

Loyal Nanaimo Bathtub Society

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International Bathtub Racing Rules

Section A – Tubs

1) Each entrant must contain a component that conforms to the general shape and design of an old style ROLL EDGE bathtub as commonly known and recognized (hereinafter called “tub”).

a) If the tub was made before Jan 1st 2005, it is exempt of the rolled edge, or “grandfathered” Only tubs that have been certified by the LNBS as grandfathered are eligible to race.

b) The tub may be made of any material.

c) The tub must have a minimum length of 3 feet, 6 inches (measured on a level plane from the highest inside point at the front of the tub to the inside of the transom end of the tub).

d) The tub must have a minimum width of 20 inches (measured on the inside top of the tub).

2) Entries may be stabilized with any material providing the tub is an integral part of the design.

3) The complete tub rim must be exposed (except at the stern)

4) At least 6 inches of the tub wall on each side must be visible and unobstructed from the apex of the rim down.

5) Viewed from above, at least 75% of the interior of the tub must be visible and unobstructed.

6) All tubs must weigh a MINIMUM of 350 pounds with: driver, engine, all required coast guard safety equipment, gasoline tank and remaining gas.

7) In cases whereby weight needs to be added, disposable ballast is not allowed (ie: water). Weight must be permanently ATTACHED.

8) Each tub must have a tow point securely attached in a central fixed position on the bow. The tow point must be of a solid structure capable of supporting the tub under tow when it is fully immersed in water.

9) Each entry must have at least 3 cubic feet of flotation (NOT including the fuel tank). The flotation may be foam, air cavity, cork, or any suitable material, but must remain an integral and permanent part of the entry.

Section B – Engines (All classes)

- 1) The largest engine allowed for use on a tub is 10hp or less horsepower motor as stated in the manufacturers published specifications.
- 2) When a tub is equipped with a steering system, all parts to the throttle must be factory Original Equipment Manufacturer (OEM) except in the case of non traditional marine engine installations. ie: inboards
- 3) Transom supports must be an integral part of the tub. Engines or motors must be mounted directly on the transom or within the tub (reinforcing is permitted).
- 4) Composite engines or motors are not permitted.
- 5) Fuels
 - a) Fuels used must be purchased only from an automotive or marine retail outlet.
 - b) Racing fuels are not permitted.
 - c) Additives are not permitted, with the exception of:
 - i. Methyl Hydrate (for the sole reason of removing water from the fuel)
 - ii. And any oils for the purpose of lubrication.
- 6) Lubricants and oils used remain the option of the entrant.
- 7) Any type of spark plug may be used.
- 8) Custom made engine parts are not permitted unless proven discontinued.
- 9) For Stock & Modified class Tubs, Carburetors must remain stock and unmodified for the engines make, year, and horsepower rating.
 - a) No re-jetting is allowed. (sea level application only for make model and year of the engine)
- 10) Engine or motor mounts may be repaired and/or reinforced.
- 11) Tiller arms may be repaired and/or reinforced.
- 12) Engines or motors specifically produced for racing are not allowed.
- 13) All components of the engine cowlings and/or covers must be properly installed and in place throughout the race and must be standard for that particular engine.
 - a) Any alterations or modifications to the cowling must be approved by the Rules Committee, Chairperson or the LNBS.
- 14) Engine must be able to be re-started at the completion of the race.
- 15) All safety interlocks must be used and in working condition.
- 16) The LNBS, Rules Committee, or its agent shall, at its discretion, inspect any entry to ANY degree, which it deems necessary to determine the legality of said entry.

17) Any entrant intending to use an engine or motor not commonly available for marine use, must submit the factory specifications of such an engine or motor to the Loyal Nanaimo Bathtub Society or its agent for approval, at least 30 days prior to participation in any race.

Section C – Engines - Stock Class

- 1) STOCK MEANS STOCK.
- 2) The largest engine allowed for use on a tub is 10hp or less horsepower as per manufacturers rating. No modifications to the engine are permitted.
- 3) The interior and exterior of the power head and its components must remain stock.
- 4) No internal modifications are allowed, beyond those of normal repair or rebuild.
- 5) All replacement parts must be factory OEM parts only; no after-market parts are allowed unless proven discontinued. LNBS Rules committee & technician must be notified of the part in question prior to tech.
- 6) To allow for engine rebuilds, engines may be rebuilt:
 - a) With oversized pistons providing they are within the specifications, using only factory OEM parts for the make and model of the engine unless proven discontinued.
 - b) Cylinder chamfering must remain within factory OEM specifications.
 - c) Shaving the head is accepted to allow for engine warping and/or engine wear, providing all engine components remain WITHIN factory specifications.
- 7) In the case of a 4-stroke outboard; If the lower cowling interferes with access to the oil drain plug, it may be removed or modified so as to allow oil to be drained in the case of submersion. Tubbers are reminded of the environmental laws pertaining to the proper disposal of oils.
- 8) Propellers must be STOCK (factory supplied for the make and model being used).
 - a) No after-market propellers are allowed.
- 9) No modifications to stock props are allowed with the exception of filing out rock chips.
- 10) No cupping or polishing on the propeller is allowed.
- 11) No altering of the paint or use of speed paint is allowed on the motor or gear case
- 12) No addition of a doel –fin, Shark-fin, or horizontal wing to assist in planing is allowed.
- 13) No alteration of the water pick-up to assist in cooling is allowed.
- 14) Relieving the exhaust (ie: external cut-out) is not allowed.
- 15) Ports may not be modified.

