

East End  
**Surf Challenge**  
2026



# RULE BOOK

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## INTRODUCTION

The East End Surf Challenge personal watercraft race (“EESC” or “the Race”) rulebook is designed as a guideline or quick reference tool to help you understand the rules that pertain to the Race. All racers should be fully aware of the regulations set out in the rulebook and should be prepared to abide by them. It is a racer’s responsibility to present a watercraft that is compliant and safe to race. It is not the East End Surf Challenge’s responsibility to detect all rule violations at inspection. The rules and regulations set forth herein are designed to provide for orderly conduct and racing, and to establish minimum acceptable requirements for such events. These rules shall govern the condition of the event. And, by participating in the events, riders are deemed to have complied with the rules. No express or implied warranty of safety shall result from the publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are no way a guarantee against injury or death to participants, spectators, or others. All rules in this rulebook are subject to change. The East End Surf Challenge reserves the right to change or modify these rules at any time. Rule changes, additions and/or subtractions will be communicated to racers prior to the start of the race.

## RULE 1 – REGISTRATION AND WAIVER

**1.1.1 About the East End Surf Challenge:** The East End Surf Challenge is an endurance personal watercraft race in the district of East End first established in May 2000. The Race is considered one of the most enduring and challenging races in the Cayman Islands. The racecourse incorporates both closed course and offshore elements that demands a breadth of skills from participants.

**1.1.2 Rider Registration Fee:** It is mandatory that all racers complete a Rider Registration Form and pay a Rider Registration Fee in order to be eligible to participate in the race.

**1.1.3 Waiver Release Form:** All Racer's must complete and sign a waiver release form prior to participating in the race. Failure to return a completed and signed waiver release form to the EESC registration team will prohibit a racer from being able to participate in the race.

**1.1.4 Minor Release Form:** All minors under the age of 18 years of age must have their parent or guardian sign a minor release form prior to participating in the race. Failure to return a completed and signed Minor Release Form to the EESC registration team will prohibit a Minor from being able to participate in the race.

## RULE 2 – RIDER CLASSIFICATIONS

### 2.1.1 Rider Skills

The EESC does not test the skill of individual participants, nor does the EESC judge each competitor's competence and ability to participate in the racing event. Participants are responsible for their own safety at the event.



## RULE 3 – RACING CLASSES

The racing classes offered at the EESC are as follows: Amateur Class and Pro Class. The classes are outlined based on watercraft specifications as listed in 3.1.1 and 3.1.2. All classes are only eligible if at least 5 riders are registered to race as of the registration deadline.

### 3.1.1 Naturally Aspirated (N.A.) Class

Comprises of watercrafts that comply with the below restrictions:

- No forced induction.
- No hull modifications.
- No engine swaps

### 3.1.2. Amateur Class

Comprises of watercrafts that comply with the below restrictions:

- No aftermarket superchargers or housing. OEM Housing must remain.
- No hull modifications
- No engine swaps.

### 3.1.3 Pro Class

Comprises watercraft with **no limitations** to modifications or fuel.

### 3.1.3 Rider & Craft Eligibility in Classes

There will be **NO** rider or craft changes between race teams. Backup crafts are permitted, however the make, model, and race number of the craft for each rider must be communicated to and approved by EESC prior to the start of the first race of the day. Backup crafts must be eligible for the respective racer's class.

For the avoidance of doubt, Amateur class crafts are eligible to race in the Amateur Class and Pro Class. Pro Class crafts can only race in Pro Class. Pro Class crafts **CANNOT** race in Amateur class (not even as a backup ski)

## **RULE 4 – REGISTRATION/ENTRY RULES**

### **4.1 Registration Policy**

**4.1.1** The registration forms will be provided by the East End Surf Challenge. All entries must be made on the official East End Surf Challenge forms. No entry will be considered official until the completed and signed Team Registration Forms, Rider Registration Forms, Waiver and release Forms are submitted to the EESC registration team and all fees paid.

