



Powerboat Racing

PB1

OFFSHORE RULES

2016

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Offshore Powerboat Racing

Offshore Powerboat Racing in the UK is probably one of the best examples of an extreme Watersport which is both challenging and highly competitive. The Sport is administered by the Royal Yachting Association who in association with their affiliated Powerboat Racing Clubs form necessary policy to regulate the sport.

There are several different levels of competitive racing which are designed to both encourage those new to the sport and to satisfy our existing competitors at National and International level.

Good knowledge of the current rules as well as ensuring that your boat and equipment are in good working order will contribute to reducing the risks associated with high speed competition.

**This rulebook has been published before the 2016 UIM Rulebook was available.
It is the competitor's responsibility to check the relevant UIM class rules / numbering when they are
available on the UIM Website www.uimpowerboating.com
UIM Class Rules where relevant will supersede these rules**

| RYA BRITISH NATIONAL OFFSHORE CLASSES FOR 2016 |
|---|
| Thundercat P750 |
| Offshore 3A |
| Offshore 3B |
| Offshore Z150 |
| Offshore 3C |
| Offshore V-24 |
| P1 Superstock |
| Marathon |

Congratulations to all the 2015 UIM & RYA British Offshore Champions & New Record Holders

| | |
|--|------------------------------------|
| RYA British P750 Pro-Stock Champion Driver | James Tapp |
| RYA British P750 Pro-Stock Champion Co-Driver | Ed Redman |
| UIM P750 Pro-Stock World Champions | James Tapp & Ed Redman |
| RYA P1 Superstock Champions | Nick Williams & Martin Robinson |
| RYA 3A British Champions | Kevin Edmondson & Annika Hawthorne |
| RYA V-24 British Champion | Dan Priestley & Sam Brewster |
| RYA Marathon A British Champions | Peter Dredge & Mal Crease |
| RYA Marathon H British Champions | Christian Toll |
| UIM World & RYA British Record Round Anglesey – 1 hour, 21 minutes & 59 seconds | Marc Lyne & Dean Watson |
| P1 Superstock UIM World & RYA British Speed Record – 67.63 mph | John Donnelly |
| Inboard Imm Prop Mono RYA British Speed Record - 113.00 mph | Malcolm Crease |
| Inboard Imm Prop Mono RYA British Record - 114.67 mph | Shelley Jory-Leigh |
| Marathon C Stock RYA British Record - 83.49 mph | Dorian Griffith |
| Offshore 3A RYA British Record - 71.58 mph | Jack Bobin |
| Offshore Club 3 - RYA British Record - 71.00mph | Jack Bobin |
| P1 Superstock RYA British Record – 68.54 mph | Kevin Burdock |
| Offshore Club 2 RYA British Record -66.72 mph | Jamie White |
| Offshore Z150 RYA British Record - 65.69 mph | Jack Bobin |

CONTENTS

| | | |
|-----|---|----|
| A | Administration | 7 |
| A1 | How to participate..... | 8 |
| A2 | Certification | 8 |
| A3 | Contact RYA Powerboat Racing..... | 8 |
| A4 | Terminology..... | 8 |
| A5 | Organising Clubs | 9 |
| A6 | RYA Officials & Competitors Form..... | 9 |
| A7 | Officer Of The Day (OOD) | 9 |
| A8 | RYA Approved Measurers | 9 |
| A9 | RYA Technical Inspector | 9 |
| A10 | RYA Commissioners | 10 |
| B | Licences | 12 |
| B2 | Provisional Licence..... | 13 |
| B3 | National Licence | 13 |
| B4 | International Licence | 13 |
| B5 | Marathon Licences | 14 |
| B6 | UIM Super Licence | 14 |
| B7 | Event & Training Licences | 14 |
| B8 | Licence Upgrading..... | 15 |
| B9 | Age Restrictions | 16 |
| B10 | Immersion Tests And Microdive Course | 16 |
| B11 | Racing Licences Under 18 Years | 16 |
| B12 | Injured Drivers | 17 |
| B13 | Non-Approved Races | 17 |
| B14 | Risk Statement..... | 17 |
| C | Boat Registration, Measurement & Engine Homologation..... | 19 |
| C1 | Boat Race Number | 19 |
| C2 | Retain Boat Race Number..... | 19 |
| C3 | Previously Registered Or Measured Boat..... | 20 |
| C4 | Boat Length Measurement | 20 |
| C5 | Class 3 Monohull Definition | 22 |
| C6 | Cube Rule | 23 |
| C7 | Engine Homologation Procedure | 23 |
| D | General Rules:, Boats Equipment, Engines & Safety | 25 |
| D1 | Race Numbers | 25 |
| D2 | Advertising..... | 27 |
| D3 | RYA / National Flag Decals | 27 |
| D4 | Towing Cleat & Eyes | 27 |
| D5 | Painter / Towing Line..... | 27 |
| D6 | Sharp Edges..... | 27 |
| D7 | Steering & Control Cables | 27 |
| D8 | Seats..... | 28 |
| D9 | Structural State..... | 28 |
| D10 | Decks | 28 |
| D11 | Windshields/Windcreens..... | 28 |
| D12 | Cameras..... | 28 |
| D13 | Fuel | 29 |
| D14 | Fuel Tanks & Lines..... | 29 |
| D15 | Forward And Reverse Gears | 29 |
| D16 | Throttle Control..... | 29 |

| | | |
|-------|--|----|
| D17 | Batteries | 29 |
| D18 | Bilge Pumps & Bailing | 30 |
| D19 | Anchor And Line | 30 |
| D19.2 | If felt appropriate by the OOD/SO, this requirement may be varied or removed by a statement in Race Instructions. | 30 |
| D20 | Engine Eligibility | 30 |
| D21 | Engine Cut-Off | 31 |
| D22 | Engine Mounting..... | 31 |
| D23 | Engine Wells – Outboards | 31 |
| D24 | Engine Hazards | 31 |
| D25 | Shaft Gaurds And Engine Compartments | 31 |
| D26 | Twin Installations | 31 |
| D27 | Propeller Security | 32 |
| D28 | Equipment & Safety | 32 |
| D29 | Fire Prevention | 32 |
| D30 | Exhaust System For Inboards..... | 32 |
| D31 | Buoyancy | 32 |
| D32 | VHF Radio..... | 33 |
| D33 | Intercom | 33 |
| D34 | Racing Vests & Life Jackets | 33 |
| D35 | Protective Clothing | 34 |
| D36 | Whistle, First Aid Compress & Knife | 34 |
| D37 | Flares | 34 |
| D38 | Retirement Flag..... | 34 |
| D39 | Charts..... | 35 |
| D40 | Compasses | 35 |
| D41 | Diving Mask..... | 35 |
| D42 | Protective Helmets | 36 |
| E | General Rules: Racing..... | 37 |
| E1 | Pre-Race Declaration Form | 37 |
| E2 | Responsibility | 37 |
| E3 | Identity Tags..... | 37 |
| E4 | Smoking | 37 |
| E5 | Scrutineer's Inspections..... | 37 |
| E6 | Cranage, Launching And Recovery | 38 |
| E7 | Drivers' Briefing | 38 |
| E8 | Valid Starters..... | 38 |
| E9 | Minimum Visibility | 38 |
| E10 | Procedure For Starts | 39 |
| E11 | Standing Starts/Off The Plane Rolling Starts | 40 |
| E12 | Control Of Boat..... | 41 |
| E13 | Turn Marks | 41 |
| E14 | Missing / Destroyed Marks | 41 |
| E15 | Missed Marks | 41 |
| E16 | Stopping The Race..... | 41 |
| E17 | Finishing The Race..... | 42 |
| E18 | Time Limit..... | 42 |
| E19 | Curtailment Of The Race | 42 |
| E20 | Retirement Procedure | 42 |
| E21 | Outside Assistance..... | 42 |
| E22 | Competitors Responsibility On The Water | 43 |
| E23 | Overtaking | 43 |
| E24 | Fouling | 43 |
| E25 | Multi Class Racing..... | 43 |
| E26 | Flag Signals..... | 44 |
| E27 | Damaged Boats..... | 45 |

| | | |
|------|--|----|
| E28 | Post Race Scrutineering | 45 |
| E29 | Incident Procedure | 45 |
| E30 | Accident Aid | 45 |
| E31. | Results | 45 |
| F | Points | 46 |
| F2 | Points Table: | 46 |
| F3 | Tied Points | 46 |
| G | General Rules: Penalties, Protest, Alcohol & Anti-Doping | 47 |
| G1 | Yellow/Red/Blue Cards | 47 |
| G2 | Other penalties | 48 |
| G3 | Protests | 49 |
| G4 | The Jury | 49 |
| G5 | Protest Procedure..... | 49 |
| G6 | Presentation Of The Protest | 50 |
| G7 | Representatives..... | 50 |
| G8 | The Hearing..... | 50 |
| G9 | The Decision | 51 |
| G10 | Re-Opening A Hearing | 51 |
| G11 | Appeal | 51 |
| G12 | Composition | 52 |
| G13 | Procedure..... | 52 |
| G14 | Penalties | 52 |
| G15 | Gross Misconduct: Action By The RYA / Protest Jury | 53 |
| G16 | Action By The RYA..... | 53 |
| G17 | Medical Examination, Alcohol Testing & Anti-Doping..... | 54 |
| H | RYA National Championship & Club Class Rules | 56 |
| H1 | National Championship..... | 56 |
| H2 | Objective | 56 |
| H3 | Eligibility | 56 |
| I | CLUB RACING / Guernsey Club Rules..... | 57 |
| I2 | Authority | 57 |
| I3 | CLUB RACING CLASSES:..... | 58 |
| I4 | GUERNSEY CLUB RULES | 58 |
| J | Scrutineering Check List for Class 3, Z150 & Club Racing Classes. | 61 |
| K | CLASS 3 & Z150 Rules | 63 |
| K1 | CREW | 63 |
| K2 | HULL | 63 |
| K3 | OPEN COCKPITS | 64 |
| K4 | INBOARD ENGINES UIM 704..... | 65 |
| K5 | ENGINES UIM 705..... | 65 |
| K6 | PROPULSION UIM 708..... | 66 |
| K7 | GYROS UIM 709..... | 67 |
| K8 | RACE NUMBERS UIM 710 | 67 |
| K9 | FUEL CUT-OFF..... | 68 |
| K10 | Anchor / TOWING UIM 715.05 | 68 |
| K11 | FIRE EXTINGUISHER..... | 68 |
| K12 | Class 3 HULLS AND CLASSES UIM 730 | 68 |
| K13 | REINFORCED COCKPITS UIM 730.2 | 70 |
| K14 | MINIMUM/MAXIMUM LENGTHS AND WEIGHTS UIM 731 | 70 |
| K15 | MODIFICATIONS PERMITTED (LOW EMISSION) OUTBOARD ENGINES | 72 |
| K16 | MODIFICATIONS NOT PERMITTED (LOW EMISSION) OUTBOARD ENGINES | 73 |

| | | |
|-----|--|-------------------------------------|
| L | P1 SUPERSTOCK..... | 74 |
| L1 | sporting rules – general | 74 |
| L2 | Sporting Regulations - Championship..... | 77 |
| L3 | Entries | 77 |
| L4 | Briefings | 78 |
| L5 | Practice | 78 |
| L6 | Start Procedure | 79 |
| L7 | Pole Position | 83 |
| L8 | Valid Starters..... | 83 |
| L9 | Outside Assistance..... | 83 |
| L10 | Racing Rules | 83 |
| L11 | Flag Signals..... | 83 |
| L12 | Overtaking | 84 |
| L13 | Stopping the Race | 85 |
| L14 | Turn Marks and Missed Marks..... | 85 |
| L15 | Finishing a Race..... | 86 |
| L16 | Curtailment of a Race | 87 |
| L17 | Retirement Procedure | 87 |
| L18 | Scrutineering | 87 |
| L19 | Wet Pits & Dry Pits | 87 |
| L20 | Posting of Results..... | 88 |
| L21 | Operation of Safety Vessel | 88 |
| L22 | Craning..... | 88 |
| L23 | Flag Signals..... | 89 |
| L24 | Championship Penalties | 90 |
| L25 | Championship Specific Penalties..... | 91 |
| L26 | Banned Substances | 91 |
| L27 | Gross Misconduct..... | 91 |
| L28 | Injured Drivers | 92 |
| L29 | Identity Tags..... | 92 |
| L30 | Issuing Cards and Associated Penalties | 92 |
| L31 | Technical Rules | 93 |
| L32 | Hull | 93 |
| L33 | Deck | 94 |
| L34 | Engine | 94 |
| L35 | Weights | 96 |
| L36 | Numbers and Championship Decals..... | 96 |
| L37 | Safety Items | 97 |
| L38 | Seats..... | 98 |
| L39 | Fuel | 98 |
| L40 | Bilge Pumps and Bailing..... | 99 |
| L41 | Buoyancy | 99 |
| L42 | Flares | 99 |
| L43 | Retirement Flag..... | 99 |
| L44 | Protective Clothing | 99 |
| L45 | Helmets | 100 |
| L46 | Racing Vest and Life Jacket | 100 |
| L47 | Propellers | 101 |
| L48 | Jack Plates | 102 |
| L49 | Strops..... | 102 |
| L50 | VHF Radio..... | 102 |
| L51 | Steering..... | 102 |
| L52 | Contact Details | Error! Bookmark not defined. |
| L53 | 2016 Scrutineering Check List for P1..... | 104 |
| M | MARATHON CLASSES RULES | 105 |
| M1 | Concept..... | 105 |

| | | |
|-----|---|-----|
| M2 | Ultra Marathon Races:..... | 105 |
| M3 | Safety Requirements for Organisers of Ultra Marathon Races..... | 105 |
| M4 | Marathon LicenCE Requirements..... | 106 |
| M5 | Competition Rules: | 106 |
| a | 106 | |
| M6 | Race Boats:..... | 107 |
| M7 | Engines | 112 |
| M8 | Safety Equipment For The Boat..... | 116 |
| M9 | Safety Equipment For Each Crew..... | 117 |
| M10 | Class Classifications Table – As From January 2012. | 118 |
| M11 | Drivers’ Responsibility | 119 |
| M12 | Scrutineers’ Inspections..... | 119 |
| M13 | Drivers’ Briefing, Signing In, All Classes | 120 |
| M14 | Starting Procedure..... | 120 |
| M15 | Stopping The Race..... | 120 |
| M16 | Finishing The Race..... | 120 |
| M17 | Marathon Racing Specific Penalties | 120 |
| M18 | Mandatory Safety Equipment For Marathon Class Appendix 1 | 121 |
| M19 | Marathon 2016 Scrutineering Check List | 123 |
| N | V24 CLASS RULES..... | 125 |
| N1 | GENERAL | 125 |
| N2 | MODIFICATIONS ALLOWED UIM 952 | 126 |
| N3 | FUEL UIM 953..... | 127 |
| N4 | IDENTIFICATION UIM 954..... | 127 |
| N5 | SAFETY UIM 955..... | 128 |
| N6 | EQUIPMENT UIM 956..... | 128 |
| N7 | UIM 957 - CREW | 128 |
| N8 | continental/european CHAMPIONSHIPS UIM 959 | 129 |
| N9 | RYA 2016 V24 SCRUTINEERING Check List | 130 |
| O | UIM & RYA Class: P750 – THUNDERCAT RACING | 132 |
| O1 | RYA P750..... | 132 |
| O2 | 560 - P750 General CLASS Rules..... | 133 |
| O3 | 561 - CLASSES/HULLS | 134 |
| O4 | 562 - MACHINERY | 137 |
| O5 | 563 - MODIFICATIONS | 138 |
| O6 | 564 A TECHNICAL..... | 141 |
| O7 | 564B RACING REGULATIONS AND RULES..... | 143 |
| O8 | 564B.30 GRID POSTIONS FOR INTERNATIONAL EVENTS | 148 |
| O9 | 564C M SHAPE / SURF DISCIPLINE..... | 152 |
| O10 | 564D CIRCUIT DISCIPLINE..... | 153 |
| O11 | 564E LONGHAUL DISCIPLINE | 154 |
| P | GENERAL RULES – OPERATIONAL INFO FOR ORGANISERS | 157 |
| P1 | Non-Approved Races | 157 |
| P2 | Club Events | 157 |
| P3 | National events..... | 157 |
| P4 | UIM International Ordinary Events | 157 |
| P5 | UIM WORLD OR CONTINENTAL CHAMPIONSHIPS..... | 157 |
| P6 | Notifications..... | 158 |
| P7 | Logos | 158 |
| P8 | National & Offshore Race Training | 158 |
| P9 | Race Organisation..... | 158 |
| P10 | General Rules For Organising Rya National, Club Races & Uim Races | 158 |
| | Recommended Minimum Criteria For National,Club & UIM EVENTS | 159 |
| Q | RACE & COURSE INFORMATION | 160 |

| | | |
|----|--------------------------|-----|
| Q1 | COURSE REQUIREMENTS..... | 161 |
| Q2 | RACE DISTANCE | 162 |
| Q3 | LAP LENGTHS..... | 162 |

A Administration

How to Get into the Sport

This is PB1, the handbook for UK Offshore Powerboat Racing. The purpose of this book is to provide an introduction for newcomers to the sport and also to be a source of general information for officials and competitors.

PB1 should be used in conjunction with the UIM International rule book. Also included are rules for club and national racing.

The Royal Yachting Association (RYA) is the National Governing Body of all UK Powerboat Racing and is affiliated to the Union Internationale Motonautique (UIM) THE Monaco based international governing body. The RYA Powerboat Racing Committee (PBRC) is responsible for developing policy for the sport.

Offshore Racing is an enjoyable and exciting form of Motorsport and whilst this handbook might seem formidable at first glance, it is here to help and guide you. The robust rules on racing, equipment and technical as well as safety management systems including training, are valuable tools in educating competitors to compete in controlled and structured environments. Following the rules and taking the time to keep yourself updated may help you to compete in a safe manner and help to reduce the associated risks.

The sport of Offshore Powerboat Racing is easy to enter and all clubs listed in section A2 are happy to welcome you to their races and help you get started.

Offshore Powerboat Racing Training Days are available and organised by the clubs to provide training and testing at all levels of racing and are usually held at the beginning of the season.

To further your interest, please contact and join a club from the section below, go to the race meetings at other venues and talk to the drivers, mechanics, officials and helpers. This will assist you to decide which type of boat you would like to race and will give you some idea of the equipment required and the cost involved.

There are different types of licences required to race powerboats with an upgrading system for the safe progression of drivers through the classes. The required annual medical checks the driver's health before a licence is issued and ensures that only people in good health can race.

Powerboat Racing Useful Website Links:

| | |
|---|--|
| Allhallows Yacht Club | www.allhallowsyachtclub.net |
| British Powerboat Racing Club | www.britishpowerboatracingsclub.co.uk |
| Offshore Circuit Racing Drivers Association | www.ocrda.org |
| Offshore Racing Drivers Association | www.orda.co.uk |
| Powerboat P1 SuperStock Series | www.powerboatp1.com |
| M2M Racing Ltd | www.thundercatracing.co.uk |
| South East Powerboat Association | www.sepaoffshore.co.uk |
| UIM | www.uimpowerboating.com |
| GPA | www.guernsey-powerboat-association.com |

A1 How to participate

All UK residents who wish to take part in Powerboat Racing in the United Kingdom, The Channel Islands, The Republic of Ireland and Malta must hold a valid Powerboat Racing licence issued by the Royal Yachting Association.

All UK residents who wish to take part in International Racing must hold a valid International Powerboat Racing licence issued by the Royal Yachting Association.

All new applicants are required to undertake a powerboat race training programme, details of which can be found in the RYA Powerboat Race Training Manual (PB3).

A2 Certification

Upon satisfactory completion of the written test and practical assessments the driver and Co-Driver will be signed off as competent to race by the club's approved powerboat race training instructor. They will then be eligible to apply for an RYA provisional licence for the class in which they have been tested.

A2.1 Each person will be approved to race only the type and class of boat they have been tested in. Should they wish to compete in a different class they must contact the RYA and re take any part of the test deemed necessary by the RYA.

A2.2 Driver and Co-Driver: Due to the nature of the testing, each person will be signed off to race as a driver or Co-Driver. Should they wish to compete in a position other than that they were tested in they will have to repeat the test in that position.

A3 Contact RYA Powerboat Racing

Jeni Jelf Powerboat Racing Manager 02380 604240
powerboat.racing@rya.org.uk

Natalia Wiewiora-Hawkins Senior Administrator 02380 604240
powerboat.racing@rya.org.uk

Existing competitors should only contact the RYA for advice on participation, licencing and paperwork. Any non-adminstritive contact should be via your club delegate.

Competitors and organising clubs are also not permitted to directly contact the UIM and all enquiries must be made directly to the RYA.

A4 Terminology

In these regulations the word "shall" or "must" means mandatory, whereas the word "should" means recommended.

A4.1 Club Racing

Look for the abbreviation 'C' on the RYA calendar and contact the local organising club for more details of the event. This rule book will provide more information on how to get started.

A4.2 National Racing

National Offshore racing takes place throughout the season at selected venues around the country. Look for the 'O' abbreviation on the RYA Calendar.

To compete at this level you must race in one of the National Classes and also hold a National Licence, National Classes are run to class specific rules; these are detailed

in separate sections within this book. Details of how to apply for an RYA National Powerboat Licence can be found in this rule book.

A4.3 International Racing

International Racing is sanctioned by the UIM, Union Internationale Motonautique. Additional rules apply to competition at this level and you may be rewarded with a European or World Championship title. Events are held all over the World with most of the National classes competing

A5 Organising Clubs

All organising clubs must be affiliated to the RYA and must have RYA Third Party Insurance in place that covers their event, officials and competitors both on land & water.

A6 RYA Officials & Competitors Form

All officials and helpers & Competitors must complete and sign the form at the start of every meeting, before taking up their duties. All must remember to sign off at the end of the event.

A7 Officer Of The Day (OOD)

A7.1 Officers of the Day must be appointed to officiate at all International, National, Club, Testing, Training and demonstrations organised under the jurisdiction of the Royal Yachting Association. All OODs must be on the list of Approved Officials.

A7.2 The appointment of an OOD is made by an organising club and approved by the ORC.

A7.3 OODs must not compete in any event at which they are officiating, nor be a member of the Protest Committee.

A7.4 The role of the OOD is to control the overall event and to ensure that all rules and regulations are adhered to. In the absence of the OOD the Deputy OOD (if appointed) must assume responsibility.

A8 RYA Approved Measurers

A8.1 Measurers have been appointed by the RYA to measure classes as indicated

A8.2 The Measurer will check that a race boat conforms to all of the criteria specified for its particular offshore class. The measurer should be given 14 days' notice prior to measurement.

A8.3 The following measurement fees have been set by the RYA and may be charged by the measures at their discretion.

£100 Fee for measuring all boats

0.25p Per mile

Please contact the RYA Office for a list of approved scrutineers.

A9 RYA Technical Inspector

Technical inspectors are appointed to events by the ORC or the Powerboat Racing department, who will maintain a list and appoint Inspectors as required to meetings during and at the end of the season. Inspectors where possible, should not undertake any work or duty at a meeting which may compromise their appointment.

A10 RYA Commissioners

Commissioners will be appointed to all International and National Championship meetings where possible. In addition, Commissioners should also be appointed to club racing events.

Role & Responsibilities

- Commissioners must be a current or have previously been an Officer of The Day and must pass an annual written test for re-validation.
- Commissioners must report on all aspects of the meetings to which they are appointed and their function is to audit the performance of officials & compliance with rules.
- Commissioners must receive from the organizing club, the full results and copies of all Incident Report Forms and must submit Reports together with copies of the Results and Incident Report Forms to the RYA within 14 days of meetings. The RYA must immediately on receipt of the report copy the documents to the Offshore Racing Committee for review.
- Any breach of the racing rules by a Club, Official, driver or mechanic must be reported to the RYA by the RYA Commissioner.
- Commissioners should endeavour to discuss any problems encountered with a representative of the organizing club. All Commissioners report forms must be reviewed by the ORC and if required the ORC Chair will contact the club to discuss any relevant issues. If serious problems arise the RYA will be notified by the ORC Chair and agreed appropriate action taken. All ORC delegates will be notified as soon as possible if any such action is required.
- The RYA Commissioner, in conjunction with the Officer of the Day, is entitled to take action with the race organisation if safety conditions are not met. In some case they may be entitled to request that an event is suspended if safety conditions are not approved or rules are not being adhered to.
- The reports from the Commissioner are confidential and are not to be used for aims which are contrary to those of the RYA. Nor should they be communicated to the press.

Expenses / Organisers Obligations

Commissioners are entitled to claim a maximum of **£25.00** per day for their services.

Accommodation should be booked by the event organiser for the required period. The accommodation should be of a good standard. Commissioners should also be invited as guests to any official functions and should be included in any free lunch offers if available.

The above is intended to set a minimum guideline to assist organisers with their event planning budgets. Organisers are urged to liaise directly with their appointed commissioner as soon as possible to make the necessary arrangements.

B Licences

B1.1 General

- B1.2** Licences are valid for the current calendar year in which they are applied / issued for.
- B1.3** Only one licence may be issued per calendar year by your National Authority. This also applies to Event Licences.
- B1.4** Once your National Authority has issued your licence (including event licences) you may not be licenced by any other National Authority for the remainder of the calendar year.
- B1.5** You may not apply to other National Authorities for Licences during this time and must not be issued with a foreign licence unless authorised by your National Authority.
- B1.6** Foreign competitors who are resident within the UK and wish to apply for a UK Licence must provide written permission from their own National Authority and proof of previous racing experience by the submission of a Powerboat Racing CV. The RYA will separately make contact with the National Authority to verify the application.
- B1.7** It is the competitors responsibility to apply for a racing licence in good time. Fast-track licences are available from the RYA at the applicable surcharge.
- B1.8** Applications for RYA powerboat licences must be on an application form which includes a medical evaluation which must be completed by a suitably qualified medical doctor.
- B1.9** Family members may not countersign licence application forms.
- B1.10** All applicants must be current members of an active RYA Affiliated Powerboat Club
- B1.11** Only Clubs that are Affiliated to the RYA and are currently 'active' (ie:Host Events') in accordance with decisions of the relevant committee can apply for their members to be licenced.
- B1.12** All licence application forms must be countersigned by the appointed club official who must ensure that the applicant is suitably qualified for the classes applied for. This applies to both provisional and national licence applications.
- All completed licence application forms must then be sent with the appropriate fee to the RYA by the nominated Club officials who endorsed the application.
- The RYA will return all licences to the Race / Club secretary of the applicant's club who must check that the correct licence has been issued before sending the licence to the applicant.
- B1.13** The PBRC Medical Panel may refuse an application on medical grounds.
- B1.14** The RYA reserve the right to refuse a licence application or withdraw a licence following disciplinary action or unacceptable behaviour.
- B1.15** An OOD has the authority at all times to remove a competitor from competition if they fail to perform to a satisfactory standard and refer the matter to the RYA for relevant committee action.

B2 Provisional Licence

- B2.1** This licence is issued to all new competitors and those competitors returning to the sport after a break of more than two years.
- B2.2** Applicants for a Provisional Licence are required to undertake a Powerboat Race Training programme. Previous Competitors will be required to undertake a refresher Training Course.
- B2.3** Provisional Licence holders are eligible to race in National events but will be under the close supervision of the OOD. Provisional licence holders may be withdrawn from races by the OOD and referred to their training centre for further assessment if they do not demonstrate the required levels of competence and ability. If this occurs your licence will be retained and returned to the RYA by the Race Secretary.
- B2.4** The OOD may require Provisional Licence holders to take a position on the start line away from other experienced National Licence holders. Details of this requirement will be given at drivers briefing.

B3 National Licence

- B3.1** National Licences are issued to all previous National Licence holders providing they have taken part in races within the last two years of the application in the class they are applying for. Proof of previous racing experience by the submission of a Powerboat Racing CV with their Licence Application Form may be required
- B3.2** Competitors returning to the sport after a period of absence exceeding 2 years, will be required to undergo refresher training before a licence can be issued.
- B3.3** Competitors wishing to upgrade from a Provisional Licence to a National Licence must compete in five Powerboat Racing rounds and demonstrate competence and ability to the satisfaction of the OOD. Once the licence upgrade form has been fully completed it should be returned to the RYA together with any additional fees who will then issue the applicant with a National Licence
- B3.4** Competitors MUST present their Powerboat Racing upgrade form to the OOD prior to the drivers briefing. This will be signed by the Officer of the Day at the end of each round providing the OOD is satisfied with the competitor's ability and performance

B4 International Licence

- B4.1** National Licence Holders wishing to upgrade to an International Licence MUST compete in three National rounds whilst holding a full National Licence and demonstrate competence and ability to the satisfaction of the OOD.
- B4.2** Competitors MUST present their Powerboat Racing upgrade form to the OOD prior to the drivers briefing. This will be signed by the OOD at the end of the event providing the OOD is satisfied with the competitor's ability and performance
- B4.3** Previous holders of an International Licence issued within the last 2 (two) years can apply for an International class specific licence which they are qualified for.

B4.4 Previously experienced competitors who's licence has lapsed, may apply directly to the RYA via their club to upgrade to an International licence. All such applications will be considered by the relevant committee. The final decision will be based on the past experience and competence of the applicant and consideration will only be given if the competitor has demonstrated that they have used every reasonable opportunity provided to them to upgrade their licence in the normal way.

B4.5 All competitors applying for an International Powerboat Racing Licence must comply with all UIM Anti-doping requirements and complete the UIM declaration form included.

B5 Marathon Licences

B5.1 RYA requirements for applicants of Marathon Licences are different to other classes due to the distances involved in this class of racing. Marathon Licences are issued to applicants who can demonstrate a high degree of navigational knowledge and past boating experience, details of these requirements are fully described in marathon class section of this rule book.

B5.2 Marathon boat passengers who are not in control of the boat or part of the main crew do not have to have undergone specific race training in order to be issued with a crew licence. All other pre-requisites must still be complied with.

B6 UIM Super Licence

B6.1 Competitors, who race in Class 1 , X Cat & V1, must, in addition to their UK International licence hold a UIM Super Licence.

B6.2 UIM Super Licence application forms and procedures can be downloaded from either the RYA website or the UIM web site

B6.3 All applicants are reminded that an additional UIM medical examination is required and that the deadline for a Super Licence is a minimum of four weeks before your first event.

B7 Event & Training Licences

B7.1 Purchased /issued at each event and issued only by Race Secretaries or OOD's.

B7.2 An Event Licence provides a competitor with a temporary Powerboat Racing licence valid only for the duration of the event at which it was issued and restricted to the class as authorised by the Event OOD and signed by the Race Secretary.

B7.3 Event Licences may not be issued to competitors taking part in National Championship Events.

B7.4 A "Medical Self Declaration" (MSD) form must be completed and signed by the competitor prior to the issue of **each** Event / Training Licence. If any medical conditions are declared then the event medical officer must review the application and advise in accordance with the rules. If a decision cannot be given then the Event / Training Licence cannot be issued.

B7.5 A maximum of 2 (two) Event Licences can be issued to one individual per season.

B7.6 A maximum of 1 (one) Training Licence can be issued to a novice Competitor for each individual class for their initial training.

- B7.7** After the issue of two Event Licences with MSDs a full medical is then required, to upgrade to a full licence if a competitor wishes to continue racing.
- B7.8** Event / Training licences may only be issued to UK Nationals / Residents who do NOT already hold a licence with another National Authority either full or temporary.
- B7.9** Event Licences will not be issued unless a competitor has previously held a powerboat racing licence in the last two years in the class they wish to compete or undertaken an appropriate Training course or refresher training
- B7.10** Training Licences are not valid or permitted for any individual to take part in any racing activity.
- B7.11** Event Licences may only be issued on evidence of training being produced. The Training certificate or evidence of a refresher course must accompany the Event Licence when it is returned to the RYA.
- Note: The Officer of the Day will require new competitors to take a written/oral test prior to their first racing event and demonstrate that they fully understand the racing rules, particularly those relating to overtaking and rounding of race marks, together with a full understanding of the International Regulations for Preventing Collisions at Sea**
- B7.12** Competitors who have previously held a Powerboat Licence or Event Licence within the last two years will be eligible to be issued with an Event Licence provided they have not been disqualified or had their licence removed due to Yellow/Red Cards or Disciplinary action.
- B7.13** Event Licences Cost **£60** per event. Training Licences are **FOC**.
- B7.14** **Note: If a competitor wishes to race with a full RYA licence there will be no reduction in the full licence fee to reimburse Event Licence charges already paid.**

B8 Licence Upgrading

After training has been completed, Clubs and the RYA to regulate the progression of competitors through the sport by requiring them to gain the necessary experience and demonstrate their competence before being allowed to apply for a licence upgrade.

