 <b>North American Model Boat Association</b> <b>Official Rule Book – Update</b>	Update #	<b>2024-1</b>
	Date	<b>2/5/24</b>

Enclosed you will find the latest Rule Book updates. To keep your Rule Book current and up to date, please make the page replacements listed below. If you feel that you have missed any updates please call the Executive Secretary to get an additional copy and/or for clarification of current revisions. Proposals

**Section**

**Summary of changes**

2 - District Organization

Remove pages: 1 (*dated 2/28/18*)  
 Insert pages: 1 (*dated 2/5/24*)

Board of Directors passed proposal:  
 - Update when classes are decided (C.4)

5 - Publications

Remove pages: 1 - 2 (*dated 3/15/06*)  
 Insert pages: 1 - 2 (*dated 2/5/24*)

Board of Directors passed proposal:  
 - Update frequency of Propwash (Rule B.1)

8 - Safety

Remove pages: 1 - 4 (*dated various*)  
 Insert pages: 1 - 4 (*dated 2/5/24*)


Board of Directors passed proposals:  
 - Update reference to type of animals in water (Rule A.9.a)  
 - Clarification of prohibited propulsion methods (Rule B.3)  
 - Clarification of maximum boat length measurement (Rule B.7)  
 - Removal of frequency board requirement (Rule B.9)

11 - Hulls

Remove pages: 1-2 (*dated 6/30/19*)  
 Insert pages: 1-2 (*dated 2/5/24*)

Board of Directors passed proposal:  
 - Removal of duplicate max length rule already covered in Safety (Rule A.3)

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#### A. GENERAL

1. Districts are generally organized along state and/or geographical lines. (see Table A and map at the end of this section for current district breakdown)
2. District lines may be altered by the Board of Directors after due notice to the members in districts affected by the change. The Board may elect to have district membership vote on any such changes.
3. A district must have at least one club before it can have its Director seated on the Board of Directors.

#### B. FINANCES

1. Nothing in this document will prohibit any district from raising and maintaining their own funds.
2. Fee schedules for events will be set by the district and will be uniform throughout the district.
3. Districts are allowed a maximum of \$500.00 reimbursement per calendar year for the promotion of model boating and NAMBA to the general public, in their district. Examples include: ads in publications, trade shows, district web pages, flyers, etc. Use of funds for parties, banquets, and normal district expenses is prohibited. Expenses must be approved by the district director prior to use. Receipts for reimbursement must be submitted to the NAMBA Secretary, thru the district director, in the same calendar year as the expense was incurred.

