



T750 World Championship 2023

Race Instructions

6th October 2023 (Version 1)



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1. Welcome from Martin Lai



Welcome! Thank you for signing up to compete in or assist with the 2023 T750 World Championship. I am Martin Lai the founder and president of the Asia Powerboat Association and I look forward to welcoming you to our event in Thailand next week. This pack contains all the information that you should need prior to your arrival in Phichit please take time to read the information and familiarise yourself with the course, our rules, and timetable for the event.

The Asia Powerboat Championship Friendship Cup is the seventh event organised by the Asia Powerboat Association. The first three events in Hong Kong (2018), Macau (2019), and Singapore (2019) were highly successful and saw nail-biting racing for the drivers and spectators alike. To deliver the T750 World Championship the Asia Powerboat Association has joined forces with the local event organisers in Thailand (for full details see our website: www.apachampionship.com).

The Asia Powerboat Association organises the Asia Powerboat Championships with the aim of developing powerboat racing across Asia. The full Championship consists of 5/6 events to be held pan-Asia in 2023/2024, with each event having an individual champion with points counting towards the full championship. The T750 class powerboats are dubbed “go karts” on water are powered by Tohatsu 50HP engines. These single-seater lightweight race boats can achieve speeds of 90 kph. In all Championship events safety is our number one priority and the Asia Powerboat Championship work hard to minimise the risk to drivers and spectators by careful planning and safety management. This dedication to safety also applies to our attitude towards other water users and the marine environment.

2. Essential Information

The event will be held in Bangsaray, Thailand from 13th – 15th October 2023. Please make sure you arrive in Bangsaray before 19:00 ICT on 12th October 2023. If you experience any delays in your travel, please do let the Event Manager (Mark Tribe) know as soon as possible.

Role	Name	Contact Number
Race Officer	TBA	TBA
Race Promoter	Martin LAI	+44 (0) 7831838428
APA Event Manager	Mark TRIBE	+44 (0) 7388410852
APA Logistics / Engineering	John LINDSAY	+44 (0) 7704 996654
APA / Organiser Liason	Pha LINDSAY	TBC
APA Event Public Relations	Martin LAI	+44 (0) 7831838428
Safety Officer	TBC	TBC
Idemitsu Event Manager	TBC	TBC

The APA have organised lunch and dinner for each day of the event, the approximate timings for these have been outlined in the timetable. We will let you know exactly when and where to meet for each aspect of the day at the end of the daily safety briefing. Although we haven't organised accommodation, we can provide a list of recommended local hotels and assist in making a booking on your behalf. If you need any assistance, then please do not hesitate to email us on info@apachampionship.com.

The cost of living in Thailand is very low with an average meal costing US\$2.00, likewise the cost of accommodation in a reasonable hotel is approximately US\$25.00-40.00 per night. In addition to lunch and dinner the APA will provide water and soft drinks during the event, and alcohol at the welcome party. Breakfasts and any other alcohol purchased will be at your own costs. A pint of local beer is approximately US\$2.50, imported alcohol (including most wine) is substantially more expensive. You will need to arrange transfers to and from your accommodation to the beach each day, and to and from your accommodation to the airport. Airport transfers should cost in the region of US\$45.00 and daily transfer in the region of US\$5.00 each way.

Thailand is generally a relaxed country, but it is important to note that the Thai Royal family is held in high esteem and must not be inadvertently dis-respected. Likewise, you must be careful to respect Buddhist traditions and practices especially if visiting temples. The APA advises against partaking in animal tourism and feeding any animals including beach monkeys and stray dogs. We have a friendly local team with us at the event who will be able to help you make the most of your stay in Bang Saray. If you need any assistance with language, local customs, or places to go then please speak with Pha Lindsay.

Travelling to Thailand

Thailand requires all travellers to be fully vaccinated against Covid-19 and to hold a Thailand Pass (<https://tp.consular.go.th>). Travellers who are not fully vaccinated are subject to quarantine requirements (<https://tp.consular.go.th/en/plan>). All travellers are required to show proof of their vaccination status and should check with the Thai government as to what is accepted. Foreign nationals can enter Thailand on the Thai Visa exemption scheme if they are from 64 selected countries, have a return ticket and can prove funds of 10,000 THB (US\$290.00). Participants should check if their home country is listed in the exemption scheme and if not apply for an appropriate Visa. Participants will be required to have 10,000 THB Covid-19 insurance.

Participants should check with their own government regarding any conditions for their re-entry to their home country. The APA will not cover the costs of any quarantine periods in Thailand or on return to your home nation.

3. Covid-19 Statement

The APA is pleased that we can hold our first post-pandemic event. We will take all necessary precautions to prevent Covid-19 issues during our event and have lateral flow tests available for all participants should they wish to take one. Any participant who tests positive before or

during the event will be required to isolate and follow the relevant Thai regulations. If you test positive within 10 days of returning from the event, we ask that you let us know so we can confidentially inform other participants.