Participation in an event does not guarantee an endorsement signature.

B8.1 Provisional to National.

Five endorsements must be obtained from competing in 5 separate National events to the satisfaction of the OOD.

B8.2 National to International.

Three endorsements must be obtained from competing at 3 separate National events to the satisfaction of the OOD.

B9 AGE RESTRICTIONS

In all RYA registered classes the minimum age for a driver and Co-Driver is according to Class Rules. For competitors entering races in non-registered RYA Classes the minimum age is 18 years for both driver and navigator.

All age regulations apply at the date of the race. Please note * as per class rules

| Class | Provisional | National | International |
|----------------------|---------------------------|---------------------------|----------------------|
| Class 1 | 18yrs | 18yrs | 18yrs |
| X Cat | 18yrs | 18yrs | 18yrs |
| V-1 | 18yrs | 18yrs | 18yrs |
| P1 SuperStock | 18yrs | 18yrs | 18yrs |
| Class 3A/B | 16yrs | 16yrs | 16yrs |
| Class 3C | 18yrs | 18yrs | 18yrs |
| Z150 | 18yrs | 18yrs | |
| Marathon All Classes | 18yrs | 18yrs | 18yrs |
| V-24 | 18yrs | 18yrs | 18yrs |
| P750 | 17 driver 16 co-driver | 17 driver 16 co-driver | See UIM |
| Club 3 | 16yrs | 16yrs | |
| Club Class U,1,2, | 18yrs | 18yrs | |

B10 Immersion Tests And Microdive Course

B10.1 If you are racing in a class that requires an Immersion Test i.e. restraint and canopy boats, then you must have undertaken your test before applying for your licence. **See RYA website for details of venues and dates when tests are being offered.**

B10.2 All personnel racing in a class that requires an immersion test must have successfully undertaken a microdive course or another internationally recognised qualification such as PADI in order to be issued with a licence. The alternative course options will be approved by the relevant RYA Committee.

B10.3 After an initial diving qualification has been achieved competitors must undertake an annual refresher course or provide satisfactory proof they have carried out diving activity within the last 12 months.

B11 Racing Licences Under 18 Years

B11.1 All persons under 18 years of age must be accompanied at the event by a Parent/Guardian. All competitors who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

B11.2 All persons under 18 years of age are also required to complete an RYA Certificate of Competence, countersigned by a parent or guardian and the OOD. This must be returned to the RYA, together with their licence application for each class they compete in. Certificate of Competence forms are available from the RYA.

B11.3 RYA Officials who countersign a Certificate of Competence form are reminded that it is their responsibility to ensure that the named competitor has undergone a Powerboat Race Training programme, and in their opinion, is competent to participate in Powerboat Racing for the classes identified.

B12 Injured Drivers

B12.1 In the case of an injured competitor, the OOD, SO or Race Secretary must complete an Incident Report Form , a Hospitalisation form (if they are sent to hospital), and a Licence Withdrawal/Medical Form (if appropriate) for the injured person. A copy of this documentation, including the competitor's licence must be sent back to the RYA Powerboat Racing Department.

B12.2 On receipt the RYA will take a copy of the Licence Withdrawal/Medical Form and send this along with a covering letter to the competitor. The competitor is expected to undertake another medical examination by a doctor, declaring him/her fit. When this has been done, the competitor sends a copy to the RYA and the racing licence is returned to him/her.

B13 Non-Approved Races

No competitor or RYA official can participate in a powerboat racing event that is not calendared or sanctioned by the National Authority or the UIM (where applicable) The RYA will, with immediate effect, suspend all such licence holders and officials from all future events and will notify the UIM of all such suspensions if their participation is identified.

In the case of an international meeting being organised by a club which is not recognised by the National Authority and which has not asked permission to organise such a meeting, the National Authority will:

Notify the organising club that the drivers and RYA officials may be suspended and;

Notify the Competitor or RYA officials that they may be suspended, if they take part in international or UK races not approved by the local National Authority.

In all cases the local National Authority may request the UIM to extend any suspension or sanction is extended to other countries.

B14 Risk Statement

B14.1 Competitors and all officials are reminded to familiarise themselves with the content of the following Risk statement which will feature on many documents.

B14.2 Risk Statement

Powerboat Racing is by its nature a dangerous sport and therefore inherently involves an element of risk. However, I understand that having good knowledge of the rules and ensuring that my equipment is in good working order will help to minimise risks.

By participating in or becoming involved with Powerboat Racing organised by RYA affiliated clubs either as a participant, team member or otherwise individuals agree and acknowledge that:

- i. they are aware of the inherent risk involved in the sport and accept responsibility for exposing themselves to such inherent risk , including risks to their person, their property, drowning, hypothermia, collision injuries burns and other physical injuries as well as possible death

- ii. they have satisfied themselves that they have the necessary skill and knowledge to take part in the event and deal with the conditions that may arise in the course of a race
- iii. they will not participate in the event whilst under the undue influence of alcohol, drugs or whilst otherwise unfit to participate
- iv. they are responsible for the safety of themselves their crew their boat and their property whether afloat or ashore and that the management of their boat including insurance is solely their responsibility
- v. scrutineering does not constitute a condition survey of the boat and it is solely their responsibility to decide whether or not to start or to continue in any powerboat race
- vi. ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility
- vii. the provision of a race management team, patrol boats and other volunteers by the event organisers does not relieve them of their responsibilities
- viii. the provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances
- ix. to be bound by the conditions of the Race Entry Form, Racing Instructions / Advance Programmes and the General Competition Rules of the UIM and the RYA
- x. they will accept the decisions of the organising committee and officials nominated by the organising committee.
- xi. they understand that it is their responsibility to ensure that the event has suitable insurance cover in place before participating and it is also their responsibility to ensure that they familiarise themselves with event Risk Assessments & Race Instructions / Advance Programmes and bulletins before participating.

INDEMNITY

Participants in the event will be required on signing on to the event to save harmless and keep indemnified:

- (a) The owners of the premises at which the event is held;
- (b) The organising club, the sponsors and the RYA and their respective officials, servants and agents; and,
- (c) The other boat owners, drivers, passengers or mechanics engaged in the meeting (together with the "Indemnified Parties") AGAINST all actions, claims, costs, expenses and demands in respect of loss of or damage to the property of or personal injury sustained to the Indemnified Parties to the extent caused by the participants, their crew, their boat, their mechanics, support team, representatives or agents.

IMPORTANT NOTE: Persons under the age of 18 must have written authority signed by either Parent or Guardian.

THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE
OR TO CONTINUE RACING IS THEIRS ALONE

C Boat Registration, Measurement & Engine Homologation

C1 Boat Race Number

- C1.1** If you are racing in any of the following classes please contact your club for a race number. Your new race boat number **MUST** be noted in your RYA Registration Logbook.

P750

P1 Super Stock

- C1.2** All other classes, race numbers are only allocated and confirmed to licenced competitors (there is a section on the licence application form to complete with your first and 2nd choice) or when submitting your Logbook/Measurement Certificate

The RYA Office will then check your Class boat register and inform you of any availability for the number you have requested.

C2 Retain Boat Race Number

- C2.1** Race numbers are only allocated and confirmed to licenced competitors (there is a section on the licence application form to complete with your first and 2nd choice) or when submitting your logbook/measurement certificate how to register your boat
- C2.2** All boats that are intended to be raced must be registered with the RYA. Registration relates to both the owner and the boat. Any change in ownership requires re-registration.
- C2.3** Boats with canopies must have been measured and must hold a current Measurement Certificate to verify that the boat complies with current UIM 508 specifications.
- C2.4** If you are racing in either Club, Thundercats or P1, you will require a new RYA Boat Registration Logbook before you can race.
- C2.5** New competitors may complete an RYA boat registration application form at the race site, which will then be sent back to the RYA at the end of the event. Any damage incurred during racing will be recorded in the new logbook, which will then be sent to the owner by the RYA. This logbook must be produced at every race prior to being allowed to participate.
- C2.6** Contact the RYA or your club and ask them to send you a Boat Registration Form. Alternatively you can download these from the RYA web site, go to [in the offshore section](#) and select the required form.
- C2.7** Boat registration forms must be completed and returned to the RYA a minimum of 7 days prior to the intended first race, unless by prior arrangement with the RYA.
- C2.8** A registration fee may be payable to the RYA. Please contact the RYA for details.
- C2.9** If you are racing in any of the Offshore UIM classes, you will require a full RYA Measurement Certificate before you can race nationally.
- C2.10** Any change in ownership requires re-registration.
- C2.11** The RYA will issue a registration log book or measurement certificate, which must be presented at race control at the same time as racing licences. The Scrutineer will record details of any damage to the boat sustained at the event or technical infringement in the RYA

Boat Registration Logbook or measurement certificate. This will then be returned to the RYA to be recorded on the database before the registration log book / or measurement certificate is returned to the Competitor.

- C2.12** If you are racing an Offshore UIM Class, your boat must be measured to ensure it complies with the International Rules. Contact the office and we will guide you through this simple process.

C3 Previously Registered Or Measured Boat

- C3.1** All boats that are intended to be raced must be registered with the RYA. Registration relates to both the owner and the boat. Any change in ownership requires re-registration.
- C3.2** Boats with canopies must have been measured and must hold a current Measurement Certificate to verify that the canopy is to full 508 specifications.
- C3.3** New competitors may complete an RYA boat registration application form at the race site which will then be sent back to the RYA at the end of the event. Any damage or technical infringement incurred during racing will be recorded in the new logbook or measurement certificate, which will then be sent to the owner by the RYA. This logbook or measurement certificate must be produced at every race prior to being allowed to participate.
- C3.4** Boats previously registered or measured in the case of Offshore UIM Classes must be registered by the new owner with the RYA. Any changes in ownership require a new RYA logbook registration form to be completed. All Offshore UIM Classes must re new their measurement certificates annually. Follow the procedure above and ensure you allow enough time for the paperwork to be processed and where necessary the boat measured.
- C3.5** All Measurement Forms and Registration applications must be received correctly completed at least 7 days prior to the licensee's first intended race.

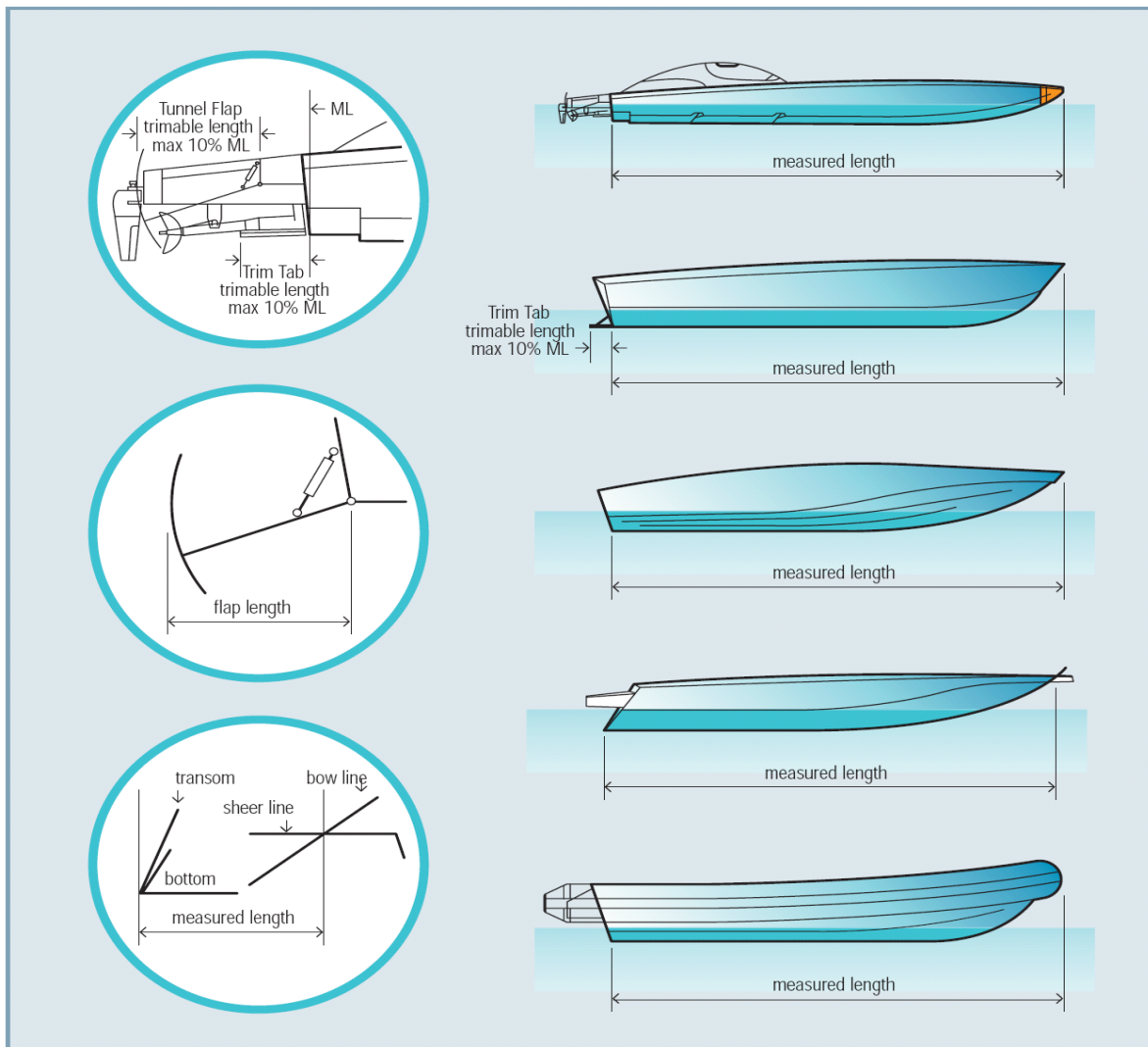
C4 Boat Length Measurement

The length must be measured between the perpendiculars of the external moulded length of the boat, taken at the extreme bow and the rear most planning surface (the rear most part of the keel) including all hull planning steps (regardless of height), but excluding trim tabs, either fixed or movable.

See Diagram

C4.1 Length Measurement Diagram

Length measurement diagram – Appendix 4



Offshore UIM rules nos. 501.11,721,732

C5 Class 3 Monohull Definition

C5.1 A Monohull is a boat with one hull

C5.2 A minimum distance of 80% of the 'Measured Length' should in the centreline, be the deepest part of the hull

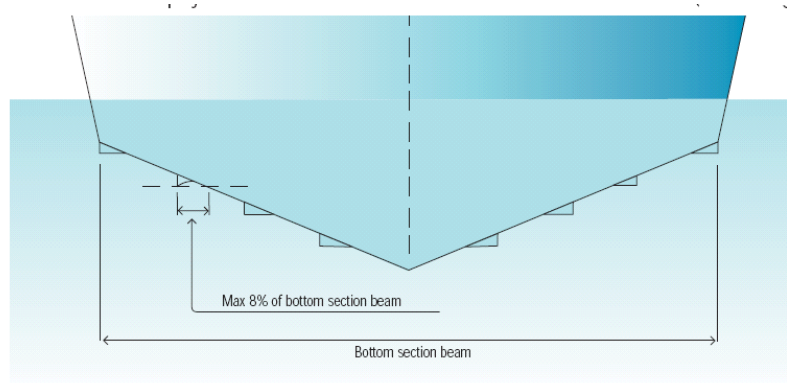
C5.3 Transverse sections should, from the centreline, have positive angles up to the sections maximum beam, except in the following two cases:

C5.4 Each spray deflector may have a concave surface with a horizontal width from the hull to the outside of the spray deflector of no more than 8% of the hull's Bottom-section-beam. (see diagram A & B)

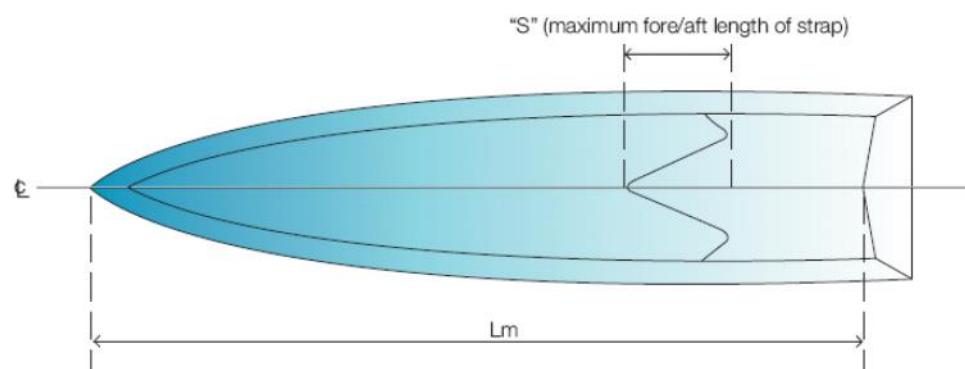
C5.5 Each spray deflector must not have a total downward angle exceeding 20 degrees.

C5.6 Steps which are swept aft may have a distance "S" of no more than 25% of 'Measured Length'. (see diagram A & B)

C5.7 Diagram A



C5.8 Diagram B



C6 Cube Rule

C6.1 The outer surface of the hull excluding any protuberances such as chine rubbers and spray rails shall contain a "cube" of the following dimensions:

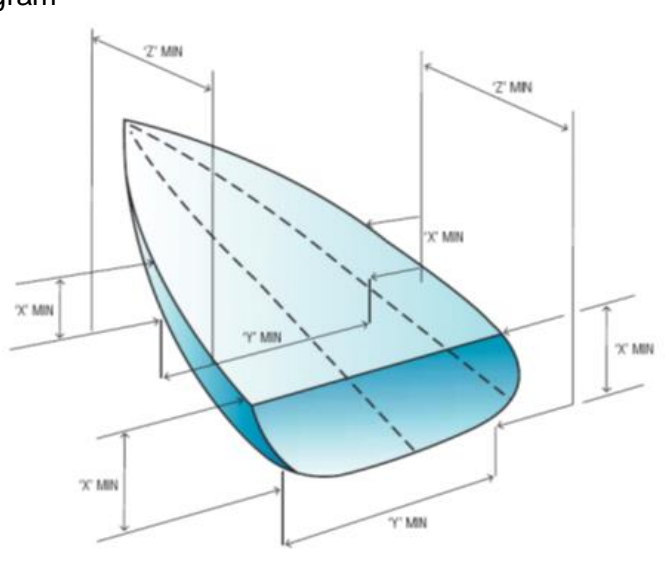
| Class | Height ('X') | Width ('Y') | Length ('Z') |
|---------------------|--------------|-------------|--------------|
| C - 2.0 litre | 0.46m | 1.2m | 2.75m |
| Z150 - 150 hp | 0.46m | 1.2m | 2.75m |
| B - 1.3 – 1.8 litre | 0.46m | 1.2m | 2.35m |
| A – 1.8 litre | 0.46m | 1.2m | 2.35m |

For multihulls measured before November 1st 1994 the cube may be split in the longitudinal direction, in the vertical plane, into two equal parts, provided the two halves are set side by side. The split cubes may be turned 90 degrees.

Multihulls measured after November 1st 1994 do not need to contain the cube.

For monohulls, only the complete un-split cube is permitted

C6.2 Cube Diagram



C7 Engine Homologation Procedure

C7.1 Competitors are advised that engines used in any RYA or UIM classes must comply with Class rules.

C7.2 It is the competitor's responsibility to ensure that this rule is complied with at all times. Failure to do so may lead to disqualification from the race or race series.

C7.3 Competitors racing in International Classes are further reminded that their engines MUST be homologated by the UIM and recorded on the UIM web site or official listing and the homologation number noted on the boats measurement certificate. Engines not listed on the UIM official list must not be used at International events. If a competitor wishes to apply for a new engine or model to be homologated for a particular class the following process must be adopted: Contact the RYA stating the make and model of the engine and racing class in which it is to be used. Engine homologation information can be found on the UIM website www.uimpowerboating.com.

C7.4 The RYA will advise whether it is already homologated or if a new homologation is required. Check that the engine hp/cc is within class limits and ask for a homologation application form, complete this form and return it to the RYA. The RYA will notify the UIM and arrange for an engine inspection to be carried out. Once this has been completed the UIM will place the homologation application before the relevant UIM Commission who will consider the application. This process is lengthy and can take many months, sufficient time must therefore be allowed when making such applications.

D General Rules:, Boats Equipment, Engines & Safety

To be read In accordance with Class Specific Rules

D1 Race Numbers

- D1.1** Numbers shall be painted in waterproof black paint on a yellow or white background or be made of black coloured self-adhesive materials of adequate strength. No number may begin with a zero. All numbers shall be plain upright.
- D1.2** The numbers shall be painted so as to be clearly visible from both sides and from above. Those on the beam shall be placed on the forward half of the boat.
- D1.3** Those numbers displayed on the foredeck and on the underside of a tunnel shall read correctly from the transom and both class letter and number shall be underlined by a black bar. If displayed on the afterdeck, the number shall read correctly from the transom and must be underlined by a black bar.
- D1.4** Boat race numbers must also be displayed on the right side of the trailer aft of the hitch.
- D1.5** The individual numbers shall conform to the following minimum dimensions, the only exception being where the size of the boat does not allow the minimum size to be carried.
- | | | | |
|-------------------|------|-----------------|------|
| Height: | 30cm | Width: | 23cm |
| Thickness: | 5cm | Spacing: | 13cm |
- D1.6** Each numeral shall be contained within the imaginary square made up of the height and width and the spacing taken between the imaginary vertical lines of the square. The numeral 1 (one) is governed only by thickness and height and the spacing is measured from the edge. The background shall extend at least 23cm in front of and beyond the end numerals and at least 7.5cm above and below the numerals. All numerals shall be plain and upright.
- D1.7** The class prefix shall precede the numbers and letters must be the same minimum dimensions as the numbers. The letter and numbers shall be separated by a dash.

D1.8 Class Prefix Numbers

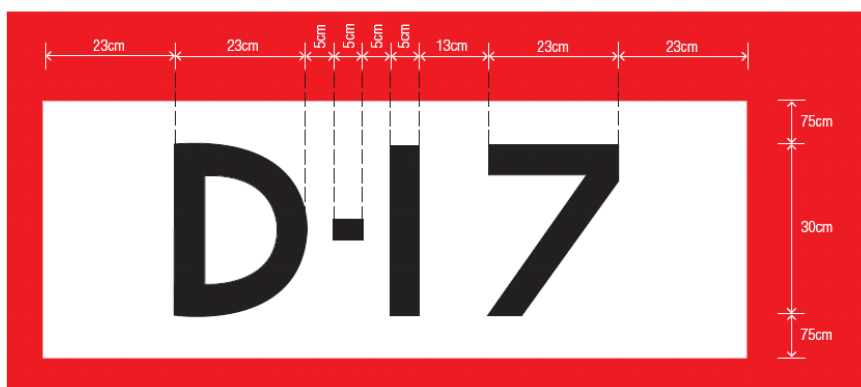
| CLASS | PREFIX |
|-----------------------|---------------------------------|
| 3A | A - |
| 3B | B - |
| 3C | C - |
| Z150 | Z - |
| V24 | V - |
| Club 3 | 3 - |
| Club 2 | 2 - |
| Club 1 | 1 - |
| Club Unlimited | U - |
| Marathon | In accordance with rules |

- D1.9** On catamaran boats the numbers must be placed on:
- The foredeck within front third of boat
 - The tunnel underside within front third of boat
 - The outside of both sponsons within front third of boat

On all other boats the numbers must be placed on:

- The foredeck within front third of boat.
- Both sides of the hull within front third of boat.

- D1.10** The beam race numbers may also be painted or glued on slightly curved non-vertical surfaces provided that the whole number is within 30 degrees from the vertical position. The height must be 0.30m measured vertically.



Red in diagram indicates any boat colour (example only).

D2 Advertising

- D2.1** No part of any advertising, sign writing, flags, badges, emblems or marks of any kind shall be within 0.5m of the race number.
- D2.2** No material may be displayed which advertises any product which is in conflict with the race sponsor's products unless prior permission in writing is obtained.
- D2.3** Display material considered to be offensive in the opinion of the organisers will be required to be removed. Failure to comply could result in disqualification.
- D2.4** Race organisers may require competitors to carry event sponsor advertising. This advertising must be provided by the organiser.

D3 RYA / National Flag Decals

- D3.1** All National boats must display the RYA Powerboat Racing decals on either side of the boat to be eligible for National Championship points. Club class boats are also required to display RYA Powerboat Racing decals.
- D3.2** Boats taking part in International races must carry their national flag with minimum dimensions 450mm x 300mm

D4 Towing Cleat & Eyes

- D4.1** Towing cleats and eyes shall be of adequate construction and strength for the boat to be towed when waterlogged, and shall be securely fixed to the main hull structure, not merely to the deck.
- D4.2** For multihulls a towing eye must be fitted to the under part of the tunnel, centreline at one third of the distance aft from the front edge of the tunnel. This hook must be easily accessible for attaching a line during recovery of the boat in the event of a capsize. The hook is to be fitted on a reinforced area designed for the purpose of towing a water laden hull.

D5 Painter / Towing Line

- D5.1** All boats must carry a towing grab line permanently fixed to the towing eye or bow eye so as to avoid the crew having to clamber out on to the bow to accept a tow. This grab line must be no longer than the overall length of the boat to avoid fouling the propeller.
- D5.2** All boats must carry an additional towing line at least twice the length of the boat
- D5.3** Towing lines must be of sufficient length and strength for the purpose of towing. All ends must be whipped or welded, and chafed or worn ropes must be renewed.

D6 Sharp Edges

- D6.1** All sharp edges must be adequately protected or removed.

D7 Steering & Control Cables

- D7.1** All steering system components, control cables, linkages, quadrants and any fitting within the steering system must be in good condition, secure and fit for purpose. Mounting bolts must be secured with lock nuts or pins.

D7.2 Outboard engines, out drives and rudders shall operate with full and free movement but there must be no undue degree of play.

D7.3 Hydraulic steering helm units, ram cylinders, hoses and unions must be free of leaks and adequately protected.

D7.4 It is not acceptable to have single push-pull steering on outboard engines.

D7.5 Boats with more than one outboard engine or outdrive must have a properly engineered tie-bar system.

D8 Seats

All seats fitted must be secure and fit for purpose.

D9 Structural State

It shall be the competitor's responsibility not to offer for scrutiny a boat that has any structural or mechanical defects.

D10 Decks

Decks must be able to bear the weight of a 100 Kg person standing at any point and must have sufficient hand holds of adequate strength.

D11 Windshields/Windcreens

D11.1 Must be well secured.

D11.2 Must be of non-splintering material. The use of glass for windcreens is forbidden except where they are made from toughened glass or laminated.

D11.3 Must be masked by rubber or plastic on any bare edges.

D11.4 Must not be so designed that they would restrict the driver from being ejected.

D12 Cameras

D12.1 External recording devices such as Go-Pro's must be securely fixed and not mounted in a such a way that their presence will cause a hazard to a competitor being ejected from their craft.

D12.2 Cameras may also not be mounted in any way that could cause disturbance to a competitor's field of vision.

D12.3 Cameras may not be mounted/fixed externally on helmets.

D13 Fuel

- D13.1** The only fuel to be used by any offshore powerboat must have the same characteristics as the fuel commercially available to the general public as dispensed from roadside pumps or marine fuelling facilities.
- D13.2** For petrol engines, no additives are permitted except lubricating oil providing that such oil does not increase the octane or the water content of the fuel or enhance the fuel by any other means.
- D13.3** For diesel engines, the fuel shall be that intended for use in diesel engine road vehicles or automotive based marine engines.
- D13.4** Bio-fuel is permitted as dispensed from roadside pumps or marine fuelling facilities. No additives are permitted except lubricating oil providing that such oil does not increase the octane or the water content of the fuel or enhance the fuel by any other means.
- D13.5** The unleaded petrol must be as defined by the European Committee for Standardisation (CEN), EN 228 (2004), BSEN 7070 or other comparable national or regional standards. The Standard for Bioethanol Fuel is E85 Automotive 5293(2005)

D14 Fuel Tanks & Lines

- D14.1** Shall be secure in all directions, in good condition and shall not leak.
- D14.2** There must be an easily accessible means of shutting the fuel supply off from the tank(s). When additional electric pumps are fitted to the fuel supply of outboard motors a fuel pump cut-off switch must be fitted within easy reach of either crew members. The position of the fuel pump cut-off switch must be clearly marked.
- D14.3** Boats must have suitable arrangements for filling and venting which are not close to any hot equipment such as exhaust manifolds. All boats must have fuel venting capabilities outside of the crew containment area.
- D14.4** The fuel tank or tanks must be grounded to enable the discharge of static electricity, excluding rubberised bladder tanks.

D15 Forward And Reverse Gears

- D15.1** All craft must be able to be manoeuvred ahead and astern by means of the main propulsion system and have neutral capability operated by controls at the driver's position.

D16 Throttle Control

- D16.1** Foot throttle (if fitted) must be properly connected, work freely and must not be in a position where it can be fouled. It shall quickly return the engine to idling speed when released.

D17 Batteries

- D17.1** Batteries shall be secured with fittings sufficiently strong to withstand any anticipated shock or inertial force and housed in ventilated compartments and mounted upon a secure and solid platform.
- D17.2** Be free of corrosive leaks and well maintained to the satisfaction of the Scrutineer.
- D17.3** The positive terminal of all batteries shall be protected against accidental contact.

D17.4 Shall be fitted with a clearly marked battery isolation switch in the positive and/or negative supply line.

D18 Bilge Pumps & Bailing

D18.1 There shall be at least one manual bilge pump fitted to the boat. The number and capacity of pumps installed shall be appropriate to the size of the boat.

D18.2 All bilge pumps shall be in proper working order and secured to the boat.

D18.3 A Pail/Bucket with a minimum capacity of 5 litres is mandatory.

D18.4 It is also advised that an electric bilge pump is fitted.

D19 Anchor And Line

D19.1 An anchor and line shall be carried. The anchor shall be of a size and strength appropriate to the length and weight of the boat. An anchor line of at least 30 metres in length shall be carried.

D19.2 If felt appropriate by the OOD/SO, this requirement may be varied or removed by a statement in Race Instructions.

D20 Engine Eligibility

D20.1 It is the Race Committee's duty to decide upon competitors' eligibility and as to whether boats and engines conform to the rules. If a Race Committee or Chief Scrutineer decides to check an engine in order to verify its eligibility, the cost shall be borne by the competitor.

D20.2 When a competitor raises a protest against another competitor over the eligibility of an engine, and in order to prove this eligibility an engine is required to be checked, then the costs involved are to be borne by the losing party. This means that following a protest, if the engine is found to be illegal the protestee shall pay for the checking. If however, the engine conforms to all the rules then the cost of checking shall be borne by the protestor.

D20.3 The National Authority may appoint a number of technical engine inspectors who can attend any engine inspection or carry out their own checks with the Chief Scrutineer at any event.

D21 Engine Cut-Off

- D21.1** Engine cut-off device ("kill switch") for connection to all crew is mandatory. One switch with a dual connection cord is permissible; however each cord must be independently linked to the switch.
- D21.2** An additional connection cord and clip (one per switch) to allow the engine to be restarted is mandatory
- D21.3** Any kill switch connection cord must not exceed 120cm. This applies to all crew members.
- D21.4** KILL SWITCH CONNECTION CORDS SHALL BE ATTACHED TO EACH CREW MEMBER BEFORE THE ENGINE IS STARTED AND AT ALL TIMES WHEN THE BOAT IS RACING, TESTING, PRACTICING or UNDER THE DIRECTION OF THE START BOAT.

