

PREFACE

The intent of U.N.W. is to duplicate as authentically as possible the American Power Boat Association Unlimited Hydroplane class of racing.

Unlimited Northwest (U.N.W.) is first and foremost an incorporated non-profit, non- tax exempt racing organization established solely for the enjoyment and friendly competition among its members.

The UNW Racing Commission may create corporate by-laws consistent with such regulations as mandated by the State of Washington.

The UNW Racing Commission retains the right to choose Racing Commission members as current Racing Commission members retire from their positions. Replacement Racing Commission members may be appointed with a majority vote of the current Racing Commissioners.

The absolute authority of U.N.W. is the U.N.W. Racing Commission.

The U.N.W. Racing Commission is solely responsible for the establishment and interpretation of all rules set forth in the U.N.W. Rule Book.

The U.N.W. Commission is solely responsible for awarding and revoking all memberships and/or registrations.

Exemplary sportsmanlike conduct is of primary concern to the members of this organization and lack of said conduct shall result in any action deemed appropriate by the U.N.W. Racing Commission.

Revised April, 2009

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PROPOSED RULE CHANGES

1. Proposed rule changes must be in writing and delivered to the U.N.W. Commission.
2. Proposed rule changes will be reviewed by the U.N.W. Racing Commission. Their decision will be published on the U.N.W. website.

Section I: PRECEDENCE OF UNLIMITEDS NORTHWEST RULES

- A. Unlimiteds Northwest class Racing Rules are intended as a supplement to the General Racing Rules of the current insurance carrier.
- B. The U.N.W. Racing Commission reserves unto itself the power of decision in all matters of duplication or conflict.
- C. In the event that a sponsor desires to stage a U.N.W. race with special rules that differ from those stated herein, the special rules may be approved for the use in the particular race by the U.N.W. Racing Commission.
- D. Where the minimum rules for a particular trophy are in conflict with the rules stated herein, the U.N.W. Class Racing Rules shall prevail.

Section II: DEFINITION OF TERMS

A. As contained herein, the following words, phrases and descriptive matter shall be defined as follows:

1. **Boat**: A racing craft registered under U.N.W. class Racing Rules.
2. **Contest**: A racing program conducted under U.N.W. Class Racing Rules that is considered to be a completed event.
3. **Section**: A racing event that is one complete part of a regatta. A heat is composed of a section or sections.
4. **Lap**: A circuit of the race course (as outlined by buoys) that initiates and terminates at the starting line.
5. **Pits**: The area at the race site where boats are stored, launched, recovered, repaired and maintained in preparation for racing.
6. **Points**: Numerical values awarded to boats and drivers based upon their order of finish.
7. **U.N.W. Racing Commission**: The governing body of "Unlimiteds Northwest".
8. **Race or Regatta**: A racing program conducted under U.N.W. Class Racing Rules.
9. **Registration**: Intended for active racing boats. It is used to avoid duplication of boats at the races. Registration will be used by the Commission for boats under development to insure their registerability when ready to race.
10. **Sanction**: Official permission and legal contract to stage a U.N.W. race under the supervision and authority, and with the cooperation and assistance of the U.N.W. Commission.
11. **Heat**: The minimum racing event that occurs between boats.
12. **Sponsor**: Any individual or group that stages or desires to stage a U.N.W. regatta.
13. **Unsportsmanlike Conduct**: (see pages 6-9).
14. **Trailer Boat**: A trailer boat shall be the seventh boat to enter the final heat of competition. The trailer boat shall not have proceeded past the exit buoy of the right turn at the zero second (start) of the heat. A one lap penalty shall be assessed against the trailer boat if it has proceeded past the right turn exit buoy at the zero second (start) of the final heat.

15. **Alternate Boat**: An alternate boat will enter and mill the racecourse during the final heat of competition. If any of the six boats that made it to the final heat on point accumulation from the preliminary heats are not up on a plane at the 30-second mark, the alternate may start the final heat. If the six boats that made it to the final heat on preliminary heat point accumulation are up on a plane at the 30-second mark, the alternate shall not start the final heat and promptly pull of the racecourse.

SECTION III: BOAT SPECIFICATIONS, ELIGIBILITY, OWNERSHIP, REGISTRATION, INSPECTION & QUALIFICATION

A. Hull, Engine & Equipment Requirements

1. All boats shall be models of past or present American Power Boat Association unlimited hydroplanes that are listed on the U.N.W. Master Hull Roster.
2. Boats shall be built to a scale of 1-1/2" (model) equals 1' (actual unlimited).
3. Boats shall measure within the following tolerance of true scale size, excluding appendages:
 - a. Overall Length: + or – 5%
 - b. Overall Width: + or – 10%
 - c. Hull Depth + or – 10%
 - d. Afterplane Length (three point design) + or – 10%
 - e. Tunnel Width: + or – 10%

The true dimensions of any boat shall be derived from the dimensions listed on the U.N.W. Master Hull Roster.

4. Boats shall be painted, configured and detailed like the actual unlimited. The acquisition of proof validating a paint scheme, cowling configuration, engine configuration or other scale details shall be the responsibility of the boats owner. Photographs of the boat in the water may constitute proof.
5. Boats shall enter competition complete with cowling(s) and driver(s).
6. The boat engine(s) shall be concealed by either an engine cowl or fake engine (modeling an Allison, Rolls, etc.) or both.
7. A boat bottom shall have the same general appearance and number of propellers as that of the unlimited the hull represents. Exceptions include:
 - a. Sponson riding surfaces, which may be modified.
 - b. Propeller shafts, which may be articulated.
 - c. Rudders and skid fins, which may be configured and located as desired.
 - d. Motor Belly Pan: For motor and flywheel only. If applicable, dimensions will not exceed 3-1/2" in width, 7" in length and 3/4" in depth. Under no circumstances will said Belly Pan be located in any position to be construed to have intent for a riding surface or recovery surface purpose.
8. Outdrive units are specifically prohibited and the forward most part of the stock propeller hub shall not lie behind the transom plane.
9. The engine size shall be a maximum of .67 cu. In. total on-board displacement.
10. The throttle servo of all boats may be equipped with an operable "servo sentry" or similar device. However, this is not mandatory.
11. All boats starting their engines in the designated pit area will be started on a "bunk" that is equipped with a "propguard" intended to prevent accidental contact with the propeller from all directions.

