

WaterTribe Rules

"The purpose of WaterTribe is to encourage the development of boats, equipment, skills, and human athletic performance for safe and efficient coastal cruising using minimal impact human and wind powered watercraft based on kayaks, canoes, and small sailboats." – Chief, February 2000

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General Rules

1. ***The Prime Directive***
All rules are subject to interpretation by the on-site race manager and/or the current Commodore of WaterTribe Adventures LLC.
2. ***Changes to the Rules***
The rules are fine tuned after each event. Changes, additions, and deletions will occur from time-to-time when loopholes are found or clarifications are needed. Except for clerical errors, rules will not change within 30 days of an event or while an event is underway. However, remember the Prime Directive.
3. ***No Outside Authority***
WaterTribe events are not subject to interpretation by any outside authority for any reason. Any participant who tries to take a class or rule dispute to an outside authority shall be immediately disqualified.
4. ***No Support***
WaterTribe events are unsupported. Although we encourage family and friends to meet you at checkpoints, participants may not receive material support from family, friends, shore crews, bank runners, or so called team captains. You are on your own. For some events this rule may be modified due to special conditions.

5. ***Your Safety Is Your Responsibility***

You are responsible for your own safety. You are captain or crew of your own boat. You make the decisions. You must sign a waiver and agree to hold any person or entity involved with any WaterTribe event harmless and further agree not to sue for any reason what so ever. You must sign one or more waivers before each event. If the waivers is not signed, you are not part of the event.

6. ***Expedition-Style***

You must bring a full camping load and be self sufficient for the entire event. It is OK to resupply yourself at stores found along the way. You may use restaurants and hotels if you want as long as nothing is prearranged. Each event has a required equipment list which allows a lot of latitude in how you meet each requirement because your safety is your responsibility.

7. ***Event Dates***

WaterTribe has three standard events that are held on a regular basis with standard starting dates and schedules.

The Everglades Challenge and Ultra Marathon are ALWAYS launched on the first Saturday in March.

The Ultimate Florida Challenge is launched on the same day but only every second or fourth year: 2006, 2010, 2012, 2014, etc. Actual years depend on participation.

The preceding Friday is a **required** registration and equipment inspection for all standard events. All participants must register at the launch site on Friday and **may not** unload equipment or boats onto the beach until they have registered and signed in.

Other events may be announced from time-to-time.

8. ***Event Cancellation***

WaterTribe reserves the right to cancel any event at any time for any reason or for no reason. If WaterTribe decides an event must be canceled, all entrance fees will be refunded.

9. ***No Obligation***

WaterTribe is under no obligation to anyone unless there is a specific, written contract with WaterTribe. No Challenger may make any verbal or implied contracts on behalf of WaterTribe.

10. ***Repairs***

Repairs may be made anywhere along the race. You may call or hike to a local kayak shop or boat supply store and make repairs just like you would on a normal cruise.

11. ***Routes***

The routes will be chosen by the captains of each boat, but all boats and crew must check in at specific checkpoints as described for each Challenge.

12. ***Time At Checkpoints***

Crews will NOT be required to spend any amount of time at the checkpoints. Once you have signed the logbook you are free to leave or stay and rest or resupply depending on your own decisions as captain and crew.

13. ***Camping Along the Way***

Camping between check points is OK, but you must follow all laws and regulations by any "controlling legal authority." If you hear the term "stealth

- camping,” we do not mean that you break laws or trespass. We only mean that you “leave no trace” and cause no disturbance.
14. **Award Ceremonies**
Award ceremonies will be held at a time to be announced for each race.
 15. **Deadlines**
Deadlines will be set for each checkpoint as determined in each Challenge. Missing two deadlines will usually result in disqualification. Missing one deadline may result in disqualification. Some deadlines may be relaxed if you notify race management of your ETA and provide a valid reason for the delay.
 16. **Missed Deadlines**
If you cannot make it to a checkpoint by the deadline, you **MUST** call race officials and inform them of your status. If you do not contact race officials within two hours of a missed deadline, you will be reported to the Coast Guard or other authorities as a missed float plan and you may be disqualified at the discretion of the race manager. You could be liable for search and rescue costs.
 17. **Dropping Out**
If you decide to drop out of the race, you are on your own. If you do not inform race officials that you have dropped out, you may be liable for search and rescue expenses.
 18. **Weather Holds**
Weather holds may be declared by you based on weather conditions that you feel or think are too dangerous for paddling or sailing. You may not declare a weather hold just because you are behind or tired or some other non weather-related reason. Weather must be dangerous – not merely uncomfortable. Usually a declared weather hold will be accepted, but it is up to race officials to deny or accept the claim – see next rule.
 19. **Weather Hold Notification**
If you call a weather hold based on meeting all the specified criteria, you **MUST** inform race officials of your new ETA for the next CP. Remember the race clock does not stop ticking so your overall time will reflect the time you sat out dangerous weather. If you miss a deadline and did not inform race officials of a self-declared weather hold, you may be disqualified and the authorities will be notified of a missed float plan.
 20. **24-Hour Reporting Rule**
You must report your position and status at least once in every 24-hour period to your shore contact person. Your shore contact person must enter your report in the discussion forum on your behalf (he or she will have to know your WaterTribe name and password). He or she should also verify to you that your SPOT tracking is working. Key information in this report is the TIME, description of your POSITION, your HEALTH STATUS, your PLANS, and PITHY COMMENTARY. Uploading a photo or short video clip is highly recommended if you are not too busy. Checking in at a checkpoint counts as a report. It is understood that those participants travelling between Chokoloskee and Flamingo may not have cell phone coverage to make a report every 24 hours
 21. **Transportation After Event**
Transportation back to your car from the finish line or your drop out point for any challenge is up to you.