**4.1.2** The registration deadline is **11:59 PM Friday 16th January 2026**. No Late registrations will be accepted after 11:59 PM Friday 16th January 2026.

**4.1.3** The Rider Registration Fees are as follows: Pro Class C1\$350, and Amateur Class C1\$250; Naturally Aspirated Class C1\$175.

**4.1.4** All riders are required to complete the rider registration form and sign the waiver section together with paying the rider registration fee to enter the race.

**4.1.5** All registration fees are non refundable unless the event is cancelled or rescheduled by the promoter or at the discretion of the Race Director.

**4.1.6** The EESC may refuse any entry or set penalty for entries received after a specified closing date as stated in section 4.1.2. The competitor must complete the official entry forms in full and submit them to the appropriate person by the deadline listed thereon. Acceptance of an entry is at the discretion of the East End Surf Challenge and the Race Director and may be refused.

**4.1.7** All competitors agree to abide by the decisions of those officials relating to the event, except as provided in the Rules. Competitors further agree that it is his obligation to inspect the racing area to determine that it is in a safe, raceable, and usable condition, and that he voluntarily assumes the risk of, and has no claim for damages against EESC, its promoters or their officers, directors, officials, agents or employees by reason of damage to, the watercraft, driver, and/or pit crew. ALL such competitors assume full responsibility for any and all injuries sustained including death and property damages, any time they are in the racing area or en route thereto or there from.

**4.1.8** The final standing in each class will be determined in accordance with the point system outlined and herein contained. All trophies, merchandise, and cash

prizes shall be awarded according to the total point standings as accumulated in all the races for the day.

**4.1.9** Any class can be eliminated when there are less than five (5) entries at the close of registration. In the event of minimum entries per class, classes may be combined to create an event. Riders will be scored separately and trophies/prize money may be paid at the option of the Promoter.

**4.1.10** The schedule of events will be regulated by the Promoter.

## **4.2 RIDER CHECK-IN**

**4.2.1** All riders and pit crew members are required to check in, sign a Release and Waiver of Liability form and wear a release wristband on the appropriate wrist.

**4.2.2** All riders and pit crew in the pit area must be wearing a wristband on their wrist. Riders or their pit crew caught in the pit area without a wristband, switching wristbands, or using old wristbands could subject the rider to disciplinary action, fines, and possible disqualification.

**4.2.3** All Riders must check-in at 9:00AM at the East End Heritage Dock on Monday 26th January 2026 (Race Day). Craft inspections will be done at 9:45 AM at the same location. There will be a 10 point penalty for riders who are late to check in. An additional 10 point penalty will be applied to anyone who does not follow the check-in process.

**4.2.4** No rider, entrant or mechanic shall enter and/or sign the waiver and release with an assumed and/or fictitious name or give inaccurate information (e.g., age, date of birth, etc.).



## **4.3 RIDERS MEETING**

**4.3.1** The first riders meeting will be held on Wednesday 13th December 2025 at 3PM at the East End Heritage Dock.

**4.3.2** There will be a mandatory racers meeting on Saturday 17th January 2026 at 1:00 PM before the practice run at the East End Heritage Dock, which is mandatory for first time racers.

**4.3.3** A mandatory practice run for first time racers will be held on Saturday 17th January 2026 @ 2:00pm

**4.3.4** The Race Committee may change the courses or amend the instructions provided notice of such alteration is given at the Riders' Meeting.

## **RULE 5 – PRIZES AND AWARDS**

### **5.1 Prize And Award Policy**

**5.1.1** The first, second and third place winners in each class will be presented with trophies and prizes. The cash prizes are as follows:

Pro Class: 1st Place CI\$5,000.00; 2nd Place CI\$3,000.00; 3rd Place CI\$1,500.00

Amateur Class: 1st Place CI\$2500.00; 2nd Place CI\$1500.00; 3rd Place CI\$1,000.00

N.A. Class: 1st Place 50% of pot; 2nd place 30% of pot; 3rd Place 20% of pot

**5.1.2** Nayaman Award CI\$500.00. The Nayaman Award is dedicated to Mr. Lester McLean and is selected by the organisers of EESC. It is determined based on team presentation, technical ability on the race course, sportsmanlike conduct and the rider must ride all races.