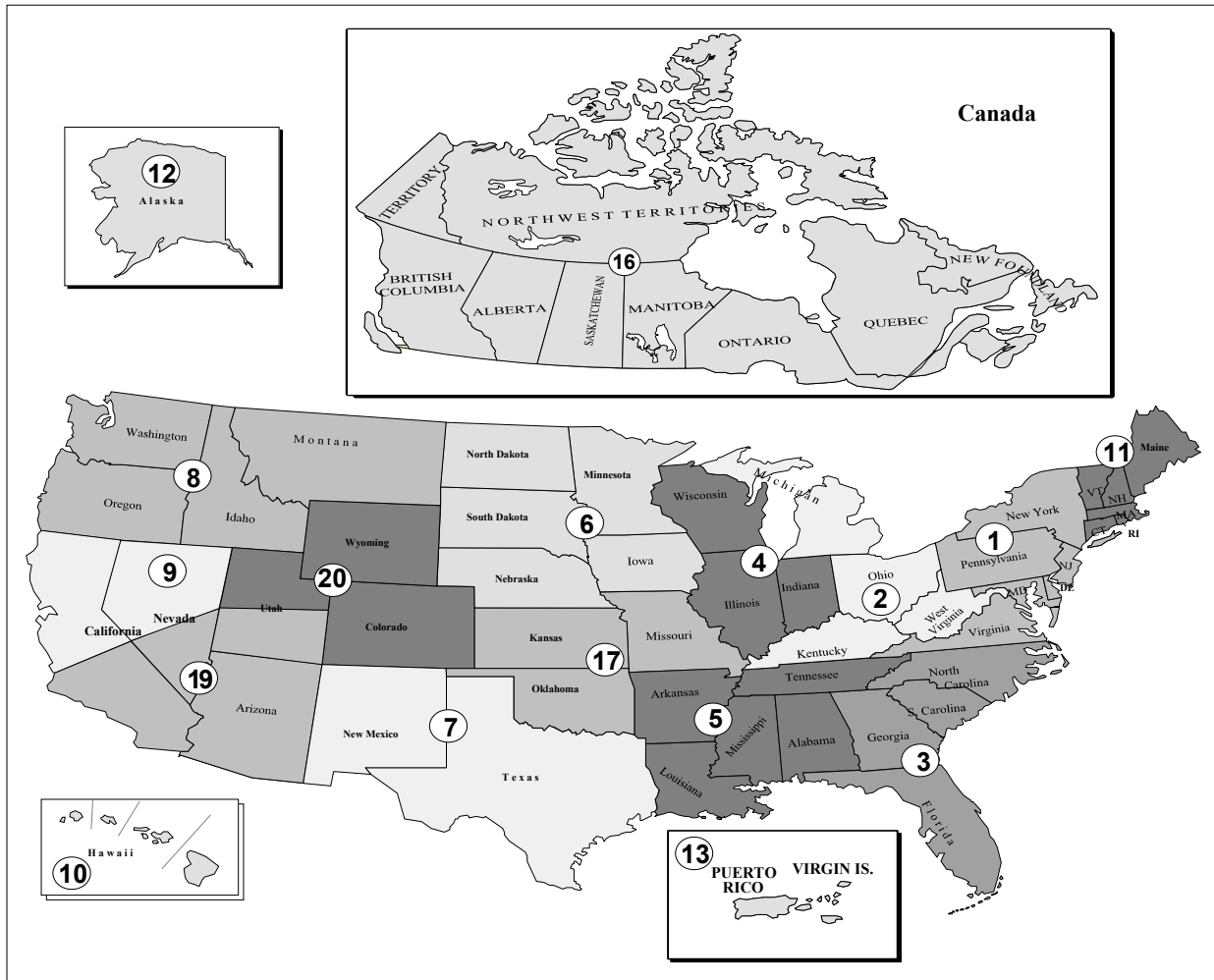
#### C. MEETINGS


1. Each club having a minimum of five NAMBA members will have two votes at a district meeting, to be cast by the club's secretary and/or delegate in person. A representative can only represent one club and cannot be counted as a member of other clubs for membership minimums.
2. Each district will hold at least one annual meeting of its members for the purpose of transacting business pertaining to its district and/or NAMBA organization.
3. At the district meeting, agenda items will take precedence over business presented from the floor.
4. Classes and events eligible for District Points will be approved at the annual district meeting prior to the racing season.
5. Points received at district points races may, at the option of the district, be doubled.

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**Table A**

<b>District 1</b> Delaware Maryland New Jersey New York Pennsylvania Virginia Washington D.C.	<b>District 3</b> Florida Georgia North Carolina South Carolina	<b>District 6</b> Iowa Minnesota Nebraska North Dakota South Dakota	<b>District 9</b> No. California No. Nevada	<b>District 12</b> Alaska	<b>District 19</b> Arizona So. California So. Nevada So. Utah
<b>District 2</b> Kentucky Michigan Ohio West Virginia	<b>District 4</b> Illinois Indiana Wisconsin	<b>District 7</b> New Mexico Texas	<b>District 10</b> Hawaii	<b>District 13</b> Puerto Rico Virgin Islands	<b>District 20</b> Colorado No. Utah Wyoming
	<b>District 5</b> Alabama Arkansas Louisiana Mississippi Tennessee	<b>District 8</b> Idaho Montana Oregon Washington	<b>District 11</b> Connecticut Maine Massachusetts New Hampshire Rhode Island Vermont	<b>District 16</b> Canada	<b>District 17</b> Kansas Missouri Oklahoma



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#### A. RULE BOOK

1. Each new member will receive a complete printed copy of the NAMBA Official Rule Book when they first join. Second adult and/or junior members at the same address will not receive an additional rule book.
2. The Executive Secretary will update the appropriate sections of the rule book as needed and amended pages will be distributed to each current NAMBA household at least once a year. Duplicate mailings will not be sent to other adult and/or junior members residing at the same address.
3. The web version of the NAMBA Official Rule Book will be updated immediately upon passage of rule changes and/or corrections.