22. ***Coast Guard and Regulation Compliance***

Each boat shall be required to comply with all Coast Guard and local regulations. However, enforcement will be up to regular law enforcement agents -- not race officials.

23. ***Some Equipment Required***

There is a list of required and suggested equipment for each race. See the lists at the end of this document. Note that other equipment that is not included in these lists may be required for safe and efficient participation in these events. Such additional equipment is your responsibility.

24. ***Helping Others***

With the exception of the Start, you will not be disqualified due to helping another boat that is in distress. In fact you must come to the aid of any WaterTriber who needs assistance if doing so does not endanger you, your crew, or your boat. You may even tow another WaterTriber, raft up, provide food or water, just about anything without any penalty as long as you are both in the race. On the other hand, outside assistance is not allowed except for emergency rescues.

25. ***Set-up and Launching***

- a. No boat may be placed on the beach until the captain has registered and the captain and crew have signed waivers.
- b. Boats may be carried across the grass by one or two registered racers.
- c. Boats may be rolled across the grass on boat carts by registered racers.
- d. Class 4, 5 and 6 boats that cannot make it across the picnic area by cart or by being carried by one or two persons may be paddled, motored, or sailed to the beach from the water. Registered participants may help other participants slide their boats up to the starting point, but the boat may not be lifted. Rollers or other aids may be used within the park rules (no digging of holes and no attaching lines to trees), but all launching devices must be removed before the start.
- e. If the race manager decides that there is significant danger in a beach landing due to weather, he or she may allow trailer launches from the park road. There still will be no lifting of boats, but rollers and sliding are allowed.
- f. Only the captain and crew may launch the boat at the start. No other racer may aid in the launch. Rollers, slides, tracks, anchors, or other launching aids must be stored in the boat and may not be deployed until the race starts.

26. ***LeMans Type Start***

We will use a LeMans type start. All boats will be on the beach **above the high water mark**. Race officials will determine the high water mark for each challenge. Each captain and crew will be standing beside and/or some distance behind their boats. At the start the captain and crew will move to their boats and into the water and start paddling or sailing. Launch equipment, such as rollers and kedges, must remain inside the boat until the start signal. All launch equipment must be carried throughout the race and be present on the craft at the finish.

27. ***Yield To Smaller Boats at the Start***

Larger boats, typically in classes 4-6, must yield to smaller boats, typically classes 1-3, at the start of the race. If that means waiting on the starting line for 10 minutes or so, don't worry – you'll make up the time.

28. ***Assigning penalties***

Based on the severity of a rules infraction, the Race Manager at his discretion will assign a penalty, generally ranging from a few hours up to immediate disqualification from the event.

29. ***DANGER***

These are dangerous races across open or moving water and you may encounter sharks, rays, whales, alligators, poisonous snakes and other critters that bite or sting or suck your blood. Tides and weather will be a factor as well as numerous power boats, both pleasure and commercial. Read the entire **WARNING** section. Be prepared for adventure!

Safety

We Accept No Responsibility Or Liability

WaterTribe Inc., WaterTribe Adventures LLC, our sponsors, affiliates, volunteers, race officials, participants, anyone and everyone associated with the race in any way do not accept any responsibility or liability for your safety. We accept no responsibility or liability for any acts of commission or omission or negligence. By signing the required waivers, you agree with this declaration. You are on your own.

You Must Be An Expert

If you and your crew are not expert small boat paddlers and sailors, you should not be in this race. Since we cannot assess your ability and knowledge, we cannot make a determination of your suitability for this challenge. You are responsible for your own choices and actions.

Ad Hoc Teams

WaterTribe encourages the formation of ad hoc teams during the races to aid or assist each other. This is especially useful if you are crossing dangerous water or overcoming a difficult obstacle. Giving any sort of aid to another challenger is allowed.

Shore Contact Person

Each participant is required to have a designated shore contact person. This is normally a family member or friend who has some computer savvy and can report your 24-hour contact information using the WaterTribe web site. This person needs to know your WaterTribe name and password.

24-Hour Reporting

You must contact your support person at least once in every 24-hour period. Each contact that is reported on the WaterTribe web site resets the 24-hour clock. Failure to report within the next 24-hour period is grounds for disqualification.

Although you are required to report only once per 24-hour period, it is best practice to call your support person at least twice per day.

We know that some portions of some Challenges do not have good cell phone coverage. One example is the Wilderness Waterway in the Everglades. We make allowances for this. Just do the best you can.

Check Points and Float Plans

There has been a lot of discussion about the checkpoints and the difficulty that they add to this race. They were not put in the race to make your lives miserable (OK, I confess they are there to make your lives miserable). They are simply logical stopping points for a normal, long distance cruise. Most coastal cruises involve entering ports of call along the way. This cruise is no different. These checkpoints are also part of our "filtering system" to limit the size of the boats naturally.

A float plan will be provided to you at the check-in and equipment inspection that lists the checkpoints and deadlines. You must make every effort to meet the float plan. If you cannot meet the float plan deadlines, you must report your ETA for the next checkpoint using your shore contact and they must forward such information to race officials in a timely manner. Failure to do so may result in disqualification.

Dropping Out or Disqualification or Rescue

In order to finish the race in the allotted time, you must make the checkpoints by the deadlines (unless you declare a weather hold and call in a new ETA). If you don't make it to the checkpoint by the deadline and we haven't heard from you, we **MUST** assume you need help. **We will call the Coast Guard and other authorities when appropriate and report you as missing a float plan. If we or anyone report you as missing, you will automatically be disqualified.** Note that if you call the Coast Guard or other authority yourself, you may be allowed to continue in the race depending on the discretion of the WaterTribe official. It is **EXTREMELY IMPORTANT** that you contact the race officials if you think you might miss a checkpoint deadline. You must contact the race officials even if you intend to drop out.