**5.1.3** Rookie Award CI\$250.00. Only first time entries in the East End Surf Challenge are eligible for the Rookie Award and the rider must ride all the races. In addition, the rookie with the most points at the end of the day will be presented the award.

**5.1.4** All trophies and prizes will be presented to the official winners or their appointed representatives at award ceremony at the close of the event day,

however cash prizes will be paid within two (2) weeks after the event (no later than 9th February 2026).

## **RULE 6 – BOAT NUMBERING SYSTEM**

### **6.1 Numbers and Backgrounds**

**6.1.1** Racing numbers and backgrounds should be Black (Numbers) and White (Background)

**6.1.2** Racing numbers and backgrounds must be clearly located on the top deck on the left and right hand sides of the watercraft. Racers should make sure to not place them in a location that will obscure them from the scorers (e.g., they should not be placed in the footwell, the hull, or back of the craft). Only numbers can appear on the background. Racers with numbers and backgrounds in a location that make reading the number hard for the Scorers will be required to fix the problem before they will be allowed to race. If the numbers and backgrounds are not the correct size and color, and the Scorers cannot read the numbers, the rider will not be scored.

**6.1.3** Race number backgrounds size minimums are as follows:

Racing No Background Size

One digit ..... 8 inch high by 6 inch wide

Two digits..... 8 inch high by 9 inch wide

Three digits..... 8 inch high by 12 inch wide

## **RULE 7 – POINTS SYSTEMS AND CHAMPIONSHIPS**

### **7.1 Rider Point System**

**7.1.1** The **100 point** system below will be used for tabulating points for each race.

Pos.	Points	Pos.	Points	Pos.	Points
<b>1</b>	<b>100</b>	<b>5</b>	<b>88</b>	<b>9</b>	<b>84</b>
<b>2</b>	<b>95</b>	<b>6</b>	<b>87</b>	<b>10</b>	<b>83</b>
<b>3</b>	<b>92</b>	<b>7</b>	<b>86</b>		
<b>4</b>	<b>90</b>	<b>8</b>	<b>85</b>		

...and the points system continues in increments of one (1) until the last position.

**7.1.2** If a rider is unable to complete a race they will be given a **DNF** which will award them **0 points**

## **RULE 8 – GENERAL SAFETY RULES**

The following General Safety Rules will apply to riders in the EESC. All participants, including but not limited to owners, mechanics, pit crew, sponsors, and promoters are deemed to be fully aware of all safety rules and will be expected to abide by them at the race.

**8.1.1** Participants are responsible for their safety at the EESC event, and the participant should determine their own ability and skill level regarding being able to negotiate each particular race course, as well as their watercraft being suitable for racing. Participants that have concerns about the safety of the race course, doubt the competence of the officials, doubt the competence of fellow participants, doubt their own ability to compete or their watercraft, should not participate in the event and request the return of their entry fee before competitive activity of the event begins.

**8.1.2** The EESC is not responsible for the conditions of the waterway or for the actions of other individuals that may be using the public waterway.

### **8.2 SAFETY GEAR**

**8.2.1** It is the responsibility of the participant to select a helmet and other safety equipment that will provide adequate protection during competition. The EESC does not endorse or guarantee specific products or manufacturers of safety equipment. Riders must rely on their own judgment in the selection of safety equipment to be used in competition for safety and durability.

**8.2.2** A rider, his/her mechanic, and any pit crew members, when operating a watercraft on the racecourse, must wear complete safety equipment including helmet and life jacket at all times while on the water.

#### **8.2.3 Helmets –**

- a. A properly fitting helmet that meets the current Department of Transportation (DOT) or current Snell standards is required to be worn at all times in competition.
- b. A full face helmet is mandatory.