D22 Engine Mounting

- D22.1** Outboard mounting brackets and clamps must be secure and in a satisfactory condition and attached to the transom with at least four bolts pinned or lock-nutted to the satisfaction of the Scrutineers.
- D22.2** Inboard engine mountings must be sound, and the mounting bolts securing to the hull must be pinned or lock-nutted to the satisfaction of the Scrutineers.

D23 Engine Wells – Outboards

- D23.1** All holes cut into the bulkheads of the engine mounting structure for the purpose of passing control cables, etc., must be watertight, must be as high as possible and must be above the level of the lowest point of the transom cut-out.

D24 Engine Hazards

- D24.1** The engine must be free of dangerous corrosion, oil or fuel leaks or excessive heating likely to be a fire hazard or a danger to any adjacent structure.

D25 Shaft Guards And Engine Compartments

- D25.1** Refer To Marathon Rules Or Specific Class Rules

D26 Twin Installations

- D26.1** When twin engines of the outboard type are installed, but the particular type is not available with opposite hand propeller rotation, it is permitted to modify the drive of one unit to obtain contra-rotation provided that:
 - a. The standard underwater unit casing is retained
 - b. The final propeller ratio to the crankshaft is unaltered.

D26.2 It is also permitted to change the rotation of one unit if an alternative opposite hand rotation underwater unit or a kit of parts to modify the unit is offered by the manufacturer or his concessionaire. In that event the gear ratio of the single altered engine may vary from standard provided it is an incorporate part of the alternative unit or kit.

D27 Propeller Security

D27.1 It is the responsibility of the competitor to ensure that the propeller or propellers are sound; particularly at the blade roots and that it/they are securely locked by the propeller nut(s).

D27.2 It is forbidden to start the motor with the propeller rotating in the air.

D28 Equipment & Safety

D28.1 All safety equipment must be carried on board and fixed/stored to the Scrutineer's satisfaction.

D29 Fire Prevention

D29.1 It is mandatory to carry 1 x 2kg or 2 x 1kg dry powder fire extinguisher/s readily accessible to the crew. Maintenance at manufacturer's recommended intervals is required, and evidence that this has been carried out should be available. **All fire extinguishers where fitted must be fully charged and in date.**

D29.2 In addition to the above all boats with inboard engines must carry a fixed automatic fire extinguishing system. This system must be properly installed and engineered. Maintenance at manufacturer's recommended intervals is required, and evidence that this has been carried out must be available. **All fire extinguishers must be fully charged and in date.**

D30 Exhaust System For Inboards

D30.1 The Exhausting of gases must be designed in such a way that the driver and his crew are protected against the dangers represented by these gases. Carbon Monoxide sensors and alarms must be fitted in all canopied boats.

D30.2 The engine exhaust manifolds, pipes and exhaust driven turbines from the engine outlet to the point of exit must be water cooled by jackets or shielded. The external surface of the shield must not exceed 150°C at any time. The exit must be located in such a position whereby the crew cannot be affected by exhaust fumes.

D30.3 It is acceptable for a short pipe length not exceeding 3cm in length and connecting the exhaust piping to the cylinder block or between the different sections of the piping or the connection with the turbine supercharger, or the interruptions necessary for the supercharger, need not be cooled.

D31 Buoyancy

It is mandatory that all race boats carry additional buoyancy to minimise the possibility of sinking if holed.

D32 VHF Radio

- D32.1** Every race boat should have on board an operational, multi-channel VHF radio equipped with channels M1/37 (157.850 MHz) and M2 (161.425 MHz).
- D32.2** Radios may be a 25 Watt PEP fixed VHF radio or a hand-held VHF Radio which is certified waterproof by manufacturer.
- D32.3** An appropriate ship or transportable licence for VHF Radios must be obtained from Ofcom and available for inspection by race officials.
- D32.4** It is the responsibility of the crew to ensure that at least one crew member holds a VHF Operators certificate.
- D32.5** If felt appropriate by the OOD/SO, this requirement may be varied or removed by a statement in Race Instructions.

D33 Intercom

- D33.1** It is Mandatory in canopied boats and all boats with tandem seating to have an intercom system, between driver and navigator, installed and operational
- D33.2** It is highly recommended to have an intercom system, between driver and navigator, installed and operational in all boats

D34 Racing Vests & Life Jackets

- D34.1** Racing Vests must be worn at all times by all persons on board whilst on the water.
- D34.2** The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:
- D34.3** All vests must have an inherent buoyancy of at least 100 Newton and shall be fitted with collars.
- D34.4** Lacing ties and/or straps shall be adequate and in good condition. All straps shall be at least 40mm wide and have a minimum breaking strain of 500kg. There must be lifting straps at the front or on the shoulders.
- D34.5** Zips are not permitted as the sole means of fastening a racing vest. Where zips are used as an ancillary means of closure they must be in working order.
- D34.6** Tears or rips or bad repairs through which buoyancy material may leak out are not permitted.
- D34.7** Vests must be orange, red or yellow.

D34.8 Vests must have a lifting eye or strap attached to the main harness

D34.9 Vests must not be able to ride up over the wearer's head, and must be secure to the body.

D34.10 The disposition of the solid buoyancy must be such as to ensure that an unconscious person will float face up in the water

D34.11 The vest must have impact protection material covering the back.

D34.12 Crews racing in canopied boats with restraints and air systems must use racing vests, cell suits or floatation suits with near neutral buoyancy. Lifeline cell suits or Crew saver style manual inflation jackets are recommended providing crutch straps if fitted are used.

D34.13 Examples of the type of jacket that comply with the above are the Hutch Wilco, Grabner, Formula or Aqua Stop racing vests. Please contact your National Authority for additional information if you are unsure of the type of product that is acceptable.

D35 Protective Clothing

D35.1 Overalls – All crew members whilst racing must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles. It is highly recommended that overalls comply with current FIA regulations and are cut resistant.

D35.2 Protective clothing used must be durable enough to provide bodily protection and it is recommended to be fire retardant.

D35.3 RYA Scrutineers will check that overalls and clothing comply with these requirements.

D35.4 All limbs must be covered whilst racing.

D36 Whistle, First Aid Compress & Knife

All crew members must carry a whistle and first aid compress, both of which must be attached to them whilst racing, and each crew member must carry a sharp knife in a protective sheath.

D37 Flares

D37.1 Race boats shall carry, as a minimum, two hand-held distress flares and two orange smoke flares.

D37.2 If felt appropriate by the OOD/SO, this requirement may be varied or removed by a statement in Race Instructions.

D38 Retirement Flag

All boats shall carry an orange rectangular flag of a minimum size of 0.60m x 0.40m as a means of declaring retirement from a race, and the means of maintaining it aloft where it can best be seen. Retirement flags are to be kept aloft at all times once retired if practical, so as to distinguish retired craft from those still racing.

Once a boat has retired it cannot, under any circumstances, continue or re-start Racing.

D39 Charts

D39.1 Competitors are required to be in possession of up to date electronic or manual charts of the course

D39.2 Specific charts may be stipulated in Race Instructions

D39.3 If felt appropriate by the OOD, this requirement may be varied or removed by a statement in Race Instructions

D40 Compasses

A manual or electronic plus back-up compass must be carried.

D41 Diving Mask

One diving-mask per boat is mandatory for international Class 3 racing.

D42 PROTECTIVE HELMETS

- D42.1** Unless otherwise stated at the briefing, protective helmets must be worn by all persons on board at any time when the boat is on the plane, during the journey to and from the race / muster and during racing and practice or testing
- D42.2** It is mandatory during all on water activity for competitors to wear a helmet complying to a minimum of the following standards :
Snell K2005 / K2010
Snell M2005 / SA2005
Snell M2010 / SA2010 / SAH2010/ SK2010
Snell M2015 / SA2015 / K2015
Snell CMR2007 /CMS2007 (under 18yrs only)
EU ECE22-05
FIA FIA8860-2004 / FIA8860-2010
- D42.3** Helmets must have the boats race number provided on the top and to be easily read from behind. Minimum height of 7.5cm (75mm). This can either be painted in black or with the use of adhesive tape. This does not apply to P750 classes
- D42.4** Helmets must have temple protection and must be coloured Fluorescent Orange, Fluorescent Red, Fluorescent Yellow or International Orange Colour. These helmet colours must be bright enough to be clearly visible in the water.
- D42.5** For children under the age of 18yrs it is mandatory that helmets conforming to Snell FIA CMR/CMS 2007 are used. These helmets must not be used by competitor's age 18 years and over. Competitors under the age of 18 with a head circumference of more than 60cm must contact the RYA for further advice.
- D42.6** For enclosed cockpit classes it is highly recommended that you wear a suitable helmet to facilitate the use of air. Use of a head restraint system such as Hans/Simpson device is also highly recommended.
- D42.7** The efficiency & fit of a helmet is the sole responsibility of the wearer
- D42.8** Chin straps must be in good condition and operative.
- D42.9** Helmets must be devoid of dents or splits.
- D42.10** Helmet visors must be in good condition, devoid of cracks and easily detachable.
- D42.11** Helmet Visors must remain closed during all on-water activity.
- D42.12** It is recommended that full faced helmets are used at all times where practical, Open-faced helmets are permitted unless otherwise stated in Class Specific Rules or Race Instructions.
- D42.13** Hard hats or racing helmets must be worn at all times in the craning area.
- D42.14** Helmets will be inspected at every race and scrutineers will use the list as a guide. If your sticker or standard is absent, your helmet will not pass scrutineering.
- D42.15** External recording devices such as cameras are not permitted to be attached to helmets.

E General Rules: Racing

E1 Pre-Race Declaration Form

All drivers and crew members shall sign the National Authority indemnity form which shall be made available by clubs. On signing on all competitors must produce the relevant class specific paperwork, including Class Licence, Measurement Form/ Log Book, Engine Homologation Sheet and a copy of Race Instructions.

E2 Responsibility

The competitors accepts responsibility for any eventualities that may occur as a result of entering a race. It is the competitors sole and ultimate responsibility to decide whether or not to start or continue in a race once passed scrutineering

E3 Identity Tags

All Driver and Co-Drivers will be issued with waterproof temporary identification, with full name clearly noted, which must be worn on the right wrist at all times for the duration of the event.

These identification tags may be collected at the boat retrieving ramp/crane area after the final race to validate the driver/crew/boat combination.

E4 Smoking

E4.1 ALL SMOKING OF ANY TYPE IS PROHIBITED IN THE PIT AREAS. Adequate signs will be posted to this effect and the rule will be rigorously applied by pit marshals.

E4.2 Competitors / crew are strictly forbidden from smoking in their boats at any time while signed in to an event.

E5 Scrutineer's Inspections

E5.1 Scrutineers will use current Scrutineering Sheets from the RYA. Competitors should ensure that they comply with the requirements of this document prior to scrutineering at events by reading the rules carefully.

E5.2 Scrutineering does not constitute a condition survey of the boat.

E5.3 The scrutineering sheet may not necessarily cover every item that a Scrutineer may wish to check on a particular boat nor does every item necessarily refer to every class of boat. A Scrutineer shall reject a boat if it does not comply with all of the requirements of the organiser or the National Authority. The Scrutineer shall refer any non-compliance to the Race Committee or OOD. Any decision related to eligibility shall be made in good time before the start of the race.

E5.4 Any incomplete entry may, at the Scrutineer's discretion, be put back to be re-examined later if time permits.

E6 Cranage, Launching And Recovery

- E6.1** Competitors wishing their boats to be lifted by crane should ensure that their boats are fitted with a minimum of three lifting eyes suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin and preferably to be able to lift if full of water. It is the competitors' responsibility to provide suitable strops.
- E6.2** Boats without lifting eyes may be lifted using slings, ideally with spreader bars, provided organisers are given adequate warning of this requirement and are able to make slings available. Boats are lifted at the owner's responsibility.
- E6.3** All strops and slings must be certificated (in date to comply with current legislation) and adequate for the boat's weight within the SWL of the strops and slings.
- E6.4** Boat owners are responsible for the correct positioning of the strops or slings on their craft whilst launching or recovering by crane. It is strongly advisable that sling positions are marked clearly on the craft.
- E6.5** Boat race numbers must also be displayed on the right side of the trailer aft of the hitch.
- E6.6** No persons are allowed on board whilst craning.
- E6.7** Boats being craned must not pass over the head of any person or another boat.
- E6.8** Everyone operating in the craning area must wear either a hard hat or a racing helmet at all times.

E7 Drivers' Briefing

- E7.1** Race boat driver & co-driver shall 'sign in' to signify their attendance prior to the start of the briefing.
- E7.2** Failure to sign in at the time requested by the organiser may result in a penalty or disqualification which is at the discretion of the organising body.
- E7.3** Competitors wishing to upgrade their licence must present the upgrade form to the OOD at, or before, Drivers' Briefing.

E8 Valid Starters

An entry accepted by the Organisers and having satisfactorily completed scrutineering, attended all required briefings and then crossed the start line as described in the racing instructions at the prescribed time, under the starting arrangements specified by the race programme or at drivers' briefing, is considered to be a valid starter.

E9 Minimum Visibility

There must be at least one nautical mile visibility over the entire race course and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.

E10 Procedure For Starts

- E10.1** Competitors must proceed to the Muster area as directed by race instructions and at drivers' briefing.
- E10.2** Once in the muster area, boats must be off plane (bow down, no wake) and must circle in a counter-clockwise direction.
- E10.3** The start chute, between the muster area and the first turning mark must be straight, be adequate for the number of starters and be kept clear.
- E10.4** Two minutes before the start of the race, the start boat will raise and continue to display a yellow flag. This indicates the commencement of the start procedure. The start boat will then proceed across the start chute between the fleet and the first race mark and then return across the start chute. When the start boat has crossed the start chute for the second time, it will turn and begin its start run towards the first race mark – see diagram 1.
- E10.5** The start boat may begin crossing the start chute in either direction. This will be detailed in the drivers' briefing.
- E10.6** All race boats may then begin their start run towards the first race mark.
- E10.7** Race boats must observe a safe spreading distance of at least 3 metres between boats and no boat shall run directly behind the stern of the start boat or closer than 30 meters – see diagram 2.
- E10.8** When the starter is satisfied that all boats are in an acceptable racing line and proceeding at a suitable speed, the green flag is raised and the yellow flag lowered simultaneously.
- E10.9** The raising of the green flag determines the actual start except for time keepers.
- E10.10** When the start boat raises the green flag, the distance to the first turn mark must be at least one nautical mile.
- E10.11** For time keepers, the official start is when the leading boat crosses the start line unless otherwise designated in racing instructions.
- E10.12** If at any time during the start procedure (prior to the green flag being raised) a red flag is raised, the start has been aborted and all boats must return off plane to the muster area for restart or follow specific instructions of the start boat.
- E10.13** A boat that is in the muster area but is unable to start for any reason must not interfere with the start. The boat must go to one side of the chute and request permission to start from the OOD before commencing its start.
- E10.14** Late starters are only permitted at the discretion of the OOD. Alternative instructions for late starters may be given in the Race Instructions and by the OOD at the drivers' briefing.
- E10.15** It is recommended that the Start boat personnel should be limited to the following: a driver, flag person, flag person assistant and the starter.
- E10.16** Safety takes precedence over racing. Drivers should do nothing to endanger crew, spectators or other participants.

- E10.17** Should sea conditions in the muster area be such that boats ship water when turning while off the plane, the procedure will be modified as follows the start boat will lead race boats to the muster area at which point it will raise a yellow flag, then plane slowly to allow race boats to get on plane safely before accelerating towards the start chute. Race boats will follow the start boat at the 30 metres minimum safety distance until the raising of the green flag.

Diagram 1 Start procedure, yellow flag

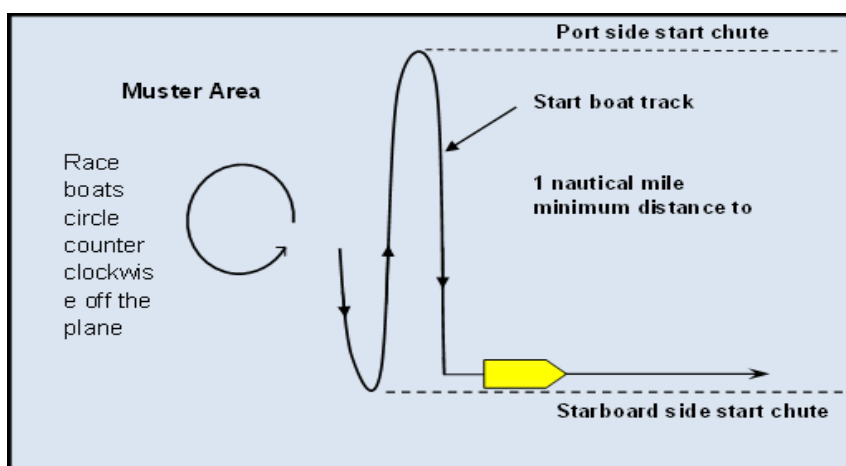
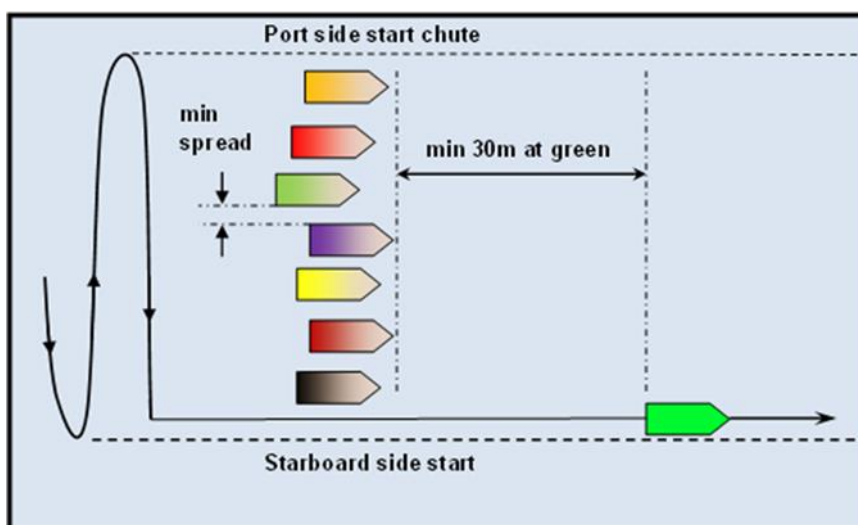


Diagram 2 – Start procedure under green flag Remove diagram



E11 Standing Starts/Off The Plane Rolling Starts

Competitors are advised that standing starts or near standing starts may be used at some venues where normal start procedures as explained in **E10** cannot be used. Full details of these procedures will be included in Race Instructions and given at Drivers' briefing

E12 Control Of Boat

E12.1 Only valid Licence Holders are permitted to control the boat.

E12.2 Boats are ONLY allowed out on the water at the times designated in race instructions or with prior agreement with the OOD. Non-conformance may result in disqualification from the event and/or a fine of £100.

E13 Turn Marks

E13.1 All marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to drive close enough to the course marks to ensure that they have been seen to pass them correctly.

E13.2 The Event Race Instructions will specify the colour and shape of the course marks.

E13.3 If a boat hits a turn mark – A Yellow Card penalty may be applied.

E13.4 If a boat destroys a buoy or cuts the securing line – A Yellow Card may be applied.

E13.5 If a boat damages a buoy a fine will be applied.

E14 Missing / Destroyed Marks

Should a mark go missing, the driver must pass through the approximate geographical position referred to in race instructions.

E15 Missed Marks

A competitor must NOT return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missing marks will result in further penalties. A time penalty will be applied for all missed marks.

Marathon event competitors may re-take a missed mark providing that in doing so they do not impede or endanger other competitors.

E16 Stopping The Race

In case of force majeure or an accident, the race may be stopped by waving red flags. This signal will be given from all official boats.

On seeing red flags, boats shall stop racing immediately, reduce speed to less than 10 knots turn into the centre of the course and await further instructions or as described in race instructions or drivers' briefing. If the race is re-started the procedure identified in E10 will be followed. In the event of the race being aborted by the use of the Red Flag procedure, the finishing positions will be taken as at the last passing of the Finish line. Any boat deemed to be the cause or a contributory factor in the race being aborted will be disqualified.

E17 Finishing The Race

- E17.1** When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the 'winner' of the race and the start of the finish procedure of the race.
- E17.2** The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.
- E17.3** Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag.
- E17.4** A boat shall be timed for completing a race when her bow crosses the finishing line.
- E17.5** All boats crossing the finishing line after the 'winning boat' will be classified as having finished the race.

Upon completion of a race, a boat shall;

- E17.6** Turn in to the centre of the course, or as specified in race instructions or at drivers briefing.
- E17.7** Conform to the International Regulations for Preventing Collisions at Sea.
- E17.8** Not hinder other boats that are still racing and await escort back to the Wet Pits if stipulated at drivers briefing.
- E17.9** Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.

E18 Time Limit

All boats have a maximum of 15 minutes from the time the winning boat crosses the finish line to complete their final lap, unless otherwise stipulated in Race Instructions.

E19 Curtailment Of The Race

A curtailment decision can be made at any time during a race provided the curtailment is signalled on the Start/Finish line to the leading boat. The leading boat shall then stop racing immediately. All other boats shall stop racing when they next cross the Start/Finish line. Details of curtailment flags will be found in race instructions.

E20 Retirement Procedure

On retiring from a race, boats display an orange flag when practical to do so until the boat has been recovered from the water. The crew should attempt to contact Race / Safety Control immediately by radio and inform them of the boat's retirement. If radio communication is not possible, the nearest Safety/Patrol boat should be informed.

E21 Outside Assistance

No outside assistance (including refuelling) is allowed during a race unless otherwise specified in Class rules

E22 Competitors Responsibility On The Water

- E22.1** It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Failure to observe this fundamental rule will result in severe penalties being applied
- E22.2** Powerboat racing is a non-contact sport and crew members will be penalised if contact occurs at any time. A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- E22.3** All crew members - It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision at all times, A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- E22.4** Rules of the road – Right of way The international Regulations for the Prevention of Collisions at Sea apply at all times between race boats and non-race boats

E23 Overtaking

- E23.1** Any overtaking boat must give way to the overtaken boat.
- E23.2** A boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat.
- E23.3** An overtaking boat must in all circumstances be prepared to alter its course in order to avoid collision.
- E23.4** During Multi-Class races, boats on the longer course may only pass outside of the boats on the shorter course.
- E23.5** Extra caution is advisable when overtaking canopied boats that may have limited visibility to the rear.
- E23.6** If a boat in consequence of its neglect of any of these rules compels another to foul, it will be penalised.
- E23.7** Any/all boats involved in a collision will be disqualified if found to be at fault.

E24 Fouling

Definition of fouling: if any boat by its action collides with another boat or causes another boat to have a collision, or causes another boat to take avoiding action to avoid a collision which may or may not result in that boat infringing another rule. (e.g missing or hitting a mark of the course), they will be penalised.

E25 Multi Class Racing

- E25.1** Multi class racing can incorporate two or more courses
- E25.2** During Multi-Class races, boats on the longer course may only pass outside of the boats on the shorter course, except on a chicane where the responsibility is on the overtaking boat. This must be clearly described at drivers briefing

E25.3 If canopied boats are racing in a mixed class event the OOD must caution all other competitors to be particularly careful when overtaking these boats as vision astern is restricted.

E26 Flag Signals

E26.1 Boats must obey all flag signals given by officials during testing, practice and racing. Failure to comply with flag signals may result in a penalty or disqualification.

| FLAG | WHERE FLOWN | MEANING |
|---|--------------------------------------|--|
| YELLOW | From Start Boat | Start Procedure underway |
| | From Start/Patrol Boat | Incident in vicinity, proceed with care |
| GREEN | From Start Boat | Race Start and last lap |
| RED | From start boat | Start aborted |
| | From Officials boat | Race stopped |
| CHEQUERED | At Finish line | Race finished/ curtailed |
| CODE FLAG 'S' (blue rectangle on white background) MARATHON ONLY | At finish line or from observer boat | Race curtailed, when flown in conjunction with Class finish flag |
| BLACK | From Start boat | Boat disqualified from race |
| ORANGE | Flown from competing boat | Retirement |
| | Waved from competing boat | Urgent assistance required |
| RYAFLAG BLUE/YELLOW | From official boat | Indicates official boat |

E26.2 Yellow Flag

On seeing the yellow flag signal from an official boat, competitors **MUST ACKNOWLEDGE THE SIGNAL** proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of any danger areas. Any competitor who ignores or abuses the yellow flag signal may be penalised.

E26.3 Red Flag

Competitors will be advised at Drivers briefing of the procedure to follow in the event of the above flag signals being used.

E26.4 Black Flag

- Any race boat deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous by the OOD will be shown the black flag the next time it passes the start boat and will be disqualified from the race.
- Disqualified boats must return to wet pits area as directed at drivers briefing, safely moving off the course and avoiding any interference with the race or other race boats.
- Disqualified boats will not be awarded points for that race and may be fined.
- Crews disqualified by the OOD for Dangerous Driving will not be allowed the right of protest.

E27 Damaged Boats

If during an event a boat is damaged so as to be deemed unfit to race, the Race Organiser will complete the relevant part of the Measurement Certificate/Log Book and give a copy to the competitor. The Measurement Certificate/Log Book will be withdrawn and sent to the RYA. It will only be reissued by the RYA after an inspector has examined the boat to comply with its structural fitness.

E28 Post Race Scrutineering

E28.1 All safety equipment as required by class rules including engine cowlings must be in place at post race scrutineering.

E28.2 Post-Race scrutineering will take place at the discretion of the OOD/Chief Scrutineer. Competitors must make their boats available when requested – failure to do so may result in disqualification. The first three boats in each class in any race may not leave parc ferme or crane area without prior permission of the Chief Scrutineer.

E29 Incident Procedure

In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet. When it is deemed the course is clear, yellow flags will be removed. In the event of a serious incident, the red flag procedure will apply.

It is the crew members' responsibility to monitor all flag signals whilst deployed.

E30 Accident Aid

E30.1 It is mandatory for the first competing boat to arrive at the scene of the incident to stop and offer assistance if no qualified rescue assistance is present.

E30.2 Placing and championship points shall be awarded to any boat/driver that stops at the accident and provides assistance. Such placing shall be related to the last confirmed position it held prior to the time of stopping at the accident scene after deleting all non-finishers from the placing list.

E30.3 However, except in extreme circumstances as decided by the race committee, the boat/driver that gives assistance must, when relieved of their duties by suitable rescue personnel, continue in the race until the completion.

E30.4 Providing such competitor does finish at the completion of the race, at racing speed, the 50% rule shall not be applied to that boat/driver.

E30.5 Should such boat/driver improve its position, it will keep its better place.

E30.6 Penalties imposed by the OOD for failing to stop in an accident must be imposed as soon as possible on receipt of the evidence of the offence.

E31. Results

The provisional results will be posted within an hour of the end of the races, where possible. The OOD must sign the results and state the time of posting on the provisional results. The OOD will be present for one hour from the time of posting the results to receive any protests. Provisional results will become official one hour after posting provided no protests have been received and all teams are signed off. It is the teams' responsibility to monitor the posting of the provisional results. This rule does not include any time taken to carry out post race inspections which may impact the results at any time.

F Points

- F1.1** National Championship points will be awarded to boats that have completed 50% of the course distance, unless otherwise specified in race instructions. This may also apply to club racing.
- F1.2** Points are awarded to all valid finishers.
- F1.3** Points will be awarded to the Driver and Co-driver separately.
- F1.4** Points are not transferable, including across or into other classes.
- F1.5** No points will be awarded if a boat is disqualified for an infringement of the technical rules
- F1.6** Any driver/co-driver combination disqualified from a race as a result of a technical infringement should lose all points to date and those races may not be dropped as worst results for championship point's status.
- F1.7** Finishers who have missed a mark of the course or have not followed the course, as set in Racing Instructions and/or Drivers' Briefing, will be penalised. A time penalty will be applied using the average course time of the next fastest competitor.
- F1.8** Valid starters that do not finish a race and not eligible for final points will be awarded 40 points.
- F1.9** If a starter is the only starter in a class or sub-division, that starter may be awarded 40 points.
- F1.10** Points will only be awarded to boats who have completed the course and taken the chequered flag or as detailed in specific Class Rules.
- F1.11** If racing in heats then points will be awarded for each heat and the final points awarded based on the events overall score.

Example: Heat 1 : 1st 400 Heat 2 : 1st 400 = 800 Final Championship Points 400

F2 POINTS TABLE:

| Position | Points | Position | Points | Position | Points |
|-----------------|---------------|------------------|---------------|------------------|---------------|
| 1 st | 400 | 8 th | 191 | 15 th | 91 |
| 2 nd | 360 | 9 th | 172 | 16 th | 82 |
| 3 rd | 324 | 10 th | 155 | 17 th | 74 |
| 4 th | 292 | 11 th | 139 | 18 th | 67 |
| 5 th | 262 | 12 th | 126 | 19 th | 60 |
| 6 th | 236 | 13 th | 113 | 20 th | 54 |
| 7 th | 213 | 14 th | 102 | | |

F3 Tied Points

In the event of a tie on points, the highest number of wins will decide the Championship. If there is still a tie then 2nd places will be taken into consideration and so on. If this fails to split the tie then the result from the longest race will be taken into consideration and so on. If this fails to split the tie then the result from the first race will be taken into consideration.

G General Rules: Penalties, Protest, Alcohol & Anti-Doping

G1 Yellow/Red/Blue Cards

G1.1 Yellow or Red cards can be given for any offences on the water.

G1.2 Blue cards : To be applied to all people in the paddock (including competitors) :

A blue card can be given by the OOD for any offensive, unsportsmanlike, abrasive etc. behaviour during any official activity (briefing, race control during event etc.)

A second blue card will immediately remove the offender from that activity. Following the subject activity, the Race Jury will meet and determine if further disciplinary action is justified.

G1.3 A Card may be given by the OOD or the Jury.

G1.4 The Yellow or Red Card should be recorded on the appropriate RYA form and given personally to the offending driver by the appointed official where possible. The appointed official must be accompanied by one other race official when the penalty is issued. A copy of the card should be;

1. Retained by the Race Secretary,
2. A copy given to the RYA Commissioner.
3. A copy posted on the results board.
4. A Copy must be sent to the RYA along with the Competitors Licence for penalty endorsement.

The RYA will return the endorsed licence directly to the driver.

G1.5 A Yellow Card is valid for 3 events in which the sanctioned competitor must have fully competed in. The accumulation of three Yellow cards will automatically constitute as a Red Card.

G1.6 A Red card will result in immediate exclusion from all RYA Powerboat Racing Division competitions for the following two months of the current or following season. Any Cards still valid after two month exclusion are cancelled.

G1.7 The RYA will copy Cards to all clubs and the UIM for International and super licence holders.

G1.8 A driver may protest a Card. A driver may Appeal against a Card issued or confirmed by a Jury.

G1.9 Competitors & Clubs are responsible for informing the RYA of when & where they competed in order to remove a yellow card sanction from their record. Results may be required.

G1.10 Yellow and Red Cards may be retrospectively issued on the evidence of any media/TV footage.

G2 OTHER PENALTIES

| | |
|---|--------------------------|
| Smoking in the defined wet or dry pits: | £200 fine |
| Fuel transfer outside the designated fuelling areas: | £200 fine. |
| Launching: persons on boats whilst being lifted or craned: | £200 fine. |
| Failure in launch/ramp discipline; 1. first offence: | warning and/or £100 fine |
| 2.second offence: | £200 fine |
| Late or non-attendance of prize winners at the prize giving, without previously tendering to Race Secretary: | £150 fine |
| Not wearing race overalls at podium presentation. | £150 fine |
| Failure to present engine or craft for technical examination: | Disqualification. |
| Misrepresentation or providing untrue statements: | Disqualification |
| Failure to raise and fly retirement flag when able: | £100 fine |
| Failure to report Retirement to Race / Safety Control: | £100 fine |

These penalties are not exclusive and do not protect the offender from further action by the organisers /RYA. Penalties will be applied by the OOD.

G2.1 Protested Penalties

Penalties above may be protested. Protests must be lodged within one hour of the penalty being issued.