16) Casting parts above the cavitation plate on the leading edge of the leg may be ground down to allow for leg supports.

17) Where an engine is equipped with an oil pump, the oil pump must remain in working order.

Section E – Engines – Super Modified Class

1) The largest engine allowed for use on a tub is 10 horsepower or less as per the manufacturer's specifications.

2) Exterior of the power head may not be modified with the exception of the carburetor and exhaust pipe

Carburetors must be original equipment for the engine, or replaced with one from an engine with parts that interchange of 9.9hp or less. Carburetor modification and jetting is open. As well as the exhaust pipe may be modified but must be in the original location.

3) Oil injection systems may be disabled, removed or added.

4) Internal part modifications are permitted with parts intended for use on 10hp or less powerheads.

5) Exterior of the power head may not be modified with the exception of the carburetor and exhaust pipe

6) Use of any after market parts for the make and model used are permitted.

7) Streamlining of the gear case is permitted, exhaust may be relieved above the cavitation plate. All the gearing must remain functional and the exhaust pipe covered.

8) The leg (the part of the engine housing the gears, water pump and propeller shaft below the point where the gear case bolts onto the exhaust housing) may be altered but must retain 10hp or less internal components as per the manufacturer's specifications. Leg casting may be modified/reinforced, i.e.: shortened, drive shaft must remain covered and all working components shielded as delivered by manufacturer.

9) Special propellers, propeller nuts and propeller cones are permitted.

10) Altered or substitute propeller shafts are not permitted except where the manufacturer's stock shaft is not splined and threaded or proven discontinued.

a) The exterior portion of the shaft may be modified to accommodate surface planing propellers.

b) No changes to the internal part of the shaft are permitted.

c) Drilling of the propeller shaft is permitted to accommodate a cotter pin.

11) When the engine or motor manufacturer supplies no means of propulsion the entrant is permitted to improvise a method of propulsion on the water. Inboard engines must have the drive shaft and drive gear covered for pilot safety.

12) Any entrant intending to use an engine or motor not commonly available for marine use, must submit the factory specifications of such an engine or motor to the LNBS or its agent for approval, at least 30 days prior to participation in any race.

13) External water intake is permitted.

14) Engines less than 10hp may be upgraded to a 10hp (or less) where an engine of identical specifications exists. i.e. Suzuki/Mercury 8hp to 9.9hp. Where an engine over 10hp shares its components with one of 10hp or less, those parts may be substituted so long as proof of matching part numbers is provided at least 30 days prior to racing.

Section F – Safety

1) All tub pilots must show proof of their safe boating certificate as per the Canadian Coast Guard regulations or equivalent. Nothing in these rules shall be construed to supercede Canadian Government laws and regulations with respect to the operation of watercraft.

2) Kill switch or Cut-out device:

- a) The engine or engines used by any entrant must be equipped with an ignition cutout, activated by a tether attached to the pilot with a quick release device.
- b) The tether, when pulled from any angle, must stop the engine immediately and effectively.
- c) The tether, or kill switch cord, must not be more than 4 feet long when fully stretched out and unaltered (factory OEM)
- d) Tubbers must not attach themselves to any part of the tub or engine, other than by the kill switch, cord or tether.
- e) If the pilot is not wearing the tether or kill switch cord, they will be disqualified.
- f) The tether, or kill switch cord, must not be more than 4 feet long when fully stretched out and unaltered – that is it must be a factory OEM (Original Equipment Manufacturer) part and not a generic kill switch.