#### **8.2.4 Life Jackets –**

- a. A U.S. Coast Guard approved, type I or III, full jacket personal flotation device (life jacket) will be worn by all participants at all times while on the water.

- b. Every rider shall certify his/her floatation equipment to function properly when requested by an EESC official.
- c. It is recommended that all jackets have buckle-type straps across closures.

**8.2.5** Eye protection in the form of goggles shall be highly recommended for all personal watercraft racing.

**8.2.6** Back protection and protective footwear are recommended for all riders at the EESC event.

**8.2.7** The Race Director of the event shall have the authority to prohibit the use of any helmet, personal flotation device (life jacket), or other equipment which the Race Director may consider unsafe, insufficient protection or inadequate.

**8.2.8** No rider shall be allowed to compete if it is determined by an official that the rider is under the influence of alcohol or drugs.

**8.2.9** It is the Race Director's authority to deny participation of any rider that, in the opinion of the Race Director, the rider may be hazardous to the other participants, spectators, or themselves.

**8.2.10** Any participant that exhibits dangerous or unsportsmanlike conduct at any time during the event may be fined, penalized, or removed from an event.

**8.2.11** Flipped riders, if uninjured, should wave hands above head as an "okay" signal.

**8.2.12** After crossing the finish line, a rider/boat shall not interfere with any other rider/boat still in the race so as to affect the time of such boat at the finish or create a safety hazard.

### **8.3 PERSONAL WATERCRAFT VEHICLE SAFETY REQUIREMENTS**

**8.3.1** All watercraft must be equipped with a properly functioning lanyard-type start/stop switch installed (tether). Engines may idle at any time provided that the lanyard is connected to the watercraft.

**8.3.2** All watercraft will be required to pass a pre-race safety inspection before being allowed to practice or compete. The Technical Director or Race Director may remove a watercraft from competition that does not meet safety requirements.

**8.3.3** Damaged or broken safety equipment not detected before or during a race is not grounds for disqualification after completion of that race, unless rider is black flagged during that event.

**8.3.5** The Race Director shall have the authority to stop any event that he/she deems necessary to ensure the safety of the participants, spectators and/or officials because of technical problems.

**8.3.7** All watercraft are required to have a tow strap on the front of the craft. It is the rider's responsibility to provide an adequate tow strap that will not break if a watercraft needs to be towed during a race. Failure to have a tow strap on a watercraft, or if a tow strap breaks during the tow of the watercraft, is grounds for fine or disqualification at the discretion of the Race Director.

**8.3.9** Riders are allowed two (2) tethers/lanyards on their person while racing. One will be the primary, and the 2nd will be a backup in the event that the primary lanyard should fail or get lost. Riders plugging in a back up lanyard, while the primary lanyard is held above head, in the case of a dead engine restart (penalty), will receive an automatic disqualification.

**8.3.10** The Tether/Lanyard may not be wrapped around the handlebar or any other part of the watercraft during a race. The lanyard must be attached to the rider and be able to disconnect and stop the engine in the event the rider becomes separated from their watercraft. Riders wrapping the tether around the handlebar will be subject to penalty or fine at the discretion of the Race Director.

## **RULE 9 – COMPETITION RULES**

### **9.1 General Rules**

**9.1.1** The use of NOS (Nitrous Oxide) will result in immediate disqualification. All watercraft will be inspected prior to each race day.

**9.1.2** Race Day will be as follows:

- Monday, January 26th , 2026, 3 races per class : 5, 7 & 10 Laps each
- Each race class will be ran separately or as decided by the Race Director.

**9.1.3** Pit stops are not mandatory but may be done if necessary for refuelling, or engine problems.

**9.1.4** When exiting the course for a pit stop riders must continue on the designated buoy and proceed to the shore at 5MPH. There will be a 5-point penalty for any one who does not follow this rule. A horn will be blown at the pit stop to indicate that riders are exceeding 5 mph.

