



## 3.3.4.6 Event No. 6 - Assembly Teams Race

- (a) Each team shall comprise of two drivers, two crewpersons and two patients.
- (b) The patients are positioned as described in Procedure Rule 3.3.3.1.
- (c) The start shall be as described in Procedure Rules 3.3.3.2 and 3.3.3.3 with the following amendments:

### 3.3.3.2 Preparing for the Start

- (a) Patients shall assemble in the marshalling area. The Marshall shall inform each team of their allocated lane. The remainder of the crew go directly to their allocated lane with their IRB in preparation for the start.
- (b) Crews are able to claim bonus time. This is an optional concession, provided at the discretion of the Referee, for crews at the start of events. Each club is allowed a maximum of five minutes bonus time per day of competition, which may be claimed in a minimum of one-minute increments.
- (c) The process of starting events should commence with a signal or command that indicates 'Take your mark' followed by a signal or command that indicates 'Set' and then followed by a start signal or command that indicates 'Go'. If for any reason the starter has to speak to any competitor after either command, the start process shall be recommenced. On the 'Take your mark' signal from the Starter (usually by whistle or verbal command), the crew shall position themselves adjacent to their respective beach position marker and the IRB shall be positioned with its transom on the start/finish line and bow facing out to sea. Lane Judge/s may be utilised to guide crews to their starting position. Handlers may assist with the positioning of the IRB.
- (d) Handlers will be in control of the boat and motor until the first driver and first crewperson commence the assembly. The motor will be positioned standing on the sand behind the transom and the motor handler must control the motor by placing one hand on top of the cowling only. The fuel cell will be placed on top of the spray dodger with no part of the fuel cell to pass the line of the bottom of the spray dodger. The fuel line will be passed through all 3 loops with the connector sitting on the floor of the boat. The boat handler may hold or control the IRB with at least one hand.
- (e) The driver and crewperson shall be positioned adjacent to their respective beach position marker in readiness for a race start with their front foot on or behind the start/finish line. If a lane coloured vest is supplied, it must be worn by the driver/s as directed by the Referee. Note: The foot comprises and includes the hindfoot, midfoot and forefoot (which also includes the toes).
- (f) The Starter then gives the 'Set' signal (usually by whistle). Crews may claim bonus time up to and including at the whistle for the set signal. Should IRB equipment be damaged by waves while in the set position and before the start the Referee may, at their discretion, allow for the equipment to be replaced or quickly repaired before proceeding with the start without the loss of bonus time.

### 3.3.3.3 The Start

- (a) On the Starters 'Go' signal (usually by starting gun or horn) the driver and crew shall cross the line of the beach position markers and proceed to the IRB. A break shall be adjudicated as defined in Rule 2.19 'Starting of events' in the Surf Sports Manual. Note: Whilst every endeavour should be made by the Starter to affect a fair and even start The decision to 'Go' on the start signal rests with the competitor or team. If there is no recall by the Starter or the Check Starter(s) or the Referee, no protest shall be allowed on the start.

- (b) Handlers must not be in contact with any part of the motor and/or fuel cell, fuel line assembly, and/or safety chain when and after the starting signal sounds except to support the motor with one hand on the cowling (in line with 3.3.3.2(e)).
- (c) Upon reaching the IRB the first driver and first crewperson shall proceed to assemble the IRB.

To complete the assembly the crew must:

- Secure the fuel cell with all four clips clipped onto the appropriate fuel cell eyelets
- Connect the fuel line connection correctly to the engine
- Ensure the safety chain is correctly fitted
- Securely fit the engine to the transom.

Failure to complete the assembly correctly before launching the IRB will result in a disqualification from the event.

- (d) Once the IRB has been correctly assembled, the first Driver and first crewperson will exit the boat and make contact with one of the black carry handles. At this point the handlers will also make contact with a black carry handle ensuring a four-person lift/drag and the launch of the IRB may commence. The IRB must not move forward until all four team members have made contact with the four black lifting handles of the IRB.
- (e) If during the launch, the boat is moving forward, the handlers must release contact with the boat when the driver and or crewperson boards the boat. If the boat becomes stationary, then the handlers at their discretion may continue to maintain contact with the boat after the driver and/or crew board the IRB but must release contact and move safely clear prior to the engine propelling the IRB forward.
- (f) The assembling driver and crewperson, at their own discretion, shall board the IRB.
- (g) The driver starts the motor only when aboard the IRB. Only the driver may start the motor and the crewperson must be in contact with the IRB at the time the IRB is propelled forward. During the course of any IRB race only the driver is permitted to touch any part of the motor once the starting signal sounds.
- (h) The motor may be started either in gear or out of gear. If starting the motor in gear and using one hand to start, the driver must maintain control of the motor throttle grip with their other hand. If a two handed start is used the motor must be in neutral.
- (i) During and immediately after starting the motor, the IRB must not move in an uncontrolled or unsafe fashion.
- (j) The second driver and second crewperson shall position themselves at the changeover line.
- (d) The crew shall proceed out to sea, pick up their first patient and then return to shore, as described in Procedure 3.3.3.4 and 3.3.3.5.
- (e) The driver, crewperson and patient shall exit the IRB as described in Procedure Rule 3.3.3.6. The second crewperson crosses the changeover line and proceeds to the IRB once the driver has left the IRB.
- (f) The first crewperson turns the IRB and must maintain control of it as described in Procedure Rule 3.3.3.7 (a). The patient or the first crewperson are permitted to assist the second crewperson relaunch the IRB as described in 3.3.3.7(a). Unless otherwise permitted by the Referee a maximum of two team members plus the driver are permitted to maintain contact (control) with the IRB at any one time.
- (g) After the tag the second driver proceeds to the waters edge to relaunch and restart the IRB. The first crewperson/patient at their discretion may continue to assist with relaunching the IRB after the second driver has made contact with the IRB but must release contact and move safely clear as the engine propels the IRB forward or prior to if safe to do so. Note: The first crewperson and first patient must place themselves in a position where they do not impede the conduct of the race or the judging of the event.

- (h) The second crew will proceed out to sea, pick up their second patient and then return to shore, as described in Procedure Rule 3.3.3.4 and Rule 3.3.3.5.
- (i) The finish shall be as described in Procedure 3.3.3.6.
- (j) Teams will be disqualified if one full turn or more is obtained from either clamp screws at the end of the race.
- (k) Teams will be disqualified if less than 4 clips are correctly secured onto the appropriate fuel cell eyelets at the end of the race.
- (l) Teams will be disqualified if the safety chain is not correctly fitted to the transom eye bolt at the end of the race.