If the event is cancelled due to Covid-19 the APA will refund any entry fees paid but is not liable for the costs of any cancelled travel arrangements or other costs associated with your attendance. The APA makes all payments to staff on an in-arrears basis and as such event staff will not be paid for cancelled events.

If you are unable to attend an event due to Covid-19 the APA will refund up to 75% of any entry fees paid depending on circumstances. If we can substitute a driver into your position, we will refund 100% of any entry fees paid. The APA is not liable for the costs of any cancelled travel arrangements or other costs associated with your attendance. Staff are paid in arrears and as such any event staff will not be paid in the event, they are unable to attend work due to Covid-19.

If you test positive for Covid-19 the APA may refund up to 75% of any entry fees paid on a pro-rata basis. The APA is not liable for any additional costs relating to your positive test that may be incurred due to following Thai regulations. Staff are paid in arrears and as such any event staff will not be paid in the event, they are unable to attend work due to Covid-19. Anyone who tests positive for Covid-19 during the event and does not report it may be disqualified from participation at any future event.

4. Course Information

The racecourse is determined by the local organisers, we will make course maps available to all participants during the Driver's Safety Briefing.

5. Event Timetable

The event timetable is detailed below and subject to change, we will let you know final venues and timings at the end of each Driver's Safety Briefing.

Friday 13th October 2023		
Activity	Start	End
Driver's Welcome Meeting & Safety Briefing	09:00	10:00
Testing and Practice	10:30	12:00
Lunch	12:00	13:00
Race 1 (APA Championship)	13:30	14:00
E-Foil Demonstration	14:00	15:00
Race 2 (APA Championship)	15:00	15:30
Music @ Main Stage	15:30	21:00

Saturday 14th October 2023		
Activity	Start	End
Driver's Safety Briefing	09:00	09:30

Race 3 (APA Championship)	09:30	10:00
Opening Ceremony	10:00	11:00
Race 1 (APA Female Championship)	11:00	11:30
E-Foil Racing	11:30	12:00
Lunch	12:00	13:00
Race 2 (APA Female Championship)	13:00	13:30
E-Foil Racing	13:30	14:00
F5 Standard	14:00	14:30
Race 4 (APA Championship)	14:30	15:00
E-Foil Racing	15:00	15:30
Race 5 (APA Championship)	15:30	16:00
E-Foil Racing	16:00	16:30
Podium & Champagne	17:30	18:00
Music	18:00	-





Sunday 26th March 2023		
Activity	Start	End
Fishing Competition Begins	07:00	-
Driver's Safety Briefing	08:30	09:00
Race 6 (APA Championship)	09:00	09:30
E-Foil Racing	09:30	10:00
Race 7 (APA Championship)	10:00	10:30
F5 Standard	10:30	11:00
E-Foil Racing	11:00	11:30
Race 3 (APA Female Championship)	11:30	12:00
Lunch	12:00	13:00
Race 4 (APA Female Championship Final)	13:00	13:30
E-Foil Racing	13:30	14:00
Race 8 (APA Championship Final)	14:00	14:30
Endurance Race	14:30	-
Podium & Champagne	15:00	15:30
Fishing Competition Ends	16:00	-
Prize Giving	17:00	18:00
Music & Buffet	19:30	22:30

6. The Shakespeare T750

Our boats are a standard build Shakespeare T750 race boat that are maintained by the APA and provided to the race drivers for each event. The APA maintains its boats in accordance with the recommendations and guidelines of the boat's manufacturers Shakespeare Boats UK Limited. The APA works closely with Shakespeare Boats UK Limited to maintain its boats to the latest manufacturers recommendations and requirements. The T750 has a gross weight of 225 kg and a solid weight that is less than this amount.

The APA Shakespeare T750 are fitted with a race compliant cockpit layout and a Sparco race seat. The dimensions of the cockpit give distance of 915mm from the kill switch to the rear of the seat, and 610mm from the steering rig to the back of the driver's seat (all measurements

are quoted with a tolerance of 150mm), as the cockpit is adjusted for individual drivers to ensure their safety and comfort. There is a port side control panel consisting of a kill switch, engine start and choke controller. There is a central steering rig that consists of Momo steering wheel connected to a cable steering system. To the starboard side there is a speedometer and throttle pedal.

