

2025

NEW ZEALAND

BOAT MARATHON

COMMISSION

RULE BOOK



NEW ZEALAND BOAT MARATHON COMMISSION INC. 2024 RULES.

General and Special rules and conditions for Marathon Races and Trials in New Zealand.

AIMS:

To improve the design of safe seaworthy and efficient craft.

To provide safe and fair competition in marathon-type races.

To instruct and encourage boat owners and skippers and crews in every aspect of safe, sensible and courteous operation of their craft.

To design rules and conditions to help the everyday boatie to present a reliable and safe boat for themselves and other competitors in the sport of power boating.

EVENTS:

These will be run as competitive trials to test efficiency of both craft and crew and will have at the discretion of the Holding Club sections for speed, nominated speed, over-all efficiency, economy, power to weight on handicaps, team entry consisting of a minimum of three boats.

STANDARD BOAT CLASS

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

1. All boats must have at least 20% of their length from the bow fully decked in with a rigid material able to be walked on by the average adult.
Exemption: Standard production bow rider hulls are eligible to compete provided a recognised factory full bow cover is securely fixed in place to prevent water ingress
2. Driving position to be as either factory or design intended.
3. A minimum of four permanent seats installed at Scrutineering (proof of compliance), with the back seat being optional during an event at the Driver's discretion.
4. Standard production windscreen fitted.
5. No motor exhaust reliefs or external water pickups are permitted. Motors factory equipped with low water pickup gear cases are allowed. Standard American catalogues will be used to define standard motors and factory equipped gear cases.
6. Standard gearboxes may be substituted for a nosecone equipped gearbox provided it is of like manufacturer type
7. For C. D. E. F. and Cabin Boat classes a cavitation plate height limitation is from bottom of the boat down to the centre of the prop shaft with the measurement 90 mm from the bottom of the boat down to the centre of the prop shaft.
8. Any BOAT or MOTOR that deviates from standard boat class is deemed to be non-standard and must compete in the class above. e.g. a non-standard or race special (C class would race in B class).
9. Modifications to rebuilt motors: If a motor was for example a 1987 model and requires a rebuild it MUST be built to 1987 specs and within its class engine capacity.
10. 'B' Standard Boat Class criteria, there is no cavitation plate height limitation (e.g. Engine may be run at any height).
11. 'B' Standard Boat Class, standard motor verification, prior to a competitor's first 'B' Class race, the following information must be supplied to the Marathon Commission Chief Steward and certified by the person servicing the competitor's engine: (a) the Serial number of the engine, (b) the cylinder compressions of the engine, (c) the Head thickness measurements.

12. Cabin Boats with Standard Production motors can compete down two classes. (Cabin Boat Definition: Cabins must have head room when seated and be constructed of a rigid material.) (e.g. a 'B' Class standard Cabin based on its standard 'B' Class capacity motor could now compete in 'C' Standard Boat Class, if nonstandard for any reason, such as motor height it would still have to compete in 'B' Class.)
- 12a. Standard cabin boat with a standard engine with a minimum height of 90mm from the bottom of the boat Down to the centre of the prop shaft, may compete down two classes.
13. Two stroke engines are to retain factory original cylinder porting and factory ECU where applicable for year model used. Four stroke engines with an ECU controlled engine management system, providing ALL other components remain and are factory alike, an engine may be run either up or down a class other than the engines factory rated and displayed horsepower by substituting an appropriate factory ECU
14. All boats are able to use ballast and trim tabs without having to go up a class but must not adversely affect the structural integrity, safety or buoyancy of the craft in question.
15. A and B class boats be unrestricted apart from B Class being restricted to a standard outboard engine of 225hp

NON-STANDARD BOAT DEFINITION:

1. Outboard Motor additions or modifications which would mean moving up one class include:
- External water pick-up
 - Any exhaust modifications
 - Fuel system changes, e.g. Carbs, jet changes etc. (Manufacturers recommendation)
 - Cowl modifications
 - Height on transom (above 90mm)
 - Raised compression pressures
 - Factory special performance models
- Plus, any additions/deletions or modifications considered by the N.Z. Boat Marathon Commission Committee to be against the spirit of the Standard Boat Class Structure.
2. Boat Additions or Modifications which would mean moving up one class include:
- Craft with less than 4 permanent seats fitted at scrutineering
 - Removal of standard Windscreen or fairing
 - Driving position other than factory or design intended
 - Especially constructed race designs, e.g. one-off models
- Plus, any addition/deletion or modification considered by the N.Z. Boat Marathon Commission Committee to be against the spirit of the Standard Boat Class structure.
3. Approved non-performance enhancing modifications allowed include:
- High back seats
 - Foot throttles
 - Remote trim switches
 - Solid engine mounts
 - Torque tamers
 - Pre mixed fuel
 - Composite reeds
 - Trim tab and Ballast (must not adversely affect the structural integrity, safety or buoyancy of the craft in question)
 - Lightweight cowls
 - Engines readily available to the public

STANDARD MOTOR VERIFICATION:

1. The Marathon Commission is empowered through its Officers if necessary for verification, to request that a Standard Boat Class competitor dismantle their engine/s at the owners' expense, by a qualified person/s. If proven to be illegal or failure to comply with a verification request, all points for the season up to that date are revoked."

2. (Administration) Rule clarification regarding the status of the placings, prizes and points under protest. All prizes, placings and points directly affected by a protest regarding a Standard Motor, be held over until the matter is resolved. The matter is to be completed prior to the next event. In the case of back to back events the competitor under protest, has the option to run both events and then have the motor inspected for verification.
3. (Administration:) "B" Standard Boat Class motor verification: This information having been collated by the Chief Steward is verified between the competitors first two events. Once the engines have been checked and compared with the information supplied the results of which will determine,
 - (a) if they match the standard specifications the craft remains in "B" Class.
 - (b) if they do not, the craft is deemed to be competing in "A" Class or does not race.

PLEASE NOTE: The excuse that the competitor has bought the unit second-hand" with the belief that the rig was had not been modified in any way" will not be taken into consideration. Competitors are informed that it is their responsibility to ensure that their entry is standard, this can be checked beforehand by requesting a dealer to verify that the rig is standard. Ignorance is no defence in law.

Rise and Fall brackets / Standard Boat Class interpretation: "B Class exempt, In the case where a Standard Boat is fitted with an adjustable rise and fall outboard bracket, when sealed and made inoperable for the duration of the event to the prior satisfaction of the Chief Steward, then the boat is still deemed to be a Standard Class boat."

CRAFT:

1. All boats MUST have two seats and be capable of 40 km/h (25 m.p.h.) by water propulsion. Minimum moulded length to be 3.66m (12 feet).
2. All boats must have at least 20% of their length from the bow fully decked in with rigid material able to be walked on by the average adult. If less than 20% then to be so constructed to prevent the ingress of water. Standard production bow rider hulls are eligible to compete provided a recognised factory full bow cover is securely fixed in place to prevent water ingress.

SAFETY REGULATIONS:

1. The Scrutineers will check every craft entered for all the following safety requirements but reserve the rights to exempt any entrant from such requirements as are made impossible or unnecessary provided each exemption does not materially affect the safety of the entrant or other craft.
2. Any entrant who in the opinion of the Scrutineers is overloaded prior to the start shall be given the opportunity to comply or be refused a clearance to participate.
3. All craft must carry sufficient fuel in a properly secured tank or tanks. N.B. No stretch type fastenings permitted. Temporary fuel tank definition: A temporary fuel tank MUST be designed as such, fitted with handles and be able to be removed and when filled replaced by one person.
4. All equipment and batteries likely to cause damage if left loose in the craft must be properly secured.
5. All steering and control equipment to be properly constructed. If mechanical, then only steel wire is to be used in steering gear.
6. All exhaust pipes shall pass through the hull or transom at a level below the main deck line. If above deck level exhaust noise not exceed 95 decibels'.
7. Controls must be situated to give good visibility in all conditions.
8. A crew member must be at the helm at all times during the trial. Mechanical or electronic control devices are disallowed.
9. Only fuels which are available through service stations and available to the general public are permitted. No fuel or inflammable liquids may be decanted on board during the trial.

