of the contents thereof. This shall serve as verification that all contents meet specifications.



Offshore Drag Racing

I. General

1. Offshore Drag Racing is intended as a spectator friendly and entertaining drag race competition between two boats. Similar boats (Classes) are paired by a lottery drawing of numbers. Boats shall not be timed, speed recorded or scored other than “win” or “lose”. The winner of a match will stay on course and continue running until they are beaten or all remaining boats in the class have been beaten. The winner of the last “pairing” shall be considered the winner of the match and therefore entitled to all bragging rights until the next match. Trophies furnished by the race sponsor are optional.
2. Offshore Drag Racing is open to all regular classes of OSS. Pro-Am boats shall be allowed only at the discretion of the Chief Referee, Chief Medical and Safety Director and Technical Inspectors. Boats must meet all safety and technical requirements as set forth in the current OSS rulebook..
3. Fuel is limited to gasoline only – Octane as specified in the various class rules. 116 Octane Maximum for Cat Extreme Class. No Nitro, Alcohol or Exotic Fuels allowed. Fuel must pass standard OSS fuel test.
4. Participants must register for Offshore Drag Races during the regular posted hours of registration at any OSS event.
5. Entry fees up to \$250.00 per event may be charged.
6. There shall be two (2) persons in each boat. No more, no less.
7. Minimum age of participants is 18 years of age.
8. Participants must be either a full annual or single event members of OSS in good standing.
9. Boats must pass safety and technical inspection as performed by OSS safety and technical inspectors and meet all current OSS safety requirements.
10. Participants must attend all drivers’ meetings and answer roll call.
11. Participants must have a current DOT or FAA physical. The Chief Medical and safety Director shall have the authority to excuse participants joining OSS for the first time at the race site for that event only.
12. Participants must wear helmets and life jackets that meet or exceed OSS requirements. The decision of the Chief Medical and Safety director shall be final.
13. OSS reserves the right to change the Offshore Drag rules at any time for safety or competition reasons. Any changes must be approved by the Chief Referee and Chief Medical and Safety Director and may be temporary or become permanent. All participants must be notified of any changes prior to the beginning of the event.



II.

Course

1. The course shall be 150 feet wide and approximately 1.75 miles in length including the 0.75 mile shut down area. The actual race distance shall not exceed 1.0 mile in length under any circumstance.
2. Course must be straight. No curves or turns.
3. The first 0.25 mile shall be considered the staging/starting area.
4. There shall be two (2) lanes. Each lane shall be 50 feet wide. The two lanes shall be separated by a distance of 50 feet.
5. There shall be an orange buoy at the beginning and the end of the first mile of the course. The orange buoy at the end of the course shall be considered the finish line.
6. Center course markers are optional.
7. There shall be a minimum of 0.75 mile after the end of course marker (finish line) designated as a shutdown area.
8. Spectators shall not be allowed within 500' of the course or shut down area on either side.

III.

Procedure

1. Participants in each class having more than two (2) entries shall draw numbers at the first drivers meeting.
2. Numbers shall be sequential and range from 1 to x. (x =the number of boats within that class).
3. Participants numbers 1 and 2 shall comprise the first match.
4. A pace boat will stage the participants in their lanes in the staging area.
5. When both participants signal that they are ready, the pace boat shall display a yellow flag and bring the boats up to a maximum of 60 MPH. The pace boat shall be positioned between the two boats.
6. As soon as the boats are lined up, the pace boat shall display a green flag and broadcast over VHF Channel 78A "Green Flag". Upon this signal the boats shall begin the race to the other end of the course.
7. The Chief Referee or his designee shall be stationed at the end of the course and display a checkered flag as the winner crosses the finish line.
8. The first boat to cross the finish line at the end of one (1) mile shall be declared the winner of that match.
9. Both boats must shut down immediately and stay within the designated shutdown area until they have reached a safe speed at which they can safely exit the course.
10. The winner of the match shall return to the designated starting area and prepare for the next match.
11. The loser of the match shall return to the pits.



12. The next match consisting of the winner of the previous match and the next number in line shall begin as soon as all participants are in place in the staging area and the pace boat begins the starting procedure again.
13. If at any time during the start procedure a red flag is displayed by the pace boat, the start has been aborted. Participants must come off plane immediately and return to the staging/starting area.

IV.

Penalties

1. No protests of any kind shall be allowed from competitors. Offshore Drag Racing is an exhibition match for fun and bragging rights only.
2. Any boat starting before the pace boat has raised the green flag shall be disqualified.
3. Any boat crossing out of their lane at any time shall be disqualified.
4. Any boat running outside the designated course shall be disqualified.
5. Any boat failing to shut down immediately after crossing the finish line shall be disqualified.
6. All decisions of the Chief Referee are final and may not be appealed.



Addendum(s) To OSS General Rules

1. 05/15/2010 – SET (Dunker)Training is now only required once every 12 months.

Any questions, concerns or challenges must be formally directed to:

Offshore Super Series Powerboat Racing Association

**IF THIS RULEBOOK DOES NOT SPECIFICALLY ALLOW SOMETHING, THEN YOU
SHOULD ASSUME THAT IT IS ILLEGAL.
YOU HAVE BEEN WARNED.**