#### B. NEWSLETTER

1. The official NAMBA newsletter, the Propwash, will be published twice a year insofar as possible and will be distributed to each current NAMBA household. Duplicate mailings will not be sent to other adult and/or junior members residing at the same address.
2. Official NAMBA information published in said newsletter such as records, amendments, etc., will be considered official notification to the general membership.


#### C. WEB PAGE

1. The official NAMBA web page will be [www.namba.com](http://www.namba.com).
2. The web page will be maintained by a person or company hired by NAMBA.
3. The web page will include, but not be limited to, publication of the most up to date NAMBA Official Rule Book, past and present newsletters, a listing of current NAMBA contacts, upcoming events, and current records.

#### D. MISCELLANEOUS

1. Additional mailings such as Nationals entry forms, ballots, rule book updates, etc. will be sent as needed to the same mailing list that receives the newsletter.

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## A. GENERAL SAFETY REGULATIONS

1. NAMBA members must have their NAMBA numbers on their boats and their backs for easy identification. Minimum number sizes will be 1-1/2" on the back and 1" on the boat, except where noted in specific class rules. R/C Combat ships do not require numbers on boats or members.
2. Every contestant entering NAMBA competition must show proper evidence of current NAMBA membership.
3. Every driver must have a pit person at all times, whether in practice or during a contest, who is also a NAMBA member and who is aware of all course conditions and NAMBA regulations. R/C Combat ships do not require a pit person or separate observer.
4. Only NAMBA members are allowed in the hot pit area. No persons other than those running a boat, those assisting with the running of a boat, or contest officials will be permitted in the pit area. For R/C Combat the pit is defined as the shoreline of the pond/lake. Other specific crowd control requirements are contained in the specific R/C Combat rules listed below.
5. All persons in the hot pit area, those driving a boat, or those launching or retrieving a boat, must at all times wear shoes which cover the entire foot with no voids. Tennis shoes and shoes or boots that rise to cover the ankle or lower leg are preferred. Footwear such as clogs or crocs that have holes allowing the footwear to breathe or have a strap across the back to hold them on which don't cover the entire back of the foot are not acceptable. Water socks, water shoes, or shoes with mesh material are not allowed.
6. At NAMBA events, no smoking will be allowed in the drivers stand area or hot pit area. The hot pit area is defined as the area where boats are started and launched.
7. At NAMBA events, the host club will provide means of fire suppression in the hot pit area based on the needs of the power systems represented including a fire extinguisher for internal combustion classes and a bucket of sand for electric classes. The hot pit area is defined as the area where boats are started and launched. It is the Contest Director's responsibility to ensure that the fire extinguisher is in place, readily available; and, in the case of a fire extinguisher, be at a minimum BC rated and legally operational.
8. Consumption of or being under the influence of alcohol, marijuana or illegal drugs is not permitted while operating or assisting in the operation of a model boat, whether it be in practice or during a contest. The same applies to contest officials while a contest is taking place.