G2.2 Starting Procedure Penalty

Penalties for infringement of the starting procedure are as follows:

- | | |
|--|------------------|
| a) Failing to respect a safety distance of 30 metres | 3 minutes |
| b) Turning wrong direction during muster | 1 minute |
| c) Interference with starting procedure | Disqualification |
| d) Planning in the muster area | 2 minutes |
| e) Failure to respect a safe spreading distance | 2 minutes |
| f) The bow of any boat in front of the transom of the Start boat when the green flag is raised | Disqualification |

G2.3 Failure to Pay Fines

Any driver/co driver who fails to pay fines imposed by the organising body will be referred to the ORC for possible disciplinary action This action may also include possible deduction of points or DQ from the race in which the fines were imposed.

G3 Protests

Protests between Competitors and between Competitors and Race Officials are part of the sport. They are a valuable method of determining conflicts between parties during an event and seeking clarification of the rules.

G3.1 Expenses

Any fees and expenditure incurred by a Protest on measurement or classification must be paid by the unsuccessful party.

G3.2 Liabilities

No claim for damages arising from an infringement of the Powerboat Racing Rules or the Racing Instructions may be adjudicated upon by any Race Committee, Jury or Appeal Panel, but such a claim shall be subject to the jurisdiction of the courts. The findings of fact and decisions of Juries are relevant only for the purposes of the Powerboat Racing Rules and may not be referred to in any proceedings for damages without the written consent of all the parties to the protest.

G3.3 Automatic penalties

Certain UIM / RYA rules enable an OOD, Jury or Appeal Panel to impose automatic sanctions.

G3.4 Hearing

A competitor must not be denied the right of a hearing if he believes an injustice has been done.

G4 The Jury

G4.1 The Jury, having been appointed by the organising committee, is an entirely separate body from the Race Committee; it cannot be replaced, disbanded or its composition altered. Its decisions cannot be altered by the Event Organiser's.

G4.2 The Jury must: convene when required and hear properly constituted protests; submissions for redress and submissions from the OOD & Race Committee; decide facts and apply relevant sanctions, and when necessary, submit its case in writing to an Appeal Panel.

G4.3 Composition: Chairman, and at least two and at most four other members. The Chairman can be from the organising club. The appointment of the Jury is the responsibility of the organising club. Representatives of other clubs do not have the right to be appointed.

G4.4 Members should be as broadly based as possible. The Chairman must appoint either a member of the Jury or another disinterested person to be secretary to take and draft the minutes of the meeting. Judgement: Decisions by the Jury shall be reached by a simple majority of vote. In the case of equal votes, the Chairman's vote will be the casting vote.

G5 Protest Procedure

G5.1 The Protest must be in writing on the RYA Protest Form, signed by the Protestor and handed to the Race Secretary.

G5.2 The Protest must be lodged in time.

G5.3 The Protest must be accompanied by the protest fee of £100.

G5.4 A correctly lodged Protest shall not be refused.

G5.5 The Protestor cannot withdraw his/her Protest.

G5.6 The Jury must hear the Protest as soon as practical, immediately if possible, while everything is fresh in the minds of the parties and witnesses and ideally before the end of the event.

G6 Presentation Of The Protest

G6.1 The Protest must be presented within the following times, unless otherwise stated in the race instructions:

G6.2 Against eligibility i.e. validity of an entry, or the rules or handicap must be lodged before Drivers' Briefing.

G6.3 Against other competitors - must be lodged within one hour of the posting of the Protestee's relevant race results.

G6.4 Against the results - must be lodged within one hour of the time of the provisional results being posted.

G7 Representatives

G7.1 When the Race Committee is one of the parties, it is normally represented by the OOD or the Chairman of the Race or Organising Committee.

G7.2 The Protestor must represent himself unless incapacitated.

G7.3 The Jury must allow an interpreter when appropriate.

G7.4 The Protestee must be notified promptly.

All parties must be given reasonable notice of when and where the hearing is to take place and that they are expected to attend.

G8 The Hearing

The Hearing must be held in private and where there are no distractions which could prejudice the proceedings. Minutes must be taken by the secretary appointed by the Jury. Clear the room of all except the Jury and minute taker.

Examine the Protest which must:

- a) Be on the RYA Protest Form, in writing and signed by the Protestor;
- b) Give the date, time and position of any incident;
- c) Provide a description of any incident with a diagram and any photographic/video evidence where appropriate
- d) State the rule/regulation infringed if known;
- e) Be lodged in time - in very exceptional circumstances the Jury may extend the time allowed for submission.
- f) Be accompanied by the Protest fee of £100

When these pre-requisites have been met the Jury must declare the Protest valid and hear the Protest. When they have not been met the Jury must dismiss the Protest as invalid and return the fee.

When the Protest is valid, call the Protestor and Protestee; both must be present throughout the hearing and questioning of each other and all witnesses.

The following procedure should be used:

- a) Read out the Protest;
- b) The Protestor states his/her case;
- c) The Protestor is questioned by the Protestee.
- d) The Protestee may test the Protestors case through questions but must not seek to state the case of the Protestee. It is however, permissible and in cross-protests may be more convenient for the Protestee to defer questions until the case of the Protestee has been stated
- e) The Protestor is questioned by the Jury;
- f) The Protestee states his/her case and is questioned by the Protestor.
- g) The Protestee is questioned by the Jury.
- h) Jury member witness makes his/her statement and is questioned by both parties and the Jury.
- i) Protestor witnesses, are called one at a time, the witness makes his/her statement and is questioned by the Protestor, the Protestee and the Jury. The witness then leaves the room and is not permitted to give any further evidence unless recalled by the Jury.
- j) Protestee are called by the same process as for Protestor.
- k) The Protestor then the Protestee makes their final statements and then both withdraw from the room.

The Jury shall have the power to expedite or to adjourn, postpone or suspend the proceedings, where fairness so requires.

When a party fails to attend the Jury must determine the matter using the above procedure appropriate for the absence and with the evidence provided by those attending:

G9 The Decision

After discussion, the Jury must decide the facts, state the rules which apply and determine any appropriate penalties. The facts, rules and sanctions must be recorded in writing in the minutes of the hearing by the secretary. The Jury Chairman should then call the Protestor and Protestee and read out the facts, rules and penalties and if requested by the Protestor and/or Protestee provide copies signed by the Jury Chairman.

G10 Re-Opening A Hearing

A hearing may be re-opened when the Jury decides it may have made a significant error or when material new evidence becomes available within a reasonable time. When a hearing is re-opened, the majority of the original Jury should be present, including the Chairman. Additional Jurors up to the original number and as broadly based may be appointed.

G11 Appeal

G11.1 Parties to a Protest Hearing may not be satisfied with the decision of the Jury in which case they may solely on a question of the interpretation of the rules, appeal to an RYA Appeal Panel.

G11.2 The Appeal must be in writing and accompanied by the fee of **£600** and all relevant submissions.

G11.3 The parties to the Appeal and those submitting rejoinders are advised to be concise in their statements and to remember it is not the function of an Appeal Panel to seek to establish facts or resolve conflicts outside the racing rules.

G11.4 An Appeal, once lodged, cannot be withdrawn unless the Powerboat Racing Manager [PRM] receives written notice from the appellant that he accepts the original decision. If the Appeal

is withdrawn before the papers are sent to the Appeal Panel, half the fee may be returned, otherwise the fee is not returned.

G11.5 From the time the Appeal is lodged any penalties imposed by a Jury are suspended until the Appeal is decided. When an Appeal against the removal of points and trophies is dismissed, any points or trophies gained during this period are forfeited.

G11.6 No parties to the original hearing, witnesses or observers shall be present.

G12 Composition

G12.1 Three members, appointed by the Chairman of the PBRC and the Chairman of the Sub Committee concerned. All may vote.

G12.2 The PRM is present to take the minutes and to advise on relevant rules/procedures.

G12.3 The members must have no 'interest' in the matter to be considered.

G13 Procedure

G13.1 Appeals must be received by the Powerboat Racing Manager within 10 days.

G13.2 Within 10 (ten) working days of receiving the Appeal the PRM must copy the Appeal to the other party who then has ten days from receipt of the Appeal for any rejoinder to be received by the PRM. The Event Organisers will also be notified of the appeal and requested to provide any relevant paperwork.

G13.3 All appeals & rejoinders should be in writing and accompanied by any photographic or video evidence.

G13.4 The Race Organisers must, within four days of the expiry date for any rejoinder, send to the PRM:

- The Protest Form.
- Minutes of the Jury hearing.
- The official diagram and any other diagrams and photographic and video evidence that were seen by the Jury.
- Any other relevant information.
- Race organisers are strongly advised to keep copies of all papers and evidence sent to the PRM.

G13.5 Unless there are exceptional circumstances, the Appeal Panel should meet within twenty one days of the receipt by the PRM of notice of Appeal.

G13.6 If an appeal is **not** upheld, the fee will not be returned.

G13.7 If an appeal is upheld then expenses for the appeal hearing will be deducted and any remaining amounts will be returned.

G13.8 THE DECISION OF THE APPEAL PANEL IS FINAL

G14 Penalties

G14.1 The RYA may uphold change or reverse the Protest Jury's decision; declare the protest invalid, or return the protest for the hearing to be reopened, or for a new hearing and decision by the same or a different protest.

G15 Gross Misconduct: Action By The RYA / Protest Jury

- G15.1** A competitor shall not commit gross misconduct, including a gross breach of a rule, good manners / sportsmanship, or conduct bringing the sport into disrepute.
- G15.2** Where any member of the protest Jury at an event, from its own observation or a report received from any source, considers that a competitor, team member or official may have broken a rule, the Jury may call a hearing. The Jury shall promptly inform the competitor, team member or official in writing of the alleged misconduct and of the time and place of the hearing. If the competitor, team member or official provides an acceptable reason for being unable to attend the hearing, the Jury shall rearrange it.
- G15.3** The Jury shall conduct the hearing following the same procedures as for Protests. If the Jury decides that the competitor, team member or official has breached the rules the Jury shall either:-
- a) Warn the competitor, team member or official; or
 - b) Impose a penalty by excluding the competitor or team member and, where appropriate, disqualifying the boat involved, from a race or the remaining races or all races in the series, or by taking other action within its jurisdiction.
 - c) The Jury shall report any penalties to the RYA, the Organising Club, the competitor/boat owner, team member or official and to the national authorities of the competitor/boat owner, team member or official, as appropriate.
 - d) If the competitor, team member or official does not provide an acceptable reason for being unable to attend the hearing and does not attend, the Jury may conduct the hearing without the competitor, team member or official being present. If the Jury does so and penalises the competitor, team member or official the Jury shall include in its report to the national authority details of the facts found, the decision taken and the reasons for it.
 - e) If the Jury decides not to conduct the hearing without the competitor, team member or official being present or if the hearing cannot be arranged for a time and place when it would be reasonable for the competitor, team member or official to attend, the Jury shall gather all available information and, if the allegation appears to have merit, make a report to the RYA and to the national authorities of the competitor/boat owner, team member or official, as appropriate.

G16 Action By The RYA

When the RYA receives any official report alleging a breach of misconduct rules it may conduct an investigation and, when appropriate, may call a hearing.

The RYA may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the RYA's jurisdiction.

The RYA shall promptly report a disqualification to the national authority of the person and/or the owner of the boat disqualified, as appropriate. If the disciplinary action taken by the RYA include disqualification from taking part in an International event then the RYA shall promptly report a disqualification to the UIM.

G17 Medical Examination, Alcohol Testing & Anti-Doping

G17.1 It is implicit that any driver, crew member, mechanic or race official entered or working or present at a powerboat event consents to allow the OOD to:

G17.2 Medical

G17.3 Request at any time, any driver, crew member, mechanic or race official entered or working at that event to submit to a medical examination by the Medical Officer (Doctor or Paramedic) present at a Powerboat Racing Event and consents to the Medical Officer giving their opinion about the fitness to compete of the person to the race committee and/or OOD.

G17.4 Anyone refusing any examination shall be suspended by the OOD from the event and reported to the RYA Disciplinary Board /Tribunal. When, in the opinion of the Medical officer the person's ability to perform their role is impaired or where they are a danger to others or themselves, the OOD shall exclude the person from the event and report the circumstances to the RYA Disciplinary Board / Tribunal.

G17.5 Alcohol & Drug Test

G17.6 Request at any time, any driver, crew member, mechanic or race official entered or working in that event to submit to a drugs and/or alcohol test (of breath, blood, urine and or saliva) which must be an appointed Race Official or accredited tester and consents to the results being given to the OOD who will take the appropriate action.

G17.7 Drivers, crew members, mechanics or race officials found to have more than 0.10 micrograms of alcohol in 100 millilitres of breath will be immediately disqualified or suspended from the day's events. This must also be reported to the RYA where further disciplinary action may also be taken.

G17.8 Anyone refusing an alcohol test shall be suspended by the OOD from the whole event and reported to the RYA. When, in the opinion of the Medical Officer the person's ability to perform their role is impaired by drugs or alcohol, the OOD shall exclude the person from the event and report the circumstances to the RYA for further action.

G17.9 Banned Substances And Banned Methods

G17.10 A competitor must neither take a substance nor use a method banned by the current edition of the World Anti Doping Agency (WADA) list of Doping Classes and Methods. This is available from the RYA by written request or viewed on the WADA website www.wada-ama.org

Doping Control is governed by the revised UIM Anti-Doping Regulations, which are available from the RYA by written request or viewed on the UIM web site www.uimpowerboating.com.

No competitor may protest another competitor for an infringement of this rule.

G17.11 Doping Control In The UK

UK Anti-Doping is the national authority on anti-doping and as such all information relating to this can be found on www.ukad.org.uk "UK Anti-Doping" can test competitors at random without the prior consent or permission of the RYA. Conversely the RYA can also approach UK Anti-Doping and request they carry out tests on competitors.

A comprehensive and informative document entitled "Athletes Guide" is available from WADA, which contains detailed information on the current list of prohibited drugs. This can be obtained from www.wada-ama.org.

G17.12 Therapeutic Use Exemption (TUE) Competitors taking drugs for medical reasons that contravene the list of prohibited substances are required to carry a therapeutic use exemption (tue) form detailing the medication being taken, prescribed or non-prescribed. The tue form is available from the RYA and a copy should also be sent to the RYA Powerboat Racing Department.

G17.13 Anti Doping Penalties

Anti Doping violations when proven are subject to fixed penalties, which, in the case of a first time offence, is suspension from the sport for a minimum of 2 years.

H RYA National Championship & Club Class Rules

H1 National Championship

- H1.1** For all RYA National Championships to be valid there must be at least 3 boats measured and 2 boats must start an event for the competitors to be awarded National Points.
- H1.2** National Championship Classes must comply with all general PB1 rules and class specific rules where applicable.
- H1.3** From 2016 the RYA British National Championships Offshore Classes shall be:
- Class 3A/B – UIM
 - Class 3C – UIM (canopy rules apply)
 - Class Z150
 - Class V24 - UIM
 - Marathon
 - P750
 - P1
- H1.4** In all RYA British National Championship classes, only outboard engines certified as EPA compliant by the engine manufacturers shall be used. For UIM classes, only homologated engines shall be used. P750 classes are exempt from EPA Compliant rules.

H2 Objective

- H2.1** The objective of the RYA Championships is to be able to name, at the end of the season, RYA National Champion Drivers and RYA National Champion Co-drivers in the season's RYA specified events.
- H2.2** The said Champions will be decided from the results of the current seasons designated Championship races. When the RYA Championships are presumed to be won the winning boat may have its engine inspected, if this is required by the Chief Scrutineer and the OOD.

H3 Eligibility

To be eligible for the RYA Championships, the competitor must:

- a)** Have a full RYA National Licence for the class in which they are competing.
- b)** Have a valid set of Engine Homologation Papers.
- c)** Ensure that they fully comply with the Class rules of the Class in which they intend to participate. Failure to comply with Class Rules will result in disqualification from a race and possibly from the series.
- d)** Be in possession of a current Measurement Certificate or Boat Registration Logbook issued by the RYA.
- e)** Drivers shall be allowed to change their boats for a different make/model of boat or the same make/model of boat during the season and still retain their points providing they continue in the same class. The RYA must be informed for registration purposes.
- f)** Under no circumstances shall a driver revert to his original boat or be granted dispensation against this rule to revert to his original boat

- g)** Boats lost, irreparably damaged or destroyed may be replaced with the following proviso:
Points scored to date will be credited to the new boat/driver combination provided that the boat is; of the same type and size, uses the same engine manufacturer, has the same type and capacity of engine, and in all other respects, conforms to previous details entered in the Measurement certificate/Log Book of the original boat.
If applicable a new or replacement boat must be re-measured and a new Measurement certificate or Log Book created and issued by the RYA. If the above criteria are not complied with, the boat and crew combination is considered a new entry and starts with zero points and the ORC will adjudicate on the qualification.

I CLUB RACING / GUERNSEY CLUB RULES

Club Classes must comply with all general PB1 rules and class specific rules where applicable.

I1.1 Concept

These rules are established to encourage owners of recreational sports boats to compete in club Races and to enjoy powerboat racing in a safe and fair manner. Club Racing is where many people start, this style of racing is designed to encourage new competitors into the sport, whilst at the same time allowing National race boats to compete against each other, outside of the RYA National Racing series.

Any brand new competitors to the sport will be required to undertake a powerboat race training course which will include a practical on water assessment, prior to being allowed to race. This training course can either be taken prior to the event, or in some cases the organising club may be able to allow sufficient time for the training to be provided at the event. New competitors are advised to consult with the RYA or the organising club regarding the suitability of their craft for racing. Competitors are reminded that boats that are considered to be unsafe for the planned course, due to excessive overpowering, excessive speed or lack of manoeuvrability, will not be allowed to race.

Competitors are also reminded that they must comply with the safety, technical and administrative rules governing Club and National racing .

All competing boats must carry a minimum of two crew members; a Driver and a Co-Driver, both of whom must hold an RYA Powerboat Racing Licence

Any team with a crew member competing in their first race must display an Orange band minimum 150mm wide placed around the outboard engine. For inboard engines this can be placed in a prominent position. These teams will be positioned furthest from the start boat during their first four races or at the discretion of the OOD.

I1.2 How to Participate

You will need either a boat that complies with an RYA National Class and is currently registered with the RYA or a boat that conforms to the requirements of Club Racing, particularly with regard to its size and horse power. Excessively over powered boats will not be allowed to participate. Check with the RYA Powerboat Racing Department for more information.

A powerboat racing licence is available from the National Authority under their terms and conditions for all crew members.

I2 AUTHORITY

The organising body must be an RYA Affiliated Powerboat Racing Club recognised and approved by the ORC to organise and run events.

I3 CLUB RACING CLASSES:

There are four classes defined within these rules Club Championship Class 1, 2, 3, Unlimited / Open as follows:

Club Unlimited / Open Class - Over 350hp – Prefix U-

Club 1 - Up to 350 hp – Prefix 1-

Club 2 - Up to 200 hp - Prefix 2 -

Club 3 - Up to 115 hp - Prefix 3 -

I4 GUERNSEY CLUB RULES

Applies to Guernsey Club Racing Only

I4.1 Concept

The Guernsey Handicap Series is designed to give all racers an equal chance in a totally open class for all types of boat at committee's discretion.

Boats will be handicapped according to the accumulated average speed from previous races. Average speed will be deduced from the fastest 3 laps from each race. This allows for any breakdowns, issues etc to not affect the handicap and further reduces sandbagging. As the handicap develops with each race through the season, it stays as accurate as possible and encourages teams to keep developing consistency.

I4.2 Handicapping

Once an average speed is deduced, this can be applied to the race length for the upcoming race. This will give a theoretical time to complete the race. For example if Racer 1's average speed is 60 Knots and the upcoming race is 45NM then we can deduce that their theoretical time will be 45 minutes and 0 seconds to complete the course. If racer 2's average speed is 62 Knots then for the same course length their theoretical time will be 43 minutes and 33 seconds so they will be handicapped to start 1 minute and 27 seconds behind Racer 1.

I4.3 First Race/Qualifying

The first race every team competes in will be their qualifying race from which their initial handicap will be determined. For this race they will be placed in the field at a point deemed best by the Race committee. They will be unable to take flag honours and will not be eligible for points towards the championship for that race.

The first race of each season will be a qualifying race to allow all those racing the whole season to race with equal opportunity.

I4.4 Race Details

Boats will start from a 'start gate' marked by the start boat held at position. From here the racers will be started in order of their handicap according to the designated time lapse.

Following each race positions should be as the boats crossed the finish line. These will be verified by the timekeepers and an impartial adjudicator before posting. At each race listings will be given for Race positions, Current Championship positions and fastest boat of the day. Racers will be free to see how results were calculated upon request.

I4.5 Championship Points

According to finish positions, championship points will be awarded as follows;

1st – 12pts, 2nd – 10pts, 3rd – 8pts, 4th – 6pts, 5th – 5pts, 6th -4pts, 7th – 3pts, 8th – 2pts.
Remaining racers/DNF, 1pt

Racers are able to drop their worst race from the season to allow for breakdown etc

I4.6 Course Design

Course shall be designed to allow boats to peel gradually into an outside straight with plenty of room should a boat already be on that part of the course when they start. If required a turn buoy may be laid to separate the start run from the course. Start run will be at least ¼ mile in length from the closest merging point to allow boats to get up to speed before reaching the course.

I4.7 Series Specific Race Rules

Pre-Race

Handicap will be calculated in advance using a developed computer system

Racers will be advised at driver's briefing on race day of start order and time lapse

Following launch racers must muster in wet pits area until all boats are launched

Once course is clear, a yellow flag will be raised from the start boat or other designated boat. Boats will be led out in race start order around a parade/familiarisation lap and group in race muster area. Yellow flag will be lowered until beginning of race start procedure

I4.8 Race Start

Muster in individual circles as defined in race instructions/ driver's briefing to suit the course and weather/tidal conditions

Start boat will be anchored/maintained at specific point

Yellow flag raised along with 1st boat number to signify beginning of start procedure

First boat proceeds to start boat

Green flag raised (as a ready, steady) and then dropped 3 seconds later (as GO!) for 1st boat start

Start procedure repeated for each boat at designated time lapse

Boats may pass between 20 and 60 metres from denoted side of start boat. In event of 2 boats or more starting at same or nearly same time, they must pass start boat a safe distance from each other

Boats must remain off the plane until green flag is dropped. Penalties will apply to boats crossing start line before green flag is dropped. It is the sole responsibility of the racers to ensure they do not cross the start line until flag is dropped

Drivers to join course as per race chart, peeling in gradually along a straight from the outside and observing overtaking rules where necessary if boats already on course

In the event of an aborted start, a red flag will be shown from start boat and guard boats. All boats already on course group in centre of course and await instruction, those in muster remain in muster

Yellow flag lowered at end of start procedure after last boat has gone

I4.9 Race General

Race length will be defined by number of laps completed. Lap and course length will be as per standard offshore rules as defined in race instructions/briefing for each race

Boats to follow standard offshore racing rules whilst on course

Stop to Assist/ Race Abort

In the event of a racer stopping to assist or race abort placing's will be calculated from timings available at that point

I4.10 Race Finish

Placings are the order in which boats cross the finish line, except in exceptional circumstances (stopped to assist, penalties etc). After crossing finish line racers should round the next turn then proceed into the centre of the course off the plane as per race instructions/briefing.

J SCRUTINEERING CHECK LIST FOR CLASS 3, Z150 & CLUB RACING CLASSES.

SCRUTINEER: _____ EVENT: _____ DATE: _____

| <u>Race No</u> | | <u>Class</u> | | <u>Heats:</u> | | | <u>Notes</u> |
|----------------|----------------|---|--|---------------|----------|----------|--------------|
| | Rule No | ITEM: | | 1 | 2 | 3 | |
| 1 | E1 | EVENT RACE INSTRUCTIONS | | | | | |
| 2 | H3 | ENGINE HOMOLOGATION SHEET | | | | | |
| 3 | D39 | CHARTS | | | | | |
| 4 | C & H & I | MEASUREMENT CERT / LOG BOOK | | | | | |
| 5 | D1/D2 | RACE NUMBERS / ADVERTISING | | | | | |
| 6 | D3 | RYA DECAL /NATIONAL FLAG – 45 X 30CM | | | | | |
| 7 | D4 | SAMPSON POST / TOWING EYE | | | | | |
| 8 | D5 | PAINTER / TOWING LINE | | | | | |
| 9 | D1 | TRAILER NUMBER / JOCKEY WHEEL | | | | | |
| 10 | E6 | SLING POINTS / LIFTING EYES / STROP+ IDENT | | | | | |
| 11 | D22 | ENGINE MOUNTINGS | | | | | |
| 12 | D24 | ENGINE HAZARDS | | | | | |
| 13 | D23 | ENGINE WELL (OUTBOARDS) | | | | | |
| 14 | D30 | EXHAUST SYSTEM | | | | | |
| 15 | D7 | STEERING & CONTROL CABLES | | | | | |
| 16 | D15 | REVERSE GEAR | | | | | |
| 17 | D10 | DECK STRENGTH, ACCESS & HAND HOLDS | | | | | |
| 18 | D31 | BUOYANCY | | | | | |
| 19 | D11 | WINDSCREEN / EDGES MASKED | | | | | |
| 20 | K3 | BULKHEAD / WATER DEFLECTORS – CL 3 | | | | | |
| 21 | D8 | SEATS, STRENGTH & SECURITY | | | | | |
| 22 | D16 | THROTTLE CONTROL | | | | | |
| 23 | D21 | ENGINE CUT-OUT | | | | | |
| 24 | D17 | ELECTRICAL HARNESS & WIRING | | | | | |
| 25 | D40 | COMPASS(ES) | | | | | |
| 26 | D14 | FUEL TANKS, LINES & EARTHING, CUT-OFF | | | | | |
| 27 | D17 | BATTERY INSTALLATION / ISOLATER SWITCH | | | | | |
| 28 | D25 | SHAFT GUARDS (Inboards) | | | | | |
| 29 | D18 | BILGE PUMP SYSTEM | | | | | |
| 30 | D29 | EXTINGUISHER SYSTEM (Inboards) | | | | | |
| 31 | D29 | FIRE EXTINGUISHER/S | | | | | |
| 32 | D32 | VHF RADIO | | | | | |
| 33 | D19 | ANCHOR & LINE | | | | | |
| 34 | D38 | ORANGE FLAG (60x40) | | | | | |
| 35 | D37 | FLARES FOR BOAT | | | | | |
| 36 | D42 | HELMETS + correct fitment | | | | | |
| 37 | D33 | INTERCOM (mandatory in tandem canopied boats) | | | | | |
| 38 | D34 | LIFEJACKETS + correct fitment | | | | | |
| 39 | D35 | PROTECTIVE CLOTHING | | | | | |
| 40 | D36 | COMPRESS, WHISTLE, KNIFE | | | | | |
| 41 | UIM 508 | CANOPY & WATER DEFLECTION | | | | | |

| | | | | | | |
|-------------------------|-------------------|-------------------------------------|-----------|--|--|--|
| 42 | UIM 508.19 | STROBE LIGHT | | | | |
| 43 | UIM 508.27 | ORANGE BOW / NUMBER OF CREW | | | | |
| 44 | UIM 730.2 | CANOPY, SIZE, OPENING & BANDING | | | | |
| 45 | UIM 508.11 | DIVERS' GRAB HANDLES | | | | |
| 46 | UIM 715.12 | SEAT BELT CUTTER | | | | |
| 47 | UIM 508.18 | STOP BUTTON / FUEL SWITCHES | | | | |
| 48 | UIM 508.20 | REAR OF HEAD PROTECTION + CLEARANCE | | | | |
| 49 | UIM 508.21 | RESTRAINT BELTS / FIXING & SEATS | | | | |
| 50 | UIM 508.28 | BUOYANCY | | | | |
| 51 | UIM 508.25 | LIFEJACKETS | | | | |
| 52 | UIM 508.23 | VISIBILITY / MIRRORS / CLEANING | | | | |
| 53 | UIM 508.16 | AIR SUPPLY | | | | |
| 54 | UIM 730.2 | CANOPY RELEASE & IDENTIFICATION | | | | |
| 55 | UIM 508.24 | CARBON MONOXIDE ALARM | | | | |
| 56 | UIM 508.26 | WATER ACTIVATED LIGHTS | | | | |
| Scrutineer (Print Name) | | | Signature | | | |

K CLASS 3 & Z150 RULES

The Rules

These rules should be read in conjunction with the PB1 Rules and the Advance Programme and any Race Instructions issued by the organising body in relation to the event.

The Organisers shall judge, in accordance with the current rules, all cases not foreseen or seemingly inaccurately defined. Any driver who infringes any rules will be penalised.

Z150 is a new experimental class in the UK. Rules may be subject to change and class specific rules are to be read in conjunction with Class 3 & PB1 rules.

IF THE RULES SAY "YOU CAN DO THIS...", YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK

K1 CREW

K1.1 All boats will carry a minimum of two crew members with valid powerboating licences and of minimum age 18 years.

K1.2 For Classes 3: 3A and 3B, the minimum age is 16 years.

K2 HULL

K2.1 Class 3 Monohull specifications can be found on the measurement section of PB1.

K2.2 DECK UIM 703.1

The deck must be able to bear the weight of a standing man (100 kg) at any point.

K2.3 DECK, OUTBOARD MOTOR PROPELLED CRAFT UIM 703.2

Wherever the motor is, the hull shall be fully decked to the stern, incorporating a well formation if desired.

Any holes for the passage of cables, fuel pipes, etc., shall be fitted with sealing grommets and be above the lowest point of the stern structure.

K2.4 STEERING POSITION UIM 703.3

The steering arrangements shall be sited so that the safe handling of the boat shall not be prejudiced by interference to the driver's line of sight across the bow at any state of trim in calm water.

K2.5 GUARD RAILS UIM 703.4

Rails or wires or hand holes shall be fitted which shall extend fore and aft to enable crew to proceed from the cockpit to the whole deck for the working of mooring, anchoring and towage and access to deck hatches.

No ropes can be used as rails or hand holds.

K2.6 MOORING CLEAT UIM 703.5

All boats shall be fitted with a well secured cleat or sampson post on the fore-deck adequate for anchoring in a seaway and for towing at sea over a prolonged period.

K2.7 CRANAGE UIM 703.7.1

Boats must be fitted with a minimum of three lifting eyes, either through deck or topside hull cleat type, suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin.

Each boat shall be equipped with a detachable strop assembly providing a single lifting point.

The strop must be certified to carry total boat weight.

K2.8 WINDSHIELD UIM 703.8

Windshields, if fitted, shall be strong and well supported. All edges of plastic material and framing shall be effectively padded. Transparent windscreens are to be made of polycarbonate material.

K3 OPEN COCKPITS

K3.1 UIM 703.9.1 : The cockpit opening shall provide seating positions for at least two drivers, with the following minimum dimensions; length 0.76 m, width 0.53 m per driver, with a round-off radius of 0.25 m.

K3.2 UIM 703.9.2 : There shall be a minimum cockpit clear depth of 0.38 m everywhere, with the exception of seats, steering wheel and controls. Measurement is done from the upper part of the cockpit edge or from the top of the cockpit coaming if it is substantial.

K3.3 UIM 703.9.3 : All cockpit seats must be securely fixed to the main hull structure. A seat for each crew member must be provided. The crew should be seated at all times when racing or attempting the race start.

K3.4 UIM 703.9.4 : The structure of cockpit fairings must at least equal the strength of the main deck i.e. be able to be walked on at any point as per Rule 703.1

K3.5 UIM 703.9.5

For Class 3A, only the overdeck water deflectors are mandatory.

The Reinforced Water Deflector must be designed and constructed of materials of sufficient strength to provide adequate crew protection, both over and under the deck and hull. The forward fairing on the deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position. It is recommended that lateral protection covering be provided up to the shoulders. The top 0.05m (5cm) of the Water Deflector must be at least 45 degrees from the horizontal, with a minimum 0.3m (30cm) width per person measured transversely in the horizontal plane.

The Reinforced Water Deflector must be designed and constructed so as to present no hazard if the crew is thrown forward and must be so designed that it would not restrict the crew from being ejected. In all cases, the visual requirements in Rule 508.05 must be adhered to.