12. No boat may emit a noise level in excess of 95 decibels while at full throttle on a racecourse on the front stretch.
13. Exposed metal fuel cans shall not be used or stored in the pit area.
14. Boat safety inspections will be held to ensure the following are complied with:
 - a. Rudder Linkage: Must remain stiff – no play or slop in rudder or radio hookups.
 - b. Rudders: Any boat sporting a physically unsafe rudder will be ordered to change it. Such as:
 - i. Bent
 - ii. Cracked
 - iii. Insecure brackets
 - c. Turn Fins: Must be capable of kicking back in case of physical contact. Bracket must be securely mounted.
 - d. Antennas: All antennas must be securely mounted in place.
 - e. Radio “On” Switch: “On” Switches that extend out the transom must be pushed in to turn on.
 - f. General Radio Problems: Erratic and continual radio trouble will be cause for safety disqualification until such problem has been corrected to the satisfaction of the race Contest Director.
 - g. Any boat that has gone out of control due to radio malfunctions must be inspected by the U.N.W. Inspector (or his designate) before reentering the racecourse to test or race. It is incumbent upon the driver to seek out the U.N.W. Inspector (or his designate) for said inspection. All boats that have gone out of control must be radio range checked as part of the inspection.
 - h. All boats that have been beached must be inspected for damage and cleared by the U.N.W. Inspector before returning to the racecourse for testing or racing. It is incumbent on the driver of the beached boat to seek out a U.N.W. Inspector (or his designate) for the inspection. Uninspected boats shall not enter the water to test or race under any circumstance.
15. Any boat sustaining damage must be repaired by the 3rd race following the damage.
16. There must be three (6) hulls of similar design and configuration to qualify as a legal registration in UNW.

B. Eligibility

1. A final decision as to the eligibility of any racing craft to compete in U.N.W. racing competition shall be the responsibility of the U.N.W. Racing Commission.
2. Regardless of circumstances, all boats that compete in U.N.W. competition must comply with Section III.A. and Section III, A 16.

Ownership

1. A U.N.W. boat may be owned by an individual, group of individuals, associate or corporation; however, if a boat is not owned by an individual, one person shall be designated by the group of individuals, association or corporation as the representative owner who alone shall exercise the usual powers, duties and functions of ownership.
2. Exception: Any person can be a non-voting U.N.W. member and a non-boat owner for \$10 per year. If at anytime during that year, the person registers a boat, the usual registration fee is due.

C. Registration

1. All boats that enter a U.N.W. sanctioned regatta shall be registered with the Registrar of the U.N.W. Racing Commission. All registrations shall be protected for the registered owner.
2. Only boats listed on the U.N.W. Master Hull Roster may be registered.
3. Any boat listed on the U.N.W. Master Hull Roster shall be registered to no more than one owner at any given time except for:
 - a. Any out of district boat, here-to-fore labeled duplicate, entering District 8 will be allowed to compete in all U.N.W. sanctioned events for one season. Upon the end of that season, should the duplicate boat be in conflict with a competition status boat, the duplicate boat will no longer be recognized by the U.N.W. Racing Commission.
 - b. In district boats may compete four times per season without owning the annual registration.
4. There shall be two categories under which boats may be registered:
 - a. "Competition Status" shall include all boats which have been active the past racing season and which are being re-registered to the same person.
 - b. "Developmental Status" shall include all boats not meeting the requirements for registration into Competition Status.
5. The following applies only to boats which may be registered into Competition Status:
 - a. #1. To be declared or retain a current Competition Status registration, a hull must have completed a legal start in two separate races with the owner present
If said hull does not meet this requirement, then a penalty of \$20 per non-start (two maximum) will be assessed. This is the amount a hull owner would have paid in entry fees had it completed the legal starts to retain a Competition Status registration. This is ***in addition*** to the annual registration fee of \$25

#2. If said hull does not meet the requirement of Sec. C., #5, a #1, then the registered owner may petition (in writing or email) the UNW Racing Commission for an exception. The UNW Racing Commission may grant exceptions on a case by case basis.

#3. Owners of multiple registrations for hulls in Competition Status that do not complete a legal start in two separate races shall be assessed a penalty of \$10 per non-start. This is *in addition* to the \$15 annual registration fee for "second boats". **One of the owners registrations must have had met the requirements of section C, #5. a, #1. first.**

#4. Any Competition Status boat that does not complete legal starts in two consecutive seasons will be placed up for draw.

#5. The ownership and current status of all Competition boats shall be available on the UNW website.

- b. Boats which have been declared active may be re-registered after the last sanctioned race of the season and before the last day of February of the following year for the following race season by payment of the annual registration fee as determined by the U.N.W. Commission.
 - c. Active boats not re-registered by the last day of February per Section III. D.5.b. shall be considered unregistered and available for registration after due notification per Section III.D.9.
 - d. A transfer fee of \$10 must accompany all changes of registered owners.
 - e. The minimum age required for registering a boat is 10 years of age.
6. The following applies only to boats, which do not qualify to be registered into Competition Status. These boats shall be registered into Development Status as follows:
- a. The registration fee will be \$35 for a one year development status period. An additional period of 90 days may be granted after review by the U.N.W. Racing Commission for a fee not less than \$35.
 - b. A \$10 non-refundable application fee will be charge for any boat eligible to be registered. When registration is awarded, an addition \$25 fee will be due within 30 days. Members may apply for a boat that is "Contested" as many times as desired, subject to each application being accompanied with a \$10 non-refundable application fee.
 - c. No individual may hold more than one boat in Development Status.
 - d. No Competition Status boat will ever be allowed to return to Development Status through sale, transfer or any reason, except the return of such registration to the U.N.W. Racing Commission for re-registration.
 - e. No Development Status boat may be sold with the registration.
 - f. A boat will automatically be transferred to Competition Status upon

satisfactory completion of the boat qualification by the registered boat owner. There shall be no additional fees due for the season in which the transfer is accomplished.

7. All boats whose registration has lapsed or who have been declared inactive shall be made available for registration after due notification per Section III.C.9.
8. Registration shall not be sold or transferred without a legal Competition Status hull accompanying the transfer.
9. Due notification shall mean that all boats whose registration has lapsed shall be published on the club website with information as to the first date said boat may be registered. A minimum of 14 days shall pass between the posting of the notice on the website and the first acceptable registration date, which shall be a working day. Unlimited hydroplanes which become available for registration, either due to a name change, new boat competing on the racing circuit or an old boat being recognized as being eligible for the first time, shall be treated a lapsed registration with due notification via email being given before the boat may be registered. An unregistered boat shall be registered to the first individual submitting the required fees to the U.N.W. Racing Commission Registrar. In the event that two or more valid registration applications are received for the same boat, the registered owner shall be determined at the next U.N.W. Racing Commission meeting or designated regatta by a drawing. There shall be a 4 week period where the announced draw shall be posted on the website so persons interested in participating in the draw may send their draw monies to the Registrar who shall designate a Board member proxy to draw for them.
10. The U.N.W. Racing Commission Registrar shall maintain an updated list of all registered boats. This list shall be available upon request.
12. The Registration Fee to register a Competition Status boat shall be \$25 annually. Additional Competition boats shall be registered at a fee of \$15 annually.