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9. Reasonable and proper provisions will be made for crowd control and for the safety of other members and spectators. Model boats will not be operated when anyone is in the water, except for those members who may be in the launch area in the hot pit area to launch or retrieve a boat. R/C Combat members may be in the water under certain circumstances. See specific rules regarding this in the specific R/C Combat rules listed below.
  - a. Anyone operating a radio controlled model boat in an area designated for swimming (such as a swimming pool, wading pool, and/or public beach) when people and/or pets are in the water (except as noted above) will forfeit NAMBA membership and will be barred from rejoining NAMBA for a period of 60 months.
10. No buoys will be set on the course closer than 50 feet to any shoreline. This may be reduced to 30 feet when the adjacent shoreline is such that a boat cannot travel more than its own length out of the water. This rule does not apply to R/C Combat.
11. Canopies and other sunshine prevention devices must be securely held in place. Depending upon local requirements, the members may use stakes, rope tie downs, weights, or other means to reduce the chance that canopies or other devices are blown loose.
12. All rules, laws, ordinances, and regulations of any federal, state, county, and/or municipality will be observed at all times.

## B. BOAT/RADIO OPERATION SAFETY REGULATIONS

1. No boat which has been run aground will be permitted to re-enter the water until the driver has demonstrated to the contest officials that the boat has not been damaged to the point where it might not operate safely. This rule does not apply to R/C Combat.
2. No boats will be started with prop attached unless it is properly shrouded from the sides and rear to protect from accidental contact. The prop guard must be made of structurally rigid material. No boats will be started outside the hot pits and then carried to the launching area.
3. Method of propulsion will be of the type that functions by propeller contact with the water or air. Air prop driven boats will be limited to "1/2 A" or "A" class engines only, see Section 10 – rule A.1. Boats propelled with air props must have the prop shrouded, and must have an underwater rudder or skeg of at least one inch square. Inertia reaction devices such as rockets or jets/turbines are prohibited.
4. A positive means of engine shut-off and/or positive throttle control is required of all boats.
5. Radio on/off switches will be positioned in such a manner as to prevent accidental shut off if bumped during handling, launching, or running.



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6. Boats will have some means of positive buoyancy when open compartments are filled with water. R/C Combat boats are designed to sink and must not have positive buoyancy.
7. The maximum hull length will be 60", which does not include hardware (i.e. strut, rudder/bracket, trim plates, turn fin, tuned pipe, stub shaft and propeller). R/C Combat ships are not restricted in length.
8. The maximum allowable weight for any boat shall not exceed 35 pounds. Any class may have its own maximum or minimum weight requirements as long as the maximum weight does not exceed 35 pounds. The 35 pound weight limit is "ready to run" before fuel or gas is added. This weight limit applies to all boats except legal R/C Combat classes. A boat can be weighed at the discretion of a club official, contest official or through the protest process already defined by NAMBA rules in Section 16 - rule G.
9. During practice running and non-sanctioned events, members are responsible for the safe operation of their radio equipment, including checking for conflicting frequencies before turning on transmitters.

#### C. BOAT RETRIEVAL

1. Boats should only be retrieved by means of a retrieve boat (manned or RC) or use of a retrieve ball or pole.
2. Under no circumstances should a person swim or dive to retrieve a boat; if a member does, they will forfeit their NAMBA membership and will be barred from rejoining NAMBA for a period of 12 months. The only exception to this would be for a certified diver that would be attempting to retrieve a sunken boat.
3. Manned retrieve boats must be hard sided, NO inflatable boat/raft can ever be used.
4. A retrieve boat must be secured along the shoreline and unoccupied when a model boat is running in the water.
5. For R/C Combat, all other combat ships must stop and/or clear the area while another ship is being retrieved. They do not need to be removed from the water.

#### D. R/C COMBAT SPECIFIC SAFETY REGULATIONS


1. Safety shields and/or safety glasses are required for all combatants and guests.
2. Gun safety devices (such as barrel pins or shut-off valves/switches) are required to render the guns inoperative when they are in the working pit area or otherwise not engaged in combat or combat preparation.

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3. The primary (unregulated) CO<sub>2</sub>, HPA or Nitrogen supply vessel, whether refillable bottle or disposable cartridge, and any components between the CO<sub>2</sub>, HPA or Nitrogen supply and the regulator, as well as the regulator that controls the pressure from the primary CO<sub>2</sub>, HPA or Nitrogen supply vessel, must be commercially manufactured. In addition, if any part of the gas system after the regulator exceeds 200 psi, then those components must be commercially manufactured also.
4. The combat area (pond) and some area (dependant upon terrain features) around it should be sectioned off so that spectators can be controlled and kept within safe areas.
5. The by-laws and constitution of the specific club involved in the event may apply additional safety requirements as required.