3) Each pilot must wear:

- a) A DOT, Canadian Coast Guard or Transport Canada approved P.F.D. (personal flotation device), of a bright color.
- b) DOT: conformance with The Federal Motor Vehicle Safety Standard N.218; Motorcycle Helmets (United States of America), also known as FMVSS 218 (49CFR571.218) or; Snell M2005 or Snell M2010: certification in accordance with The Snell Memorial Foundation 2005 or 2010 Standard for Protective Headgear for use with motorcycles and other motorized vehicles; or
- c) ECE: approved in accordance with The United Nations Economic Commission for Europe (ECE) Regulation No. 22
- d) Approved White Water Class 3 or higher helmets meet requirements
- e) Helmet must be highly visible (ie: brightly colored, fluorescent in color, or chromed). The helmet must be brightly colored, fluorescent or chromed. A 3-inch wide strip of fluorescent colored tape must be adhered to the helmet if the helmet is deemed too dark.
- f) A wetsuit that has (at least) short sleeves and extended to mid-thigh, or a DOT approved full length floatation suit.

4) All entrants must ensure that their tubs and their escort boats and/or support boats, are in compliance with the Canadian Coast Guard regulations for the size of craft being operated. The Loyal Nanaimo Bathing Society (hereinafter referred to as the LNBS) reserves the right to exclude any tub, escort boat, or support craft that does not adhere to these regulations.

5) Each tub must conform to the LNBS regulations.

a. The whistle must be attached to the pilot.

b. The flashlight must be watertight.

c. 3 Canadian approved flares of type A, B, or C may be used in place of the flashlight providing they are not expired.

6) Each tub must display their official LNBS approved number:

a. Each tubber must apply to the LNBS for their official number.

b. The number belongs to the tub but the pilot may change.

c. More than one tub may have the same number but only one tub with that number may enter any one race.

d. The numbers must be on each side of the tub, as close to the front as possible, and must be solid black in color against a solid white background, with the numbers being no less than 6 inches high and 1 to 1½ inches thick using a gothic style font.

e. Numbers must also be displayed on the bottom of the tub nearest to the bow as possible in figures no less than 12 inches in height in a highly contrasting color.

f. Numbers must also be displayed on both sides of the engine cowling as well as on the top, in figures as large as the surface will permit, and in contrasting colors.

g. The letters "LNBS" must be displayed towards the rear on each side of the tub, 2 inches high and in contrasting colors.

h. The letter "S" must be displayed at or nearest to the bow end corner of the tub for Stock tubs no more than 2 inches high and 2 inches wide.

i. The letters "M" must be displayed at or nearest to the bow end corner of the tub for Modified tubs no more than 2 inches high and 2 inches wide.

j. The letters "SM" must be displayed at or nearest to the bow end corner of the tub for Super Modified tubs no more than 2 inches high and 4 inches wide.

7) Tub and hulls must be a light or bright color (brown, black, dark blue ETC., are not acceptable).

8) Where a finish line involves a beach finish, when the pilot comes in, the tub must not be raced up the beach or ramp, but must come to rest with at least part of the tub and the skeg in contact with the water. Infraction of this rule will mean race disqualification.

9) Where a finish line involves a beach finish, it is the pilot's responsibility to avoid other tubs and other persons. Hitting other tubs or people at the finish line will mean disqualification.

- 10) Each race entry (tub) must be operated by a registered pilot from within the tub.
- 11) All pilots MUST attend the prerace safety meeting for that days race. Failure to do so will result in disqualification.
- 12) All pilots under the age of 19 must have a parent or guardian sign the race entry form for each race.
- 13) The minimum age for racing is 14 years old as of the date of the race.
- 14) Tubs cannot be towed to achieve “plane” before or during the race.

Section G – General

- 1) No challenge, claim, dispute, or complaint will be accepted for consideration or evaluation unless made within one hour of the end of the race, as declared by the Race Secretary, or Rules Committee.
- 2) Any challenge, claim, dispute, or complaint must be submitted to the race secretary in writing along with a fee of \$350.00, for consideration or evaluation by the LNBS or its agents, who retain such fee at its discretion, whether or not it rules in favour of any party filing such a challenge, claim, dispute or complaint. Notice of the dispute will be provided to the disputed pilot prior to tear down or inspection.
- 3) Any challenges, claims, disputes, or complaints may only be made through the owner, pilot, or sponsor of the entry.
- 4) Any infractions, breach of, or attempt to frustrate the rules may result in automatic disqualification, and the owner, pilot, or sponsor may be liable for suspension from bathtub racing. If motor is found to be illegal, it will be returned disassembled.
- 5) The decisions of the Race Organizers, Rules Committee Chairperson, are final, subject only to the consideration by the LNBS.
- 6) Every entry must appear to be and convey the impression of a bathtub as commonly known and recognized, and all entrants must comply with the “Spirit and Intent” of bathtub racing.
 - a) Spirit and Intent includes, but is not limited to: attitude, behavior, racing etiquette, or language.
 - b) Spirit and Intent may be determined by the LNBS whose ruling will be absolutely final and NOT subject to review.
- 7) For World Cup points, the Sanctioning Committee will be the LNBS agent’s.

These rules supersede all published rules and are effective as of Jan 3rd 2018