D. Inspection

1. The Inspector's function is to inspect the boats for compliance with these rules.
2. The U.N.W. Racing Commission has the authority disqualify a boat from competition if a boat does not conform to these rules.

E. Qualification

1. The following requirement is the minimum standard under these rules buy may be upgraded annually be the U.N.W. Racing Commission without specific revision to this rule book:
 - a. All development status boats must complete five laps about a standard course or close representation thereof.

2. Any qualification attempt must be witnessed by a U.N.W. Racing Commission member or designated appointee of the U.N.W. Racing Commission.
3. The said boat must be totally completed and race ready to pass from Development Status. There shall be no exceptions.

SECTION IV: DRIVER REQUIREMENTS & QUALIFICATIONS

A. Requirements

1. Each driver or hot pit personnel assisting driver's (i.e. working on or launching boats) shall be a member of the North American Model Boat Association, (N.A.M.B.A.).
2. Each driver shall produce proof of compliance with Section IV.A.Q. upon demand by the U.N.W. Racing Commission appointed Inspector, Contest Director or Referee.
3. Any driver not in compliance with Section IV.A.1. shall not be allowed to participate as a driver in a sanctioned U.N.W. regatta.
4. A non-voting membership is \$10 per person per year. If a person has either a Competition or Development Status boat registered, that person is automatically a member of U.N.W.
5. Spotter requirements:
 - a. Every driver must have a spotter when his/her boat is on the water, whether in practice or competition.
 - b. Rookie drivers are not allowed to spot for other rookie drivers.
 - c. The U.N.W. Racing Commission must approve any spotter that is not a U.N.W. member.

B. Qualifications

1. The following requirements are minimum standards under these rules, but may be upgraded annually by the U.N.W. Racing Commission without specific revision to this rule book.
 - a. An oral test regarding the basic driving rules will be given.
 - b. All rookie drivers (as defined in Section VII.C.5.) must complete five laps around a standard course or close representation thereof in two (2) minutes or less.
2. Any driver that has not successfully completed any required qualification shall not be allowed to start in a heat of a sanctioned U.N.W. regatta.
3. Any qualification attempt must be witnessed by a Commission member or designated appointee of the U.N.W. Racing Commission.
4. All drivers who didn't achieve two minutes on a standard five lap, 950' course in competition during the previous season will be required to complete a qualification course in two (2) minutes or less.

SECTION V: RACE COURSE, PITS AND FACILITIES

A. Race Course

1. The standard race course shall be oval in shape, have two parallel straight-aways, be a minimum of 9/10 of a mile and shall have a maximum length of one mile. Standard courses are as follows:

950.4' in circumference – 5 laps

1056' in circumference – 5 laps

1187' in circumference – 4 laps

“NO EXCEPTIONS WITHOUT COMMISSION APPROVAL”

2. The starting line of the standard course shall be located near the middle of the straight-away nearest the pit area.
3. The minimum separation between any course buoy and the nearest shore point for the standard course shall be 60'.
4. A variation from the standard course may be used at a sanctioned regatta if approved by the U.N.W. Racing Commission prior to the season's race schedule being originally drafted and shall be published in the U.N.W. Newsletter.
5. For season points or trophy races, the course shall not be set up on water usable by full size power boats unless such usage, or rough water resulting from such usage, can be eliminated during the day of the race. Failure to comply with this rule will result in withdrawal of season points when determined before the start of the race.
6. No regatta shall be conducted on any water unless it closed to all other activities other than said regatta. Signs shall be posted stating that the water is closed and that spectators to remain ten (15') feet from the shoreline at all times.

B. Buoys

1. It is required that:
 - a. Each course be marked by a total of 16 buoys as diagrammed below:
 - b. All buoys, except the starting buoy, entrance turn buoys and exit turn buoys must be painted a bright fluorescent orange.
 - c. The exit and entrance turn buoy must be painted fluorescent green.
 - d. The starting buoy must be painted white with orange horizontal stripes.
2. Buoys shall be constructed of materials that will not cause substantial boat damage when struck. Use of metal buoys is forbidden.
3. All buoys shall be in place during race day testing periods.

C. Public Address System

1. A public address (PA) system shall be available for use by regatta officials. The PA system shall be of sufficient volume to allow good audio contact with all drivers.

D. Starting Mechanism

1. Either a starting clock or PA system may be used to start a race. If a starting clock is used, it shall be of sufficient size and be located in a position, which allows easy visual contact with drivers.

E. Pits and Facilities

1. It is required that:
 - a. The pit facilities shall be located along the main straight-away of the racecourse.
 - b. There shall be restroom facilities located in the immediate vicinity of the pit area.
 - c. There shall be sufficient room in the pit area for all boats and race personnel to allow safe progression of the regatta.
 - d. There shall be barriers or fences surrounding the pit area to discourage access to the pits by unauthorized persons.

F. Rescue and Spectator Craft

1. The racecourse and areas immediately adjacent to the race course shall be closed to spectator craft.
2. There shall be a minimum of one, and preferably two, rescue craft for the retrieval of stalled boats.
3. There shall be U.S. Coast Guard approved floatation devices available for each retrieval boat.
4. No hip boots or waders shall be worn by persons using the retrieval boats at any time.

SECTION VI: RACE PROCEDURES

A. Race Testing, Starters and Eliminations

1. All drivers must first register and pay before they will be allowed to test.
2. A testing period of not less than one hour must occur on race day.
3. Only U.N.W. boats may utilize the racecourse during a testing period.
4. The maximum number of boats, which may start in a section, shall be seven. The seventh boat must be a trailer boat. The Contest Director or the U.N.W. Racing Commission, with the consent of a majority of the drivers entered in and qualified for the race, may reduce this figure in the interest of safety.
5. There shall be multiple sections per heat if there are more qualified boats than the maximum number of boats for which the racecourse has been approved, or if there are irreconcilable frequency conflicts between two or more boats. If multiple section heats are necessary, the number of sections shall be as small as is consistent with the number of qualified boats, irreconcilable frequency conflicts, and the maximum number of boats for which the course has been approved. Sections shall be designed 1A, 1B, 1C, 1D, etc., as necessary. Unless a situation exists where it is not possible due to the number of participants or the amount of equipment available, there shall be no more than four boats on any same radio frequency.