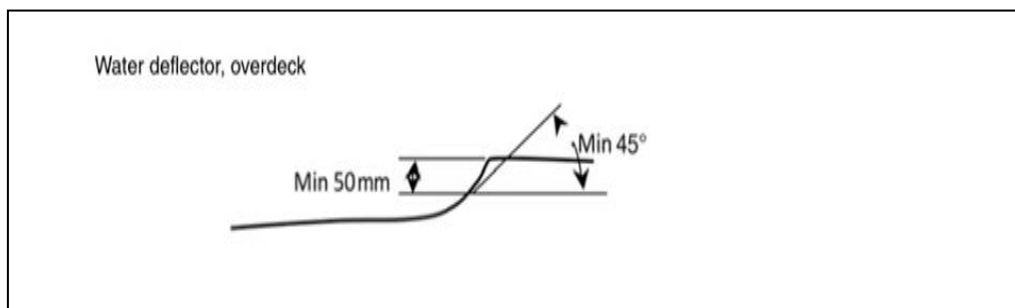
Measurers and Scrutineers will examine boats with the crew in the normal driving position.

The flares described in UIM Offshore Rule 715.10 must be readily accessible from the deck.

Rear of head protection is recommended. If fitted, it should be at least 0.3m (30cm) wide and the height of the padding must extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal driving position.

If a monohull has a canopy and/or restraints, it must conform to the same criteria as multihull boats as described in these 508 rules.

Water deflector, overdeck



K3.6 UIM 703.9.6. : Only boats with restraints and closed canopies are allowed to use orange coloured bows.

K3.7 UIM 703.9.7 : In open cockpits, the cockpit edge or the type of a substantial coaming is not to be higher than the top of the crew persons' shoulders.

K4 INBOARD ENGINES UIM 704

K4.1 EXHAUST UIM 704.1 :

The engine exhaust manifolds, pipes and exhaust driven turbines, from the engine outlet to the point of exit must be water cooled by the water jackets or shielded. The external surface of the shield must not exceed 150° C at any time. The exit must be located in such a position whereby the crew cannot be effected by exhaust fumes.

K4.2 SHAFT GUARDS UIM 704.2

Inboard propelled craft must have a protected shield to each input drive shaft which shall include at least two rings which completely encircle the shaft and a 180° scatter shield over each universal joint.

In the event of a failure this protection shall be capable of containing the shafts and couplings from causing damage to the hull skin, fuel tanks, any other installation and or component, and from causing any danger to the crew.

K4.3 ENGINE COMPARTMENTS UIM 704.3

Inboard engines are to be installed in a compartment separated from the cockpit and other accommodation which is to have adequate ventilation. Vent holes in bulkheads or covers shall not be in close proximity to the drivers and crew without flame trap protection. The compartment(s) shall have rigid covers.

K4.4 FIRE EXTINGUISHERS UIM 704.4

For all inboard engine installations, it is mandatory to have a fully automatic fire-extinguisher system, though it is permitted to have a separate manual system.

K5 ENGINES UIM 705

K5.1 UIM 705.1 : Turbo and/or Supercharged petrol engines are not permitted.

When a diesel engine includes a device for supercharging or turbocharging, the nominal cylinder capacity is to be multiplied by 1.4 and the boat will pass into the class corresponding to the effective volume resulting from this multiplication.

K5.2 UIM 705.2: A dynamic air inlet for ducting the atmospheric air toward the engine's air intake is not considered a supercharging device.

If approved for use in offshore by Cominoff and annotated on the Homologation Certificate, Low emission engine, outboard engines utilising "air pumps" as part of the induction system are not considered as supercharged.

K5.3 UIM 705.3: Turbo Compound engines and Gas Turbines are not permitted.

A Turbo Compound Engine is defined as a process in which effective power is produced not only by expansion in the working cylinders, but also in a second stage. In compound engines, the exhaust turbine, or one of the exhaust turbines, is coupled to the engine output shaft.

K5.4 ENGINE CUT-OUT UIM 706

- a) Engine cut off switches for connection to all crew are mandatory (first man out shuts off engine). An emergency override system to restart engines shall be mandatory. The lanyards used must not exceed 120 cm between the driver and the boat. The lanyards shall be attached to all crewmembers at all times when the boat is at racing speeds.
- b) The lanyards must be able to support ten times the strength necessary to operate the device or to resist a load of ten kilos. Having chosen the biggest value, they must be capable of operating the device in any direction on a horizontal level.
- c) Lanyards are not necessary when restraint systems are used.
- d) If the engine is a Diesel, the action of the device should operate on the injection pump gear.

K5.5 ENGINE AND FUEL COMPARTMENT BULKHEADS UIM 707

K5.6 UIM 707.1 : bulkheads of engine and fuel tank compartments must be sealed to the hull across the bottom and have sufficient height above the bottom to prevent fuel and fumes flowing throughout the boat. The separate compartments thus formed must have provision for separate pumping out of bilge's.

Fuel containment systems (tanks, cells, etc.)

All boats must have fuel filling and fuel venting capabilities outside the crew containment area. Canopied craft are to have fuel tanks contained in sealed compartments from the hull and crew area to avoid leakage of liquid or vapour being released into the area being used by the crew. Fuel filling / fillers are to be outside of the crew compartments.

K5.7 UIM 707.2 : closing of the fuel flow must be done by means of a device, the control of which must be in the cockpit and within reach of every crewmember. No sleeved cables are allowed, so as to eliminate the cable being able to be bonded in a fire.

K5.8 UIM 707.3 : the fuel tank or tanks must be grounded to enable the discharge of static electricity.

K5.9 UIM 707.4 : fuel tanks may be constructed as an integral component of the hull construction, or may be fabricated material suitably secured to the hull. Purpose designed and constructed rubberised collapsible fuel cells may be used.

Fuel may not be transferred during a race except by means of permanently installed fuel lines connected to the tanks.

K6 PROPULSION UIM 708

K6.1 UIM 708.1 : one hundred per cent of the propulsive effort shall be derived from the water while proceeding at racing trim in calm water.

K6.2 UIM 708.2 : all craft must be able to be manoeuvred ahead and astern and have neutral capability, operated by controls at the helmsman's position. This facility must be a permanent installation and able to be demonstrated as practical at any time.

K6.3 UIM 708.3 : boats running two or more propulsion systems must have either an external tie bar to stabilise out drives or some other protective device that will prevent drives colliding should a failure occur.

K6.4 UIM 708.4 : no multi-ratio transmissions, torque converters, or variable ratio drives are permitted in class 3.

K7 GYROS UIM 709

K7.1 UIM 709.1 : all moveable surfaces allowed on the boat shall be under the control of the onboard crew without any sensors in the control loop (i.e. No auto pilots, gyros, accelerometers or other attitude or acceleration sensors may be in the control system).

K8 RACE NUMBERS UIM 710

K8.1 UIM 710.1 : all boats are to be allocated a race number by their national authority. These numbers shall be painted in waterproof black paint or to be made of black coloured self-adhesive materials of adequate strength. They shall be applied to a white or yellow background. No number may begin with a zero. All numbers shall be plain and up-right.

K8.2 UIM 710.2 :

On all boats the numbers shall be positioned as far forward as possible whilst adhering to the requirements of rules 710.3 and 710.4.

On catamaran boats the numbers must be placed on:

- a) The foredeck within front 1/3 of boat.
- b) The tunnel underside within front 1/3 of boat.
- c) The outside of both sponsons within front 1/3 of boat.

On all other boats the numbers must be placed on:

- a) The foredeck within front 1/3 of boat.
- b) Both sides of the hull within front 1/3 of boat.

K8.3 UIM 710.3 : those numbers displayed on the foredeck and on the underside of a tunnel must read correctly from the transom and shall be underlined by a black bar.

K8.4 UIM 710.4 :

The individual numbers shall conform to the following minimum dimensions, the only exception being where the size of the boat does not allow the minimum size to be carried:

| Height | Width | Thickness | Spacing |
|--------|-------|-----------|---------|
| 30 cm | 23 cm | 5 cm | 13 cm |

The background shall extend at least 23 cm in front of and beyond the end numerals and at least 7.5 cm above and below the numerals.

The beam numbers may also be painted on slightly curved non-vertical surfaces, provided that the whole number is within 30 degrees from the vertical position. The height must be to the minimum height measured vertically.

K8.5 UIM 710.5 : race organisers are empowered to require a number to be changed in the event of identical numbers being issued by different national authorities. Except in exceptional circumstances the visiting craft has priority.

K8.6 UIM 710.6 : the class letter will precede the numbers and they will be separated by a dash. The class letter must conform with the same minimum dimensions as the race number.

K8.7 RACING VESTS UIM 712

Refer to UIM rules 205.06 and 508.25 & PB1 General Rules for the British National Championship

K8.8 UIM 715.02 : boats meeting the criteria of uim offshore rule 508 (restraints and canopies) must comply with the requirements regarding storage of safety equipment contained in those rules.

K9 FUEL CUT-OFF

When additional electric pumps are fitted to the fuel supply a fuel cut-off switch for the pump shall be fitted within reach of either crew member.

K10 ANCHOR / TOWING UIM 715.05

Suitable gear for anchoring and berthing, including one anchor, not less than 30 metres of suitable chain or warp.

Two towing lines of sufficient strength, one twice the length of the boat.

K11 FIRE EXTINGUISHER

Two (2) fire extinguishers to be immediately accessible to the crew, and must be minimum of 2kg each, or of equivalent capacity.

For Class 3A, 3B and 3C, there is only a requirement for one fire extinguisher of 2 kg, or of equivalent capacity.

The extinguishers must fulfill the classification ABC (eq. US: classification AB).

| American | European | Australian/Asian | Fuel/Heat source |
|----------|--------------|------------------|-----------------------|
| Class A | Class A | Class A | Ordinary combustibles |
| Class B | Class B | Class B | Flammable liquids |
| | Class C | Class C | Flammable gases |
| Class C | UNCLASSIFIED | Class E | Electrical equipment |
| Class D | Class D | Class D | Combustible metals |
| Class K | Class F | Class F | Cooking oil or fat |

K12 CLASS 3 HULLS AND CLASSES UIM 730

Offshore Class 3 racing shall permit the use of boats powered by Outboard engines.

K12.1 SUB DIVISIONS UIM 730.1

Class 3 subdivisions are established in accordance with the following

| | 3A Low Emission | 3B Low Emission | Z150 Low Emission (NON UIM) | 3C Low Emission | 3D Low Emission | 3S |
|-----------------|-----------------|-----------------|--------------------------------|-----------------|-----------------|--------|
| Cubic Capacity | Up to | Up to | | Up to | Up to | Up to |
| | 2100cc | 2100cc | | 3000cc | 6000cc | 6000cc |
| Max HP | 115hp | 115hp | 150hp | 200hp | 400hp | 600hp |
| Min Length | 5.75m | 5.0m | 5.46m | 6.5m | 7.6m | 7.6m |
| Max Length | 7.0m | 6.8m | 7.32m | 8.4m | 10.00m | 10.00m |
| Mono Min kg | 700kg incl crew | 655kg inc. crew | 695kg | 695kg | 1400kg | 1755kg |
| Multi Min kg | - | 730kg inc. crew | - | 845kg | 1400kg | 1755kg |
| Add kg per m | - | 50kg | - | 65kg | 100kg | 110kg |
| Cube | | | | | | |
| Length | 2.35m | 2.35m | 2.35m | 2.75m | 3.60m | 3.60m |
| Width | 1.20m | 1.20m | 1.20m | 1.20m | 1.20m | 1.20m |
| Height | 0.46m | 0.46m | 0.46m | 0.46m | 0.46m | 0.46m |
| Buoyancy | | | | | | |
| Mono GRP | 250l | 270l | 370l | 370l | 500l | 500l |
| Mono Sandwich | 130l | 140l | 150l | 150l | 280l | 280l |
| Multi GRP | | 280l | | 380l | 550l | 550l |
| Multi Sandwich | | 180l | | 200l | 300l | 300l |

All Technical rules for 3S shall be the same as for X-cat rule Part 4: Technical rules. That is for both boat and engines.

The weight for 3B are inclusive the crew, see further rule 731.

In the class A and Z150 class, only monohulls will be accepted.

Hull measurement Class 3A

All hull measurement are to be taken while the boat is ashore.

The length must be measured between perpendiculars of the external moulded length of the boat, taken at the extreme bow and the interface between the hull and bracket/engine.

Hull extension beyond the transom shall be deemed to be "fixed trim tabs" and shall not be included in the measured length.

Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, stabilizing trim tabs and rudder assemblies are not to be included in the measured length.

When defining "extreme bow", any form that constitutes the bow and its construction and contributes to the performance of the boat shall be included in the measured length. Any other attachment that is added to meet a minimum length requirement shall not be included in the measured length.

Boat width : 1.60 m - 2.00 m.

K13 REINFORCED COCKPITS UIM 730.2

Reinforced cockpits are permitted in any category of Class 3. The following specification is the minimum mandatory standard for any reinforced cockpit used in any category of Class 3 boat. See also rule 508.

Cockpit type:

The reinforced cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat.

Cockpit minimum size:

Hatch opening per person: 55 x 50 cm min.

Width: shoulder level 60 cm min.

Clearance: helmet to hatch 10 cm min.

Cockpit construction:

- Window to flanges joints must be glued and/or use bobbins of nylon or aluminium.
- Bolts: min 6 mm stainless steel, nylock nuts, washers.
- Bolt spacing: max. 10 cm if not glued
- The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.
- Hatches must have a slot for pry bar use in emergency/rescue.
- Controlling crew must have clear visibility ahead with adequate panoramic view.

Window areas:

- Material: Polycarbonate or similar.
Glass (in any form) is specifically prohibited.
- Min thickness of window :
Side by side cockpits min 9.5 mm.
Screens with curvature and/or tandem cockpit min 7.9 mm

N.B. With the exception of the above specific criteria in this section, the 508 rules apply in full.

K14 MINIMUM/MAXIMUM LENGTHS AND WEIGHTS UIM 731

For Class 3B only there is an additional minimum weight of 170 kg for the combined weights of driver and co-driver, including racing vests and protecting helmets. The weight of the driver and co-driver are to be checked separately pre-race with dry race suits, racing vests and protecting helmets.

If the combined weight of the driver/co-driver does not reach the minimum of 170 kg, the difference is to be added to the minimum boat weight.

The weight is ready to race dry, including all safety equipment (except the crew and their helmets and life vests). For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

For all other Class 3 categories, the minimum weight mentioned is for a boat with the mentioned minimum length. For boats longer than the minimum, the weight shall be increased according to the formula shown above.

K14.1 HULL DIMENSIONS UIM 732

UIM 732.1 : for monohulls, the outer surface of the hull excluding chine-rubbers and spray rails, must contain a cube of the dimensions mentioned in the 730.1 chart. **SEE PB1 MEASUREMENT SECTION.**

K14.2 MINIMUM FLOTATION UIM 733

All boats shall contain a minimum volume of buoyancy permanently installed in the hull.

The minimum volumes measured in litres are mentioned in the 730.1 chart.

If a boat is constructed of wood, the wooden weight content of the boat may be accepted as buoyancy as per the following formula : Wood weight in kg x 2 = litres of buoyancy.

K14.3 ENGINE ELIGIBILITY UIM 734

ENGINE ELIGIBILITY (LOW EMISSION) OUTBOARD ENGINES

Low Emission approved engines used in Class 3 shall be strictly standard marine production engines as marketed by manufacturers to leisure boating (or touring) customers.

K14.4 UIM 734.2 : at time of homologation, manufacturers must certify that their motors meet the uim requirements regarding noise when fitted to an appropriate offshore powerboat. The noise level is to be measured by means of a phonometer which conforms to the specifications laid down by iec and ansi, a precision sound meter using the “a” weighting and set to slow response. The registering microphone is placed at a distance of 25m from the boat. The boat must pass it at top speed. Measurements must be made on open water free of all obstructions over a minimum distance of 25m in all directions. Two measurements must be carried out, while the boat approaches and while moving away. Neither of the measurements is to exceed 91db (a) with a 4db (a) tolerance.

K14.5 UIM 734.3 : the only low emission outboard engines eligible for use in offshore are those approved (at time of homologation application) by cominoff.

K14.6 UIM 734.4 No. of manufactured engines up to
1000 cc = 1000 units.
1001-2000 cc = 500 units.
2001 cc and above = 250 units.

K14.7 UIM 734.5 : the engine being placed in water, the cooling shall be effected only by its own standard circulation pump. The intake to the circulation pump may be modified for cooling purpose only. ***Bearing carriers and prop shaft may be changed from original. Bearing carriers may be fixed to gear case by additional screws or clamps.***

Bearing carriers and prop shafts may be changed from original.

Refer also to **735.09** for water intake definition.

K14.8 UIM 734.6 : violation of any of the above rules will entail disqualification.

K15 MODIFICATIONS PERMITTED (LOW EMISSION) OUTBOARD ENGINES

K15.1 UIM 735.01 : the propeller is free, together with its washer(s) and nut(s).

K15.2 UIM 735.02 : the steering bar and brackets may be reinforced as a safety measure. It is also permitted to modify the standard engine cowling in order to facilitate the fitting of steering assemblies, provided that any openings are sealed so the engine can not pull in any additional air.

K15.3 UIM 735.03 : the rubber mounts of the engine may be changed or substituted.

K15.4 UIM 735.04 : all external (not contained within the powerhead) studs, screws, nuts, bolts and their washers are free as well as the method of locking them, providing there is no performance advantage.

K15.5 UIM 735.05 : where two engines are fitted, the counter rotation of one underwater unit is permitted providing:

- the standard underwater unit casing is retained (subject to 735.09)
- the final propeller to crankshaft ratio is unaltered

K15.6 UIM 735.06 : the use of thrust blocks mounted on the lower unit and or on the boat is permitted.

K15.7 UIM 735.07 : power trim: a properly engineered system for altering engine trim whilst under way is permitted.

K15.8 UIM 735.08 : in the process of modification, minor optional alternatives as listed and priced by the manufacturer of the homologated engine, may be permitted provided they do not affect engine performance, but improve convenience and safety.

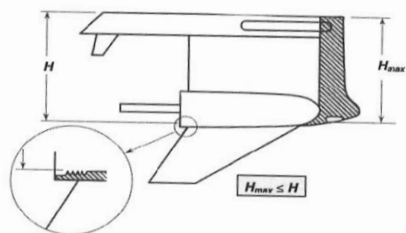
K15.9 UIM 735.09 : the water intake may be repositioned. It must however remain on the gear case torpedo. The width and or height of the gear case torpedo must not be changed and the depth of the torpedo cross section from the aft part of the water intake and forward is not allowed deeper than measure h. the length may be increased. The rear edge of the water intake opening must not be further aft than 30 % of the total length of the modified gear case torpedo.

The original intake to the circulation pump may be filled in and faired. The front of the gearcase may have material added for cooling purposes.

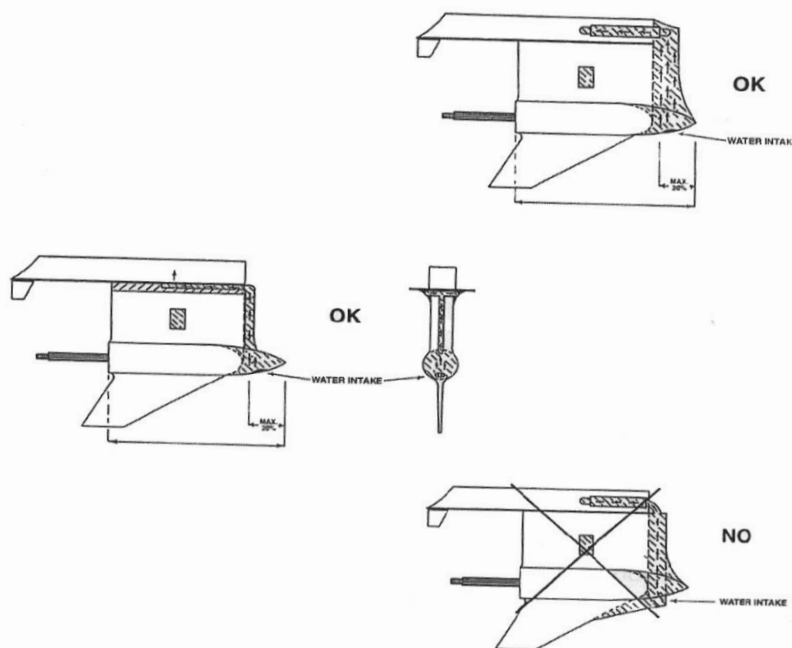
The width of the gearcase must not be increased, except where the gearcase meets the lower side of the anti-cavitation plate. The modification shall be for cooling purposes only and shall form a radius. It is also permitted to add material to the centre section exhaust housing for the purpose of reducing noise.

It is allowed to add material to the leading edge of the gear case skeg up to 10 mm behind a repositioned water intake. The profile of the skeg is free

Remote water pick-ups are not allowed.



Method of measuring maximum depth of water intake.



K15.10 UIM 735.10 : transom brackets may be reinforced, this is only by adding material.

K15.11 UIM 735.11 :

- The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. The remaining void must be sealed to prevent any extra air entering the cover.
- Sacrificial anodes on gear house and transom bracket may be removed. Trim fin under the anti-cavitation plate may be removed or cut off.

K16 MODIFICATIONS NOT PERMITTED (LOW EMISSION) OUTBOARD ENGINES

K16.1 UIM 735.12 : The following modifications are expressly **NOT** permitted.

- Blueprinting' of the powerhead.
- Alteration or modification of any powerhead components.
- Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair.
- ECU/PCM's equipped with data memory, must not have the memory erased or modified without the prior permission of the Technical Inspector. Any information sourced by the Technical Inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

K16.2 UIM 735.13 : violation of any of the above rules will entail disqualification

L P1 SUPERSTOCK

These rules should be read in conjunction with the PB1Rules and the Advance Programme and any Race Instructions issued by the organising body in relation to the event.

The Organisers shall judge, in accordance with the current rules, all cases not foreseen or seemingly inaccurately defined. Any driver who infringes any rules will be penalised.

L1 SPORTING RULES – GENERAL

L1.1 Title & Jurisdiction

The P1 SuperStock UK Championship is organised and administered by the P1 Club in accordance with the General Rules of the Royal Yachting Association and these Championship Regulations. For the purposes of these rules the Championship Organisers are intended singularly and together as the P1 club and the RYA.

Race Status: National

L1.2 Officials

Officials as stated in Race Instructions.

L1.3 Competitor Eligibility, obligations & general requirements

L1.3.1 In order to enter the SuperStock series, all Drivers and Co-Driver must be in possession of a valid National Licence or Event Licence issued by their National Authority. See Section B of RYA PB1 2016 for full details. B6.1 is not applicable to the P1 SuperStock series and Event Licences will be eligible for Championship points.

L1.3.2 The necessary documentation for Drivers and Co-Driver is as follows:

- Powerboat Level 2 required by both Driver and Co-Driver
- Race Training Certificates required by both Driver and Co-Driver
- Min 1 x VHF Licence per boat
- RYA Powerboat Race Licence required by both Driver and Co-Driver
- A Log Book which must be presented for mandatory checking at the first round when signing-on.
- Co-Driver that will be acting as throttle man must have first been signed off by training officer as “throttle man approved”
- Boats with Navigators will not be set up for dual control unless the crew have first been signed off by the OOD.

RYA Licences and Log Books must be produced at every event and are withheld by the Race Secretary, log books are used to record any damage and resulting repairs sustained to boats.

- L1.3.3** The minimum age for a Co-Driver is 16 years old. For the driver, the minimum age is 18 years old. In all circumstances if any crew member is under the age of 18, the other crew member must be 18 years or older. All age regulations apply at the date of the race.
- L1.3.4** All persons under 18 years of age must be accompanied at the event by a Parent/Guardian. All Driver and Co-Drivers who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.
- L1.3.5** Boats are allowed out on the water at the times designated in race instructions ONLY or with prior agreement with the OOD. Non-observance may result in disqualification from the event and/or a fine of £100 or as stipulated in race instructions.
- L1.3.6** A Life Jacket must be worn at all times by all persons whilst on the water or pontoons.
Racing Vests must be worn at all times by all drivers and co-drivers whilst racing.
- L1.3.7** Helmets may not be removed during racing:
They may only be removed if the boat is adrift or at anchor with engines stopped or idling on the outside of the course away from the racing line and with the permission of the OOD or Safety officer.

L1.4 REGISTRATION

- L1.4.1** All drivers must register as Driver and Co-Drivers for the championship by returning and signing the Registration Form and Team Agreement with the Registration Fee to the Race Secretary prior to the Final Closing date for the first round being entered.
- L1.4.2** Fee is payable to: Powerboat P1 Management Ltd.
- L1.4.3** Registrations will be accepted from 1st January 2016 until 1 May 2016.
- L1.4.4** Registration numbers will be the permanent Competition numbers for the Championship.
- L1.4.5** Permission to race in the series is at the discretion of the series organiser and the organisers reserve the right to refuse entry into the series.

L1.5 CHAMPIONSHIP ROUNDS

- L1.5.1** The 2016 P1 SuperStock UK will be contested over a minimum of 10 Rounds (unless events are cancelled for reasons of force majeure):
- L1.5.2** Race duration will be declared in the Race Instructions, this can be time or laps.

L1.6 SCORING

L1.6.1 Drivers, Co-driver and Team championship points will be awarded to those Driver and Co-Drivers listed as classified finishers in the final results as follows in the points table below. Points will only be awarded to those who have completed a minimum 70% of the race winners average finish time or 70% of the race laps of the winning boat and take the chequered flag.

| | |
|--------------|-----------|
| First place | 20 points |
| Second place | 17 points |
| Third place | 15 points |
| Fourth place | 14 points |
| Fifth place | 13 points |
| Sixth place | 12 points |

Reducing by one point for each subsequent position in the event of a tie see rule P1.6.2. The combined totals from each race will determine final team.

Driver championship points and positions.

DQ (Disqualification), DNS (Did not Start) or DNF (Did not Finish) will result in zero scores

L1.6.2 If two or more Drivers or Co-Drivers finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded by count back to:

- a) The holder of the greatest number of first places
If the number of first places is the same, the holder of the greatest number of second places.
- b) If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
- c) If this procedure fails to produce a result, the P1 Superstock organisers will nominate the winner according to the fastest lap over the last event.

L1.7 Awards

L1.7.1 All awards are to be provided by the championship Organiser.

L1.7.2 Per Round: Medals
Per Event/Meeting: Trophies

L1.7.3 Championship: Trophies

L1.7.4 Bonuses

Per Event/Meeting: Event prizes may be available and if so will be announced by the championship organiser.

Per Championship: Championship prizes may be available and if so will be announced by the championship organiser.

L1.7.5 Presentations

Champagne and Trophies are to be provided for presentation at the end of each event or at an end of the event/meeting presentation ceremony.

L1.7.6 Title to all Trophies:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Drivers and Co-Drivers concerned must return such awards to the Championship Organiser in good condition within 7 days.

L2 SPORTING REGULATIONS - CHAMPIONSHIP

L2.1 Sporting Regulations, Championship Race Meetings and Race Procedures.

L3 ENTRIES

L3.1.1 Race by Race Drivers and Co-Drivers are responsible for sending in correct and complete entries with the correct entry fees prior to the entry deadline dates which shall be 7 days before each event.

L3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

L3.1.3 Any withdrawal of Entry or Driver/Vessel changes made after acceptance of any entry must be notified to the Secretary of the meeting in writing. If Driver/ vessel changes are made after publication of Entry Lists with Race Instructions the Competitor concerned must apply for approval of acceptance by the race committee of the meeting before Signing-On.

L3.2 Pre Race Declarations

- L3.2.1** All Drivers and Co-Drivers who are racing must sign the indemnity form provided by the Championship Organiser who will be responsible for the provision of the insurance. Details of this insurance are available from the Championship Organiser. On signing on all Drivers and Co-Drivers must produce the relevant class specific paperwork, including Class Licence, Measurement Form / Log Book and a copy of Race Instructions and class specific rules.
- L3.2.2** All Drivers and Co-Drivers who are under 18 on the day of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.
- L3.2.3** Each boat must designate a representative "Team Manager" that is present at the event and who is responsible for team equipment, trailers, lifting strops and vessels and is the designated point of contact for the team at that event.

L4 BRIEFINGS

- L4.1.1** Organisers will notify teams of the times and locations for all briefings in the Race Instructions for the meetings. Drivers and Co-Drivers must attend all briefings with copy of event Instructions and rule book.
- L4.1.2** Race boat drivers and Co-Driver must 'sign in' to signify their attendance prior to the start of their briefing. Only Drivers and Co-Drivers and race officials are allowed to attend this briefing. A roll call will be held.
- L4.1.3** Non-attendance of driver or co-driver at this briefing may result in a £100 fine per person; The OOD may hold a re-scheduled briefing at their convenience. Racers that have not been officially briefed by the OOD will not be permitted to race.

L5 PRACTICE

- L5.1.1** Should any Practice Session be cancelled or curtailed the OOD shall not be obliged to resume the session or re-run sessions and the decision of the OOD and or Race Committee shall be final.
- L5.1.2** The OOD and or race committee shall have the right to exclude any driver whose performance is considered to be dangerous.
- L5.2** 30 Minutes of practice is highly recommended. A minimum of 3 laps must be completed by every boat, each day before they commence racing.

All competitors must complete the official practice session before the first race of each day.

L6 START PROCEDURE

L6.1 Visibility over the Whole Race Course

For Superstock races there must be a minimum of one mile visibility over the whole race course and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.

L6.2 From Wet Pits Area

- Start or marshal boat – Showing Pink flag signalling 2 minutes to commence leaving Wet Pits or as alternatively described at Drivers Briefing.
- All race boats to follow start boat to Muster Area in position order as briefed at the driver's briefing. **NO RACE BOAT MAY PROCEED AHEAD OF THE START BOAT.**
- Red flag raised at wet pits signals wet pits closed. Race boats may not leave the wet pits at this time. A late start procedure may be given at drivers briefing.
- A parade lap, where possible, around the course to the muster and/or start area will be described at the briefing, and all boats participating in the race are required to take part in such a parade.

L6.3 From Muster Area Change to Numbers Below

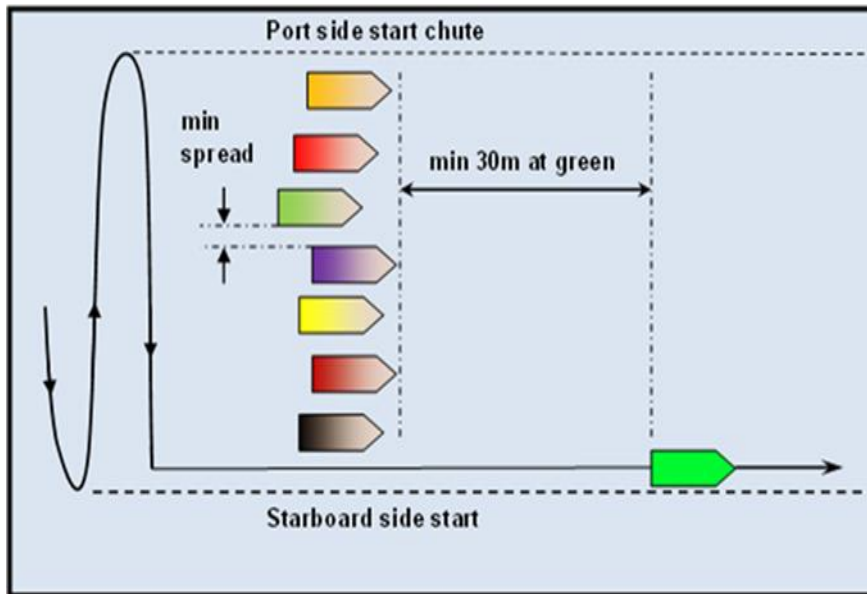
- The Muster Area will be described in the Race Instructions.
- In the muster area, the Yellow flag will be raised from the start boat meaning that the boats must follow the below start procedure.
- Start boat - Yellow flag and flashing amber lights (Lights if applicable) – when the Start Boat leaves the muster area, towards the start line, the boats will line up in the pole position order and approx. 30m astern, of the Start Boat, and must observe a safe spreading distance (minimum 3 metres approx.) between boats with absolutely no contact between boats. The time penalty applied for not staying 30m behind the start boat (jump start) will be 3 minute.
- A race official on the Start Boat will communicate by radio to control the fleet prior to the start. The race official will have the authority to impose penalties. Radio channel to be announced at drivers briefing.
- The official timing of the race starts when the leading boat crosses the start-finish line, unless otherwise designated in racing instructions. Crossing the line constitutes the start of Lap 1 of the race.
- If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all boats must return, at a safe speed, to the muster area for restart, or follow specific instructions from the Start Boat.
- Any boat that fails to enter the muster area will not be allowed to start.
- Should a boat fail to start, having lined up in the muster area, it may start within ten minutes of the time of the start providing the boat:
 - a) Gets permission from the OOD to start

- b) Starts at the start position and ONLY IF FIRST LAP OF THE LEADING BOAT HAS NOT BEEN COMPLETED
- c) Follows the start run going to the start/finish line when it is safe to do so.