**9.1.5** Upon entering back into the race riders must proceed with caution.

**9.1.6** Riders should keep a safe distance between other riders on the course.

**9.1.7** If a rider misses a buoy he must take the penalty buoy properly before the end of the lap the buoy is missed or there will be a 20-point penalty for each buoy missed.

**9.1.8** If a racer misses two (2) consecutive buoys or more, he/she will automatically get a 50-point penalty.

**9.1.9** Racers deemed to be missing buoys deliberately will automatically get a 50-point penalty.

**9.1.10** Racers deliberately running into buoys and destroying them or any of the other race equipment will be fined up to a maximum of C\$100.00 and or disqualified at the race directors discretion.

**9.1.11** Riders must pass through the finish line to complete the race.

**9.1.12** If a rider is unable to complete the race he should move out of the way of traffic and raise his hands to show that he is in distress to alert the race marshalls that they are in need of assistance.

**9.1.14** Riders are allowed to have a 10 x 10 tent only in the riders pit areas. The tent cannot be branded with a competing sponsor of the event. Only team members (listed on the team registration forms) will be allowed in the riders pit area.

**9.1.15** There will be a rolling start for each race.

**9.1.16 THE RACE DIRECTOR'S DECISION IS FINAL.**

## **9.2 FLAG SIGNALS**

**9.2.1** The use of flags is the primary communication between racers and officials. Flags will be displayed on the starting tower and by course officials. It is of primary concern that racers pay attention of flags displayed. Riders not adhering to flag signals may be disqualified or penalized. Brief descriptions as to their purpose are as followed:

**9.2.2** Green Flag: Signifies the course is clear and the start of the race is in progress.

**9.2.3** Yellow Flag: Warns of hazard on the course. After the yellow flag is displayed, riders should continue with caution and be aware of hazards, however, they are allowed to continue racing in a safe manner. Competitors may be penalized if they continue to race in an unsafe and improper manner (not slowing down or trying to overtake another rider).

**9.2.4 Red Flag:** Signifies the event will stop immediately regardless of position of machines on the course. Riders are to return to the starting line unless told otherwise at the riders' meeting. At the discretion of the Race Director, the red flag will be used if the race course has become hazardous or there is a serious accident or injury.

**9.2.5 Black Flag:** Is the consulting flag and signifies that a rider must leave the course immediately and report to the Race Director. Receiving the black flag does not necessarily mean a penalty or disqualification will be given, however, failure to obey the black flag may result in additional penalties.

**9.2.6 Blue Flag w/Diagonal Yellow Stripe:** Signals that a rider is being overtaken and lapped by a faster rider. The slower rider must make way for the overtaking rider(s) to pass safely. Failure to obey this flag may result in a penalty.

**9.2.7 White Flag:** When the white flag is displayed riders have entered their last lap.

**9.2.8 Checkered Flag:** Signifies the completion of the race or event. As a rider passes the checkered flag, he/she has completed the last lap of the race. Riders must return to the pit area in a cautious and responsible manner. Racers may first be required to report to post-race technical inspection.

## **RULE 10 – STARTING PROCEDURES**

### **10.1 Starting Procedures – General**

**10.1.1** At the start of each race the racers will be lined up side by side behind the starting Race Marshall's watercraft. Racers will be brought up to speed by following the starting Race Marshall (but remaining behind the race Marshall's watercraft). The race will be officially started once the starting Race Marshall is satisfied that racers are lined up properly behind them and they wave the Green Flag.

### **10.2 GENERAL RESTART PROCEDURES**

**10.2.1** The starting Race Marshall and/or Race Director may have a restart at his/her discretion. Reasons for a restart may include (but are not limited to) racers not lining up properly, a jumped start, loose buoy, an accident on the first lap involving several riders, or a downed rider whose presence potentially creates a hazard.

**10.2.2** All machines will be stopped under the red flag. Course officials will notify riders when to move their watercraft, and will have them proceed slowly to the point of restart. Any rider causing the stoppage of a race and subsequent restart, or any rider unable to immediately restart, may be penalized including not being

able to participate in the restart. The race may have a completely new start or start riders one at a time in the position that they were in at the time the race was stopped.