B. Race Formats

“Either of the following race formats may be used at an U.N.W. regatta with on exception, the “Gold Cup”. (See special rules pertaining to Gold Cup below).”

1. Standard Points Plan
 - a. There shall be no mandatory race qualifications.
 - b. The regatta shall consist of a minimum of three preliminary heats and one concluding set of heats. The concluding set of heats shall consist of one final plus a maximum of two consolation heats.
 - c. All boats entered into a regatta that are physically able to run and that have not withdrawn or been disqualified from further competition shall be eligible for placement in preliminary heat sections.
 - d. The division of boats into preliminary heats and sections shall occur by random draw. The draw shall take place at the close of registration. There shall be a minimum of two announcements over the public address system informing contestants that registration will be closed at a time specified by the Contest Director. The preferred method of drawing for heats shall be by random computer program. Any contestant or boat owner may observe the said draw. A method of manually drawing heats shall be maintained in case of computer failures. A heat draws and scoreboard shall be maintained in public view, and scoring updated as the regatta progresses.

- e. Should there be a malfunction in the computer heat draw the following method of manually selecting drawing heats shall be employed. The drawing for division of boats into sections shall be made as follows:
- i. The first boat drawn shall be placed in Heat A. The second boat drawn shall be placed in Heat B, and so forth. After one boat has been placed in each heat, the next boat drawn shall be placed in Heat A, the following boat in Heat B, and so forth. If a boat is drawn into any section in which its frequency conflicts with a boat already drawn for that section, the boat just drawn shall be placed “back in the hat” and another boat shall be drawn into the given section. The drawing of boats shall continue in this manner until all boats have been assigned to a heat in each of the sections.
- f. A redraw (for division of boats into sections) shall occur for any preliminary heat in which sufficient boats withdraw or are disqualified before the start of Section A such that there is an inequality of two or more boats between any two sections of a heat. Furthermore, if at any time a division into preliminary heat sections is being undertaken and withdrawals or disqualifications make possible a reduction in the number of sections per heat, the affected heat shall consist of the reduced number of sections.
- g. Each boat will be awarded points in each preliminary section based on order of finish as follows:
- | | |
|-----------------------|------------|
| 1 st place | 400 points |
| 2 nd place | 300 points |
| 3 rd place | 225 points |
| 4 th place | 169 points |
| 5 th place | 127 points |
| 6 th place | 95 points |
- h. Preliminary heat points standing shall be compiled after completion of all preliminary heats. Boat placement in the standings shall be ordered based on points accumulated in preliminary heats. The boat with the greatest number of accumulated preliminary heat points shall be ranked the highest. In case of a tie in points between two or more boats, the boats or boats with the least total elapsed time accumulated in the preliminary heats shall be given in higher placement (among tied boats) in the standings.
- i. The highest boats in the preliminary heat points standings shall be eligible for entry into the final heat. The number of boats eligible for the final heat shall equal the maximum number of boats for which the course has been approved. In case of frequency conflict exists between two or more boats eligible for the final heat cannot be resolved (by a frequency changes, etc.), the lower in the preliminary heat points standings shall be withdrawn from the final heat.

- j. Should a boat eligible for the final heat be withdrawn, the boat that is highest in the preliminary heat points standings of the remaining boats shall gain final heat eligibility.
- k. The Race Sponsor shall determine the format in regard to alternates and trailer boats entering the final heat of competition. The Race Sponsor shall also determine the number of laps (3, 4, or 5) that will comprise the preliminary heats. The running of a "Roundnose Classic" Regatta is at the discretion of the Regatta Sponsor. The Race Sponsor/Contest Director will so specify the Race Format at the Driver's Meeting, answering any questions regarding said format.
- l. After the final heat has been set, the boats not enter dnt he final heat shall be used to fill in the consolation heats. The highest of these boats in the preliminary heat points standings shall be eligible to enter the first consolation heat. The first consolation heat field shall be set with regard to the number of boats, frequency conflicts, and withdrawals in the same manner as was used to set the final heat field.
- m. After the first consolation heat has been set, boats not entered in the final or first consolation heat shall be used to fill in a second consolation heat if provided. The highest of these boats in the preliminary heat points standings shall be eligible to enter ht second consolation heat. The second consolation field shall be set with regard to the number of boats, frequency conflicts and withdrawals in the same manner that was used to select the final field.
- n. At least three boats must be entered into a consolation heat for the event to take place. Otherwise, the heat will be canceled.
- o. All consolation heats and finals shall be five laps in length, heats as follows:

<u>ORDER OF FINISH</u>	<u>FINAL</u>	<u>FIRST CONSOLATION</u>	<u>SECOND CONSOLATION</u>
1 ST	400	200	100
2 ND	300	150	75
3 RD	225	113	56
4 TH	169	85	42
5 TH	127	64	32
6 TH	95	48	24

- p. The consolations heats shall be considered separate races which have no bearing on the overall regatta, and points earned by boats and drivers in consolation heats shall be added to season point total only. Final standings in a consolation heat will be determined by order of heat finish.
- q. The final order of finish in the race shall be determined by the total number of points accumulated by boats in preliminary heats and final heat. The boat with the greatest number of points shall be declared the winner. Should a tie in points exist in points at the conclusion of the contest, then the winner of the position in question shall be the boat the at crossed the finish line ahead of the other tied boat or boats in the final heat. The other boat or boats involved in the tie shall be assigned the next lower position or position.

- r. Any alternate or trailer boat that advances to, and starts the final heat, shall forfeit any points accrued (both for the day and in regard to their season points total) in the Consolation Race. If an alternate or trailer boat fails to take the start in the final heat they shall keep the points accrued in the Consolation Race and these points shall be applied to their season point total.
- s. The winner of the Consolation Race shall be awarded the Consolation Race Winner trophy. The points and trophies awarded to the remaining boats in the Consolation Race shall strictly correspond to the order of finish. There shall be no “moving up” of points or trophies should the Consolation Race winner advance to the final heat.