L6.4 Starting Procedure Standing starts Minimum Visibility

There must be at least one nautical mile visibility over the entire race course and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.

L6.4.1 Procedure for Starts



- a) The distance between the muster area and the first turning buoy on a rolling start must be at least one nautical mile.
- b) The muster area will be defined in Race Instructions and further explained at the drivers' briefing. Boats should proceed to the muster area as described at the drivers' briefing. Competitors are reminded to comply with the International Regulations for the Prevention of Collision at Sea and local bylaws whilst proceeding to and in the muster area.
- c) Once in the muster area, boats must be off plane (bow down, no wake) and must circle in a counter-clockwise direction.
- d) The start chute, between the muster area and the first turning mark must be straight, be adequate for the number of starters and be kept clear.
- e) Two minutes before the start of the race, the start boat will raise and continue to display a yellow flag. This indicates the commencement of the start procedure. The start boat will then proceed across the start chute between the fleet and the first race mark and then return across the start chute. When the start boat has crossed the start chute for the second time, it will turn and begin its start run towards the first race mark – see diagram 1.

N.B. The start boat may begin crossing the start chute in either direction. This will be detailed in the drivers' briefing.

- f) All race boats may then begin their start run towards the first race mark remaining at least 30 metres behind the start boat until the raising of the green flag.
- g) Race boats must observe a safe spreading distance of at least 3 metres between boats and no boat shall run directly behind the stern of the Start Boat – see diagram 2.
- h) When the starter is satisfied that all boats are in an acceptable racing line and proceeding at a suitable speed, the green flag is raised and the yellow flag lowered simultaneously. The raising of the green flag determines the actual start, unless otherwise specified at Drivers Briefing.
- i) The official start is when the leading boat crosses the start line unless otherwise designated in racing instructions.
- j) If at any time during the start procedure (prior to the green flag being raised) a red flag is raised, the start has been aborted and all boats must return off plane to the muster area for restart or follow specific instructions of the start boat.
- k) A boat that is in the muster area but is unable to start for any reason must not interfere with the start. The boat must go to one side of the chute and request permission to start from the OOD before commencing its start. Late starters are only permitted at the discretion of the OOD. Alternative instructions for late starters may be given in the Race Instructions and by the OOD at the drivers' briefing.
- l) It is recommended that the Start boat personnel should be limited to the following: a driver, flag person, flag person assistant and the starter.
- m) Safety takes precedence over racing. Drivers should do nothing to endanger crew, spectators or other participants.
- n) Should sea conditions in the muster area be such that boats ship water when turning while off the plane, the procedure will be modified as follows the start boat will lead race boats to the muster area at which point it will raise a yellow flag, then plane slowly to allow race boats to get on plane safely before accelerating towards the start chute.. Race boats will follow the start boat at the 30 meters minimum safety distance until the raising of the green flag.
- o) Penalties for infringement of the starting procedure are as follows, but may be altered in the Race Instructions:
 - 1. Failing to respect a safety distance of 30 metres 3 minutes
 - 2. Turning wrong direction during muster 1 minute
 - 3. Interference with starting procedure Disqualification
 - 4. Planning in the muster area 2 minutes
 - 5. Failure to respect a safe spreading distance 2 minutes
 - 6. The bow of any boat in front of the transom of the Start boat when the green flag is raised. Disqualification
 - 7. The penalties above will be aggregated including (1) and (6).

Diagram 1 – Start procedure under yellow flag

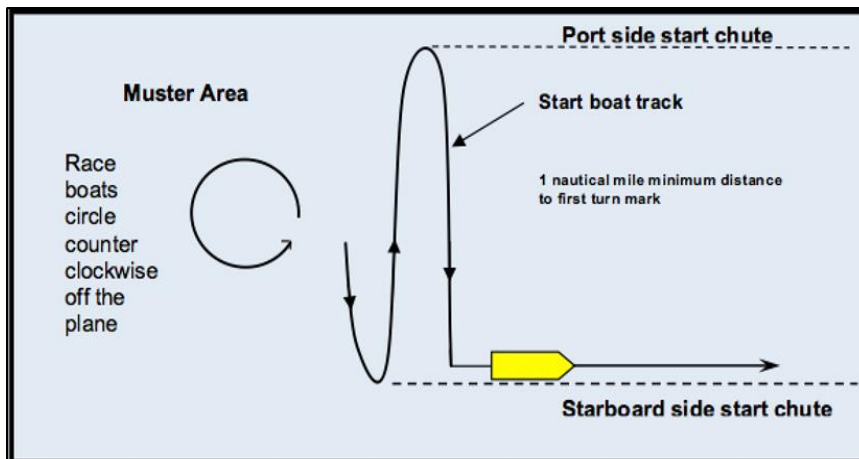
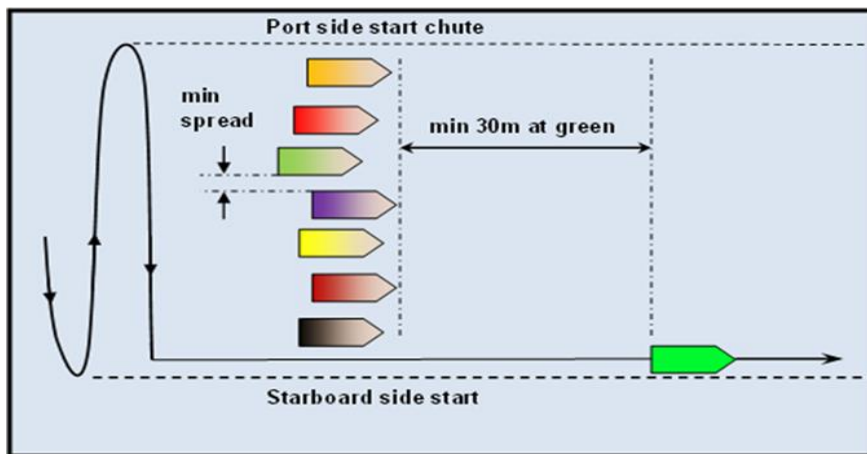


Diagram 2 Procedure for green flag



L6.5 Standing Starts

Competitors are advised that standing starts or near standing starts may be used at some venues, full details of these procedures will be included in Race Instructions and given at Drivers Briefing.

Penalties during start procedure:

- During the start run, if a boat passes the start boat before the green flag is raised, it will be disqualified.
- Safety takes precedence over racing at all times.
- Video camera evidence may be used by Race Committee for any reason.
- Only cameras under the control of the organisers will be considered. Tampering of camera equipment will be reported to the OOD and penalties may be applied.
- Dangerous driving on the start run will result in disqualification.
- IF A VESSEL IS THE CAUSE OF TWO RED FLAGS ON THE START LINE, THIS VESSEL WILL BE DISQUALIFIED WITH NO RIGHT OF APPEAL ON SAFETY GROUNDS.

L7 POLE POSITION

L7.1.1 Will be defined by means of a lottery for the first race of the Event. The series organiser reserves the right to use the lottery method of determining pole position order at any event (notified at briefing).

L7.1.2 Grid positions for racing will be advised at Drivers Briefing.

The grid for Race 2 (and subsequent races as appropriate) will be reversed with the final race grid being determined from the combined results from all previous races, highest points then achieving pole.

L7.1.3 Teams where either one or both Driver and Co-Drivers on board has not competed and finished in a minimum of 2 races and achieved “competent” sign off by the OOD. Until this is achieved the team will continue to start on the outside of the grid.

L7.1.4 Pole position will be nearest to the Start Boat.

L8 VALID STARTERS

An entry accepted by the organisers and having satisfactorily completed scrutineering, attending all required briefings and having crossed the start timing line during the start run as described in Race Instructions or Drivers Briefing will be considered to be a valid starter.

L9 OUTSIDE ASSISTANCE

No outside assistance is allowed including the use of VHF, Mobile Phones or any other electronic device. The Race Committee has the right to decide whether there was outside assistance or not. The penalty for outside assistance outside other than on safety grounds is disqualification.

L10 RACING RULES

L10.1 It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Powerboat racing is a non-contact sport and Driver and Co-Drivers will be penalised if contact occurs. Whilst not racing or participating in official practice sessions, boats are bound by the International Rules for the Prevention of Collision at Sea.

L10.2 All Race Boats must observe the International Rules for the Prevention of Collisions at Sea when encountering any other Non racing craft at all times.

L10.3 Responsibility of all crew members - It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision; even if they have the right of way failure to do this may result in penalties or disqualification. A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times. Tailgating will be deemed dangerous driving and Boats will be black flagged and disqualified without appeal.

L11 Flag Signals

Boats must obey all flag signals given by officials during testing, practice and racing. Failure to comply with flag signals may result in a penalty or disqualification.

L12 OVERTAKING

Competitor's responsibility on the water. It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Failure to observe this fundamental rule will result in severe penalties being applied.

Powerboat racing is a non-contact sport and crew members will be penalised if contact occurs at all times. A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.

- a)** All crew members - It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision at all times, a constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- b)** Rules of the road – Right of way The international Regulations for the Prevention of Collisions at Sea apply at all times between race boats and non race boats
- c)** Overtaking –
 - i. Any overtaking boat must give way to the overtaken boat.
 - ii. A boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat.
 - iii. If a boat in consequence of its neglect of any of these rules compels another to foul, it will be penalised.
 - iv. All colliding boats will be disqualified.
- d)** Fouling
Definition of Fouling: If any boat by its action collide with another boat, cause another boat to have a collision, or cause another boat to take avoiding action to avoid a collision which may or may not result in that boat infringing another rule. (e.g Missing or hitting a mark of the course), they will be penalised

L13 STOPPING THE RACE

- L13.1.1** In case of a force majeure, an accident or in the event of a Driver or Co-driver being thrown into the water or a capsize, the race will be stopped using the Red Flag Procedure. Any competitor who sees a force majeure, accident, man over board, capsizes or red flag must signal by raising a hand in the air and come safely off the plane.
- L13.1.2** On seeing red flags or seeing the red flag signal all boats will come off the plane, stop racing immediately, turn in to the centre of the course and await further instructions.
- L13.1.3** In the Event of the race being Red Flagged a restart may take place and if so will use the standard start procedure as identified in P2.5 of these regulations.

L13.2 Incident Procedure

- L13.2.1** Any Official Patrol/Rescue boat may wave a yellow flag to give warning of imminent danger in its vicinity. Competitors seeing this signal are to acknowledge the signal, proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of the danger area. Any competitor who ignores or abuses the yellow flag may be penalised.
- L13.2.2** When it is deemed the course is clear, yellow flags will be removed. If the start boat is showing yellow lights these will be switched off.
- L13.2.3** In the event of a serious incident, the red flag procedure will apply – see P2.22.3 of these regulations.
- L13.2.4** It is the crew members' responsibility to monitor the all flag signals whilst deployed.

L14 TURN MARKS AND MISSED MARKS

- L14.1.1** All marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to drive close enough to the course marks to ensure that they have been seen to pass them correctly.
- L14.1.2** Unless otherwise specified in the Event Race Instructions the colour of the course buoys will be as follows: numbering below is in correct
- i. All Outside Course Marks: YELLOW
 - ii. All Inside Course Marks: RED
 - iii. Should a buoy go missing the driver must pass through the approximate geographical position referred to in race instructions.
 - iv. If a boat hits a turn mark – A Yellow Card penalty may be applied.
 - v. If a boat damages a buoy or line – A Yellow Card may be issued. Damage charges up to £300 will be applied.
 - vi. A competitor must NOT return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missed marks will result in further penalties.

- vii. The missed mark penalty will be 30 seconds added to race time unless otherwise notified in Race Instructions or Drivers Briefing note.
- viii. At the discretion of the OOD repeated mark missing will result in disqualification.
- ix. The missing of a mark cannot be used to gain position advantage.
- x. Missing a mark without valid reason will result in DQ.

L15 FINISHING A RACE

- L15.1.1** Races are run on a 'flag-to-flag' basis (from the green flag to the waving of the chequered flag). The end of the race is signalled by the waving of the chequered flag to the leading boat who has completed the course, the raising of the chequered flag supersedes all race instructions and that days briefing on duration of the racing. This designates the 'winner' of the race and the commencement of the finishing procedure of the race. When the leading boat in each class completes the course and crosses the finishing line, the chequered flag will be waved. It designates the 'winner' of the race and the commencement of the finish procedure of the race.
- L15.1.2** The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.
- L15.1.3** Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag.
- L15.1.4** The winning boat shall be timed for completing a race when her bow crosses the finishing line.
- L15.1.5** All boats crossing the finishing line after the 'winning boat' will be classified as having finished the race provided they have covered the minimum number of laps. And shall be timed for completing the race when her bow crosses the finishing line.
- L15.1.6** Upon completion of a race, a boat shall;
- i. turn in to the centre of the course, or as described in drivers briefing
 - ii. conform with the International Regulations for Preventing Collisions at Sea,
 - iii. not hinder other boats that are still racing and
 - iv. Await escort back to the Wet Pits.
- L15.1.7** The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race

L16 CURTAILMENT OF A RACE

L16.1.1 A race curtailment decision can be made at any time during a race provided the curtailment is signalled on the Start/Finish line to the leading boat. The leading boat shall then stop racing and turn safely into the centre of the course. All other boats shall stop racing when they next cross the Start/Finish line. See Rule P2.10 for curtailment flags.

L16.1.2 Unless signalled by a red flag anywhere on the course for safety reasons then rule P2.22.3.

L17 RETIREMENT PROCEDURE

L17.1.1 On retiring from a race, all boats must hoist and display an orange flag when practical to do so until the boat has been recovered from the water. Where possible retiring boats should exit the race course as quickly as possible; the crew should attempt to contact Race/Safety Control immediately by radio and inform them of the boat's retirement. If radio communication is not possible, the nearest Safety/Patrol boat should be informed. Displaying an orange flag means you can't re join the race.

L18 SCRUTINEERING

L18.1.1 Scrutineers shall work with the current scrutineering list as a guide and equipment listing.

L18.1.2 Scrutineering does not constitute a condition survey of the boat.

L18.1.3 The scrutineering sheet may not necessarily cover every item that a scrutineer may wish to check on a particular boat nor does every item necessarily refer to every class of boat. A scrutineer shall reject a boat if it does not comply with all of the requirements of the championship organiser. The scrutineer shall refer any non-compliance to the Race Committee. Any decision related to eligibility shall be made in good time before the start of the race.

L18.1.4 Any incomplete entry may, at the scrutineers' discretion, be put back to be re-examined later if time permits.

L18.1.5 Post Race scrutineering will take place at the discretion of the OOD/Chief Scrutineer. Driver and Co-Drivers must make their boats available when requested – failure to do so will result in disqualification. The first three boats in each class in any race may not leave parc ferme or crane area without prior permission of the chief scrutineer.

L18.1.6 Re-Scrutiny: All vessels reported involved in incidents during races or practice must be re-presented to the Chief Scrutineer before continuing in the races or practice.

L18.1.7 No boats may leave the Pits after scrutineering has taken place other than to race.

Any boat that leaves the pits must gain written approval from the chief scrutineer and must be re scrutineered on return before being allowed to race.

L19 WET PITS & DRY PITS

L19.1.1 Local Harbour & Marina rules must be complied with at all times.

L19.1.2 Refuelling: May only be carried out in accordance with the specific instructions issued for each Venue/Event. Once a race has been started teams must not refuel until the chequered flag has been raised or the race has been curtailed AND then not without the permission of the OOD.

L19.2 Designated Times

L19.2.1 Boats are allowed out on the water only at the times designated in Race Instructions or with prior agreement with the OOD. All boats must have passed scrutineering before launching. Non-conformance will result in disqualification from the event and/or a fine of £100 or as stipulated in Race Instructions.

L20 POSTING OF RESULTS

L20.1.1 The provisional results will be posted within an hour of the end of the races, where possible. The OOD must sign the results and state the time of posting on the provisional results. The OOD will be present for one hour from the time of posting the results to receive any protests. Provisional results will become official one hour after posting provided no protests have been received. It is the teams' responsibility to monitor the posting of the provisional results.

L21 OPERATION OF SAFETY VESSEL

A Safety Boat will be identified with a Black Flag with a Yellow 'X' and/or an RYA official / marshal blue and yellow flag.

L22 CRANING

L22.1 No persons shall be on board a boat whilst being lifted by a crane, unless permitted/overridden by the local harbour rules.

Anyone in the craning area **MUST** wear a hard hat or protective helmet at all times.

Crews are to supply their own hard hats

Penalty for non-compliance is a fine of £ 200

L22.2 Crane and/or launch times will be scheduled in race instructions or by a launch order issued by race control. This must be complied with to guarantee launch, otherwise Driver and Co-Drivers will be responsible for their own launch arrangements. The crane/tractor may not be available outside posted times.

L22.3 A minimum of one crew member must be present at launch or recovery. All boats must be "launch ready" on arrival at the crane (ropes, fenders on, covers off, etc) otherwise the boat will be refused launch or recovery.

L23 FLAG SIGNALS

L23.1 Chart

| Flag | Flown From | Meaning |
|-----------------------------------|--|--|
| Yellow Flag | From Start Boat From Safety/Patrol Boat | Start procedure underway Incident in vicinity, proceed with care, no overtaking |
| Green Flag | From Start Boat | Race Start |
| Red Flag | From Start Boat (during start) From official boats | Start Aborted Race stopped |
| Chequered Flag | At Finish line | Race finished |
| Black Flag & race Boat number | From Start boat | Boat disqualified from race – boat stop |
| White Flag | At Finish line | Last Lap Indicated |
| Orange Flag | From competing boat | Retirement |
| Black Flag with Yellow 'X'/RYA | From Official Boat | Identification as official boat |
| Pink Flag | From Start Boat | Leaving at Pit in 2 mins |

L23.2 YELLOW FLAG – on seeing the yellow flag signal from an official boat, Driver and Co-Drivers MUST ACKNOWLEDGE THE SIGNAL proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of any danger areas.

Any competitor who ignores or abuses the yellow flag signal will be penalised. The Start boat yellow lights may be used in conjunction with yellow flags. These lights shall have the same meaning as a yellow flag.

L23.3 RED FLAG – on seeing the red flag signal, all boats shall come off the plane stop racing immediately, turn in to the centre of the course and await further instructions. Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.

L23.4 BLACK FLAG - any race boat deviating from the course into restricted areas, displaying conduct deemed to be unsporting or dangerous or having damage to the boat considered to be dangerous, will be shown the black flag the next time it passes the start boat and will be disqualified from the race and is not eligible for appeal. Disqualified boats must return to wet pits area, safely moving off the course and avoiding any interference with the race or other race boats.

Disqualified boats will not be awarded points for that race and may be fined.

L24 CHAMPIONSHIP PENALTIES

L24.1 Infringements of Technical Regulations

Post Race scrutineering will take place at the discretion of the OOD/Chief Scrutineer. Driver and Co-Drivers must take their boats available on request. Failure to do so may result in disqualification.

L24.1.1 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: Disqualification

For infringements deemed to be of a more serious nature the OOD and/or Race Committee are to impose Disqualification plus a deduction of 40 Championship points (even if this results in a minus score).

L24.2 Non-Technical Rule Infringements

Infringements of non-technical RYA Rules and the Sporting Rules issued for the Championship:

L25 CHAMPIONSHIP SPECIFIC PENALTIES

At the discretion of the OOD, a yellow card penalty will also be applied in conjunction with any of the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice.

- a) Smoking in the defined wet or dry pits: £200 fine.
- b) Fuel transfer outside the designated fuelling areas: £200 fine.
- c) Launching: persons on boats whilst being lifted or craned: £200 fine for each person.
- d) Failure in launch/ramp discipline; £200 fine.
- e) Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary: £150 fine
- f) Not wearing race overalls at podium presentation: £150 fine.
- g) Failure to present engine or craft for technical examination: disqualification.
- h) Misrepresentation or providing untrue statements: £100 fine
- i) Failure to raise and fly retirement flag when able: £100 fine.
- j) Failure to report Retirement to Race / Safety Control: disqualification
- k) Contravention of Flag Signals (L2.22) : disqualification
- l) Penalties imposed by the OOD for reason of failing to follow Rule L2.22 in an accident or dangerous driving will be imposed as soon as possible on receipt of the evidence of the offence. In a multi-heat championship this will be before the next heat.
- m) Dangerous driving: Disqualification with No appeal

L25.1 These penalties are not exclusive and do not protect the offender from further action by the organisers or the RYA. Penalties will be applied by the OOD and published in race administration

L25.2 Failure to pay any fine: teams will not be allowed to participate in the next event of the SuperStock series until all outstanding fines are paid. This will be carried over between seasons if applicable.

L25.3 Protests must be submitted in accordance with PB1

L25.3.1 Before submitting any formal protest in writing in accordance with PB1 it is mandatory that the driver will direct a query to the OOD, or person appointed by the OOD for the race day. This must be done immediately after the heat or final.

L25.3.2 Written Protests must be lodged within one hour of the penalty being issued, as outlined in section H in PB1.

L25.3.3 Appeals must be submitted in accordance with PB1.

L26 BANNED SUBSTANCES

L26.1 Banned Substances and Banned Methods (in accordance with PB1).

L27 GROSS MISCONDUCT

Gross Misconduct and Unacceptable behaviour (in accordance with PB1).

L28 INJURED DRIVERS

If during an event a crew member is injured their licence may be suspended until the competitor has been given the all clear by a suitably qualified medical doctor or Paramedic.




L29 IDENTITY TAGS

- a) All Driver and Co-Drivers will be issued with waterproof temporary identification which must be worn on the right wrist at all times during racing or testing.
- b) These identification tags may be collected at the boat retrieving ramp/crane area after the final race to validate the driver/crew/boat combination.

L30 ISSUING CARDS AND ASSOCIATED PENALTIES

Yellow Cards, Red Cards and Associated Additional Penalties

- L30.1** Yellow and red cards can be given to any crew member by the OOD.
- L30.2** Up to two yellow cards can be given for each incident of dangerous driving and a red card can be given for any incident of extreme blatant dangerous driving.
- L30.3** A crew member given a red card is immediately prevented from taking any further part in the event, will lose the right to take part in the next event and their team will also lose the right to take part in the next Stock event. Thereafter the red card expires.
- L30.4** A crew member with three yellow cards will automatically become a red card and they lose the right to further take part in the event and the next event, after which all yellow cards expire.
- L30.5** All yellow and red cards will be confirmed in writing and will be posted with the results. Any crew member issued with a yellow or red card has sixty minutes from the time of posting the results in which to lodge a protest.
- L30.6** The championship organiser shall inform the National Authority of the crew member within three days if any cards are issued.
- L30.7** Each yellow card is valid for 12 months from the date of issue unless removed following a red card suspension from an event.
- L30.8** Yellow and red cards will be recorded in the Commissioners report.
- L30.9** Yellow and red cards may be issued on the evidence of any media/TV footage.
- L30.10** In addition to the above, the associated additional penalties listed in the table. Below may also be applied.

| Penalty Card | Number of offence | Associated Additional Penalty |
|---|---------------------------------|--|
| Yellow Card  | First yellow card | £100 fine |
| | Second yellow card | £200 fine |
| | Third yellow card | £300 fine and automatic Red Card |
| Double Yellow Card  | First double yellow card | £250 fine |
| | Second double yellow card | £400 fine |
| Red Card  | First offence in calendar year | £500 fine and disqualification from that and the next event |
| | Second offence in calendar year | £500 fine and disqualification from the rest of the series for the crew member and the team. |

L31 TECHNICAL RULES

L31.1 The following Technical Rules are set out in accordance with the RYA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

L31.2 It is the responsibility of the teams to maintain the boat in safe condition to race. It is the responsibility of the teams to check all items of the boat are in safe/proper condition to race.

L31.3 General Description

The P1 SuperStock UK Championship is for Drivers and Co-Drivers participating in the P1 Panther 250 class with the P1 – 28SS vessel, organisers retain the right to exclude vessels not conforming to these regulations.

L31.4 Safety Requirements

See Scrutineering List

L31.5 General Technical Requirements & Exceptions

The boats are constructed in glass reinforced plastic, Kevlar and carbon composite. The boats must carry a minimum of two crew members; a Driver and Co-Driver.

L32 HULL

L32.1 No physical modifications may be made to the hull from the original drawings.

L32.2 All cowlings and hatches must be in place throughout the duration of the race. Boats that fail to retire within 1 lap during a race with missing cowlings, hatches or damage will be Black flagged and be deemed a DQ.

L32.3 ALL Cowling quick release safety catch`s must be fitted in full working order and clearly marked.

L32.4 The use of a bow tank in SuperStock racing is not permitted. Bow tanks must either be removed or fully disconnected during racing.

L33 DECK

L33.1 Lifting Eyes: Those fitted to the boat during construction should not be altered.

L34 ENGINE

Engine Modifications

L34.1 No modifications are allowed to engines other than those specified by P1 in writing.

L34.2 Cowling Modifications

L34.3 No engine cowling modifications are permitted and all cowlings must be in place throughout the entire period of a race. All safety catches/locks must be in place, used and working as original designed and fitted.

L34.4 Inspections

L34.5 All engines must be inspected, performance tested and sealed prior to the first race by the series organisers representative. This pre-season inspection, performance test and sealing will be charged at £250 per engine and is the responsibility of the teams. This charge will include the issue of the boat's measurement certificate/log book which must be presented at every race event.

Minimum Engine Height

L34.6 The minimum engine height of the P1 Panther 250 is as per original boat specifications, unless changed at drivers briefing.

Sealing

L34.7 Only an engine sealed by the championship organisers with 2016 seals are eligible to take part in the championship (please see Log Book). Engine Sealing can be replaced only by the Championship scrutineer or appointed BRP dealer.

L34.8 A sealing log of all the seals applied to each boat will be recorded and updated by the Championship organiser with the help of championship technical representatives.

L34.9 Driver and Co-Drivers found without engine seals must have their engine resealed before it races. If a further Inspection shows irregularity, the competitor will lose all championship points from the date of the new seal installation.

L34.10 Engine technical checks will be randomly carried out. The Championship Organiser will be responsible for expenses incurred in carrying out these checks unless the engines are found illegal.

L34.11 In the case of maintenance, sealing's can be removed only under the supervision of the appointed championship representative or the Championship Scrutineer.

L34.12 Seals installed on engines not matching the seal log will result in the offending boat/team being disqualified.

L34.13 Sealed engines not matching the manufacturer specifications will result in the offending boat/team being disqualified.

L34.14 P1 Panther 250 Class engine sealing position:

1. CRANK CASE



2. PORT HEAD



3. STARB HEAD



L35 WEIGHTS

L35.1 All boats total mass "AS RACED" must not be less than 1650kg.

Penalty: Disqualification from last race, raced.

L35.2 Random weight checks may be done at any point during an event at the discretion of the OOD or Chief scrutineer.

Failure to comply: Disqualification from event.

L35.3 Any boat deemed to be running in a unstable manner showing characteristics of a badly balanced boat during a race by the OOD will be black flagged and disqualified from that race.

The total mass will be weighed/taken with dry bilges.

Excludes: Bow tank water ballast, Driver and co Driver with their personal safety affects (i.e., they must take off the boat with them their Helmets and Life Jackets/Vests/Buoyancy aids).

The total mass may include residual fuel in the original as-fitted tank. Any additional weigh/ballast cannot be a fluid, or in fluid form, but must be a solid. This ballast is to be added in a location, or locations at the racers discretion, but must be declared to the Scrutineers, and if queried by RYA/Event management staff.

The ballast must be secured in a permanent or semi permanent manner. The ballast anchoring points & securing method must be able to withstand a static load of 5 times that locations ballast, i.e. 20 kg's withstand 100kg load.

The overall weight, balance and set up of the Boat are at all times the sole responsibility of the Driver and Co- Driver. If at any point they are unsure or feel that they do not have the skills or knowledge to do this correctly, they must consult 'Powerboat P1 Management' OR a professionally qualified boat builder.

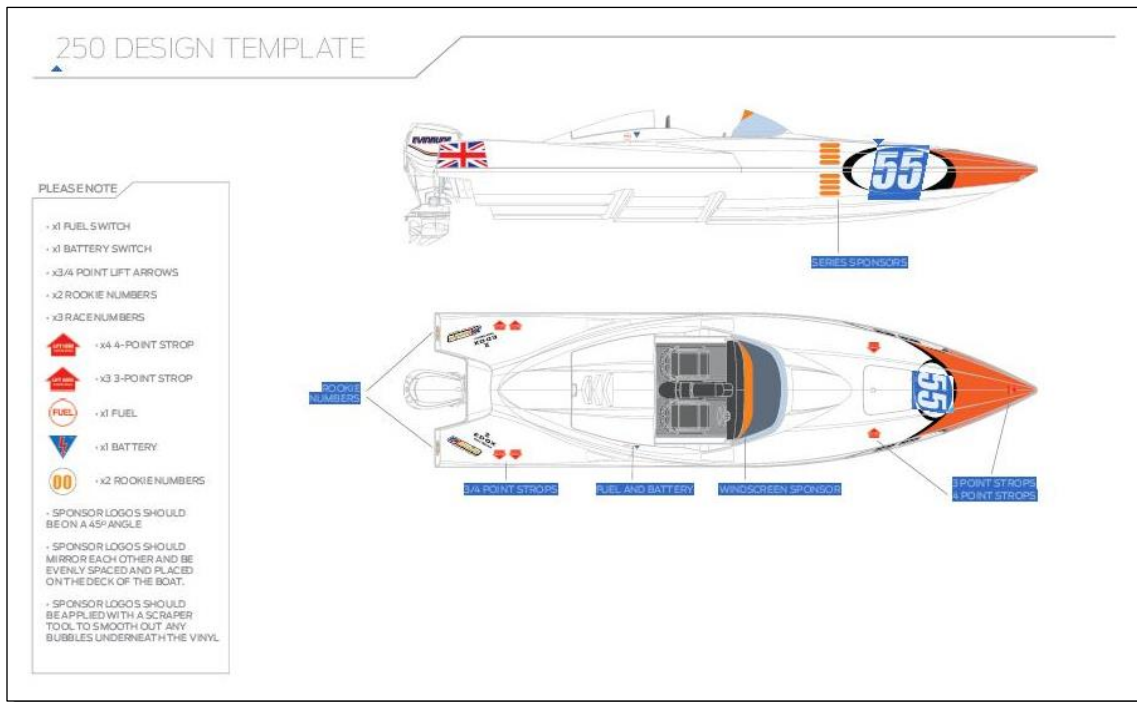
L36 Numbers And Championship Decals

All boats must display mandatory series and event logos, as directed by the Championship Organisers and as per the Team Agreement. Failure to do so will result in a fine of £150 per sticker, per race.

All decals including non-mandatory must be intact and in good order at the start of each race.

The organisers will supply ONE set free of charge at the first race entered. Replacements thereafter must be in the identical style/font and are the responsibility of the competitor.

Boat numbers must be on both sides of the trailer hitch.



L37 SAFETY ITEMS

L37.1 Painter/Towing Line

Painters and mooring lines shall be of sufficient length and strength for the purpose of towing or mooring. All ends shall be whipped or welded and chafed or worn ropes should be renewed. At least 2 lines shall be carried. Painter length shall be less than the length of the boat to avoid fouling the propeller.