If you might miss a deadline but you want to continue in the race, the race officials will consider your request as long as you have checked in with them and reported a new ETA for the checkpoint. The officials do not want to disqualify anyone. If you and the race officials agree that you have a chance to make up the time and get to the next checkpoint or the finish by the deadline, they will let you continue. The race officials have the final say.

If you are disqualified and you decide to continue anyway, the race officials are not going to put you in handcuffs to stop you. But you are on your own and not considered part of the race. You will not be monitored in any way and your float plan is invalid. You are no longer part of the race. You will not get any refund for any reason. It is recommended that you file a new float plan with your shore contact as is prudent procedure for coastal cruising.

Remember, we don't want to disqualify anyone.

Weather Holds

Each challenger is responsible for making the decision to go or sit it out any bad weather. If you believe the weather is not safe for small boats, then you should stay on the beach until the weather improves. This is one reason why we require camping equipment. This call is yours to make. You have some responsibilities:

1. Call your contact person and report that you are OK and holding in place. The contact person is to relay to race officials that you are on weather hold.
2. When the weather clears call your contact person and report that you are moving again. Give a new ETA for the next checkpoint.
3. When you get to the checkpoint you will have to look the official in the eye and tell him or her that the weather was too bad to keep going. Weather holds are not intended to give you more time in the race.
4. You must do your best to make up the time.
5. The race clock keeps ticking during a weather hold. Your finishing time will not be adjusted.

Remember that if you don't call in and arrange a new ETA for the checkpoint, WaterTribe officials will file a missed float plan report with the Coast Guard and/or other authorities. Once this action is taken you are disqualified.

Weather holds may be declared by you based on three criteria:

1. The weather must be too dangerous to paddle or sail in. This assessment is made by you and nobody else. Weather that is merely nasty or difficult does not count.
2. The dangerous weather must be forcing you off the water at a time when you would normally be making progress. If dangerous weather happens to coincide with a time when you would normally be camped, it does not count.
3. The time spent sitting out dangerous weather must materially impact your ability to meet a CP deadline. If you can sit out the bad weather and still make the CP deadline, then no weather hold should be called.

If you call a weather hold based on meeting all three of the above criteria, you **MUST** inform race officials of your new ETA for the next CP. Remember the race clock does not stop ticking so your overall time will reflect the time you sat out dangerous weather.

Reduction of Sail Area

All sailing boats must have methods for reducing sail area while underway.

All boats with sails over 1 sq. m. must have a practical, tested means of reducing sail area for strong wind. Sail reduction must be possible while under way in rough water, without causing loss of control or stability, or other danger to the crew.

Boats must be able to reduce sail area in increments of not more than 25% of total working sail area, by any of the following means: Slab/jiffy reefing, zippered panels, roller reefing, lowering/furling/removing one sail in multiple-sail rigs, or replacing one sail with a smaller one in multiple-sail rigs.

A storm sail that is set in place of the mainsail is allowed but does not qualify in meeting the above sail reduction rules.

It must be possible to reduce sail area to 60% of total working sail or less. The boat must be balanced, controllable and able to sail efficiently to windward under the reduced sail

plan. Sailboat crews may be required to demonstrate sail reduction techniques during pre-race equipment check.

Exception: Boats with under 4 sq. m. (43 sq. ft.) total sail area may elect to have only one reef which reduces sail by not less than 20% of total area, but are encouraged to adhere to the general standards as above.

Portage Rules

From time to time you may be required to portage your boat. Sometimes you may decide to portage your boat in order to save time or effort. This is allowed, but there are specific rules.

Self Inflicted Portages

Sometimes you may determine that paddling or sailing around a point or other obstruction will take more time or effort than taking a short portage. This is OK if the distance portaged is less than ¼ mile. However, you may not do this at checkpoints when doing so would bypass an intentional filter – CP1 is a good example.

Required Portages

In the Everglades Challenge there is a required portage if you take the inside route to CP3-Flamingo. You must portage around the dam between the freshwater channel and the saltwater yacht basin at Flamingo.

In the Ultimate Florida Challenge there is a required 40-mile portage between St. George and Fargo. Regarding the upper St. Marys River: The Race Director may allow other portages to bypass dangerous or impassable conditions. The Race Director will make this determination at the time of the event and must explicitly state to the competitors if such a portage is allowed.

You may portage short distances along the Suwannee River and St. Marys River as necessary (for example, around a logjam or around Big Shoals).

Traffic Rules

Portaging on roads may be the most dangerous part of any of our races. You are responsible for your safety and well-being.

You must obey all traffic rules. Pedestrians usually walk on the left side facing traffic. Bikes ride on the right side with traffic.

Yield to all vehicles and get off the road well onto the shoulder. Watch for traffic both ahead and behind you.

If you portage at night be sure to be well lit up and have plenty of reflectors. If a race official happens to be patrolling the highway and he or she cannot clearly see you from ahead or behind, you may be disqualified or asked to retire for the night.

Portage Equipment

Except for wheelchairs you must carry all your own portage equipment for the entire race.

You may carry a boat cart with you to use on portages.

You may use a bike for long portages but you must carry it in your boat for the entire event.

In-Line Skates Not Allowed

In-line skates are not allowed for any portage. You must use a bike or your feet for all portages.

Boat Classes and Divisions

WaterTribe officials have the sole discretion in determining your class and division. If you have any questions or doubts, contact WaterTribe via email to ask for assistance.

General Considerations

No distinction is made between kayaks or canoes. No whining. Choose the best boat for you according to the Challenge.

For open water Challenges like the Everglades or Lake Michigan each boat must be fully or substantially decked (roughly 1/3 or more). Any opening on deck that remains must be coverable with a spray skirt or spray deck. Sea Wind or Rob Roy canoes are two examples of acceptable partial decks.