## **RULE 11 – MANAGEMENT**

### **11.1 Race Committee**

**11.1.1** All races and all watercraft taking part therein shall be under the control and direction of a Race Committee, consisting of a Race Director, Chief Scorer, Technical Director and the Promoter of the event. Matters shall be subject to its approval and control, and all questions and disputes that may arise shall be decided by it. Its decision may be overruled by the Race Director.

### **11.2 RACE PROMOTER AUTHORITY**

**11.2.1** The Race Promoter is the person(s) that is ultimately responsible for the coordination, setup and operation of the race. Prior to the race it is the Race Promoters' job to make sure all details and assignments are taken care of. It shall be the responsibility of the Race Promoter to effectively organize the racing event and to implement appropriate safety measures before the event begins. The Race Promoter does not actually operate the race, but guides and assists all the officials (registration officials, inspectors, starters, timers, scorers, course marshals and Race Director) and other staff members and volunteers in performing their specific tasks. The Race Promoter in the performance of his/her duties can only be overruled by the Race Director.

### **11.3 RACE DIRECTOR AUTHORITY**

**11.3.1** Once the race begins, the ultimate authority of the race is transferred to the Race Director. The Race Director has a wide variety of responsibilities; however, the safety of the competitors and spectators is foremost. The Race Director and Race Promoter may be the same person.

**11.3.2** It shall be the responsibility of the Race Director to effectively run the racing event and to ensure appropriate safety measures are being met.

**11.3.3** The Race Director shall conduct the Riders' Meeting and ensure that all questions regarding rules, safety requirements, conduct of the race, site rules and regulations and conditions of awarding posted prizes are explained to the racers.

**11.3.4** The Race Director shall be responsible for the conduct of the race. He shall have the right to make the final determination concerning all aspects of the race and the race facility and track design.

**11.3.5** The Race Director shall have the voice of authority to discipline the participants, owners, pit crew members and/or sponsors for violation of the rules. Such discipline will be limited to disqualification of a participant and/or exclusion from an event, and/or fines.

**11.3.6** The Race Director shall have the authority to remove any official or assistant at any time who, in the opinion of the Race Director, fails to perform satisfactorily.

**11.3.7** The Race Director may cancel any race or the entire event for reasons of safety regarding competitors or spectators, and in such case shall determine the awards, if any. The Race Director may shorten the race for any reasons of safety but must give riders adequate notice in advance.

**11.3.8** The Race Director may stop any race in progress if a potential hazard to the participants or spectators exists. If a race has been stopped all rules governing restarts shall apply.

**11.3.9** Disciplinary action by the Race Director other than a disqualification or prescribed fines will be under the authority and review of the Race Committee.

**11.3.10** Official race results shall be approved by the Race Director.

**11.3.11** The Race Director shall forward to the Race Committee, as soon as feasible after an event, a report that shall include details on any accidents, details on any protests or appeals received by the Race Director and any decisions which may have been rendered in connection therewith, any action or penalties imposed, and any other material that the Race Director deem appropriate or as the Race Committee may request.

**11.3.12** Race Directors may not have a vested interest in the events in which they act in an official capacity. They may not work in an official capacity when they have a vested interest in that class.

**11.3.13** Race Directors may compete in events other than those in which they officiate. **11.3.14** A Race Director may judge the mechanical integrity of all timing equipment.

**11.3.15** The number of competitors that can be safely on the course at any one time will be determined by the Race Director.

## **11.4 TECHNICAL DIRECTOR AUTHORITY**

**11.4.1** The Technical Director shall supervise the technical aspects of the competition. The Technical Director may appoint a committee to assist with the duties of technical inspection.

**11.4.2** To conduct before, during and after a competition such inspections and examinations of the equipment entered in such competitions as may be deemed necessary or appropriate to determine compliance with all and supplementary rules and regulations applicable.