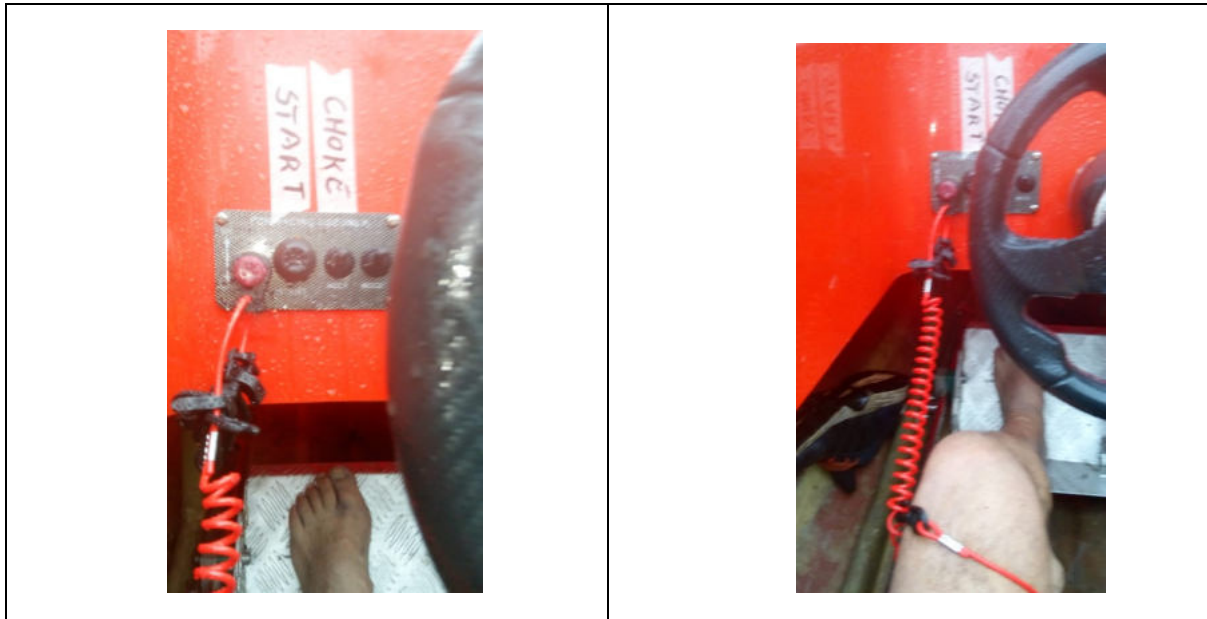
Cockpit Layout	
	
General cockpit layout top elevation	Control panel and kill switch
	
General cockpit layout front elevation	Throttle pedal

Kill Switch Assembly

Drivers are responsible for checking that the kill switch is functioning, all drivers are expected to:

- Connect the kill switch and start the engine.
- Pull the kill switch and ensure the engine stops immediately, check that the pressure required to pull the kill switch is not excessive.
- Connect the kill cord to themselves and ensure that it is secure such that it can be safely deployed.

Kill Switch Assembly



7. Driver's Equipment

Drivers are responsible for providing their own life jackets, helmets and race suits please ensure that your equipment confirms the standards below Failure to have the appropriate equipment or a valid racing license will lead to you being unable to race.

- Brightly coloured (preferably Orange) full face or open face race helmet compliant with FIA 8859-2015 and Snell SA 2015 standards.
- Brightly coloured (preferably Orange) buoyancy aid or life jacket that provides a minimum solid buoyancy of 7.5 kg.
- Suitable race overalls preferably with Nomex and compliant with FIA 8856-2000 standards.

8. Event Specific Rules

As with all APA events our General Rules will apply, some of the most relevant rules have been included below. Our General Rules are available from the Officer of the Day or you can request them via e-mail on info@apachampionship.com. This is the first Beach Start race for the APA and as such we have updated our General Rules.

Race Procedure (Rule 5.3)

All competitors must be full members of APA and shall sign the indemnity waiver form.

All competitors are required to sign on prior to the start of the briefing to signify their attendance. Failure to sign in at the time requested on Race Instructions may result in a penalty or disqualification at the discretion of the Race Committee.

Non-attendance at the start of the briefing without the approval of a Race Committee may result in disqualification or other penalties being applied.

At the end of each days racing all individuals that have signed on are required to sign off from that day's racing. It should be noted that when signing off you are confirming that you are fit and well as once the last person signs off the medical support will be stood down.

The competitors accept responsibility for every eventuality that may occur as a result of entering a race. It is your ultimate responsibility to decide whether or not to start or continue in a race .

It is forbidden to start the motor with the propeller rotating in the air.

Smoking of any type is strictly prohibited in the pits, fuelling or launch areas. Adequate signs will be posted to this effect and the rule will be rigorously applied by the race organisers and officials. Penalties will be given if this is not adhered to.