For Challenges with mostly river sections like the Okefenokee open canoes are allowed but the must have a complete spray deck and additional flotation bags.

Sit on tops are allowed but all required camping equipment must be stored below deck or such that the kayak is sea worthy.

If water temperature is below 72 degrees, a dry suit is required for all paddlers using exposed boats. This includes sit-on-tops, open catamarans, open small boats. A dry suit is recommended in all other cases. Note that wearing of your dry suit is up to you since there is no way we can enforce it. An example of a boat that **IS NOT OPEN** is a kayak with a waterproof spray skirt or a canoe with a full spray deck.

Any boat in any class may use a rudder and/or skeg. **It is strongly suggested that rudders or skegs should retract or flip up. When retracted, rudders or skegs should not exceed the draft of the vessel's hull.** Skegs are extremely vulnerable and should be inspected after every landing or grounding.

Any challenger in any division may use a single or double bladed paddle. Pedal drives and oars can be used except in class 2 (Approved pedal drives are Hobie and Native; others should check with the Commodore.).

Any kayak or canoe that cannot carry the required camping equipment inside the hull or on the bottom portion of the hull shall not be allowed. Certain equipment will be allowed on deck consisting of navigation aids, small deck bag, spare paddles, etc. Other types of boats (especially sit on tops) must be able to carry the required camping equipment in a secure and sea worthy manner.

Kayaks or canoes with a length to beam ratio of greater than 10.99:1 shall be placed in class 2 or 4. This length to beam ratio shall be applied using the overall measurements supplied by the manufacturer. For custom boats a measurement can be supplied subject to verification at the time of registration. The precision of two decimal places is

intentional. If necessary length and width will be measured to the nearest 1/8 inch rounded up. For multihulls, this measurement is taken on the main hull.

Length measurements are taken over the decked portion of the boat. Bowsprits and prodders are not included in this measurement. If a boat doesn't have a deck, pretend that it does.

Beam measurements do not include rub rails

These measurements do not include the rudder

Kayaks or canoes containing sudden flares in beam or other "non-regular curves" intended to beat the above rules shall be placed in class 2 or 4.

Any disputes over measurements will be resolved before, during, or after the event at the sole discretion of WaterTribe officials. The Commodore's ruling or the ruling of the designated Race Official shall be final.

No boat shall have more than two Challengers consisting of one captain and one crew. The only exception would be in class 6 on a case-by-case basis.

Final Criteria

Any Challenger may ask for a determination of any boat during the pre-race inspection. The subject cannot be brought up after the inspections have been completed.

The Commodore shall have the final say on which class to place any boat or Challenger. The Commodore's word is final. The Commodore's acceptance of "expedition design intent" in no way means that the Commodore agrees that the boat is safe since that depends on the paddler/sailor.

Anyone who disagrees with their final class placement shall be declared a whiner and 24 hours shall be added to their race time.

All class and rule issues must be resolved as early as possible but within one week of the finish of the event.

Since the design and purpose of a specific boat may be subjective, the Commodore shall have full authority to determine if any boat qualifies as an expedition capable boat. If you have a question regarding your boat, send a picture and specs by email to the Commodore@WaterTribe.com for a ruling. Each boat shall be inspected prior to the race for placement in the proper class.

Class 1: Expedition Kayaks and Canoes

Class 1 is for kayaks and canoes that are suitable for safe and efficient coastal and open water expeditions of two weeks or more that have a length to beam ratio of 10.99:1 or less using the overall measurements and meeting the criteria described below:

1. Human power is the primary means of propulsion.
2. Allowed means of propulsion will include single and double bladed paddles and pedal drives. No energy storage devices will be allowed.
3. In addition to human power, limited means of downwind propulsion will be allowed. Means for supporting a mast and sail control line attachment points will be allowed, but mast and sail must be removable and stowable. Stowable kites may be used and attachment points for control lines may be installed on the boat. **Downwind sails are strictly limited to 1 square meter per paddler. Doubles may use one or two sails or kites as long as the combined area does not exceed 2 square meters.**
4. All lateral resistance appendages that may be employed to enable windward sailing are strictly prohibited. These include but are not limited to, leeboards, centerboards, daggerboards and Bruce foils and any attachment hardware for the use of these devices is also prohibited. Prohibited attachment devices may include but are not limited to trunks and leeboard attachment devices. Note that using your paddle to gain a bit of lateral resistance is allowed. Don't blame us if you flip. External portable stabilizing devices are prohibited, including but not limited to outriggers and Bruce foils. Sponsons such as SeaWings are allowed but they must be removable. Of course paddles may be used as active outriggers too.

Class 2: Racing Kayaks and Canoes

Class 2 is for kayaks and canoes that are suitable for safe and efficient coastal and open water racing of two weeks or more that have a length to beam ratio greater than 10.99:1 using the overall measurements and meeting the criteria described below:

1. Human power is the only means of propulsion.
2. Allowed means of propulsion will include single and double bladed paddles. No pedal drives, no oars, no kites, no energy storage devices of any kind will be allowed.
3. Sail rigs of any kind are strictly prohibited.
4. Challengers in class 1 boats (ratio $\leq 10.99:1$) who do not want to be in a class that allows downwind sails may enter in class 2.
5. Racing outrigger canoes using paddle power only that meet all other criteria go in this class.
6. All such racing kayaks or canoes must still be capable of carrying a full camping load according to the required equipment.