**11.4.3** To supervise and maintain control of the inspection areas during the course of an event.

**11.4.4** The Technical Director shall carry and be responsible for the official specifications and certain instruments for measurements concerning verification and control of contestant's machines.

**11.4.5** The Technical Director shall prepare and deliver to the Race Director immediately following each competition any reports of infractions or violations of the rules that take place during an event.

**11.4.6** The Technical Director may not work in official capacity when he has a vested interest in that class.

## **11.5 CHIEF SCORER AUTHORITY**

**11.5.1** The Chief Scorer shall be in charge of registration and scoring and shall be responsible for maintaining only qualified personnel to assist in the duties of the same.

**11.5.2** The Chief Scorer shall obtain, accurately compile, and record all necessary timing and scoring information for each racing competition.

**11.5.3** The Chief Scorer is responsible for reviewing and submitting all paperwork including summary sheets, event results, entry blanks, waiver and releases, minor release forms, and any other paperwork to the Race Committee or Promoter of the event.

## **RULE 12 – RULE INFRACTIONS**

### **12.1 GENERAL REGULATIONS**

**12.1.1** All infractions of the rules reported by an official pertaining to a watercraft or rider, whether or not resulting in disqualification and/or fine, may be noted and kept on file.

**12.1.2** The Race Director may, with or without a protest, disqualify any watercraft, should it come to his knowledge before the awarding of prizes, that the contestant(s) has committed a breach of the rules.

**12.1.3** Failure of the Race Committee, Judges, or any other official directly or indirectly connected with the handling of a race or any other details, to carry out any provisions of the rules or regulations, shall have no bearing whatsoever on the right of any contestant or upon a contestant's duty to obey all rules.

**12.1.4** Should any boat or owner commit a breach of the rules, which is of a minor or technical nature, and in the judgment of the Race Director has had no direct effect on the relative position of the boats at the finish, the Race Director shall have the power to decide whether or not such boat shall be disqualified.

### **12.2 EJECTION FROM RACE SITE**

**12.2.1** Race officials have the right to eject any person(s) from the pit, race course or event grounds.

### **12.3 DISCIPLINE/RIDER CONDUCT**

**12.3.1** The Race Director may disqualify, exclude or eject the rider, owners, mechanics, sponsors or pit crew member(s) for any of the following violations:

- Vulgarity, offensive language or unsportsmanlike actions directed towards officials, spectators or other participants.
- Failure to abide by the race rules of the EESC(not including equipment violations) and the race site policies.
- Failure to comply with watercraft requirements.
- Writing check(s) not backed by sufficient funds.

- Pit crew non-compliance with regulations.
- Use of intoxicating beverages and/or drugs.
- Unwillingness to accept an official's decision.
- Verbal or physical abuse of any official, fellow rider, pit crew member or spectator.

**12.3.2** Participation in an event without having been legitimately registered for the event or involvement in the event under use of another rider's identity.

**12.3.3** Providing inaccurate or false information to officials or on any official document.

**12.3.4** In addition to ejection from an event, the EESC may impose additional penalties including a fine, loss of points, suspension, disqualification or any combination of the above.

**12.3.5** The decision to discipline a rider for any of these violations cannot be appealed.

**12.3.6** For a first conduct infraction the rider may lose all accumulated points to that date in that class, and/or may receive a fine of up to CI\$250.

**12.3.7** Should there be a second conduct infraction the rider may receive a suspension from the next EESC events and a maximum fine up to CI\$500.

**12.3.8** Should a third conduct infraction occur, it will result in automatic suspension from the next two (2) EESC events and a maximum fine up to CI\$1,000.

**12.3.9** All fines must be paid by cashier's check or money order to the East End Surf Challenge before the rider will be allowed to compete in any East End Surf Challenge event.

**12.3.10** If a conduct infraction involves physical abuse and/or contact with an official, fellow rider, pit crew member or spectator, the altercation will be reviewed by the Race Committee and a penalty and/or fine will be assessed.