Start Procedure (Rule 5.4)

Beach Start

- i. Five minutes before the start of the race all boats line up along the shore line with their engines running. Any racer with an issue can raise their hand to request engineering assistance.
- ii. Once all racers have indicated they are happy by keeping their hand down, or the Race Director has indicated that the start line is satisfactory a red flag will be raised.
- iii. On raising the red flag all engines must be shutdown.
- iv. The Race Director will raise a green flag to indicate they are happy with the start line.
- v. A marshal vessel will turn on red lights and await the Race Directors instructions.
- vi. The marshal vessel will turn off the red lights to indicate the start of the race, the drivers start their engines and the race has begun.
- vii. Late starters are only permitted at the discretion of the Safety Officer/Race Director/Manager. Alternative instructions for late starters may also be given in the Race Instructions or at the racers' briefing.
- viii. Should any boat decide not to proceed with the race they must follow the retirement procedure and deploy the orange flag.
- ix. The start is one of the most dangerous parts of a race and as always safety takes precedence over racing and racers should do nothing to endanger their fellow racers, and official's boats and spectators.

The APA reserves the right to use any start procedure it deems safe and suitable, the start procedure will always be outlined in the Drivers' Briefing.

Timekeeping and Results Publication (Rule 5.5)

Points for each race will be awarded as follows:

1. First Place 100 Points
2. Second Place 90 Points

3. Third Place 81 Points
4. Points reduced by 10% for each subsequent position

Any competitor disqualified from a race because of a technical infringement will lose all points to date and those races may not be dropped as worst results for the Championship point's status.

Any competitor returning to the pits after a race without all its required equipment may be disqualified.

Any competitor disqualified from a race for any other reason may not drop that race as a worst result for the Championship points status.

Spot checks will be carried out, unannounced, at races to verify that none of the boats have been tampered with.

Where possible provisional results will be posted in or outside of Race Control within an hour of the last race of the day.

Posting Results

The Race Director/Manager will sign the provisional results and state the time of the posting.

The Race Director/Manager will be present for one hour from the time of posting the results to receive any protests.

Provisional results will become official one hour after posting provided no protests have been received and all teams have signed off.

It is the racer's responsibility to monitor the posting of the provisional results.

Only protests submitted in writing within an hour of the posting of results will be considered. Protests after that time will not be allowed.

Penalties (Rule 5.6)

Where the Race Committee feel a penalty does not reflect the actions of a competitor or that any advantage gained is more than the penalty detailed in Race Instructions then additional penalties will be applied. This would include additional time penalties or disqualification.

Obvious deviations to the rules resulting in a penalty being applied would include but not be limited to the following:-

- Missing a mark of the course - 20 points
- Failing to keep a safe distance at the start as detailed in the rules - 20 points
- Jumping the start - 20 points

- Dangerous, reckless and unsafe driving - 40 points/black flag
- Failing to acknowledge red and yellow warning flags - 10 points

Bad behaviour by racers at any time during the Championship will be discussed amongst the Race Committee and if necessary, a written warning given detailing the reasons, the discussions, what is expected and what will happen should there be any repeat.

9. Safety

Medical Emergencies or Incidents

The APA maintains a medical kit and can provide basic medical care. All emergency medical care provisions are provided by Idemitsu Siam Thailand Powerboat. The Race Director and APA event liaison will co-ordinate any emergency medical care. The APA will provide translation services to injured participants and liaise if required with their listed emergency contact.

The APA has delegated its responsibility to provide emergency medical care to Idemitsu Siam Thailand Powerboat. The APA is not responsible for any ongoing care costs and recommends all participants obtain appropriate insurance.

Flag System

All drivers must understand the flag system **before** entering a boat.

- i. Flags are used for communications between boats;
- ii. Red Flag: signalled by safety boats, and on shore – indicates immediate race stop.
- iii. Orange Flag: signalled by race boat – indicated retirement. Safety boat will assist in providing the race boat a safe passage to shore; and
- iv. Black Flag: signalled by safety, official or marshalling boats – indicates disqualification and immediate cessation of racing for the disqualified driver. Any racer acting dangerously will be subject to disqualification.

Wet Racer Procedure

The APA follow the principle of the UIM rule 564B.02 the wet racer rule. Any racing immediately ceases should any person enter the water in the race area, this may be a man overboard from any race boat or other boat. Racers are responsible for immediately disengaging from racing and notifying the Safety Officer if a person is in the water.

Safety Officer

The Race Director takes the role of Safety Officer for the APA.

- i. The safety officer will check all safety assets are in position and in a ready state prior to the commencement of any on-water activities;
- ii. The safety officer will maintain constant communication with the designated safety and rescue teams using UHF/VHF radio;
- iii. The safety officer will designate support craft as either Marshalling or Safety;
- iv. Marshalling Boats shall maintain course security and prevent course intrusion from the public;
- v. Public safety is paramount, and the Marshalling and/or Safety boat crews must ensure a race is stopped before an intrusion into the racing area can occur; and
- vi. Safety Boats shall maintain racer safety and respond to any event on course incidents.