Class 3: Sailing Kayaks and Canoes

Class 3 is for sailing kayaks and canoes that are suitable for safe and efficient coastal and open water expeditions of two weeks or more that have a length to beam ratio of 10.99:1 or less using the overall measurements and meeting the criteria described below:

1. Human and sail power are the primary means of propulsion split roughly 50/50.
2. Allowed means of propulsion will include single and double bladed paddles and pedal drives. No energy storage devices will be allowed.
3. In addition to human powered propulsion, class 3 boats may employ sail rigs and outriggers or catamaran conversions. Such conversion to or from the sailing configuration may be done on the water or the beach. When not in use all sails, masts, spars, and related sailing equipment and rigging must be capable of being stored in or on the boat or retracted. Any kayak or canoe conversion that cannot meet this test goes into class 4, 5, or 6.
4. A key point is that the main hull or hulls must be an expedition kayak or canoe as defined in class 1.
5. A catamaran conversion shall be defined as a team. If one half of the conversion drops out in good standing, the other half may continue the race as long as all required equipment is moved to the remaining boat. The remaining boat is still considered a team entry.
6. Any size sail or type of sail may be employed except that it must be stowable on or in the boat when not in use.
7. A lateral resistance appendage in the form of a leeboard or a daggerboard to enable windward sailing is allowed. Other forms of lateral resistance appendages including but not limited to centerboards are prohibited.
8. External portable stabilizing devices including outriggers and Bruce foils are allowed. All such devices must be removable or retractable, and secured in, on, or alongside the boat in such a way that the kayak or canoe is stable, seaworthy, and able to paddle or pedal effectively. The boat may be subject to testing for stability. Any kayak or canoe conversion that cannot meet this test goes into class 4, 5, or 6.
9. Ballasted boards are prohibited. Note that a small amount of weight is allowed in a board if the purpose is to hold the board down and not provide a righting moment for the boat. Normally this would be perhaps a couple of pounds.

Class 4: Monohull Sailboats and Small Craft

These are monohull small boats whose primary means of propulsion is a sail or rowing or pedal drive. Due to filters in the course design, it is highly recommended that any boat in this category be able to propel itself in shallow and constricted water. Also, you may have to use secondary propulsion for long distances in order to finish a Challenge. Reliance on sail power alone will not work most years. There are numerous mud banks and oyster bars so shallow draft is highly recommended.

1. Human or wind propulsion only.
2. Any monohull boat that does not fit in classes 1, 2, and 3 but still conforms to our size and passes our filter requirements goes into class 4.
3. Any monohull **class 2 boat** with an added sail rig of any kind is in class 4. This includes even a small downwind sail.
4. All class 4 boats will be inspected during the equipment inspection to insure that they fit within the spirit of our focus on small boats. If there is any doubt or if your boat is highly experimental, you may submit your boat for review prior to signing up by supply the following: a picture in jpg format, manufacturer or designer, model, length, beam, depth, displacement, rigging description, propulsion methods.
5. **Note that these boats must be launched from above the high water mark by the Captain and Crew if any.** You are allowed to use any equipment that you carry in your boat for the entire course. Kedging off the beach using your anchor, rollers, slides, etc. are OK. Also note that anchors, rollers, anchors, lines and other launching equipment may not be deployed until after the start. Finally, recall that you must yield to smaller boats at the start.

Class 5: Multihull Sailboats and Small Craft

These are multihull small boats with the same rules and guidelines as for class 4. The only difference is two or more hulls – usually a catamaran, trimaran or proa. Also, the hull(s) are not kayak or canoe hulls meeting the requirements for classes 1 or 3.

Outrigger canoes that would normally be in class 2 are placed in class 5 if any type of sail is used.

Class 6: Exhibition Small Craft

From time-to-time WaterTribe will include one or more exhibition classes. These will always be kayaks, canoes, or small craft but they may have other aspects outside our normal rules.

Exhibition Class boats are not considered “in the race” but must meet and follow all other rules. They must be inspected, check in on schedule, carry all required safety equipment and so on.

For example, a current exhibition class uses auxiliary electric propulsion in combination with other standard WaterTribe propulsion methods. Any boat that would normally fit in class 1-5 and has an electric motor goes in class 6. Electric/Solar Exhibition Rules:

1. Primary means of propulsion is human or wind powered.
2. Auxiliary propulsion is from an electric motor.
3. Batteries with solar panels, human powered generators, wind powered generators, or water powered generators are allowed.
4. Batteries may arrive at the starting line fully charged.
5. Once the boat is placed on the starting line **NO CHARGING FROM EXTERNAL SOURCES OR SHORE POWER** is allowed for the duration of the event. The only exception is solar panels that are installed on the boat and stay on or in the boat for the duration.
6. Just to be clear – NO CHARGING from internal combustion generators is allowed at any time during the event.

Definition of a Small Craft

What is the definition of a small craft?

Instead of a complicated set of rules that define a small craft, WaterTribe events employ a simple set of filters. If a boat can pass through the filters, then that boat is a small craft. Here is a list of known filters for the Everglades Challenge and Ultra Marathon.

- All boats must launch from the beach above the high water mark without assistance. Rollers, kedging, winches, and other equipment may be used, but ALL such equipment must be stowed in the boat at the time of the start and must be carried in the boat for the entire event.
- CP1 is located up a shallow tidal creek behind two bridges. These bridges limit the beam of multihulls and require the mast to be stepped for all but the smallest sailboats. All boats and crew must present themselves at each checkpoint so you must be able to get under the first bridge and between its supports. You must be able to get around the end of the second bridge. It is OK, to reconfigure a multihull to reduce beam, but all components must get to the checkpoint.
- CP2 requires passage up Indian Key Pass which is tidal and snakes through mangroves. There is lots of boat traffic so be careful. At CP2 there is a nice mud bank that can catch you at low tide.
- CP3 is at the other end of the Everglades so there are plenty of filters between CP2 and CP3. If you take the inside route, you will have to portage your boat

- from one side of the Flamingo Dam to the other. If you take the outside route, you avoid the dam but are exposed to the weather. The choice is yours.
- Between CP3 and the finish you have Florida Bay, which is just one huge filter for about 35 miles. You can go around, but then you increase the distance. Again, the choice is yours.
 - Beware of unknown filters throughout the course: sand bars, oyster bars, tidal flats, mud banks, logs, rocks, tidal races, rivers, streams, power boats, etc.