## **12.4 RIDER/PIT CREW LIABILITY**

**12.4.1** The rider and his/her pit crew members, in signing the Waiver and Release, elect to participate in the event at their own risk, acknowledge that there may be both known and unknown risks, and thereby release the sanctioning organization and principals together with their heirs, assigns, officers, representatives, agents, employees, and members, sponsoring organization and owners of properties on which sanctioned events are to be held from all liability from injury to person, property, and/or reputation that may be received by said entrant and from all claims of said injuries to the parties listed above growing out of, or resulting from the

event contemplated under the entry form, or caused by any construction or condition of the course over which the event is held.

## **12.5 RIDER RESPONSIBILITY**

**12.5.1** The registered rider is responsible for the condition of his/her watercraft. Any rider, whether sponsored by or riding a watercraft owned by someone other than the registered rider, will still be held responsible for complying with all EESC rules. If the rider or the rider's watercraft is found to be in violation of the rules, the rider will receive the appropriate penalty.

**12.5.2** The rider is responsible for and may be disciplined for his/her personal conduct as well as the conduct of people in his/her party, including but not limited to sponsors, mechanics, holders, pit crew and family members.

## **12.6 PENALTIES/TECHNICAL INFRACTIONS**

**12.6.1** Any rider found to be competing on a boat that is determined to be illegal in a particular class by the Technical Director of the event will be disqualified and will not be permitted to compete in any remaining heats or final events for the class the rider is being disqualified for and will receive no points. If moto scoring is being used, the rider will be disqualified from the class and will not be allowed to compete in the second moto.

**12.6.2** For a first technical infraction the rider may lose all accumulated series points to that date in that class, and/or may receive a fine of up to CI\$250.

**12.6.3** Should there be a second technical infraction the rider may receive a suspension from the next EESC event and a maximum fine up to CI\$500.

**12.6.4** Should a third technical infraction occur, it will result in automatic suspension from the next two (2) EESC events and a maximum fine up to CI\$1,000.

**21.6.5** All fines must be paid by cashier's check or money order to the East End Surf Challenge before the rider will be allowed to compete in EESC event.

### **12.7 ENFORCEMENT**

**12.7.1** Any penalty imposed for violation of the rules and regulations set forth by the EESC rulebook must be enforced by the Race Committee/Race Director.

## **RULE 13 - PROTESTS AND APPEALS**

### **13.1 Protests**

**13.1.1** Any registered team manager shall have the right to protest any violation of the rules during the event that affects their particular class.

**13.1.2** There is no need for formal protests in the case of driving infractions during an event. Reports of such alleged infractions should be made to the Race Director, who in turn will request a report from the starter/ flagman or the assigned official on the course.

**13.1.3** No protests will be accepted that refers to a Race Directors or Technical Directors judgment or decision.

**13.1.4** Only a registered team manager may have discussion with the Race Director about riding complaints or other infractions unless otherwise requested by the Race Director.

**13.1.5** A protest must be valid in the eyes of the Race Director and he/she has the option not to accept it for action.

**13.1.6** It shall not be possible to protest or appeal technical inspection equipment, scoring, or timing equipment.

## **13.2 PROTEST PROCEDURE FOR EQUIPMENT VIOLATIONS**

**13.2.1** If the protest concerns the eligibility or legality of a participant's watercraft, the protest must be filed in writing no later than 30 minutes after the official results have been posted from the race in question.

**13.2.2** A separate protest must be filed in writing for each suspected infraction specifying a violation within the following categories:

- Hull
- Exhaust system
- Fuel/carburetion system
- Drive system
- Electrical system
- Engine

**13.2.3** When a protest is made against a watercraft's eligibility, the person protesting must post with the Race Director a cash bond of \$300 to cover the costs of any disassembly, inspection and re-assembly required, regardless if any disassembly will be required. The cash bond must be filed for each item in question.



# RULE BOOK

*10 December 2025*