10. Ballast and trim tabs may be used but must not adversely affect the structural integrity, safety or buoyancy of the craft in question.
11. A permanent seat must be provided for every member of the crew.
12. All main engines MUST slow to idle or stop automatically, should the helmsman be thrown from the control position. a) A spring return foot or hand throttle. b) Any device which stops the engine when the driver leaves the wheel, e.g. a cord tied to the driver which pulls a switch or disconnects a plug. (Penalty for noncompliance, driver disqualification for the entire season i.e. loss of points.)
13. Boats under 4.57 m (15 feet) moulded length. Outboard motors must NOT exceed a total of 1725 cm³ (105 cu. in.), inboard engines must NOT exceed a total 4350 cm³ (265 cu. in.).
14. If the safety officer and/or steward is unable to attend the race and appointed deputy is also absent, the senior Commission officer present automatically becomes the safety officer and steward for the day.
15. The Co-Pilot must be seated adjacent to the Driver in all craft during an event, (some Race Special Craft are exempted due to seating arrangements).
16. Overtaking Manoeuvres. Overtaking of Slower Craft: Any boat overtaking another regardless of class must complete the overtaking manoeuvre before the boat being overtaken comes within 100 meters of a course turn buoy or carry out the manoeuvre on the outside of the turn. (i.e. all boats must maintain their lane whilst within 100m of a turn bouy). This Rule to be included in all Briefing Instructions

COMMITTEE:

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

1. Protests must be lodged to Race Control within one hour of the finish.
2. Protests are to come from skipper of craft only.
3. A fee of \$100 for protests pertaining to standard motor eligibility, and \$20 for any other protest will be paid at the discretion of the holding club.
4. Motor protest cost liability. If the motor under protest is found to be standard the protestor is liable for the cost of reinstatement. If the motor is found to be non-standard, the owner is liable for the cost of reinstatement, along with the loss of any points awarded to that date.
5. Protest Committee to consist of three members of the holding Club plus the Commission Safety Officer and the Drivers' representative. Commission Secretary may be present as observer.
6. Skipper to be available at all times during the protest.
7. Driver to be told by the committee of the result.
8. Decision made by the protest committee is to be final and the skipper will have no right to appeal.
9. Decision on fee is then to be decided by the committee.

SKIPPER AND CREW:

1. The skipper of the craft MUST be a financial member of the New Zealand Boat Marathon Inc.
2. The skipper must be 21 years of age or over at the date of the trial, however entries will be received from skippers 16 years and over if accompanied by a full written consent from parent or guardian. No crew member shall be under the age of 15 years, except in Nominated Speed and must be accompanied by parent or guardian.

3. Any skipper or crew under the influence of alcohol or drugs will be automatically disqualified. No alcohol may be carried or consumed during the trial. The minimum crew on any craft shall be two. 111e maximum in craft to 5.18 m (17 feet) in length, two. The maximum in craft 5.18 m to 6.10 m (17-20 feet) in length, three, and over 6.10 m (20 feet), four.

CONDUCT:

1. Entrants must comply with all regulations and instructions of the Marathon Commission and observe Harbour Board, Maritime New Zealand and Civil Laws and By-Laws. Drivers and crew shall observe the instructions of the race Officials and abide by the rules of the Marathon Commission and the Holding Club.
2. Competitors and their supporters shall conduct themselves in an orderly and reasonable manner during the full period of race activities. Delinquent behaviour and failure to pay charges incurred as a result of attending any event shall be referred to the Commission Executive Committee who have the power to invoke rule 3 of this section or instruct the offender to make payment of accounts, charges for damages, or make apologies to offended persons. Such instructions shall be issued by the Executive Committee after a properly conducted inquiry. Delinquent behaviour includes any malicious comments, personal insults, threats of violence or legal action directed at race day officials, sponsors and members of the Marathon Commission.
3. Any entrant found, in the opinion of the Commission Executive, to have contravened any regulations or evaded the intention of the regulations, may be disqualified and may be prevented from entering any, or some, future events under these rules.
4. Owners are reminded that normal marine insurance is, in most cases void while racing unless other arrangements have been made with their insurers.

COURSE DISCIPLINE:

1. Do not "track down" the wake of the boat in front. If they stop you may run them down.
2. Do not deviate unnecessarily from the course.

DISTRESS PROCEDURES:

1. If you require assistance, use the recognized distress signals set out at the Drivers briefing. Yellow Flag/Flare.
2. **STAY WITH THE BOAT**
If a helicopter gives assistance, observe the following rules: Head into the wind at 8 km/hr. When the helicopter lowers its winch wire, hold in hand. Do not under any circumstances tie the wire to your boat.
3. **ACCIDENTS**
First boats on the scene must stop and render assistance at least until a pick - up boat has arrived. In regard to the ability of boats carrying on after helping at the scene it should be clearly pointed out that they must complete at least 50% of the course, with pick-up boats to remain on station till the craft has completed the course.

ACCIDENTS: If a competitor stops to assist another competitor during a race, then restarts and completes at least 50% of the course, he/she will be credited with the time lapsed while he/she was stopped. The Skipper or Crew of the assisting boat has 30 minutes after the completion of the event to report to Race Control.

DEBRIEFING: Debriefs for any incidents that happen must be held within two hours and include the following people.

NZBMC President, Secretary, Chief Steward, Drivers Representative, Holding Club Representative / Race Convener, Eye Witness, First on scene and crew involved (if able).

4. Use of flags,
RED flags flown from the Start or Pick-up boats during an event means an immediate STOP and return to the launching area. Pick-up boats must have RED flags.
A competitor who is deemed to have caused a red flag is awarded 0pts (DNS) for that race.
A GREEN Flag denotes a Pick-up boat on station
A WHITE flag with a diagonal RED cross denotes a Pick-up boat giving assistance and they have right of way over competitors.
A YELLOW flag is the recognised distress flag for use by competitors (the colour must be strictly enforced by Scrutineers.)

ADMINISTRATION:

Changes to rules affecting design or construction of boats, engine size, type of propulsion methods cannot be changed during the racing season.

However, the Marathon Commission may change rules that affect the safety of events if such action becomes necessary. General revision of rules is made at the A.G.M. of the Marathon Commission.

1. Standard BOAT CLASS MOTOR HEIGHT VERIFICATION: ADMINISTRATION
That the Chief Steward / Steward are to measure the motor height of ALL Standard Boat Craft over the course of the season, random checks to be conducted at commissions discretion.
2. Pick Up Boats, ADMINISTRATION: That Holding Clubs provide a minimum number of pick-up boats per course, with such a minimum being one boat per course turn buoy, plus sufficient boats around the remainder of the course to provide adequate line of sight vision between pick-up boats.
3. Chief Steward / Steward dispute involvement (Conflict of interest.) ADMINISTRATION: That the Chief Steward or Steward must stand aside if a dispute directly involves the class in which he is competing.
4. First Aid Instruction- (Drivers Briefing.) ADMINISTRATION. That Holding Clubs give basic First Aid Instruction in relation to accidents for Drivers and Crews of entered boats and Pick - Up boats at Drivers Briefing prior to an event.
5. ADMINISTRATION: LINE HONOURS FORMAT: "That the Line Honours Championships be split into three sections being: (a) C.B. Marine Driver of the Year / Single Rig Driver of the Year for A and B classes, (b) Howat Trophy Driver of the Year for C and D Classes and (c) M.L.C. Driver of the Year for E and F classes."
6. ADMINISTRATION: Marathon points (minimum distance requirement): "In the event that an event is shortened when boats are on the water, at least 50% of the advised course length (at briefing) must be completed by the leading boat in order for the Marathon Commission to award points for the event. The holding club may call off the event whenever they need to, but Commission points are only to be awarded if 50% of the course is completed."
7. Final Event / Double Points: "That the final event of a Marathon season when run with a two speed race format, full Commission points will be allocated for each race, i.e. Points to be awarded relative to placings obtained in each race."
8. Administration: Race format requirement of the Holding Club: "That in the event of a club holding the last meeting of the Season as a two race format, each speed race should be on consecutive days i.e. Saturday and Sunday."
9. Points allocation Rule: Those Speed class competitors with their craft attending and entered into an event that is cancelled due to safety considerations on the day be allocated 100 Championship points in recognition of their attendance.
10. Competitor event attendance Points Recognition Rule: A Speed competitor starting in an event but not completing the event, qualifies for a maximum of 75 or last place points in Line Honours and Class sections, whichever is lower.

SCRUTINEERING AND BRIEFING:

1. It is the prime responsibility of the driver to ensure that all rules are complied with. The Scrutineers will check, in so far as is possible the craft for observance of rules. However, the committee may at any time cancel the approval of a scrutineer if there is evidence that an incorrect interpretation of the rules has been applied.
2. On receipt of the pre-race scrutineering form, the entrant must check all requirements, prior to scrutineering.
3. Boat Inspections.
The Chief Steward / Steward of the Commission are to liaise with Holding Club Scrutineers regarding any outstanding matters resulting from scrutineering of craft on the day of an event.
4. Course Maps, a map of the Course is to be handed out to all competing Navigators, as well as any map displayed at Driver's briefing.
5. Log Books – Entrants competing in more than 1 round of the NZBMC Championship must have a log book to track modifications, repairs, maintenance, scrutineering and standard boat class compliance. The log book will be assigned to the boat at its first event and must be used by the scrutineer at every event to inspect boat to identify any previous compliance issues. Relevant scrutineering form in log book must be signed off by scrutineer to compete in round.
6. Any one time competitors will not be issued Log Book and are to use day entry scrutineering form.

NOMINATED SPEED:

(A competitor must compete in at least 60% of Nominated Speed events during the season to qualify for the 2021 Nominated Speed Championship)

1. The use of any mechanical or electronic measuring device during the event is permitted, Analog, paddle wheel or G.P.S. speedos are permitted. N.B. The actual lap length of the course being used is defined by the Holding Club in relation to results.
2. Any Ship to Shore communication, i.e. Radio or Cellular is strictly prohibited in Nominated Speed.
3. The minimum speed a competitor can nominate is 40 kmh

RULES FOR EQUIPMENT ACCESSORIES:

1. (a) All craft must carry a race number (which will be allocated by the Commission through the holding club). The number must be painted on both sides of the hull starting one third the length of the boat aft of the bow. The numbers **MUST** be black on a white background or white on a black background. Figures to be at least 5.08cm. (2in.) wide and 61cm. (24in.) high, or in the case of a hull with less than 61cm. freeboard, the number must extend from waterline to deck. Numbers may be a panel securely fixed to the cabin sides, in ALL cases must be legible throughout the trial.
1. (b) All classes (except Nominated Speed). The class letter must be put after the boat number, the letter to be half the size of the number.
2. Suitable fire extinguishers properly placed. Carbon tetrachloride, aerosol and "puffer" type extinguishers are not acceptable.
3. An adequate and approved lifejacket must be worn by each competitor and crew member for the duration of the trial. It is recommended that on craft capable of 80 km/h. (50m.p.h.) or better an approved racing jacket be worn. (No ski-vests.)
4. Compulsory race jackets over 100 k.p.h. (62 m.p.h.).

5. A suitable anchor for the size and weight of craft with a minimum anchor weight of 3.18kg. (7lb.) may be carried.
6. First Aid Kit approved type.
7. Two approved paddles or oars.
8. Yellow distress flag, minimum size 61 by 61cms. (24 by 24in.) and means of hoisting same
9. Suitable tool kit and sharp knife.
10. Every craft must carry a bilge pump or 4.55l. (1 gal.) bailer.
11. Every craft must have an approved towing point on the bow. Tow rope must be of 8mm. (5/16") diameter contained within the boat fitted with a carabiner clip to one end. Fixed tow ropes are optional.
12. Any craft may be fitted with approved battery isolation switches.
13. Both inboard and outboard are to have the engines and transmissions properly covered so as to prevent water striking the engine or electrical equipment. Covers or shields should be capable of preventing any person from touching any hot, moving or live electrical part when the covers are secured in place. In addition, inboard petrol motors are to have flame arrestors fitted to the carbs.
14. Permanent fuel tanks MUST be fitted with a sealed fuel filler and the tank MUST be vented to the outside of the boat.
15. Fuel tanks vented to outside of boat. (Built-in tanks.)
16. Fuel lines exit from top of tank.
17. Fuel shut off valve must be fitted, must be easily accessible when manual, or operated automatically.
18. Fuel lines to be copper, steel, nylon or suitable armoured covered petrol hose.
19. Fuel line from pump to carb copper or steel only, unless flexible line is standard for that engine.
20. Fuel filter to be fitted between tank and pump for inboards.
21. Only wet exhausts may incorporate rubber connections, etc.
22. Crankcase breathers piped to engine air intake or in the case of jets to suction air bleed.
23. Outboards must be effectively silenced.
24. Outboards must be securely bolted to transom.
25. Outboard fuel tanks must be of approved types. (Refer Safety Equipment, Rule 3.)
26. Twin cockpit craft MUST have on/off switches in each cockpit.
27. Boat numbers MUST be registered with the N.Z.B.M. Commission and be black figures on a white background or white figures on a black background.
28. Boat name and number painted on trailer so as to be visible from both front and rear.
29. All competitors (i.e. Speed & Nominated Speed) MUST wear an approved motor sport Crash Helmet in all events and that Orange, Red or Fluro Helmets be compulsory for Speed competitors and recommended for Nominated Speed competitors.

30. N.B. The Chief Steward is to police the measuring of motor heights at all Marathons. The *Chief Steward* or Club Scrutineers are empowered to re-Scrutineer any craft immediately following completion of the said craft's event. (To confirm eligibility.)

STANDARD BOAT CLASS ENGINE HORSEPOWER RATINGS.

A CLASS "M" (MULTI RIG)

Any multi engine craft, whether mono or tunnel hull (if the support is forthcoming it could be split into 2 different sections in the interest of competitors)

A CLASS "V" (MONO HULL):

Mono-Hull craft with Single Outboard powered by a factory maximum power head rating 300HP. This class allows for any modification of the engine but excludes the inclusion of Non-factory/stock forced induction systems.

A CLASS "T" (TUNNEL HULL):

Tunnel-hull craft with Single Outboard powered by a factory maximum power head rating 300HP. This class allows for any modification of the engine but excludes the inclusion of Non-factory/standard forced induction systems.

B CLASS:

Outboards up to & incl. 225 horsepower 4 Stroke Inboards over 5080 up to 6560 cu cm. over 310 up to 400 cu in.

C CLASS:

Outboards up to & incl. 200 horsepower 4 Stroke Inboards over 4350 up to 5080 cm cu. over 265 up to 310 cu in.

D CLASS:

Outboards up to & incl. 150 horsepower 4 Stroke Inboards over 3030 up to 4350cu cm. over 185 up to 265 cu in.

E CLASS:

Outboards up to & incl. 135 horsepower 4 Stroke Inboards over 2550 up to 3030 cu cm. over 155 up to 185 cu cm.

F CLASS:

Outboards up to & incl. 90 horsepower 4 Stroke Inboards up to 2550 cu cm. up to 154 cu in.

G CLASS

Unrestricted hull and engine configuration. Minimum driver age of 50 years. Season long Poker run class, non-placed class and no championship. E & F class race distance

CABIN BOAT CLASS

Cabin boats of any engine configuration, Eligible for G Class poker run, E & F class race distance

NOTE:

INBOARDS ARE 4 STROKE: IF 2 STROKE ENTER NEXT CLASS UP,
IF NON-STANDARD BOAT, ENTER NEXT CLASS UP.

TURBINE ENGINE POWERED CRAFT ARE INELIGIBLE TO COMPETE IN STANDARD BOAT CLASSES AND ARE EXHIBITION ONLY

Standard American Catalogues will be used to define standard motors and maximum prop. rated horsepower for Standard Boat Classes.

SUPPLEMENTARY RULES:

1. Driver (Points eligibility). That the drivers' championship be for a named driver in each craft. That the named driver **MUST** be the only driver of the craft to be eligible for championship points.
2. "Swapping Classes, a competitor may go up or down a class with the same boat subject to the craft in question meeting all the class requirements in which it is competing. Class points to that date are revoked."
3. Commission Speed Championship: To win a Commission Speed Championship a competitor **MUST** start in at least 50% of Commission events in that season.
4. Outside Assistance while competing. "Any direct physical assistance given to a competitor during an event by a third party must result in the retirement of the competitor and craft from the event."

5. Personal Water Craft (Jet Ski) eligibility. "That Personal Water Craft (P.W.Cs.) are not considered eligible to compete in N.Z. Boat Marathon Commission sanctioned events, due to safety requirements."
6. Canopy Boat eligibility criteria; In order to perform an emergency extraction in an accident, at their own cost canopied boats must provide a helicopter and diver where course layout prevents constant line of sight existing between safety pickup boats. Where a constant line of sight between safety pickup boats is achievable, at their own cost canopied boats must provide an additional diver to the NZBMC diver to be on another safety pickup boat to improve response time to an accident. Driver and crew of canopied boats must present a current NZPBA drivers license to scrutineers as proof of completing dunk test.
7. Canopy Boats – Canopies must be fully enclosed or completely removed to shoulder height, not just hatches taken off.
8. Canopy Boats – Canopy boats cannot run on the same course at the same time as open cockpit boats. It is up to the event organizer and NZBMC committee to approve the course suitability for this class's inclusion prior to the event (in fairness to all competition)..

COMMISSION RECOMMENDATIONS:

1. Driving Standards/Time Penalties, this is left to the discretion of each Holding Club, (if in force, it should be clearly explained at the drivers' briefing).
2. Flares on Craft/Lifejackets, The Commission strongly recommends flares be carried on all Craft and Race Jackets.
3. Head Rests are not compulsory but recommended on race craft.
4. Transom Inspection recommendation. "That competitors have the inside and outside of their transom inspected annually by a qualified person, including the removal of the fuel tank/s if required to allow for the internal inspection in the interest of competitor safety."

APPROVED WINGED STEERING GUIDELINES.

Important features with regards to safety would be as listed:

1. Gauge of materials for wings:

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|-------------------------------|-----------------------------|
| Steel with no supports 10 mm. | Steel with support 8 mm. |
| Alloy cut from plate 8 mm. | Alloy from extrusion 12 mm. |

Factory type alloy arm may be thinner but will have a pressing in them for strength. The main problems arising from this type of steering is the pivot points, if this is not correct you can get excessive tightening and slackening of the cables from lock to lock and also through the trim range. If this is excessive it can break pulleys especially the plastic type and cause steering to jam as well as put excessive loading on all points and anchors. When double purchase steering is fitted the anchor point to the boat should be plated on the inside to spread the load.

2. Fittings etc.
Cable thickness will vary depending on horse power, the most common would be about 6 mm. stainless or galvanised. For this a 50 mm. pulley would be a minimum diameter as below this it can cause fraying and premature cable wear. Shackles and tum buckles, stainless or galvanised can be used. If stainless is used 6 mm. pins would be recommended and 8 mm. pins for galvanised. All turn buckles and shackles MUST be wired for security.
3. Basic check for Scrutineers:

| | |
|----------------------------------|--|
| Wings securely bolted to leg. | |
| Check for cracks in pulleys. | Check for fraying in cables. |
| Check security of anchor points. | Check ties on shackles and tum buckles |

CLUB ADDRESSES

Gore Boat and Water Ski Club, P.O. Box 260, GORE.
Milton Boat Club, C/O. H. Howat, P.O. Box 82, MILTON.
Waitaki Powerboat and Motorcycle club, Address TBC.
Lake Dunstan Boat Club, P. O. Box 92, CROMWELL.
Timaru Yacht and Powerboat Club, Address TBC

N.Z. BOAT MARATHON COMMISSION

Secretary – Ryan Archer, nzbmc72@gmail.com

DISPUTE COMMITTEE for 2023

President – Jamie Chittock, 027 419 9111
Vice President – Nick Hoskin, 027 840 6954
Secretary – Ryan Archer, 021 287 5633
Chief Steward – Billy McEwan, 022 088 1924
Steward – Paul Rutherford,