One-Designs

Within each class some one-design groups are provided. It is important that you select the One-Design category that matches your entry if you are using one of the listed boats and configurations.

Kruger Sea Wind or Dreamcatcher in Class 1
Kruger Sea Wind or Dreamcatcher with BOSS in Class 3
Kruger Cruiser in Class 1
Kruger Cruiser with BOSS in Class 3
Catamaraned Kruger Sea Winds or Dreamcatcher in Class 3
Kruger One-Designs do not apply to boats modified to use the Hobie Drive System

Hobie Mirage in Class 1
Hobie Adventure Island in Class 3
Hobie Tandem Adventure Island in Class 5

Sea Pearl in Class 4

Tridarka Raider in Class 5

This list may change from time-to-time.

Divisions

Single Male

Single Female

Double Male

Double Female

Double Mixed

Other – This division only applies to Class 6. For example, class 6 might have an exhibition class for Hawaiian style outrigger canoes that have a crew of 6. Perhaps one year we let open ocean rowing boats into the event with a crew of 4.

Although these divisions are provided and might be of interest when comparing results, we do not provide special awards for each division.

Teams

Formal teams consisting of multiple boats can be formed in any class and must finish and stay together at all times. Singles and doubles can be in the same team. All catamaran conversions are teams. All boats in a team must be in the same class.

Teams are allowed to share equipment. Specifically, shared equipment may include one or more EPIRB's, tents, cooking stoves, etc. Because equipment can be shared all team boats must stay within sight and hearing distances at all time – NO EXCEPTIONS.

When registering as a team, all boats register as normal. Make sure that each boat team entry enters the same team name in their registration.

All team members must be together at the inspection, and all team members must present themselves at each checkpoint.

If a team member drops out AT A CHECKPOINT, the other members of the team may continue as long as shared equipment is redistributed to the remaining team members. If only one team member continues, he or she must have all required equipment.

Alligator Tooth Awards for the Everglades Challenge

Competitors in the Everglades Challenge may choose to attempt to gain the Alligator Tooth Award by crossing the Everglades along the Wilderness Waterway (WW). These stipulations apply:

- You must obtain a permit from the park offices at Everglades City. You can do this on your way to Chokoloskee or you can walk or paddle back to the park office after signing in a Chokoloskee. The choice will probably be determined by your arrival time. You cannot get this permit ahead of time and you cannot get it at Flamingo after doing the WW.
- You must complete the entire WW as shown on their official maps. You can exit at Broad River and return via Broad Creek. Using the Harney River from the outside is not allowed.
- The Nightmare is an option. Some people say that taking the Nightmare is easier than negotiating Broad Creek from the entrance. The choice is yours.
- Once you have reached Whitewater Bay you may follow the marked route or take the Joe River or any other route to cross the bay and enter Tarpon Creek and the Buttonwood Canal.
- In some years challengers have taken the Hells Bay Canoe Trail to Tarpon Creek. Since this is marked on the official map, it is also OK.

- You must portage your boat a short distance between the fresh water side and the salt water side at Flamingo. You cannot receive assistance of any kind for this portage (see the note below).

SPECIAL NOTE: In some previous years we have provided a boat cart or other assistance for the short portage at Flamingo. As of EC2011 a boat cart will not be provided and all challengers crossing from the fresh water side to the salt water side must do this short portage without assistance. No cart will be provided. You must carry your own if you plan to use one. No race officials may help you. Assistance from other Challengers still competing in the event is allowed.

Warning – Must Read

WARNING!

WARNING!

WARNING!

THIS IS A DANGEROUS EVENT

No Liability Or Responsibility

All people, companies, and agents associated in any way with any WaterTribe Challenge or event do not accept any liability or responsibility what so ever for your safety and well being. Your safety and well being are your responsibility.

Consider the Following – You Must Sign a Waiver

The WaterTribe Challenges are long, grueling races that are extremely demanding, both physically and mentally. Entrants are encouraged to consult a physician to ensure that they are in good health and can withstand the rigors that participation entails. The physical demands of the race, combined with sleep deprivation, heat, cold, water, dehydration, and exhaustion, often cause participants to become disoriented. Amnesia, hallucinations, hypothermia, and other debilitating conditions are not uncommon. Such effects can impair judgment, a condition especially dangerous for the solo paddler or sailor.

All participants are required to comply with Coast Guard and local regulations regarding safety equipment and operation of their boat. Required Coast Guard equipment includes, but is not limited to, a LIFE JACKET, signaling equipment, and lighting. Although the event rules require this compliance, the event organizers and associates will not take responsibility for your compliance. Your compliance is your responsibility.

A LIFE JACKET is required by the Coast Guard and it is strongly urged that all participants wear them at all times. Weak swimmers or non-swimmers should not be in this race.

Water, even under normal conditions, involves certain inherent dangers. A person in a boat may be struck by overhead branches or a boom or other man-made objects. A person may be struck by lightning. A boat may strike stationary or floating objects causing injury. A boat may collide with another boat. A person in the water may be pulled under. He/she might be pinned against the boat or another object or under the sail. Boats and swimmers can be swept out to sea or into shoreline hazards. Even slow-moving water or small waves have tremendous force. All participants are expected to be experts in their sport, their watercraft, and their equipment. Participants are expected to use watercraft that is seaworthy and suitable for the course. Participants are expected to be able to control their watercraft in any and all conditions. Participants are expected to become familiar with the course. All potential hazards of these races cannot be listed in this warning. **If you are not an expert paddler and or sailor, do not enter this race. Even if you are a well prepared expert you may DIE – yes, you may DIE.**

Many participants will be tempted to travel at night. You should be aware that night travel adds to the potential hazards. Night travel also involves certain Coast Guard regulations on required lighting. Regard these regulations as minimums. As an expert you should be better prepared.