#### E. DISREGARD OF SAFETY REGULATIONS

1. Disregard of these safety regulations will cause the loss of insurance eligibility for the member should an accident occur. Disregard of these safety regulations can also result in the member being ejected from an event by the contest officials, or can cause the member to lose use of a particular racing site.

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## A. GENERAL

1. All hulls will be classed in one of two basic hull classifications: Monoplane or Hydroplane. Once a hull has been classed, no non-permanent modifications can be made to change its basic classification. Within each basic classification, specialty sub-classes may exist with specific design characteristics, limitations, and additional rules (found elsewhere within the NAMBA Official Rule Book). Examples of specialty classes are as follows:

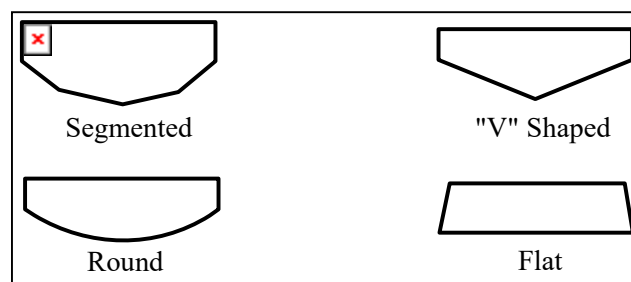
Monoplane  
 Deep Vee  
 Crackerbox

Hydroplane  
 Scale Unlimited  
 Sport  
 Tunnel

2. Specialty classes may compete within their basic classification as well as their specialty class.
3. Protests of hulls will be handled in accordance with Section 16 - rule H.

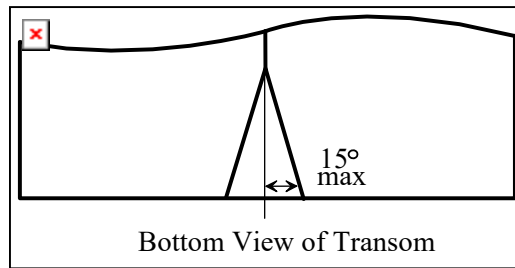
## B. MONOPLANE HULL

1. A hull that has a single riding surface at planing speeds (i.e. predominately rides on the keel line or surface). The riding surface cross section may be flat, "V" shaped, segmented, or round as long as it incorporates the following design characteristics and doesn't exceed any of the dimensional limitations.

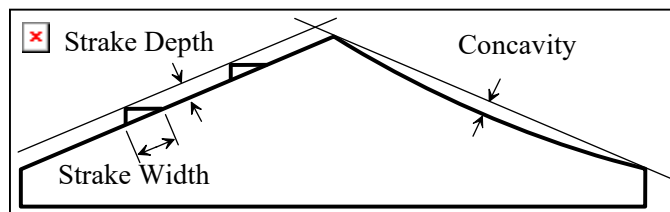


2. A hull which has no lateral side-to-side breaks, discontinuities, or steps in the wetted surface running at more than a 15° angle with the keel (in bottom view).

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3. No point on a hull cross section will be below the keel line or surface. (Prop shaft logs, turn fins and ride plate fins, i.e. hardware, excepted)
4. Concavity – When checked with a straight edge at right angles to the keel at any point between the transom and the mid-point of the hull length, no depression, step or concavity will exceed the dimensional limits for strakes.
5. Strakes - Regardless of the type or purpose, must conform to the following rules:
  - a. Strakes will be no more than 3/4" wide and 5/16" deep. For hulls over 46" long and a beam width over 15", strakes will be no more than 3/4" wide and 1/2" deep.
  - b. Strakes that extend into the area between the transom and the mid-point of the hull length must be parallel with the keel.



### C. HYDROPLANE HULL

1. If a hull does not meet the requirements to be classified as a monoplane then it is automatically classified as a hydroplane. Examples of hydroplanes:

