The following rules will be applied to the above event in conjunction with the latest published UIM Rule Book.

HULLS: UIM RULE 561.01
Windows must be fitted to boats for sponsor decals.

MACHINERY: UIM RULE 562

FUEL: UIM RULE 563.34 to 653.38
In addition: A minimum of 5 Litres of spare fuel will be carried during every leg of the Trans Agulhas. This applies at any checkpoint throughout the race.

ADDITIONAL SAFETY EQUIPMENT
Every boat participating will be equipped with a cell phone, of which the number to that phone will be entered onto the Scrutineering form. These phones must be programmed with the required OOD, Ass OOD, and JOC telephone numbers in order to report any accidents or failures during a stage. A hand held GPS can be used on a boat for extra safety measurements.

RACES IN PROGRESS: SURF RACING

UIM RULE 564B will apply to all classes and throughout the Trans Agulhas event. In addition, the following special rules will be adopted:

The following additional rules apply to surf racing during the Trans Agulhas event:

GRID POSITIONS
Grid positions will be determined by previous years overall position in each class (only 1st, 2nd and 3rd) and thereafter to select grid positions a draw is required, it must take place at Drivers Briefing in front of the Teams. The position for all the other surf races during the event will be according to the position that was attained during the previous day’s surf race. In the event of there being more than 12 boats in a class, competitors will be divided into heats and will race in that heat for the duration of the event. If, for any reason, teams fall out of the race, and the heats are not equal in numbers anymore, the heats will be divided equally again.

DAMAGE OF BOUYS
If a competitor damage a buoy beyond repair, he will be responsible to pay an amount of R1500-00 for him to continue with the event.

NUMBER OF LAPS
Surf circuit will consist of 5 laps, no reduction of laps with restart/re-run. The number of laps can be amended by the OOD in consultation with the Trans Agulhas Racing Committee and communicated to all teams participating at official welcome and opening and/or Pilot's Briefing.
SURF FINISH
Boats will finish on the beach as demarcated. Boats will not be permitted to be "launched" onto the beach. Boats will cut their engines at the surf line. Penalty for running out of fuel will be the last boat’s time in that class plus 2 minutes. A penalty of 2 minutes will be applied for teams not adhering to the beach finish ruling.

HEATS
All heats will be run on time.

START
The start will be as follows: Both driver and co-driver will be out of the boat, the kill switch may not be plugged in and on the drop of a flag the race will start. Due to surf conditions, the start may be changed after consultation between the OOD, Safety Officer. Props off start will be implemented at the discretion of the OOD. Any competitor not on the start line when the flag is raised may not start that heat. Kill switches will be checked before every surf race. If the kill switch malfunctions, the boat will not be allowed to partake and will be penalized with the last boat’s time in his class plus 2 minutes.

PENALTIES
In the event of transgression of the applicable Surf Rules, the penalty applied will be a disqualification from that heat, resulting in the last boat’s time in the class of racing plus two minutes.

RE-STARTS/RE-RUN OF HEATS
After two re-starts, the heat will be postponed until completion of the last heat of other classes. Offending teams that caused the stoppage will not be able to participate in the re-run of that heat.

FLAGS
Chequered flag - Finish of race / Winner of race
Red flag - (Surf Circuits) Race stopped / Clear water
Red flag waving - (Long hauls) Immediate caution / Danger on the course or surf line
Event flag - Start flag and checkpoints.
Black flag - displayed from any airborne craft or safety vessel - proceed to nearest safe beach immediately - END OF RACE.
White Flag – NO WHITE Flag will be shown during Surf Circuit.
Yellow Flag - Caution

RACE LIVE
The race will be live when the event flag drops.

CUT-OFF TIME
Cut off time will be 1 ½ times that of the first boat’s time in his class in the heat. The penalty for not finishing within the cut-off time will be the last boat’s time in his class plus a 2-minute penalty.

RACE IN PROGRESS: LONG HAUL RACING
The following additional rules apply to Long Haul racing during the Trans Agulhas event:

RACE LIVE
All long haul events will be run on time. Start time for all classes will be 08H00 daily dependant on weather restrictions.

**COURSE**
Deviation from a set course will result in disqualification from that leg and will be penalized by receiving the last competitor’s time in his class plus a 10-minute penalty. As far as possible, competitors will remain within the 1 Nautical Mile distance from the shore, as required by SAMSA regulations for a vessel with 1 outboard motor. The following exceptions will be made during the event only where competitors will be allowed to cross the bay and exceed the 1NM distance:

1. Plettenberg Bay to Natures Valley
2. Arniston to Struisbaai.
3. Agulhas to Die Damme

**FINISH**
A boat must cross the finish line on the water under its own power, or by paddle power or swimming as long as one of the crew crosses the finish line, to receive an elapsed time for the leg. Any boat that is towed along any portion of a leg and subsequently finishes the leg under its own power will be disqualified from the leg. Penalty is the last boat’s time in his class plus 10 minutes. This will not be applicable in the event that a boat runs out of fuel.

**CUT-OFF**
A boat must complete each leg within the cut-off time to qualify for that leg. Cut-off time will be 1 ½ times the first boat’s time in his class crossing the finishing line. Failure to complete a leg within the cut-off time will result in disqualification from the leg. The penalty applied will be the last boat’s time in his class plus 10 Minutes. The cut-off time will be applied throughout the race, which means if a boat in any class is deemed not to be within the cut-off time at any beach stop, cut-off will be applied. If a team still on the water at this stage, and it is deemed that the team will not be able to complete the leg within the applied cut-off time, that team can be taken off the water at any check point along the route.