The effects of heat can be extremely debilitating and lead to injury or death. As an expert you are expected to know how to prevent and treat heat exhaustion and heat stroke.

The effects of cold water and weather can lead to hypothermia which can result in injury or death. As an expert you are expected to know how to prevent and treat hypothermia.

As an expert it is expected that you know how to protect yourself from the sun.

Lack of proper hydration (drinking fluids) and nutrition (eating) can exacerbate all dangerous aspects of the course and can result in injury or death. As an expert you are expected to know how to eat and drink properly before, during, and after the race.

Fresh water may not be available anywhere along the course except at the checkpoints. Animals will break into your boats and rip open plastic jugs to get at your water. After they take all your water, they will take your food. An expert would not let this happen.

Animal hazards are common. Within the last few years there have been several attacks on humans resulting in serious injury and/or death. These attacks have come from bears, cats, dogs, sharks, alligators, rattlesnakes, cottonmouths, coral snakes, sting rays, barracuda, spiders, bees, hornets, wasps, fire ants, ticks, and mosquitoes. Other dangerous or annoying critters, too numerous to mention, are also in abundance. As an expert you are expected to know how to counter these attacks and it is expected that you have an adequate first aid kit and that you know how to use it.

Mosquitoes are ever present year round in Florida and especially in the Everglades. November through March are the best times for less of a mosquito problem but they can still be dangerous. Mosquitoes can carry disease including, but not limited to West Nile Virus. And there have been documented cases of large animals dying from mosquito

bites alone due to loss of blood. As an expert you are expected to be able to deal with mosquitoes.

There are poisonous plants in some parts of Everglades National Park that can harm or kill you. Poison from the Manchineel tree was used by the Calusa Indians against Ponce de Leon and his men. Eventually, Ponce de Leon was killed by an arrow covered with Manchineel sap. If you rest in the shade of these trees, you will receive droplets of burning sap. Rain running off the leaves is poisonous. If you burn the wood, the smoke is poison. If you eat the berries, they may be the last thing you eat. Rubbing the wood on your skin will poison you. As an expert you should be able to recognize the Manchineel tree and all other poisonous plants.

As an expert it is expected that you would not be in these races without any special medications required for allergic reactions or for any other reason.

As an expert it is expected that you will carry a GPS, a VHF, and a cell phone. Even experts are required to carry an emergency locating beacon as described in the Required Equipment list for WaterTribe Challenges. No expert would allow these items to fail due to water intrusion or lack of batteries.

As an expert it is expected that you will listen to current weather reports and that you know how to predict and deal with the weather around you. Remember that the race will not be put on hold for weather delays, but as an expert you should be able to determine if weather conditions are not safe for you and your craft. It is not necessary for anyone to travel during a small craft warning.

Weather of less severity than required for a small craft warning can still present dangerous conditions. As an expert it is expected that you can recognize dangerous weather conditions and take appropriate action.

Even though you consider yourself to be an expert you may be injured or die in this event. Rescue services are not provided by WaterTribe or anyone associated with this event. There are no chase boats. There are no lifeguards. There are no paramedics or doctors. You are on your own. If you get in trouble, you should call the Coast Guard or 911 or passing boats. Only after you have been rescued by them should you call Event Officials to inform them of your situation.

If you drop out of the Challenge anywhere, you are on your own and no effort will be made to transport you. Repeat, you will be on your own. If you do not notify race officials that you have dropped out, you could be liable for search and rescue costs.

This warning cannot list all hazards, dangers, or other safety considerations. Assume this is a very dangerous event that can cause your injury, death, or mental anguish. By entering this event, you are asserting that you are an expert and you take full responsibility for your own actions.

Let me try to explain this one more time. By entering any WaterTribe Challenge, you are agreeing that all the people, companies, and agents associated with the event owe you

nothing nor do we owe you duty of care or any other duty. We promise you nothing. We do not and will not even try to make this event safe for anyone. This event is not safe for anyone. This is no joke. We won't even try to warn you about every known danger or hazardous condition, whether we know about it or not. If we do decide to warn you about something, that doesn't mean we will try to warn you about everything. If we do make an effort to make some aspect of the event safer, we may not correct other aspects, and we may even make matters worse! We and our agents may do things that are unwise and dangerous. Sorry, we're not responsible. We may give you bad advice. Don't listen to us. In short, ENTER AND PARTICIPATE IN THESE EVENTS AT YOUR OWN RISK. And have fun!

I, _____, have read, understand, and agree to all contained herein. Further I release ANY AND ALL PARTIES associated in any way with this event from liability or responsibility. I am an expert paddler and/or sailor, and I can take care of myself. My physical condition, mental acuity, and health is good and more than sufficient to meet any and all challenges before, during, and after this event. In the event of my death, incapacity, or disappearance, I direct my heirs, family, friends, attorneys, agents, and all other associates and representatives to hold ANY AND ALL PARTIES associated with this event harmless and free from liability or responsibility.

If you could not sign the above, you should not enter any WaterTribe event. You will have to sign waivers at the registration and inspection before the events.