L37.2 Engine Cut Off

L37.2.1 Engine cut-off devices ("kill switches") for connection to all crew are mandatory (first person out shuts off engine). An emergency override system or additional connection cord and clip to allow the engine to be restarted are mandatory.

L37.2.2 Any kill switch connection cord must not exceed 120cm between the crew member and the boat.

L37.2.3 KILL SWITCH CONNECTION CORDS SHALL BE ATTACHED TO ALL DRIVER AND CO-DRIVERS AT ALL TIMES WHEN THE BOAT IS RACING, TESTING, PRACTICING or UNDER THE DIRECTION OF THE START BOAT.

L38 SEATS

L38.1.1 Seats for the driver and Co-Driver shall be firmly secured.

L39 FUEL

L39.1 Fuels are limited to petroleum-based fuels. Any additives deemed to be performance enhancing by the series organiser or Race Officials are not permitted. The Penalty for the use of performance enhancing additives will be disqualification and/or a £200.00 fine.

L39.2 No fuel tank other than the standard one is allowed.

L39.3 Refuelling is not permitted whilst racing.

L39.4 Fuel transfer outside any designated fuelling areas will result in a £200.00 fine.

L39.5 The unleaded petrol must be as defined by the European Committee for Standardisation (CEN), EN 228 (2004), BSEN 7070 or other comparable national or regional standards.

L39.6 In the event of a fuel sponsor agreement, all boats must use the fuel specified in race instructions. In these circumstances boats must arrive capable of taking fuel for a full race distance.

L39.7 Fuel sampling may take place during race events.

L39.8 The P1 Panther 250 designated oil is the Evinrude XD100 no other oil can be used.

L39.9 Fuel Tank & Lines

- a)** Shall be secure in all directions, in original standard position and shall not leak.
- b)** Bulkheads of engine and fuel tank compartments must be sealed to the hull across the bottom and have sufficient height above the bottom to prevent fuel and fumes flowing through the boat. The separate compartments thus formed must have provision for separate pumping out of bilges.
- c)** Shall have sensible filling and venting arrangements.
- d)** Shall have accessible and clearly marked means of shutting the fuel supply off. Not so on current Panther set ups see rec ext fuel and electrics cut off.
- e)** Must be grounded to enable the discharge of static electricity.
- f)** Fuel lines shall be leak and chafe resistant and run in a manner to avoid damage.

L40 BILGE PUMPS AND BAILING

L40.1 There shall be at least one hand bailer on board and one electrical bilge pump fitted to the boat.

L40.2 All bilge pumps shall be in proper working order and secured to the boat.

L41 BUOYANCY

L41.1 It is mandatory for all boats to have sufficient buoyancy to keep afloat when waterlogged.

L41.2 It is the competitor's own responsibility to ensure sufficient buoyancy is fitted at all times whilst on the water during the event.

L41.3 Whistle, First Aid Compress & Knife

All Driver and Co-Drivers shall carry a whistle, first aid compress, and a sharp knife in a protective sheath all of which must be attached to them whilst racing.

L42 FLARES

Each riding crew member shall carry one mini flare pack (8 flares) about their person. Boats may carry further flares. If carried these flares shall be stowed in a conveniently accessible place, shall bear either the date of manufacture or the expiry date, and shall be in date and have a minimum burn time of 40 seconds. Any flares where the printed instructions and/or date are illegible, or the condition poor, shall not be accepted.

L43 RETIREMENT FLAG

All boats shall carry an orange rectangular flag of a minimum size of 0.60m x 0.40m as a means of announcing retirement from a race.

Once a boat has retired (indicated by displaying the orange flag) it cannot re start or re-join the race.

L44 PROTECTIVE CLOTHING

L44.1.1 A race Overall and suitable footwear must be worn during racing. If detailed in Event Race Instructions, All crew must wear the official SuperStock UK overall.

L45 HELMETS

L45.1 HELMET REQUIREMENTS / SPECIFICATIONS AS PER PB1 GENERAL RULES MUST BE STRICTLY ADHERED TO – visit the relevant section for more details,

L45.2 Helmets may be removed during the race if the boat is adrift or at anchor with engines stopped or idling.

L45.3 Helmets must have temple protection and must be coloured 100% “orange” or “yellow”.
Note: Helmets BS6658 are not allowed. It is recommended that Helmets older than 2 years are replaced.

L45.4 Race Number

Helmets must have correct race boat number clearly marked on the crown of helmet in alignment with the deck number.

L45.5 Eye Protection

It is strongly recommended that eye protection is worn during practice and racing. If eye protection is lost during a race or practice it is recommended it is replaced before next race. The efficiency, type and wearing of eye protection is the sole responsibility of the wearer.

L46 RACING VEST AND LIFE JACKET

The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:

- All vests must have an inherent buoyancy of at least 100 Newton and shall be fitted with collars.
- Lacing ties and/or straps shall be adequate and in good condition. All straps shall be at least 40mm wide and have a minimum breaking strain of 500kg. There must be lifting straps at the front or on the shoulders.
- Zips are not permitted as the sole means of fastening a racing vest. Where zips are used as an ancillary means of closure they must be in working order.
- Tears or rips or bad repairs through which buoyancy material may leak out are not permitted.
- Vests must be orange or red or have yellow panels.
- Vests must have a lifting eye or strap attached to the main harness.
- Vests must not be able to ride up over the wearer's head, and must be secure to the body.
- The disposition of the solid buoyancy should be such as to ensure that an unconscious person will float face up in the water.
- The vest must have impact protection material covering the back.
- All straps and buckles must be used as originally intended by manufacturer.

Examples of the type of jacket that comply with the above are the Hutch Wilco or Grabner, Formula.

L46.1 Fire Extinguisher

All boats shall carry a minimum of one (1) fully charged dry powder 2kg fire extinguisher sited conveniently and readily accessible to each crew member.

L46.2 Anchor/Anchor Line

Anchors shall be of a weight and type adequate to hold the boat and shall be securely stowed in an accessible place. The anchor line shall:

- Be of a size and strength appropriate to the boat.
- Be in good condition.
- Be at least 50m in length.

L47 PROPELLERS

L47.1 Allocation of Race Propeller

Race teams competing in the P1 Panther 250 class are only permitted to use the designated propellers for competition purposes. Each race team will be required to purchase a testing propeller available from the Championship Organisers at a discounted rate. The race propellers are allocated at the start of each EVENT randomly by the championship organiser. These are retained by the championship organiser and securely stored on the race support truck. They are only made available for the races. The allocated propeller remains exclusively available to that Team for the duration of that event.

L47.2 Issuing Race Propellers

A race propeller will be issued immediately prior to the race and checked by the scrutineer when the boat is launched and recovered. Any competitor found using an unauthorised propeller will be disqualified from that race. On completion of the race the propeller must be removed by the competitor and handed back to the appointed scrutineer/technical representative who will place it in the secure P1 race truck. The complete prop fitting kit from thrust washer to fixing nut will be deemed part of the prop and therefore will be handed out and returned. Any missing items will incur replacement costs by the competitor.

L47.3 Testing/training propellers

Racers own and keep their testing/training propellers and use and repair them at their own expense.

L47.4 Damaged allocated race Propeller

During a race event if a team damages its race allocated race propeller, teams can rent another race prop from the championship organiser at £250.00 + VAT. PER EVENT.

Teams will not use their testing or training propellers in a race.

L47.5 Damaged Propeller during a Race

If a competitor damages a propeller during a race it must be returned to the appointed class propeller scrutineer. No repairs to the propeller will be made by the Driver and Co-Drivers or any non authorized persons. Repairs are at Driver and Co-Drivers cost.

L47.6 Propeller Specification

They must meet the class propeller specifications and will be subject to testing.

L47.7 Failure to Comply

Failure to comply with either registration or conformity will result in a fine and/or disqualification.

L47.8 Propellers

Propellers will be checked at random. Driver and Co-Drivers will make them available immediately when requested - failure will result in disqualification.

L47.9 Propeller Scrutineer

The P1 appointed Propeller Scrutineers decision on propeller class measurement and compliance will be final and is not open to appeal.

L47.10 Propeller Security

It shall be the responsibility of the competitor to ensure that the propeller is sound, particularly at the blade roots and that it must be secured by the Propeller locking nut(s).

L48 JACK PLATES

Jack Plates must be as originally fitted and secure, no modifications are allowed other than those Made and documented by P1

L49 STROPS

All teams must provide their own strops for launching and retrieval.

All teams must provide when requested by Championship Organiser/Local Authority/Contractor strops certificate/licensing.

L50 VHF RADIO

L50.1 Every race boat must have on board an operational, multi-channel 25 Watt VHF radio which has channel M2.

L50.2 This VHF radio shall be capable of transmitting on the international distress frequency.

L50.3 The appropriate ships licences for VHF Radios must be obtained from the local governing body and displayed on board as required by their regulations.

L50.4 It is mandatory for one riding crew member to hold a VHF Operators licence.

L50.5 It is mandatory that the VHF radio be integrated with the intercom in the helmet to enable monitoring of race boat VHF channel M1 and emergency channel 16 during racing at all times, so as one team member must be able to listen for any instruction at least by use of ear piece connection to radio. Penalty for non-conformance is Disqualification

L51 STEERING

The steering wheel shall be secured and locked on to the shaft. No lateral movement of the steering wheel is permitted.

The steering wheel unit shall be fixed to, or through the dash panel, or a steering mounting bar, and shall be through bolted and locked.

The steering wheel strengths shall be checked; if the wheel is split or cracked, the wheel shall be rejected. Wheels of the laminated rim type shall be checked for weakness caused by the breakdown of the laminations. Plastic composition wheels shall be checked for early

fatigue where the spokes join the boss to ensure the wheel cannot be forced to spin on the internal boss.

There shall be no undue degree of play in the steering system.

All steering linkages, quadrants and any fitting to the stock shall be in good condition and secure.

Engine controls shall operate with full and free movement.

Hydraulic steering shall be fully operative, hoses and unions shall be free of leaks and adequately protected.

L52 2016 SCRUTINEERING CHECK LIST FOR P1

SCRUTINEER: _____ EVENT: _____ DATE: _____

| No. | Rule No | Class | Yes | No | Notes |
|-------------------------|----------------------|--|-----------|----|-------|
| | | ITEM: | | | |
| 1 | L3.2 & E1 | Advanced Race Instructions & Rule Book | | | |
| 2 | L33.1/L49 | Lifting Strops & lifting eyes inc Certification, secured | | | |
| 3 | D17 | Battery isolation & Isolator switch | | | |
| 4 | D7 | All cables & controls | | | |
| 5 | D16 | Foot Throttle Only – Hand Throttle Disconnected | | | |
| 6 | L51 | Steering System | | | |
| 7 | L38 | Seats, Mouldings, Rails | | | |
| 8 | L37 | Engine Kill Switch Operational | | | |
| 9 | D22 | Engine Mountings & Bolts Secure | | | |
| 10 | L34 | Engine Sealed – Seal no's | | | |
| 11 | L34 | Skeg Standard | | | |
| 12 | D15 | Reverse gear operational | | | |
| 13 | L46.2 | Anchor & 50m Line | | | |
| 14 | L37.1 | Towing Eye, Painter/Towing Line x 2 | | | |
| 15 | L46.1 | Min 1x2kg Powder Fire Extinguisher not 2x1kg | | | |
| 16 | L47 | Propeller serial numbers & secured by locking nut | | | |
| 17 | L50 | VHF with P4/M2 and crew Intercom operational | | | |
| 18 | L40 | Bilge pump and Bailer | | | |
| 19 | L39.9 | Fuel tanks, lines, earth wire shut off valve | | | |
| 20 | L45/D42 | Helmets x2 | | | |
| 21 | L46 | Life Jackets x2 with minimum buoyancy | | | |
| 22 | L37.2 | Kill Cord x 2 plus spare kill cord max length 120cm | | | |
| 23 | L41.3 | Whistle, Compress, Sheaved knife (both crew) | | | |
| 24 | L44 | Race suits x 2, suitable footwear | | | |
| 25 | L36 | Race numbers, Branding & Rookie Orange ID | | | |
| 26 | L36 | Boat number on trailer | | | |
| 27 | L42 | Flares mini carried by both crew | | | |
| 28 | L43 | Retirement Flag | | | |
| 29 | L41 | Buoyancy | | | |
| 30 | L35 | Weight Check | | | |
| 31 | L34.6 | Engine Height check | | | |
| 32 | L39 | Fuel Tested, Oil type | | | |
| 33 | L32/D6 | Hull for modifications, sharp edges protrusions | | | |
| Scrutineer (Print Name) | | | Signature | | |
| Pilot (Print Name) | | | Signature | | |

M MARATHON CLASSES RULES

The Rules

These rules should be read in conjunction with the UIM Rules, the Advance Programme and any Race Instructions issued by the organising body in relation to the event.

The Organisers shall judge, in accordance with the current rules, all cases not foreseen or seemingly inaccurately defined. Any driver who infringes any rules will be penalised.

M1 CONCEPT

| | |
|--|---|
| | Marathon Class is for sea worthy offshore craft capable of undertaking independent extended offshore passages in unprotected waters. |
| | <p>If there are not enough registered boats in any National Marathon class before the first marathon event of the season, then the ORC may invoke the joint National championship rule. The ORC then will describe which of the classes that will be combined for that season only.</p> <p>The joint championship will stay in place for that season even if more boats are registered in either or both of the classes that are combined.</p> <p>The joint National championship will score points in accordance with the general rules on points.</p> |

M2 ULTRA MARATHON RACES:

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| | Ultra marathon races are defined as races where the total accumulated distance exceeds 500 nautical miles. |
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M3 SAFETY REQUIREMENTS FOR ORGANISERS OF ULTRA MARATHON RACES

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| | <ol style="list-style-type: none">1. The Organisers must establish a central race control location from which a dedicated team can monitor the progress of boats via the boat tracker system.2. The organiser must also present risk assessment and an environmental risk assessment to the National Authority at least 90 days prior to the start of the race3. The Organisers must clearly define the financial implications applicable in the different countries should a boat have to be rescued or team members have to be transported ashore by rescue services. |
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M4 MARATHON LICENCE REQUIREMENTS.

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| | <p><u>RYA Marathon Powerboat Racing Licence</u></p> <p>For newcomers to the sport and for existing Competitors that have not held a marathon licence in the past two years, the following criteria must be met before a licence will be issued;</p> <ol style="list-style-type: none">1. Minimum Age requirement – 18 years at time of race.2. RYA Powerboat Race Training must be completed - Full details of this can be found in RYA Powerboat Race training manual PB33. A detailed CV of Powerboat Racing and Boating experience must be submitted with Licence Application Form4. A minimum “RYA” qualification or military equivalent of one of the following;<ul style="list-style-type: none">• RYA Advanced Powerboat• RYA Day Skipper*• RYA Coastal Skipper*• RYA Yachtmaster*5. Current First Aid Certificate – Driver & Co-Driver/Navigator6. Current Sea Survival Certificate – Must be held by All Crew Members7. Immersion Test Certificate – For Canopied or Partial Canopied Boats <p>* Theoretical Qualification’s will not be accepted on their own</p> <p>Previously experienced competitors who do not hold a formal qualification will be assessed by their own National Authority in order to determine if the competitor competent and eligible to apply for a marathon licence.</p> <p>Existing Marathon Licence Holders are required to submit a copy of their First Aid Certificate & Sea Survival Certificate with their Licence Application to the RYA Powerboat Racing Department before their Licence will be issued.</p> <p>Minimum number of crew on board is 2 persons; maximum number of crew on board is 6 persons. Minimum age is 18 years at the start of the event.</p> |
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M5 COMPETITION RULES:

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| A | <p>DECALS - UIM 1200.2.1</p> <p>Competing craft will be asked to display the race decals on either side and on the deck of the craft. The decals will be provided by the Organisers/Sponsors.</p> |
| b | <p>OUTSIDE ASSISTANCE - UIM 1200.2.2</p> <p>Including fuelling at a port or marina en route is allowed. Ship-to-ship or air-to-ship re-fuelling at sea is not permitted. Any competing craft may be towed and if a tow is accepted, then that competitor will be treated as a retirement from the race</p> |
| c | <p>IDENTIFICATION - UIM 1200.2.3</p> <p>All competing craft must carry race numbers as laid down in the UIM Rules: this includes deck numbers. Race numbers shall include a prefix letter, ‘A’, ‘B’, ‘C’, ‘D’, ‘E’, ‘F’, ‘G’ or ‘H’ to match each sub-class of Marathon classification. Numbers shall</p> |

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| | <p>be painted in waterproof black paint on a yellow or white background or be made of black coloured self-adhesive materials of adequate strength. No number may begin with a zero. All numbers shall be plain and upright. The numbers shall be painted as to be clearly visible from both sides and above. Numbers must be placed on both sides of the hull within the front third of the boat and on the foredeck within the front third of the boat. Numbers displayed on the foredeck must read correctly from the transom and shall be underlined by a black bar.</p> <p>Minimum dimensions for individual numbers must be: Height = 30 cm; width = 23 cm; thickness = 5 cm; spacing = 13 cm. The background shall extend at least 23 cm in front of and beyond the end number and at least 7.5 cm above and below the numbers. British boats will be expected wherever possible to make a race number change where an overseas competitor has the same number.</p> |
| d | ADVERTISING - UIM 1200.2.4 |
| e | RACE FUEL - UIM 1200.2.5 The Race Fuel must be standard Pump Fuel as per UIM Rule 504 |

M6 RACE BOATS:

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| a) | HULL LENGTH - UIM 1200.3.1 The minimum hull length for all competing craft is 24ft/7.32 meters and the maximum for all is 50ft / 15.20 metres using UIM standard measurement procedure. See class classifications. |
| b) | SPEED - UIM 1200.3.2 All competing craft must be capable of exceeding 40 knots, except for Historic class boats. Historic Class boats must be capable of exceeding 30 knots |
| c) | MONOHULL BOATS - UIM 1200.3.3 In the Spirit of Offshore Endurance Racing, all competing craft must be Monohull or stabilised Mono Hull unless otherwise agreed by the race organiser. |
| d) | CANOPIED BOATS - UIM 1200.3.4 Must have a current Measurement Certificate and comply with full UIM 508 rules for canopies. Additionally the following rules apply: 1 Boat builders/designers must confirm in writing that the boat is designed for such activities and to race in a given class. This confirmation is to be supported by detailed technical drawings as appropriate. |

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| | <p>2 Crew must be able to demonstrate that they can safely exit the boat (maximum recommended exit time 30 seconds) This may be subject to scrutineer testing at events.</p> <p>3 The nominated skipper of the vessel accepts ultimate responsibility for complying with all of the above requirements</p> <p>4 Carbon monoxide sensors and alarms must be fitted in all canopied boats.</p> |
| e) | <p>PARTIAL CANOPY BOATS - UIM 1200.3.5</p> <p>Partial canopies may be permitted subject to the technical inspector's approval, this process must be commenced a minimum of 3 months before the event.</p> <p>There must be an opening hatch with a minimum open space sufficiently large (minimum 55cm X 82.5cm) for each person in the boat to exit immediately. Alternatively, there must be an open space in the rear of the craft sufficiently large (minimum 1.3m X 1.3m) for all crew to exit the boat immediately. Access at this opening must not be restricted in any way whatsoever.</p> <p>Partially canopied boats may have restraint systems fitted which, if fitted, must comply with the following Offshore Rules: 508.01 (Crew Immersion Test), 508.17 (Air Supply), 508.19 (stop buttons for engine cut-off), 508.21 (Rear of Head Protection) and 508.22 (Specification of 5 or 6 strap Harness).</p> <p>Additionally the following rules apply :</p> <p>1 Boat builders/designers must confirm in writing that the boat is designed for such activities and to race in a given class. This confirmation to include key safety points below, with detailed technical drawings supplied as appropriate.</p> <p>2 Crew must be able to demonstrate that they can safely exit the boat (maximum recommended exit time 30 seconds) This may be subject to scrutineer testing at events. .</p> <p>3 Seat belt mounts must be of appropriate strength and position, considering the boats maximum designed speed – see 508 rules</p> <p>4 Structure of the partial canopy must be of similar strength to the hull/running surface of the boat</p> <p>5 The screen must be of a suitable materials and have flanges adequate to offer the strength required to meet the anticipated loads and speed of the craft</p> <p>6 All crew must have in date immersion test training and hold a current immersion test certificate.</p> <p>7 Doors or hatches must be so designed to allow them to be easily opened from inside and out and must be labelled to allow rescuer to immediately understand opening system and backup system – hinges must have removable pins</p> |

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| | <p>8 There must be an air system provided for each crew member – spare air systems are not acceptable</p> <p>9 There must be a minimum clearance between seats or door aperture of 40cm if this is the primary exit route</p> <p>10 The nominated skipper of the vessel accepts ultimate responsibility for complying with all of the above requirements</p> <p>11 Carbon monoxide sensors and alarms must be fitted in all canopied boats.</p> <p>12 All competitors and crew members who race in boats with restraints, canopies, and partial canopies must hold a current immersion test certificate.</p> |
| f) | <p>SEAT BELTS/RESTRAINTS - UIM 1200.3.6</p> <p>No seat belts or restraints whatsoever are permitted in open boats, i.e. boats with no canopies or boats with partial canopies.</p> |
| g) | <p>REINFORCED WATER DEFLECTOR - UIM 1200.3.7</p> <p>ALL Craft with a top speed in excess of 50 knots which do not have a forward cabin structure must have a Reinforced Water Deflector over and under the deck, designed and constructed of materials with sufficient strength to provide adequate crew protection.</p> <p>The forward fairing on deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position.</p> <p>The top 5cm of the water deflector must be at least 45 degrees from the horizontal with a minimum of 30cm width per person measured transversely in the horizontal plane.</p> <p>The Reinforced Water Deflector must be designed and constructed so as to present no hazard if the crew is thrown forward and must be so designed that it would not restrict the crew from being ejected in all cases.</p> <p>Open RIBs must have a solid fitted console to deflect water.</p> <p>In addition, all vessels must have a means of preventing the riding crew from sliding forward under the foredeck when in their normal racing position.</p> <p>A bulkhead or suitable kick-board in front of each of the riding crew must be fitted and be of sufficient strength to prevent the riding crew from forward movement in the event of rapid deceleration.</p> <p>The bulkhead/kick-board must be secured so that there is no more than 1 inch space</p> |

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| | between the crews' floor and the bulkhead. |
| h) | 1200.3.8 All craft must be able to be manoeuvred ahead and astern by means the main propulsion system and have neutral capability operated by controls at the driver's position. |
| i) | BOW BALLAST TANKS - UIM 1200.3.9 Bow ballast tanks are permitted. |
| j) | LIFTING POINTS - UIM 1200.3.10 Wherever physically possible, teams should ensure that their boat has fixed lifting points, and their own certified lifting strops. For ALL boats, the lifting positions of the craft for emergency lift by crane slings must be clearly marked on either side of the boat. |
| k) | BUOYANCY - UIM 1200.3.11 It is recommended that enough buoyancy is provided in the race boat or in the material used for its construction to ensure that the boat floats if capsized or holed. |
| l) | BILGE PUMPS - UIM 1200.3.12 Suitable and automatic bilge pumps shall be fitted to the boat capable of pumping out all sections of the boat even where water-tight bulkheads are fitted. They shall be accessible and be fitted with a suction pipe leading to the lowest point of the bilge and with a discharge pipe overboard. There shall also be at least one manual bilge pump in the boat. |
| m) | PUMP - UIM 1200.3.13 All RIBS shall carry a hand or foot pump capable of being operated below the gunwale. |
| n) | DECK FITTINGS – UIM1200.3.14* All boats must have guard rails or handholds (rails or handles) raised above the deck of a suitable material or wire in stanchions. A single central rail would suffice. A rope secured to the bow and made fast in the cockpit will not be accepted. *Not applicable to RIBs |
| o) | TOWING - UIM 1200.3.15 All vessels must be fitted with a properly designed towing point of adequate construction and strength for the boat to be towed when waterlogged for extended periods. Tow lines suitable in length and strength for the boat in all weathers must be carried by all craft and must be permanently attached to the strong point during |

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| | <p>races unless the crew can demonstrate that a towing line can be easily attached to the towing point whilst at sea. This towing line must have a fixed loop to provide ease of attachment. In addition each boat should carry sufficient fenders & warps as to be able to dock or raft independently in port or to be able to raft suitably to another vessel if assistance was either required or being offered.</p> |
| p) | <p>ANCHOR - UIM 1200.3.16</p> <p>Anchor/s with adequate anchor lines must be carried at all times and shall be of a weight and type adequate to hold the boat and shall be properly stowed in an accessible place. In addition for Ultra Marathon races all boats must carry a sea anchor (drogue) suitable for the size and weight of the vessel.</p> |
| q) | <p>COMPASS – UIM 1200.3.17</p> <p>Compass, Charts/back-up navigation and Nautical Almanac:</p> <ol style="list-style-type: none"> 1. Compass - All boats must be equipped with a liquid filled magnetic compass. Compass deviation cards for magnetic compasses must relate to adjustment within the 12 months prior to the date of the event. Electronic compasses may be used in addition. 2. Charts/back-up navigation system – All boats must carry at all times: <p>A comprehensive set of paper charts which must be in date and corrected to current notice to mariner publications. These charts must be of suitable scales and detail to enable safe navigation over the entire course</p> <p>OR</p> <p>an electronic chart plotter containing chart data of suitable scales and detail to enable safe navigation over the entire course must be fitted. In addition to the onboard fixed chart plotter a portable chart plotter containing chart data of suitable scales and detail must be carried to enable safe navigation over the entire course. This additional unit must be provided with additional emergency batteries to ensure a minimum of 8 hours operation.</p> 3. Nautical Almanac – All boats must carry at all times a nautical almanac providing detailed navigational information of the entire course. |
| r) | <p>NAVIGATION LIGHTS - UIM 1200.3.18</p> <p>Navigation lights in working order shall be carried in accordance with International Rules for the Prevention of Collisions at Sea.</p> |
| s) | <p>FOG HORN/TORCH - UIM 1200.3.19</p> <p>All boats shall carry an efficient fog horn and a powerful waterproof torch.</p> |

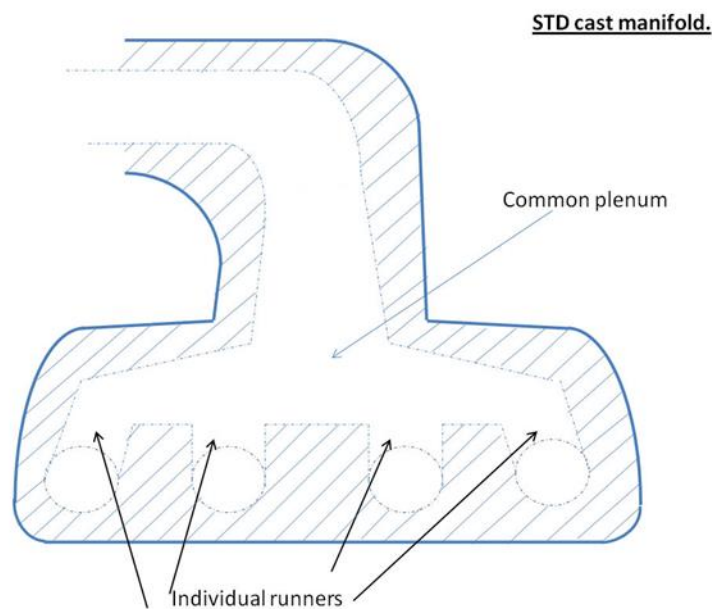
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| t) | ENGINE CUT-OFF DEVICES - UIM 1200.3.20 Engine cut-off devices for connection to the crew are mandatory (first man out shuts off engine). An emergency over-ride system to restart the engine/s shall be mandatory. The lanyards used must not exceed 120cm between driver and the boat. The emergency cut-off devices must be positioned so that when they operate the lanyard and cap (or clip) will not catch or foul. The lanyards shall be attached to all crew members at all times when the boat is racing. For boats using restraints and partial canopy boats, see UIM Rule 1200.3.5 for stop buttons. |
| u) | FUEL TANKS - UIM 1200.3.21 Fuel tanks must be purpose made and permanently fixed. They must be secure, non-leaking, vented, grounded and have an easily accessible means of shutting the fuel supply off from the tank/s. For safety, it is strongly recommended that fuel tanks in engine compartments are suitably encased to prevent any flying objects in the engine compartments from penetrating the bare skin of the fuel tank. When additional electric pumps are fitted to the fuel supply of outboard motors, a fuel cut-off switch for the pump shall be fitted in easy reach of all crew members. The positioning of the fuel cut-off switch must be clearly marked for safety reasons. Fuel transfer at sea is only permitted between your own fixed onboard tanks. Race fuel may not be stored or carried on board in any jerry-can type of container. |
| v) | BATTERIES - UIM 1200.3.22 Batteries shall be housed in ventilated compartments, mounted upon a secure and solid platform and be fitted with an isolator switch. The battery isolator switch position must be clearly marked for safety reasons. |
| w) | FIRE PREVENTION - UIM 1200.3.24 All boats with inboard engines shall carry a fixed automatic fire extinguishing system. This system shall be properly installed, engineered and maintained with current service certificates. Sensors and injectors shall be in danger regions of the engine compartment/s. It is recommended that a warning light be placed in the crew position to indicate fire on board. ALL boats including inboards shall carry a minimum of 2 fully charged dry powder 2kg fire extinguishers which must not be stowed in the engine bay |
| x) | All Boats must start and finish and carry throughout the race the minimum equipment as detailed in the list in Appendix 1. Further additional equipment may be specified in Race Instructions by event organisers. |

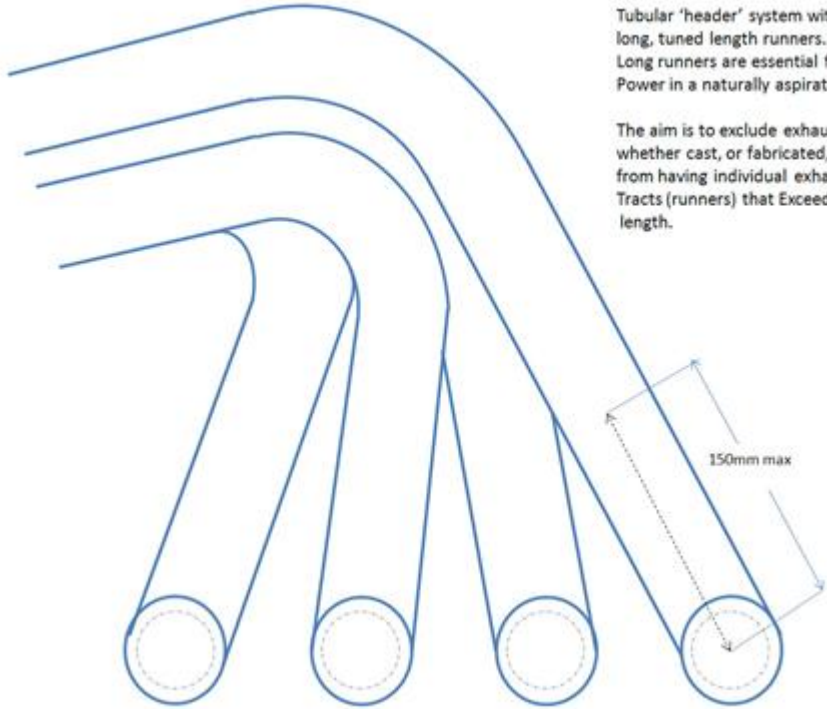
M7 ENGINES

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| a) | ENGINE LIMITS - UIM 1200.4.1 Engine limits are as described in the Class Classifications. |
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| b) | <p>ENGINE DESCRIPTIONS - UIM 1200.4.2</p> <p>ENGINE DESCRIPTIONS for all classes except A, B & C Note: The term 'OEM' = Original Engine Manufacturer</p> <ol style="list-style-type: none"> Engines eligible for Marathon classes other than the classes A, B and C (all these are 'free') must be based on currently, or previously advertised/available mainstream production units (ie, Mercruiser, Volvo, OMC, Yanmar, Cummins, FPT etc) available to the general public through normal distribution channels with a minimum production run of 500 units. Engines should be from the pleasure line, not the race line of engines from any manufacturer. <p>If the engine is listed with separate runner exhaust, as described in section (g), the motor is not acceptable. As an example, the Merc 525hp motor used in P1, has CMI headers with runner lengths greater than 6" long, so these motors would not be permissible. The old Merc 500 carb, had GILL/Merc alloy manifolds with common plenum, they would be acceptable, as would STD Merc 496HO's, or 502efi's.</p> <ol style="list-style-type: none"> The original bore & stroke must be retained, however, an allowance will be made for OEM piston oversize, i.e., +0.030. Inlet system (intake manifold, intercooler, throttle body etc) MUST remain OEM; throttle bodies must retain OEM internal dimensions at butterfly. Turbochargers must be OEM as specified as STD for motor to which it's fitted. Internal engine modifications are allowed, such as camshaft choice, cylinder head gas flowing etc, however, rules for OEM induction systems, intercoolers, turbochargers, etc will be strictly enforced. Engine components may be compared to standard OEM components to establish eligibility. Transom or side exhausts are permitted, providing that the total volume of water passing through the engine cooling system mixes with the exhaust gases from the manifold. Choice of exhaust manifold is free, so long as they are not of the separate runner type, i.e., Stellings, CMI, PF Marine, KE Lightning, etc. Exhaust ports must exit to a common plenum within the manifold, with each branch not exceeding 150mm in length. It is in the competitors' interest to contact the RYA prior to purchasing exhaust systems to ensure eligibility if there is any doubt. No dispensation will be given for exhaust manifolds that do not meet the rules.(See diagrams below) Drive systems are 'free'. Height adjustable hydraulic engine jacks are NOT permitted. <p>EXHAUST SYSTEMS FOR INBOARDS</p> |
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- 1 The exhausting gasses must be designed in such a way that the driver and crew are protected against the dangers represented by these gasses. Carbon Monoxide alarms must be fitted in all canopied boats.
- 2 The engine exhaust manifolds, pipes and exhaust driven turbines from the engine outlet to the point of exit must be water cooled by water jackets or shielded. The external surface of the shield must not exceed 150 degrees Centigrade at any time. The exit must be located in such a position whereby the crew cannot be affected by the exhaust fumes.
- 3 It may be tolerated that a short pipe length not exceeding 30mm in length in connecting the exhaust piping to the cylinder block or between the different sections of the piping or the connection with the turbine supercharger, or the interruptions necessary for the supercharger, need not be cooled.