**BEACH STOPS UIM RULE 564E.04**
Not doing the required number of beach stops will result in disqualification. Boats are to beach as per the O.O.D instructions at Drivers Briefing. ‘High-speed’ drops are not allowed onto the beach; a 10 minute penalty can be given by the O.O.D if a team is deemed dangerous. At all beach stops the motor must be shut-down and the boat must remain in the waterline, the Co-Pilot must not leave the boat until the engine must has been killed until such time that the Co-Pilot has returned. Not shutting-down the engine at beach stops will result in a 10 minute time penalty. The Co-Pilot must leave and enter via the side of the boat only,entry or exit via the stern or bow of the boat will result in a 10 minute penalty. Back-up crews may not assist their team in any way on beach stops assist at the discretion of the O.O.D. Fuel tanks must be left behind the flag for the Co-pilot/Pilot to take with back to the boat. Back up crews may not be allowed in the water or to touch the boat at any time during the race. No interference by any competitor or his back-up crew with another competitor on a beach stop is allowed. Any obstruction of any kind will be penalised with a disqualification from the race.
SAFETY EQUIPMENT UIM RULE 564E.03
All boats must carry the safety equipment as specified in UIM rulebook. All safety equipment must be marked with the competitor’s race number. In addition, for the night shift, three strobe lights must be carried (to be supplied by each team). A time penalty of 10 minutes per item will be given for any item not present at random equipment inspections.

FUEL: UIM RULE 563.34 to 653.38
In addition: A minimum of 5 Litres of spare fuel will be carried during every leg of the Trans Agulhas. This applies at any checkpoint throughout the race. This fuel must be kept in a separate container as a reserve for when the main fuel tank fails. This fuel may only be used for an emergency and cannot be calculated as part of their fuel for the stage.

GENERAL

UIM RULE 560.09 - BEHAVIOUR
No abuse of officials will be tolerated. Any pilot, co-pilot or team members found guilty by admission, or by the jury, will result in the pilot/co-pilot being disqualified from the heat or discipline or total event. Only the O.O.D. or the UIMA SAIBA Representative Commissioner can take this action. After a finding of gross infringement of the rules or a gross breach of good manners or sportsmanship, not covered by the above rule, the O.O.D. and/or the Race Jury may exclude a competitor from a heat/discipline or the whole event.

REPLACEMENT OF CO-DRIVER
A competitor registered as the co-driver for the event must remain the co-driver for the duration of the event. The co-driver may be replaced for the event at the discretion of the OOD with the event Doctor declaring the entered co-driver unfit to continue the race. Failing to comply with this rule will result in disqualification from the event and being ordered to remove their boat from the water with immediate effect.

For the Driver to receive a ranking or prizes, the replacement co-driver must complete four of the five long hauls as well as competing in the remaining surf circuits. The pilot only will receive a completion certificate if the replaced co-driver does not complete 4 of the 5 stages.

PARTS
All the parts on a power head may be replaced in the case of engine failure, with the exception of the original block as entered for the event. Parts that were not damaged must be re-used in the re-build of the engine. Parts that were damaged must be handed to the technical officer for sealing/safe-keeping and possible inspection later.

560.08 - MINIMUM AGE
Age refers at the date of the event.

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<tr>
<td>Min Age of Pilot</td>
<td>16</td>
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<td>18</td>
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<tr>
<td>Min Age of Co-Pilot</td>
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560.07 - TEAMS
Team = the designated Pilot and a Co-Pilot can contest these championships. In the event of a Co-Pilot being injured a replacement of the Co-Pilot only is permitted in all disciplines if: A doctor/Paramedic’s certificate is produced stating that the injury of
the Co-Pilot. The OOD is satisfied with the doctor/paramedic’s report. The replacement co-driver has the complete current paperwork including a current license.

a. No Co-Pilot can be changed during a heat, race or leg.
b. The Pilot is the person in control of the engine, steering, throttle and gears.
c. The Co-Pilot is the second person in the boat who is not the Pilot.
d. The Co-Pilot does not have to be of the same Nationality of the Pilot.

INSPECTIONS
The OOD reserve the right to impound, inspect and measure any competitor’s motor at any time during the event. (The OOD will announce the place and time prior to the finish of the event).

560.06 – FINAL INSPECTION
The organisers must ensure that at least the winning boat and engine are inspected and measured to ensure legality. It is optional to inspect or measure other boats in second and third place or any other boat. UIM Rules 321.05 will apply.

QUALIFICATION
To legally qualify for a Trans Agulhas completion certificate or any prizes, a competitor must complete 4 of the 5 long hauls. He must also start 5 out of the 6 Surf disciplines, which includes the night shift. As soon as a competitor cannot meet these criteria his boat is to be removed from the water and the event.

WILFUL OR ACCIDENTAL DAMAGE
Wilful or accidental damage to club property shall be replaced at the offending competitor’s expense.

ACCIDENTALLY DAMAGED
If a competitor’s boat is accidentally damaged by another competitor at the start of a leg resulting in a DNS, the damaged boat will get the last boat’s time in his class without penalties or a DNF. Offending party will be dealt with by the race jury.

OFFICIALS
Members part of any rescue craft, being either at sea or by air, will be deemed part of the officials of the event. This includes any active member at beach check points.

TECHNICAL
Before any repairs or services are done to a motor, the Technical Officer must be informed. It is the onus of the competitor to ensure that his motor is sealed before the start of every day’s race.

LIST OF DEFINITIONS
CREW
DRIVER
CO-DRIVER
TEAM MANAGER