Required Equipment

As you know, all WaterTribe events and activities are dangerous, but the danger can be mitigated by proper training and equipment. The lists provided here are only part of the solution. Your brain and your common sense are the other part. **Passing the equipment inspection does not mean you are safe because your safety ultimately depends on your skill and judgment. Passing the inspection means that you are carrying a minimum "expedition" load as defined by the Commodore.**

Some items are specific and fairly standard such as a CG approved LIFE JACKET. Other items specify a function that must be met, but you are given great latitude in how to provide that function. For example, a sleeping system is required for any full length challenge. Exactly what constitutes your own sleeping system is up to you. However, since there is such great latitude there are specific combinations for certain requirements that will guarantee passing the inspection. If you chose to ignore these guidelines, you may or may not pass the inspection. Failing the inspection results in immediate disqualification with no refund.

There is an equipment inspection prior to each official full-length or multi-day WaterTribe event. You must show that you have met all the **Required Equipment** specifications. In addition you should carefully consider the suggested equipment and other equipment for your own needs.

Special Note: WaterTribe veterans who have completed any full length challenge (8 days) do not have to be inspected. Instead they will be asked to certify their compliance under the honor system. Note that any WaterTriber may be inspected at any checkpoint or at Key Largo. If any required equipment is missing, that person may be disqualified.

Hypothermia is a very real possibility so always be prepared.

You will have to paddle/sail at night in order to complete a challenge within the official time limits. Make sure your lighting systems and reflectors are up to the task.

There are plenty of places to stop and buy water or food. However, it takes time and it's probably better to carry enough food for the whole trip. All the checkpoints have fresh water (taste may be an issue), but fresh water isn't always available between checkpoints.

Pack light, but pack complete.

X	<i>Required Equipment Checklist - ALL EVENTS</i>
	<p>A SPOT with Tracking Feature is required for all full length WaterTribe events in each and every boat. Even teams with multiple boats must have a SPOT with tracking in each boat. A SPOT is required for the shorter races (Ultramarathon, North Caroling Ultra Marathon), but you may substitute frequent hitting of OK for tracking. Your SPOT shared page must be setup properly in your event registration BEFORE the gear inspection for each event.</p> <p>SPOT with tracking can be rented from http://www.trackme360.com/ . Supply the WaterTribe RaceID when arranging the rental.</p>
	Coast Guard Approved LIFE JACKET with Safety Knife and Whistle – http://www.WaterTribe.com/Challenge/DetailsLIFE JACKET.aspx
	Coast Guard Approved Signaling Kit for day and night signaling
	Coast Guard Approved Navigation Lights – http://www.WaterTribe.com/Challenge/DetailsNavLights.aspx
	Reserve Flotation and/or Bulkheads - http://www.WaterTribe.com/Challenge/DetailsFlotation.aspx
	Submersible, Handheld, VHF Radio
	Spare Paddle
	Bailer - If your bailer is electric, you must also have a manual bailer suitable for your boat
	Self Rescue Device: Suitable for Your Craft and the skill to use it. How will you get back into your boat after a capsize?
	Hypothermia Emergency Survival Kit - Every challenge has someone flirting with hypothermia.
	Emergency Fire Starting Kit - These kits have been used in almost every challenge.
	Paddling Clothes (for 50°F water and 32°F Gale Force Wind/Rain ranging to warm water and air temperatures in the 90's)
	Cell Phone (for the 24-hour reporting rule)
	Compass, Watch, and Charts
	Boat and Equipment Repair Kit
	First Aid Kit
	Sprayskirt or Spraydeck or Dry Suit -- If you are paddling a sit-on-top kayak or any open boat, you must have a paddling oriented dry suit (or the equivalent two piece dry suit) along with suitable insulation under it and you must know how to use it safely. Otherwise you must have a sprayskirt or spraydeck. Open canoes should consult chapter 7 of Cliff Jacobson's book, <u>Expedition Canoeing</u> . Tyvek is not acceptable for this function.

X	<i>Required Equipment Checklist - FULL LENGTH CHALLENGES SUGGESTED FOR ALL OTHER EVENTS</i>
	Boiling Water and Cooking: Suggestion - Camping Stove, Fuel, and Pot
	Shelter System: http://www.WaterTribe.com/Challenge/DetailsShelter.aspx
	Sleep System: http://www.WaterTribe.com/Challenge/DetailsSleepingSystem.aspx
	Camp Clothes (for 50°F water and 32°F Gale Force Wind/Rain ranging to warm water and air temperatures in the 90's) Note that camp clothes should be "sacrosanct" and <i>NEVER</i> used for paddling.

	GPS (very strongly suggested)
	An EPIRB/PLB is very strongly suggested. Although SPOT provides a "911" call, the PLB provides a more robust rescue signal. It is cheap life insurance. How much is your life worth?
	Strobe/flashlight for your LIFE JACKET - Do not use this strobe as part of your normal night time lights.
	Food for the entire challenge duration
	Water sufficient to get to the next checkpoint
	Spare water in case you are weather bound for a few days
	Street clothes and shower kit for the finish line
	Hat for sun protection, hat for foul weather, hat for sleeping
	Paddling shoes that protect your feet and ankles - Oyster bars will cut unprotected feet and ankles.
	Sun protection: sunglasses, sunscreen, sun protective clothing
	Bug repellent and bug protective clothing
	Bug head net - You will appreciate this while navigating the Wilderness Waterway at night.
	Emergency "cell booster" to power your cell phone when the battery runs out.
	Roll of quarters for pay phones when cell doesn't work
	A credit card and some cash for emergencies

X	<i>Suggested Equipment Checklist - ALL EVENTS</i>
	Off the shelf and prescription medications as necessary
	Boat sponge
	Sawyer Extractor added to your first aid kit
	Hands free headlamp and a more powerful spotting light
	IMPORTANT -- Other equipment and supplies that you deem necessary for safe and efficient coastal cruising in all kinds of weather and conditions on the water or land.