2. Variations of Formats

- a. Only the six boats with the highest point total through the preliminary heats are eligible to start the final heat.
- b. The alternate or trailer boat shall be the boat with the seventh highest point total accrued in the preliminary heats. This boat shall have the option of competing in the Consolation Race. Should this boat not compete in the Consolation Race, the boat(s) with the next highest total points shall be selected to enter the Consolation Race. In the event that the boat with the seventh highest point total enters the Consolation Race and is unable to compete in the final heat, the alternate or trailer boat shall be the boat with the next highest point accrued in the preliminary heat.
- c. The winner of the first Consolation Race shall be the alternate boat and become the sixth boat to start the final heat should any of the six boats that advanced to the final heat on points total fail to be up on the plane at thirty seconds prior to the start of the final heat. If the six boats that advanced to the final on points are up on a plane at thirty seconds prior to the start, the alternate must promptly pull off of the racecourse.
- d. The winner of the first Consolation Race shall be the trailer boat and start the final heat. The trailer shall be the seventh boat to start the final heat. The trailer shall not have proceeded past the exit buoy of the right turn at the “zero second” or start of the heat. If the trailer boat has proceeded past the exit buoy of the right turn at the “zero second” or start of the heat, it will assess a one-lap penalty. The Contest Director shall place a turn judge adjacent to the right turn exit buoy to determine if the trailer boat has made a legal start.

3. Tie Breakers

- a. In case of a tie in points prior to the final, total elapsed time will be the determining factor. IF total elapsed time is impossible to compute, reference will be to fastest heat times. For tie breakers in the final, see rule 1.q. of this section.

4. Special Rules Pertaining to the "Gold Cup"

- a. The Gold Cup shall be a perpetual trophy awarded at a race conducted by the U.N.W. Racing Commission and its affiliated club, which shall be the sponsor.
- b. The Gold Cup shall be awarded to the winner of the race. The winner shall be allowed to possess the Cup until the next running of this race and shall be considered the defending champion.
- c. The Gold Cup race shall consist of four (4) preliminary heats, a Consolation Race and a final heat. At the discretion of the U.N.W. Racing Commission, a "Classic Roundnose" race may be included in the day's racing program.
- d. The six boats with the highest point accumulation through the preliminary heats shall advance to the final heat of competition. The winner of the Gold Cup shall be the boat that has accumulated the highest number of points throughout the preliminary heats and the final heat.
- e. The boat which has accumulated the seventh highest point total shall be designated the alternate boat in the final heat. The alternate shall have the option of competing in the Consolation Race. If the alternate declines to enter the Consolation Race, the boat with the thirteenth highest point total (and so on, until a six boat field is filled) shall be eligible to enter the Consolation Race. IF the boat with the seventh highest point total enters the Consolation Race and is unable to compete in the final heat, the boat(s) with the next highest accrued point total through the preliminary heats shall be the alternate in the final heat.
- f. The points and awards in the Consolation Race shall correspond to order of finish. The points accrued in the Consolation Race by the alternate shall be forfeit, if the alternate starts the final heat.
- g. Any deviation from the above stated formats shall require prior approval of the U.N.W. Racing Commission.

C. Entries, Out of District Entries, Withdrawals

1. It is recommended that 15 minutes prior to the start of a heat, all competing boats, the driver, and boat's radio frequencies be posted on a blackboard or similar device.
2. An owner may officially withdraw from a regatta by orally submitting such withdrawal to the Contest Director, Referee or their representative.
3. A withdrawn boat may not re-enter a race.
4. Out of district entries may compete in any U.N.W. sanctioned regatta, provided that such entries comply with all U.N.W. rules and further, that the driver and boat meet qualification requirements as established by these rules.

5. The race sponsor shall return any entry fees to the owner of a withdrawn boat until the start of Heat 1-A.

D. Racing Schedule

1. It is recommended that the schedule be arranged to allow 10 minutes between starts of sections of the same preliminary heats, a maximum of 20 minutes between starts of sections of different preliminary heats, and a maximum of 30 minutes between the start of the last preliminary heat section and the start of the final set of heats.
2. Immediately following completion of all sections of the preliminary, any boat necessitating a frequency change in order to gain eligibility to start a consolation heat or the final heat shall be given sufficient time to accomplish the change. The period granted for radio frequency changes shall not extend beyond the count down initiation for the first section of the final set of heats.
3. Following completion of all radio frequency changes made in preparation for the consolation or final heats, the second consolation heat will be run. The first consolation shall follow the second consolation heat and the final heat shall follow the first consolation heat.

E. Drivers Meeting

1. The drivers meeting shall be held at a convenient location on the day of the race. The drivers meeting shall precede any U.N.W. racing.
2. The Contest Director or their representative shall conduct the drivers meeting.
3. The order of business shall include:
 - a. Roll Call: Attendance is compulsory for all race drivers. Only those boats whose driver answers the roll call or whose representative answered the roll call (after receiving prior permission from the Contest Director or their representative not represent the driver at the drivers meeting) shall be allowed to compete.
 - b. Introduction of race sponsor.
 - c. Introduction of the Drivers Representative and other officials by the Contest Director.
 - d. Information, Safety Instructions and Rules from the Contest Director or their representative.
 - e. Questions and miscellaneous business.
 - f. Verification of all boat radio frequencies.
 - g. Adjournment.

F. Procedure for Starting a Race

1. The start of each heat or section shall be achieved through the use of a three minute countdown. The start shall occur exactly three minutes after the countdown initiation.
2. All time markets that delineate the countdown shall refer to the time remaining before the start of the event. Thus, the 30 second mark means that 30 seconds remain before the start.
3. No boat shall enter a racecourse prior to the three minute mark.
4. Immediately following a boats launch, the boat must round to the left of the pit area. The intent of this rule is to force a launched boat to enter the main straight-away parallel, rather than perpendicular, to the flow of the straight-away traffic. Any boat violating this rule shall be assessed a one lap penalty.
5. With the exception of a boats launching, there shall be no restriction as to where a boat may mill on the race course prior to the 5 second mark, except that boats may only enter the infield between the exit and entrance buoys of the front straight-away and must re-enter the race course on the backstretch between the exit and entrance buoys. Following the five second mark, no boat may enter the infield of the course. Any boat violating this rule shall be assessed a one lap penalty.
6. Infractions occurring prior to the 30 second mark will not be assessed any lap penalties (except as stated in Section VI.F.4.) but must mill the full course up to the start of the heat. Any infractions occurring after the 30 second mark will be assessed a one lap penalty and in-field milling shall be allowed.
7. The alternate boat for the final heat may enter the course any time prior to the 30 second mark during the countdown. If all final heat entrants are not on the racecourse and in planning attitude at the 30 second mark, the alternate boat automatically becomes a final heat entrant and may start the heat. Otherwise, the alternate boat must pull to the infield and shut down or return to and remain within the pit area.
8. Any boat not on the racecourse and in a planning attitude at the 30 second mark shall automatically pull to the infield and shut down or return to or remain in the pit area. Any entry not conforming to this rule shall be automatically disqualified from the heat and be subject to further disciplinary action.
9. In order to make a legal start, a boat must round all buoys of the turn preceding the start line and then cross the starting line no sooner than the start of the race (zero second mark). The starting buoy and each of the aforementioned turn buoys must be kept to the right of the boat.
10. Any boat which crosses the starting line during the period between the 5 second mark and the race start (zero second mark) shall be declared a legal starter and will be assessed a one lap penalty.

G. Audio or Visual Signals for Conducting a Race

1. The countdown initiation (three minute mark) of each heat or section shall be announced over the PA system. It is recommended that a gun or horn signal accompany the announcement.
2. The expiration of each minute within the countdown shall either be announced over the PA system or visually indicated by clock or some other apparatus.
3. The 30 second mark shall be announced over the PA system. IT is recommended that a gun or horn signal also denote the arrival of the 30 second mark.
4. A clock that is visible to all contestants or continual PA announcements shall be used to count down the last 30 seconds before the start.
5. The precise start of the heat shall be denoted by gun or horn signal, if possible.
6. The PA system shall be used during the race to:
 - a. Inform contestants of rule infractions and penalties.
 - b. Warn contestants of stalled boats or other hazardous situations.

H. What Constitutes a Section, Race

1. In order to legally finish a heat or section for points a boat must complete the required laps plus any penalty laps within five minutes of the start.
2. The order of finish in a section shall equal the order in which the boats complete the section according to Section VI.H.1.
3. When a section is prematurely stopped, it will be considered "no contest" and will be restarted if either:
 - a. Less than three legal laps have been completed by the lead boat on a five lap course.
 - b. Less than two legal laps have been completed by the lead boat on a four lap course.
 - c. The section is the initial running of the final heat and the lead boat has not completed thee section according to Section VI.H.1. In a rerun of the final, Part a. and b. of this rule shall apply.
4. All sections of the first two preliminary heats must be completed before a regatta may be declared a contest.
5. If any sanctioned regatta, two preliminary heats are not completed on the scheduled race date, the regatta shall be declared "no contest". The remainder of such regatta shall be automatically cancelled.

I. Handling of Boats Following the 30 Second Mark

1. A boat entered in a section may not be handled or touched following the 30 second mark of the section countdown. The penalty for violation of this rule shall be automatic disqualification from the section.

J. Buoy Infractions

1. A boat that strikes a buoy or a boat which passes to the right of a buoy after making a start shall be assessed a one lap penalty for each violation of this rule.
2. A dislodged buoy or debris from a destroyed buoy ceases to be a marker and may be disregarded.
3. If an offending boat forces an unoffending boat to violate Section V1.J.1., the offending boat only shall be assessed a one lap penalty. The terms "offending boat" and "non-offending boat" refer to the boat in violation and not in violation, respectively, of Section VI.M.

K. Race Stoppages

1. A section shall be immediately stopped if, in the opinion of a Referee, an occurrence or situation on the race course makes completion hazardous to participants beyond the usual hazards of competition.

L. Eligibility for Restarts

1. Any boat or boats whose action resulted in the stoppage of a section shall not be eligible to enter any restart of the given section. All other boats shall be allowed to restart.
2. If the stopped section was the final heat, vacancies caused by restart ineligibility shall be filled via the preliminary heats points standings in the usual manner.

M. Right-of-Way

1. A boat located in the infield of the race course must yield to a boat located outside of the buoy line should their paths converge.
2. The following right-of-way procedures shall be observed at all times between boats operating outside the buoy line:
 - a. If the paths of the two boats are converging, the boat that is maintaining its line of travel shall have right-of-way. A lane of travel is at all times parallel to the buoy line (i.e. parallel to the straight of way and circumferential to a turn).
 - b. A boat being passed shall maintain its lane of travel. A passing boat shall maintain at least one boat width lateral separation between itself and the boat being passed. A passing boat may not move to the lane of travel occupied by the boat being passed unless there is the minimum of a roostertail length separating the two boats.
 - c. "Snaking" to avoid an early start, or "fishtailing" or "S" maneuvers to hinder a passing boat is prohibited.

3. A boat shall be driven in a safe, controlled and sportsmanship manner at all times.
4. Each violation of the right-of-way rule shall incur a one lap penalty; however, if a right-of-way violation by an offending boat causes a non-offending boat not to finish, the offending boat shall be disqualified from the section. Any non-offending boat shall be awarded fourth place points.
5. Hitting a called dead boat constitutes disqualification of the offending boat and driver for the remainder of the event. Accumulated points up to disqualification will not be affected. A fine of no less than \$15 will be assessed by two or more U.N.W. Racing Commission members or by two race officials if the U.N.W. Racing Commission is not present, and will be paid by the offending driver to the U.N.W. Racing Commission before he or she is allowed to compete again. Collected funds will be dispersed to the owner of the damaged boat by the U.N.W. Racing Commission. The aforementioned applies to pre-race testing as well as competition racing.

N. Postponement & Cancellation of Race

1. The Contest Director shall have the authority to postpone any section for a period not to exceed 30 minutes.
2. A postponement shall be for weather, course conditions or spectator control only. There shall be no postponement of any section for mechanical difficulties of any contestant.
3. In determining whether a section shall be postponed, the Contest Director may consult with drivers and race officials; however, the final decision regarding a postponement shall be made by the Contest Director.
4. A decision to cancel the remainder of a regatta for reasons of course conditions can be made solely by the drivers entered in and qualified for the regatta.
5. A decision to cancel the remainder of a regatta for reasons of inclement weather where the safety of participants exists will be determined by the Contest Director solely after consulting with any U.N.W. Racing Commissioners that are present at said Regatta.

O. Change of Drivers

1. Any driver change must be done prior to the start of competition. No further driver changes will be allowed. The official Scorer and the Contest Director shall be notified of any changes.

P. Protests and Appeals

1. The Referee shall have the sole responsibility for the proper conduct of the sections to which he or she is appointed.
2. All judgment calls by a Referee are final and may not be appealed. A contestant may appeal a Referee's decision to the U.N.W. Racing Commission if, and only if, the appeal concerns the interpretation of a rule. The U.N.W. Racing Commission shall have final authority for rule interpretation.

Q. Discipline – Unsportsmanlike Conduct

1. Every boat owner, driver or crew member shall be subject to disciplinary action for unsportsmanlike conduct.
2. Unsportsmanlike conduct shall be defined as any act which either:
 - a. Tends to bring racing and/or U.N.W. into disrepute.
 - b. Endangers the person or property of others.
 - c. Constitutes dangerous, careless, or reckless operation of boats or equipment.
3. The penalty for each violation shall be any combination of the following:
 - a. A one lap penalty.
 - b. Section disqualification.
 - c. Race disqualification.
 - d. A fine not to exceed \$100.
 - e. A suspension from U.N.W. competition for an indefinite period to be determined by the U.N.W. Racing Commission.
4. The Referee, Contest Director or Racing Commission member shall have the sole power to impose a penalty for unsportsmanlike conduct at a race and shall notify the offending party of his/her offense as soon as possible.
5. The action of the Referee, Contest Director or Racing Commission member in imposing fines or suspensions shall be subject to review by the U.N.W. Racing Commission. The penalized party shall have the right to appeal, provided he/she gives notice thereof in writing to any member of the U.N.W. Racing Commission within 24 hours after completion of the final heat. On such appeal, the U.N.W. Racing Commission shall have the power to reserve, modify or affirm the ruling of the Referee, Contest Director or Racing Commission member, and its determination shall be final. Should the penalized party be a member of the U.N.W. Racing Commission, said member shall not vote in the decision regarding the appeal.
6. Any fines levied for unsportsmanlike conduct must be paid prior to any participation by the offender in a subsequent sanctioned U.N.W. regatta.

R. Running of Boat Outside of Rules

1. Any boat starting a section or heat not in full compliance with Section III.A. of these rules shall apply to the Referee for a variance. No variance shall be given for the first section or heat. Penalty for failure to do so shall be heat disqualification.

2. Loss of cowlings, wings or fake engine during a heat, except as a result of a collision, shall result in the boat(s) being awarded sixth place points in the at heat upon completion. This penalty affects only the points awarded, if any, to the boat(s) in questions, but not to its (their) heat placement. Nor does it affect the placement of, and points awarded to, other boats in the heat, except for a winner-take-all final heat, in which the offending boat will be awarded sixth place points and last position of all boats left running.

SECTION VII: RECORDS

A. Speed Records

1. Official speed records will be maintained for all "standard" courses.

B. Race Reports

1. The Contest Director of the U.N.W. regatta shall file with the U.N.W. Registrar a complete report containing the name of each boat and driver entered in the regatta and the elapsed time of each finishing boat and the position of finish of each boat in each heat section. The report shall also contain an accurate listing of points scored in the regatta by each boat and driver, DNF's and DNS's. Said report must provide a section to be reviewed by the U.N.W. Commission that clearly reports matters of conflict involving Unsportsmanlike Conduct, fines levied that need to be collected, and a list of boats that were damaged in a penalty situation and where additional fines and or disciplinary action may be required.

C. Season High Points

1. U.N.W. season points will be awarded to boats and drivers only at sanctioned regattas.
2. The total points scored by each boat in each sanctioned regatta shall be added to the season points standings; however, if a boat makes a legal start in both consolation heat and the final heat, only the points gained in final heat shall be added to season points totals.
3. The total points scored by a driver in any one boat during a sanctioned regatta shall be added to the season driver points standings. If a driver makes a legal start in both a consolation heat and in a final heat with the same boat, only the points gained in the final heat shall be added to the season point totals.
4. The driver which has accumulated the greatest number of points at the end of season shall be declared the Unlimiteds Northwest Champion Driver and shall receive a U.N.W. Champion Driver perpetual trophy. Each driver shall have the 3 races they scored the least amount of points dropped from their point total when calculating the season's high points. Dropped races shall include races not attended.
5. A "Rookie of the Year" perpetual trophy shall be awarded at the conclusion of the season, to the Rookie Driver who has best exemplified, during the current racing season, the following attributes:
 - a. Point accumulation.
 - b. Sportsmanship
 - c. Skills improvement during the course of the racing season.

The U.N.W. Racing Commission shall deliberate and choose the rookie that best exemplifies the above attributes, to receive the Rookie of the Year Award.

A driver is considered a rookie for an entire racing season if prior to the first sanctioned race of the year, the driver has not accumulated a total of 1000 points in sanctioned U.N.W. competition.

SECTION VIII: REGATTA SPONSORSHIP, SANCTION, FEES AND TROPHIES

A. Sponsorship

1. Any individual, group of individuals, associations or corporations is eligible to sponsor a U.N.W. regatta.
2. A sponsor of a sanctioned U.N.W. regatta shall appoint a knowledgeable Contest Director (maybe himself or herself) who shall be “responsible” for virtually all planning and preparation connected with the event, including:
 - a. Selection of race name and format.
 - b. Acquisition of race date, site and sanction.
 - c. Providing the U.N.W. secretary necessary information to obtain site insurance.
 - d. Procurement of race officials and workers.
 - e. Working closely with U.N.W. Race Coordinator to avoid last minute problems.
 - f. Acquisition of all necessary equipment to conduct event...including making arrangements to have all equipment delivered to and returned from the U.N.W. regatta, with the U.N.W. Equipment Manager and or U.N.W. Race Coordinator.
 - g. Notification to all U.N.W. boat owners as to the race particulars at least two weeks prior to the race day.
 - h. Acquisition of trophies.
 - i. Engraving of perpetual trophies and must be engraved with the winning boat and drivers name.
3. A sponsor of a sanctioned U.N.W. regatta is also responsible for activation for the event, including:
 - a. “Setup” of race equipment.
 - b. Collection of entry fees.
 - c. Submission of the race report to the U.N.W. Racing Commission.
 - d. “Teardown” of race equipment.
 - e. Setup of all safety netting.
 - f. The Race Sponsor shall make available a person(s) who will be responsible to operate the computer to draw heats, score the regatta and update the heat draw and scoreboard as the regatta progresses.

B. Sanction

1. U.N.W. regattas are sanctioned by the U.N.W. Racing Commission.
2. To obtain a sanction contract the U.N.W. Racing Commission.

C. Fees

1. The sponsor (or his designate) of a U.N.W. regatta shall collect a \$20.00 per boat entry fee for every boat entered in competition heats. If the race sponsor chooses to run a “Roundnose Classic” regatta within the confines of a typical regatta, the race sponsor shall collect \$10.00 per boat for each boat entered in the “Roundnose Classic” heat(s). No other entry fee shall be collected unless approved by the U.N.W. Racing Commission.

2. All fees collected shall be given to the U.N.W. Board Treasurer (or other U.N.W. Board member) at the end of registration. Unlimiteds Northwest shall be responsible for the expense of "keeper" trophies, cartage for the club equipment trailer and consumable items such as buoys, buoy weights, buoy line and "caution" safety tape of a sanctioned regatta.

Once expenses for the regatta have been met, the race sponsor may request a maximum of \$50.00 from the U.N.W. Treasurer for sponsoring the regatta. If the expenses incurred by Unlimiteds Northwest for a regatta exceed the amount of fees collected through registration, the race sponsor shall not be eligible to collect any fee for sponsoring the regatta. The regatta sponsor may request any amount "left over" after the regatta expenses have been met, in any dollar amount, up to the \$50.00 maximum.

Unlimiteds Northwest shall incur the expense for engraving the winner tags on the regatta sponsors perpetual trophies. It is the responsibility of the race sponsor to give the blank tags to the U.N.W. Race Coordinator, for engraving, a minimum of two weeks before the regatta is held.

- i. Should a regatta sponsor desire to provide refreshments, such as a barbeque for club members and their guest; they may request funds from the U.N.W. Racing Commission to help defray the costs of such refreshments. The amount of the budget available to a regatta sponsor for such refreshments shall be at the discretion of the U.N.W. Racing Commission.
3. Once Heat 1-A has commenced, there shall be no refunding of entry fees to competitors choosing to withdraw from the regatta.

D. Trophies

1. Perpetual trophies shall be provided by the race sponsor.
2. The minimum trophies that shall be awarded at a sanctioned event shall be:
 - a. A perpetual trophy that shall be awarded to the race winner, the perpetual trophy shall remain in the possession of the race winner until the same race is contested in a following year.
 - b. A "keeper" trophy for the first place finisher of the final heat.
 - c. UNW shall provide the sponsor with one additional trophy to be presented at the race sponsor's discretion.
 - d. A race sponsor may present additional trophies at their own expense if they so desire.
 - e. A race sponsor may also seek sponsorship from a private business or person to pay for additional trophies. Said business or private must have prior approval of the UNW Racing Commission.

SECTION IX: REGATTA OFFICIALS, DUTIES AND APPOINTMENTS

A. Officials and Duties

1. Contest Director

- a. The Contest Director (CD) is the primary official of a regatta. The CD is responsible for the smooth, efficient, and fair progression of the regatta. The CD shall make certain that other regatta officials properly perform their duties.
- b. The CD shall be in attendance during the entirety of the sanctioned U.N.W. regatta, including qualifying and testing.

2. Referee

- a. A referee has sole authority for the conduct of a heat section. A referee's duties include, but are not limited to, activation of the section countdown, determination of rule infractions, assessment of penalties, determination of the official order of finish.
- b. The referee must be approved by the U.N.W. Racing Commission or can be appointed by the U.N.W. Racing Commission as the best qualified official available.
- c. The Contest Director and the Referee shall not be one and the same person unless Section IX.A.2.b. are met.
- d. A paid referee may not race.

3. Timer

- a. A Timer shall measure the time taken by each boat to complete a section. The Timer shall also furnish the Scorer with the timing information in order that it may be properly recorded.

4. Scorer

- a. A Scorer shall keep accurate records of each boat's position of finish, completion time, and points scored in a heat section.

5. Drivers Representative

- a. A Drivers Representative shall act as a Referee's liaison with the contestants. The Drivers Representative's specific duties shall be clarified by the Contest Director at the drivers meeting.

6. Course Judges

- a. Course judges shall act as Referee's assistants who shall implement the instructions of the Referee.

B. Appointment of Race Officials

1. The race sponsor shall appoint the Contest Director who shall appoint the Referees, Judges, Timers, Scorers, and other race officials.
2. The winner of the previous race is automatically the Drivers Representative for the next regatta. In the event the winner does not attend the next eve, the drivers entered in and qualified for the sanctioned regatta, shall elect a Drivers Representative at the drivers meeting.
3. Except for Contest Direct, Drivers Representative and Referee, a regatta official may be appointed to serve for a single section, a complete heat, or an entire race. Thus, the appointment of more than a single Scorer, Timer or Course Judge may be necessary in order to conduct an entire regatta.
4. The appointment of a Contest Director, Referee, Timer, Scorer or Course Judge may be invalidated by the U.N.W. Racing Commission if an appointment is not in the best interest of U.N.W. racing.

SECTION X: UNLIMITED NORTHWEST MASTER HULL ROSTER

A. Definition and Function

1. The U.N.W. Master Hull Roster shall contain the name and details that identify each distinct boat that may be registered and built for U.N.W. competition. IT shall be developed based on the premise that no two boats raced in U.N.W. competition should be exactly or approximately identical. The U.N.W. Master Hull Roster shall also contain the principal dimensions of each distinct boat that is listed, if known. The hull dimensions, as contained on the Master Hull Roster, shall serve as the basis for model dimensions.

B. Contents and Revision

1. The contents of the U.N.W. Master Hull Roster shall be established and maintained according to Section X.A.1.
2. The U.N.W. Master Hull Roster may be revised at any time should information become available which dictates an increase in hull dimensions.
3. The U.N.W. Racing Commission is solely responsible for the creation and revision of the U.N.W. Master Hull Roster.
4. Six boats of a radical new hull design must exist or have existed (not all at the same time) in the unlimited fleet before the U.N.W. Racing Commission will release any of them for registration.
5. Any requests for additions to the Master Hull Roster must be submitted in writing with historical data and photographs of the boat in the water.

APPENDIX B: ROOKIE ORAL TEST FOR DRIVER QUALIFICATION

- Q: What must you always have before turning on your radio?
A: The frequency pin.
- Q: When is it too late to launch your boat?
A: After the 30 second warning.
- Q: When your boat is launched, where must you proceed first before milling?
A: Around the left turn.
- Q: During the mill, you may only cut the course from where?
A: The front straight-away.
- Q: During the mill, when are you not allowed to cut the course?
A: Five (5) seconds prior to start.
- Q: During the mill, when are you not allowed to change lanes?
A: From the right turn on the run to the start.
- Q: What happens if you hit a called dead boat?
A: Disqualification from the race and a possible fine.
- Q: How much of a lead must you have over another boat before changing lanes?
A: A Roostertail length.
- Q: What is the procedure for bringing a boat into the pits?
A: Parallel to the shoreline.
- Q: What do you do with your transmitter and frequency pin after your radio has been turned off?
A: Make sure transmitter is turned off and return frequency pin to the frequency tree.