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| |  <p>Tubular 'header' system with long, tuned length runners. Long runners are essential for high Power in a naturally aspirated engine.</p> <p>The aim is to exclude exhausts, whether cast, or fabricated, from having individual exhausts Tracts (runners) that Exceed 150mm in length.</p> <p>150mm max</p> |
| c) | <p>UIM 1200.4.3</p> <p>Single engined craft and single shaft driven boats may compete. All such boats MUST carry an auxiliary engine for use in emergency breakdowns capable of propelling the craft at 5mph for a minimum of 35 miles. This engine can be stowed in the boat but must be shown to be sufficiently retained so that it will not work loose or cause damage.</p> |
| d) | <p>UIM 1200.4.4</p> <p>Boats with more than one outboard engine or outdrive must have a properly engineered tie-bar system.</p> |
| e) | <p>ENGINE MOUNTINGS - UIM 1200.4.5</p> <p>Outboards: Engine mountings shall be attached to the transom with at least 4 bolts, which shall be either pinned or lock-nutted.</p> <p>Inboards: Engine mountings shall be sound and the mounting bolts securing to the hull shall be pinned or lock-nutted. Engines shall be enclosed in their own compartment/s with the exception of normal ventilation. Each and every engine need not be contained in its own compartment. The compartments shall have rigid covers.</p> |

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| | Internal shafts or couplings connecting engines to props or stern drives must be properly contained within suitable guards to prevent damage to structure or injury to crew in the event of shaft or coupling failure |
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M8 SAFETY EQUIPMENT FOR THE BOAT

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| a) | <p>EMERGENCIES - UIM 1200.5.1</p> <p>It must be understood that in Marathon (Endurance) Racing every team/crew must be prepared for any/all eventualities with regard to their own safety. If any team experiences difficulties or an emergency during the race, then they must be aware and prepared to be effectively on their own until rescue teams (from whatever source) can arrive.</p> <p>Every team must therefore have emergency plans which must include a risk assessment setting out how they would deal with an on board emergency situation until such time as rescue teams arrive. A template is available from the UIM website or the RYA.</p> |
| b) | <p>INFLATABLE LIFE RAFT - UIM 1200.5.2</p> <p>It is mandatory that every boat carries one certified and in date Inflatable Life Raft capable of carrying the complete crew, together with adequate fresh water and a first-aid kit. The life raft shall be stowed in an easily accessible position so that in the event of emergency the life raft can be quickly released, particularly in the event of fire.</p> <p>Aviation style life rafts are not acceptable for Ultra Marathon races where the total race length exceeds 500nm.</p> <p>The life raft is recommended to comply with ISAF Offshore Special Regulations (OSR) Appendix A Part 2 or ISO 9650 Type 1 Part 1, Group A standard, and should be fitted with a boarding ramp. (Or equivalent NA approved standards)</p> |
| c) | <p>FLARES - UIM 1200.5.3</p> <p>All boats must carry a R.O.R.C. standard flare pack comprising: 4 red parachute rockets, 4 red hand held, 2 orange smoke hand held, and 4 white collision hand held flares in a waterproof canister. If any flares are deployed they must be replaced before the start of the next race.</p> |

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| d) | VHF RADIO - UIM 1200.5.4 All boats will carry a shipboard installation of a fully synthesized VHF transceiver with GMDSS capability carrying all 55 International Channels with an aerial output of not less than 25 watts. Organisers may require additional channel(s) to be programmed in to this radio to comply with local regulations. In addition, a multi-channel waterproof hand held VHF radio, which should be carried by one crew member at all times when racing. Each vessel must have a Ship's Licence for their radio equipment and at least one crew must have an Operator's Licence, both Licences to be checked at Race Control and be available for scrutineering. |
| e) | E.P.I.R.B - UIM 1200.5.5 A portable emergency position indicating radio beacon (E.P.I.R.B.) operating on 406 MHz shall be carried and stowed in an easily accessible position. |
| f) | TRACKER SYSTEM - UIM 1200.5.6 Some long distance marathon Races may require tracker systems, this decision will be made by the organisers prior to the event and details provided in the Advance Programme or Race Instructions. For all Ultra Marathon Races a tracker system as defined by the race organiser is mandatory. |
| g) | SATELITTE TELEPHONE – UIM 1200.9 For all Ultra Marathon Races an operational satellite telephone must be carried on board at all times. |
| h) | FIRST AID KIT - UIM 1200.5.7 All boats shall carry an adequate medical kit and emergency thermal protective aids for each member of the crew. |
| i) | EMERGENCY GRAB BAG – UIM 1200.6.6 An Emergency Grab Bag must be carried on board at all times to include, fresh water, day and night flares, thermal protective aids, First Aid Kit. It is recommended to include portable VHF Radio, Passports, money and credit cards. |
| j) | RADAR REFLECTOR - UIM 1200.5.8 All boats must carry a RADAR reflector suitable for the boat or a Search & Rescue Transponder – SART. |

M9 SAFETY EQUIPMENT FOR EACH CREW

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| a) | WHISTLE, MEDICAL COMPRESS AND KNIFE - UIM 1200.6.5 All crew must carry on their person whilst racing a whistle, medical compress and a |
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| | knife. |
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M10 CLASS CLASSIFICATIONS TABLE – AS FROM JANUARY 2012.

| | Key: 2S/EPA = 2 Stroke EPA, 4S/SC = 4 Stroke Supercharged, 4S = 4 Stroke, * = Non EPA Outboards | | | | | | |
|--|---|-------------------------------------|---|---|---|-----------------------------|---|
| | Class | Length As Per UIM Measurement | Inboard Petrol Engines (Total Litres) Forced Induction Penalty 1.4) | Inboard Diesel Engines (Total Litres) | Outboards (Total Litres) | Min Installed Engines | Limitation Minimum Weight (KG per Metre) Including residual fuel at end of Race |
| | A | 11.3 – 15.3m (37' – 50') | 27 | 27 | 22 | 2 | 410kg/M |
| | B | 9.15 – 15.3m (30' – 50') | 18 | 18 | 8.000 2S 10.500 2S-EPA 9.000 4S/SC 13.500 4S | 2 | 360kg/M |
| | C (Sport Class) | 8.23 – 15.3m (27' – 50') | 14 | 14 | N/A | 2 | O/B 280kg/M |
| | C (Stock Class) | 8.23 – 15.3m (27' – 50') | 13 | 13 | 6.000 2S 7.000 2S-EPA 6.000 4S/SC 9.000 4S | 2 | I/B 328kg/M |
| Minimum 2 Engines Engine Modifications Allowed (Free), Crash Boxes allowed | | | | | | | |
| | Class | Length As Per UIM Measurement | Inboard Petrol Engines (Total Litres) Forced Induction Penalty 1.4) | Inboard Diesel Engines (Total Litres) | Outboards (Total Litres) | Min Installed Engines | Limitation Minimum Weight (KG per Metre) Including residual fuel at end of Race |
| | D | 8.23 – 15.3m (27' – 50') | 12.5 (T) 8.5 (S) | 10.0 | 6.100 2S-EPA 4.200 4S/SC 7.300 4S | 1 | O/B 197kg/M I/B 262kg/M |
| | E | 7.35 – 15.3m (24' – 50') | 6.5 | 6.5 | 5.200 2S-EPA 3.500 4S/SC 5.800 4S | 1 | O/B 180kg/M I/B 246kg/M |
| | F Motor Cruiser | 9.15 – 15.3m | 27 | 27 | ALL | 2 | 460kg/M |

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| | G Motor Cruiser | 7.35 – 15.3m (24' – 50') | 13 | 13 | ALL | 2 | 394kg/M |
| | H1 Classic | 6.7 – 15.3m (22' – 50') | 18 | 18 | | 1 | No Limitation |
| | H2 Classic | 6.7 – 15.3m (22' – 50') | 8.5 | 13 | 8.5 | 1 | No Limitation |
| | SINGLE ENGINES PERMITTED, ADVERTISED 'MAINSTREAM' PRODUCTION PLEASUREBOAT ENGINES ONLY , NO OUTSIDE MODIFICATIONS/OEM TURBOCHARGERS AND SUPERCHARGERS ONLY, SHIFTABLE GEARBOXES, ONLY STANDARD INLET/EXHAUST MANIFOLDS ETC. | | | | | | |
| | <p>Motor Cruiser (F) cabin capacity minimum H 1.75 x 1m². Length/Beam ratio < 3.75:1</p> <p>Motor Cruiser (G) cabin capacity minimum H 1.50 x 0.8m². Length/Beam ratio < 3.75:1</p> <p>Classic (H1 & H2) Classic class boats must be at least 25 years old from build date. Boats can be conventional or stern drive, surface drive or outboard. 10% more engine capacity than the original installation is accepted.</p> <p>All competing craft must be capable of exceeding 40 knots, except for Classic class boats. Classic class boats must be capable of exceeding 30 knots.</p> | | | | | | |

M11 DRIVERS' RESPONSIBILITY

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| a. | It is the driver's ultimate responsibility to decide whether or not to start or continue in a race once passed scrutineering. |
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M12 SCRUTINEERS' INSPECTIONS

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| a) | Scrutineers shall work with the current RYA scrutineering list as a guide and equipment listing. (see end of rule section for scrutineering sheet) |
| b) | Scrutineering does not constitute a condition survey of the boat. |
| c) | The scrutineering sheet may not necessarily cover every item that a Scrutineer may wish to check on a particular boat nor does every item necessarily refer to every class of boat. A Scrutineer shall reject a boat if it does not comply with all of the requirements of the organiser, UIM or RYA. The Scrutineer shall refer any non-compliance to the Race Committee. Any decision related to eligibility shall be made in good time before the start of the race. |
| d) | Any incomplete entry may, at the Scrutineer's discretion, be put back to be re-examined later if time permits. |

M13 DRIVERS' BRIEFING, SIGNING IN, ALL CLASSES

| | |
|----|---|
| a) | Failure to sign in by the time stated will result in a £100 fine per person. |
| b) | Non-attendance at this briefing may result in a £500 fine per person, with a re-scheduled briefing being held at the OOD's convenience. |

M14 STARTING PROCEDURE

| | |
|----|--|
| a) | For Marathon Races see PB1 General rules for start procedure |
| b) | For Ultra Marathon Races standing or near standing starts will be permitted instead of the procedure defined in general rules. Full details of this procedure will be included in race instructions and described at drivers briefing. |

M15 STOPPING THE RACE

| | |
|----|--|
| a) | <p>In case of force majeure or an accident, the race may be stopped by waving red flags.</p> <p>Red flags will be flown from official boats.</p> <p>On seeing red flags shall stop racing immediately.</p> <p>On seeing red flags, boats shall stop racing immediately, reduce speed to less than 10 knots and contact race control as soon as possible for further instructions.</p> <p>In the event of the race being aborted by the use of the Red Flag procedure the finishing positions will be taken as at the passing of the last recorded turn mark.</p> <p>Any boat deemed to be the cause or a contributory factor in the race being aborted will be disqualified.</p> |
|----|--|

M16 FINISHING THE RACE

| | |
|----|---|
| a) | <p>Time Limit :</p> <p>The time limit applicable for boats finishing a marathon race should be based on an average speed of 25 knots.</p> <p>Race Organisers must stipulate the maximum race time in Race Instructions which may at their discretion be longer than above.</p> <p>The race may be curtailed or stopped at the finish line at any time by waving the briefed curtailment signal. This designates the end of the race.</p> |
|----|---|

**M17 Marathon Racing Specific Penalties
(Applicable If Included In Race Instructions)**

| | | |
|----|---|------------|
| | At the discretion of the OOD, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice. | |
| a) | Smoking in the defined wet or dry pits: | £200 fine. |
| b) | Fuel transfer outside the designated fuelling areas: | £200 fine. |
| c) | Launching: persons on boats whilst being lifted or craned: | £200 fine. |

| | | |
|---|--|-----------------------------|
| d) | Failure in launch/ramp discipline; l. first offence: | warning and/or £100 fine |
| | l. second offence: | £200 fine |
| e) | Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary: | £150 fine |
| f) | Not wearing race overalls at podium presentation: | £150 fine. |
| g) | Failure to present engine or craft for technical examination: | Disqualification. |
| h) | Misrepresentation or providing untrue statements: | Disqualification. |
| i) | Failure to raise and fly retirement flag when able: | £100 fine. |
| j) | Failure to report Retirement to Race / Safety Control: | £100 fine |
| These penalties are not exclusive and do not protect the offender from further action by the organisers / RYA. Penalties will be applied by the OOD. Penalties (a) to (j) above may be protested. Protests must be lodged within one hour the penalty being issued. | | |

M18 MANDATORY SAFETY EQUIPMENT FOR MARATHON CLASS APPENDIX 1

| | |
|--|--|
| <p>All Boats must start and finish and carry throughout the race the following minimum equipment:</p> <p>UIM RULE ITEM OF EQUIPMENT</p> <p>1200.3.4 & 3.5 Carbon monoxide sensors and alarms for boat with full or partial canopies</p> <p>1200.3.10 Certified Lifting strops, if specifically required by Race Instructions</p> <p>1200.3.12 Manual Bilge Pump</p> <p>Foot Pump RIBS only</p> <p>1200.3.15 Tow Rope and Warps</p> <p>1200.3.16 Anchor and rope/chain minimum length 50 metres.</p> <p>Additionally in Ultra marathon races all boats must carry a sea anchor of suitable size for their particular vessel.</p> <p>1200.3.19 Fog horn and Torch</p> <p>1200.3.24 Two 2kg dry powder fire extinguishers suitably mounted close to engines or crew</p> <p>1200.3.25 Orange retirement Flag 0.60m x 0.40m</p> <p>1200.4.3 Auxiliary engine (single engine race craft only)</p> <p>1200.5.2 Inflatable Liferaft compliant with rules.</p> <p>1200.5.3 Flares: 4 x red rocket. 4 x red handheld.</p> <p>2 x orange smoke. 4 x white collision</p> <p>1200.5.4 VHF handheld radio</p> <p>1200.5.5 1 x E.P.I.R.B operating on 406MHz.</p> <p>1200.5.6 Tracker System as specified or provided by event organiser</p> <p>1200.5.7 Adequate first aid kit. 1 x foil blanket + thermal protective aids for each crew member.</p> <p>1200.5.8 Radar Reflector</p> <p>1200.6.1 Crash Helmet compliant with rules</p> <p>1200.6.2 Life jacket compliant with rules</p> <p>1200.6.4 Adequate protective clothing</p> <p>1200.6.5 Whistle, Knife, Compress</p> <p>1200.6.6 Emergency Grab Bag: An Emergency Grab must be carried on board at</p> | |
|--|--|

| | |
|--|--|
| | <p>all times to include, fresh water, day and night flares, Thermal Protective Aids , First Aid Kit. Recommended to include : portable VHF Radio, passports, money and credit cards</p> <p>1200.9 Satellite Telephone. For all Ultra Marathon Races an operational satellite telephone must be carried on board at all times.</p> <p>Also the following safety equipment must be attached to the Boat.</p> <p>1200.5.4 Fixed VHF transceiver with GMDSS capability, as per rule.</p> <p>GPS & RADAR equipment as per Racing Instructions.</p> |
|--|--|

M19 MARATHON 2016 SCRUTINEERING CHECK LIST

| | | | | | | | |
|--------------------|-----------------------------|------------------|--|---|----------------|---------------|-----------------------------------|
| Race No | | | | Class | | | |
| Boat Name | | | | Prominent Markings | | | |
| Engine Make | | | | Model | | | Total Engine Capacity (cc) |
| Type: | | Inboard | | Outboard | | Petrol | |
| Diesel | | | | | | | |
| | RYA RULE NO: | UIM RULE: | ITEM: | Description: | Checked | Notes | Post Race Checked |
| 1 | M8 b) | 1200.5.2 | LIFE RAFT SERIAL NUMBER: | | | | |
| 2 | M8 e) | 1200.5.5 | E.P.I.R.B. ID NUMBER: | | | | |
| 3 | M8 f) | 1200.5.6 | TRACKER | | | | |
| 4 | M8 g) | 1200.9 | SAT PHONE (Ultra Marathon) | | | | |
| 5 | M8 i) | 1200.6.6 | GRAB BAG (Ultra Marathon) | | | | |
| 6 | C | 1200.1.3 | Measurement Certificate | | | | |
| 7 | M5 a) | 1200.2.1 | Event decals | Fixed & placing | | | |
| 8 | M5 c) | 1200.2.3 | Race numbers | Placing & size | | | |
| 9 | M5 d) | 1200.2.4 | Advertising Min 24" from No's | Location, not too close to numbers | | | |
| 10 | M6 f) | 1200.3.6 | No seat belts/restraints | Not allowed in open boats | | | |
| 11 | M6 d) | 1200.3.4 | Full canopy | Full 508 compliance | | | |
| 12 | M6 e) | 1200.3.5 | Partial canopy: No Restrains | Compliance & size | | | |
| 13 | M6 e) | 1200.3.5 | Partial Canopy: with Restrains | Extra equipment | | S | |
| 14 | M6 g) | 1200.3.7 | Water deflection | Water deflector, kick-boards | | | |
| 15 | M6 h) | 1200.3.8 | Reverse gear | Check controls | | | |
| 16 | M6 j) | 1200.3.10 | Lifting equipment | Certified strops, lifting eyes, sling point marks | | | |
| 17 | M6 k) | 1200.3.11 | Buoyancy | Recommendation check | | | |
| 18 | M6 l) | 1200.3.12 | Bilge pumps | Automatic & manual | | | |
| 19 | M6 m) | 1200.3.13 | Foot pump | RIBs only | | | |
| 20 | M6 n) | 1200.3.14 | Deck safety | Guard rails &/or hand holds | | | |
| 21 | M6 o) | 1200.3.15 | Towing | Sampson post/tow eye, fixed rope plus tow ropes & fenders | | | |
| 22 | M6 p) | 1200.3.16 | Anchoring | Sea anchor, anchor & lines | | | |
| 23 | M6 q) 1 | 1200.3.17 | Compass + Calibration Electronic navigation | Liquid magnetic compass, GPS, RADAR (add Notes) | | | |
| 24 | M6 q) 2/3 | 1200.3.17 | Charts/back-up Navigation, Almanac | Paper or portable chart plotter + spare batteries + Almanac | | | |
| 25 | M6 r) | 1200.3.18 | Navigation lights | Correct & working | | | |
| 26 | M6 s) | 1200.3.19 | Fog horn & Torch | Check | | | |
| 27 | M6 t) | 1200.3.20 | Engine cut-off | Devices for all crew | | | |
| 28 | M6 u) | 1200.3.21 | Fuel tanks | Fixings, locations, shut- off | | | |
| 29 | M6 v) | 1200.3.22 | Batteries | Mountings & isolator switches | | | |
| 30 | D17 | 1200.3.23 | Electrics | Wiring harness etc | | | |
| 31 | M6 w) | 1200.3.24 | Fire prevention | Extinguishing systems – automatic & manual | | | |
| 32 | D39 | 1200.3.25 | Retirement flag | Check size & colour | | | |

| | | | | | | | |
|---|------------------|--|---------------------------------------|---|-----------|--|--|
| 33 | D3 | 1200.3.26 | National flag | Graphic or fabric | | | |
| 34 | M7 c) | 1200.4.3 | Auxiliary engine | Fixing & method check | | | |
| 35 | M7 d) | 1200.4.4 | Multi-engines | Tie bar | | | |
| 36 | M7 e) | 1200.4.5 | Engine mountings | Check | | | |
| 37 | M8 c) | 1200.5.3 | Flares | RORC pack, full & in date waterproof canister | | | |
| 38 | M8 d) | 1200.5.4 | VHF Radio Ship's & Operator's Licence | GMDSS fixed 25w & handheld with channel 37 (M) 157.850MHz simplex | | | |
| 39 | M8 h) | 1200.5.7 | Medical | First aid kit + Thermal Aids | | | |
| 40 | M8 j) | 1200.5.8 | RADAR Reflector | Check | | | |
| 41 | D42 | 1200.6.1 | Helmets | Compliance & proof (add sticker) | | | |
| 42 | D34 | 1200.6.2 | Racing vests | Compliance | | | |
| 43 | D35 | 1200.6.4 | Clothing | Check adequate protection | | | |
| 44 | M9 a) | 1200.6.5 | Safety Equip for crew | Whistle, knife, compass | | | |
| 45 | E1 | | Race Instructions | Full set on board | | | |
| Scrutineer (Print Name) | | | | | Signature | | |
| Canopied & Restraint Boats | | | | | | | |
| 46 | 508.03 – 07 inc. | Reinforced Cockpit/Canopy/Visibility | | | | | |
| 47 | 508.08 – 13 inc. | Hatches/Release System/Handles & Markings | | | | | |
| 48 | 508.14 – 15 inc. | Cockpit Openings & Markings | | | | | |
| 49 | 508.16 | Air Supply | | | | | |
| 50 | 508.17 | Flood Tubes | | | | | |
| 51 | 508.18 | Stop Buttons | | | | | |
| 52 | 508.19 | Strobe Light | | | | | |
| 53 | 508.20 | Read Head Protection & Helmet Clearance | | | | | |
| 54 | 508.21 | Restraint System | | | | | |
| 55 | 508.22 | Steering Wheel & Cockpit Egress | | | | | |
| 56 | 508.23 | Rear View Mirrors | | | | | |
| 57 | 508.24 | Fire Extinguisher & Deck Locker | | | | | |
| 58 | 1200.3.4 | Carbon-Monoxide Sensor & Alarm | | | | | |
| 59 | 508.26 | Cockpit Lighting | | | | | |
| 60 | 508.27 | Orange Bow & Crew Number | | | | | |
| 61 | 508.28 | Flotation | | | | | |
| Partial Canopy & Restraint Boats | | | | | | | |
| 62 | 1200.3.5 | Partial canopy access | | | | | |
| 63 | 508.16 | Air supply (not spare air) | | | | | |
| 64 | 508.18 | Stop buttons | | | | | |
| 65 | 508.20 | Rear of Head Protection | | | | | |
| 66 | 508.21 | Specification 5/6-Strap Harness | | | | | |
| 67 | 1200.3.5 | Min clearance between seats & door aperture (40cm) | | | | | |
| 68 | 1200.3.4 | Carbon Monoxide Sensors & Alarms | | | | | |
| Scrutineer (Print Name) | | | | | Signature | | |

N V24 CLASS RULES

The Rules

These rules should be read in conjunction with the UIM & PB1 Rules, the Advance Programme and any Race Instructions issued by the organising body in relation to the event.

The Organisers shall judge, in accordance with the current rules, all cases not foreseen or seemingly inaccurately defined. Any driver who infringes any rules will be penalised.

N1 GENERAL

N1.1 SPIRIT OF THE RULES UIM 951.2

The aim is to provide an offshore racing class in which driving skill is more important than the opportunities to take advantage of the latest advances in the use of exotic building materials, the art of boatbuilding and in the art of extracting still more power from highly stressed machinery. Boats are to be alike, no modifications (tuning) are allowed except the few points mentioned below.

The V24 Class is modern, has unique safety features, has a reliable serial produced power unit and is intended to provide good sport with a minimum of maintenance and repairs.

N1.2 MEASUREMENT CERTIFICATE UIM 951.3

V24 Class boats are to have a measurement certificate according to rule 501.

The complete boat, hull, equipment, as well as engine and transmission must during races remain as delivered from the boat builder and as specified in the U.I.M. homologation. Sole modifications allowed are described below.

The measuring procedure consists of checking that the boat and machinery comply with the specifications in the homologation file.

Instructions for how this is done are to be found in the file. It is obligatory for a boat owner to:

- Have the homologation file at hand both before the measuring procedure and at the measuring procedure.
- Lend the homologation file (or a copy of it) to the measurer, at least one week in advance, in order to give the measurer an opportunity to acquaint himself with what he has to check and how to do it.

N1.3 U.I.M. V24 CLASS PLAQUE UIM 951.4

In order to obtain the measurement certificate necessary for a V24 Class boat, it must be built by an U.I.M. certified boat builder and carry the U.I.M. plaque fixed to it by the builder.

Boats not having a U.I.M. V24 Class plaque are not to be measured, and are not to have a measurement certificate, unless scrutineers can determine that the boat is a real and genuine V24.

The U.I.M. V24 Class plaque is available to the boat builders licensed by the V24 Class Working Group. The plaque is available from the V24 Working Group.

For boats that do not comply with the V24 Class rules, U.I.M. general rule 502.01.04 on eligibility is applicable.

N1.4 HOMOLOGATION FILE UIM 951.5

The homologation file is to be distributed by U.I.M. and National Authorities in the same way as other homologation files.

To be valid, a homologation file must have an original U.I.M. or N.A. (not photocopied) stamp on every page.

N1.5 CHANGES OF THE HOMOLOGATED SPECIFICATIONS UIM 951.6

Changes of the homologated specifications must be approved by the V24 Class Working Group and are not allowed until one month after they are published in a U.I.M. bulletin.

Changes in spare parts are allowed since the engine manufacturer has since the start modified some parts during these years, but with no improvement of performance. The driver at races must be able to show that parts changed actually are manufactured OEM parts and will not give a performance gain.

Changes of class rules must be approved by the U.I.M. General Assembly and can not be valid until published in a U.I.M. offshore rule book or in a widely distributed supplement to a rule book. Even so, a rule change is not to be implemented until the calendar year after the year in which it was approved by the U.I.M. General Assembly.

N1.6 OWNERSHIP OF BOATS UIM 951.7

All boats entitled to race must be owned by a physical person, a group of persons or a legal entity. The owner is stated in the measurement certificate.

N1.7 COURSES UIM 951.8

V24 Class boats are intended to race in open and unprotected waters as U.I.M. Class 3 boats.

N1.8 ECM BOX UIM 951.9

Technical inspectors are allowed to switch (by lottery) the engine ECM box between boats.

The V24 race committee reserve the right to switch ECU's and or propellers from any boat it chooses.

N2 MODIFICATIONS ALLOWED UIM 952

N2.1 UIM 952.1 : The Volvo 5,7 GXI engine may not be modified in any way, including the ECU. It is allowed to change bolts, nuts and washers. The Volvo Penta DPX outdrive must have a 1:1,59 gear ratio in it. No modification is allowed to the out drive including the exterior of the drive. The height of the out drive may not be altered from manufactured.

Only the following modifications are allowed.

N2.2 UIM 952.2 : sparkplugs may be changed for any other.

N2.3 UIM 952.3 : The propellers may not be hidden from competitors at the race venue when fitted to the out drive. The propellers to be only Volvo Penta E2 duo props, these may be modified. The Volvo Penta E2 markings must be clearly visible on each propeller.

N2.4 UIM 952.4 : It is allowed to fit flat anchor plates for bolting the dash to the deck and the fitting of aerials are allowed.

N2.5 UIM 952.5 : Internal cockpit arrangements are free as long as both crew members have free and unobstructed exit to both doors. No sharp edges or protrusions are allowed anywhere.

Cockpit seats, steering wheel, instruments, choice of power trim button, placement of dashboard, throttle and footrests are free. Cockpit seats as per U.I.M. rule 508.20.

- N2.6 UIM 952.6 :** On-board cameras are free as long as they do not interfere with visibility.
- N2.7 UIM 952.7 :** An air-conditioning system may be fitted.
- N2.8 UIM 952.8 :** The replacement of bolts, nuts, or the addition of lock nuts, drilling and wiring, split pinning or keying is allowed, the screws and pins do not need to be OEM parts, as long as no performance gained is achieved.
- N2.9 UIM 952.9 :** It is allowed to fit water drain off's from the engine exhaust manifolds - no performance gained - only available from the V24 builder.
- N2.10 UIM 952.10 :** It is allowed to fit a water pickup to spray water onto the top of gear case only - no performance gain - only available from the V24 builder.
- N2.11 UIM 952.11 :** It is allowed to fit hard engine mountings - no performance gain - only available from the V24 builder.
- N2.12 UIM 952.12 :** It is allowed to add rubber hose to the end of the exhausts.
- N2.13 UIM 952.13 :** It is allowed to fit exhaust couplings - only available from the V24 builder. No performance gain.
- N2.14 UIM 952.14 :** Any engine lubricant or drive lubricant may be used.
- N2.15 UIM 952.15 :** Boats running "silent exhausts" are allowed to compete in all V24 events, provided all other specifications are met.
- N2.16 UIM 952.16 :** It is allowed with the engine compartment to fit an oil cooler of any kind, necessary adapter and oil filter re-locator, as long as no performance gained.
- N2.17 UIM 952.17 :** It is allowed to add a support / brace to the exhaust to help them take up shocks from running in rough conditions.
- N2.18 UIM 952.18 :** It is allowed to mount the detachable nose and wing tips permanently on to the boat.
- N2.19 UIM 952.19 :** Placement of bilge pumps, batteries, power trim pumps & fuel filter is free within the engine compartment.

N3 FUEL UIM 953

- N3.1 UIM 953.1 :** Fuel regulations according to U.I.M. rule 504.
- N3.2 UIM 953.2 :** Fuel may be supplied by a competition or event sponsor. It is a requirement that all boats use the fuel supplied. Testing should take place and boats found not to be using the supplied fuel will be disqualified.

N4 IDENTIFICATION UIM 954

- N4.1 UIM 954.1 :** Class identification letter is V. Number is same as the U.I.M. V24 Class plaque number. However, if the race organiser thinks it is necessary, he has the right to order a number to be changed. Size and positions of the race number according to U.I.M. rule 710.

N5 SAFETY UIM 955

N5.1 UIM 955.1 The U.I.M. V24 Class boat is an approved one-design class, consequently rules 508 to 508.07 do not apply.

Boats must always comply with the homologation sheet.

Each boat will be weighed at the end of each race. Every boat must not weigh less than 1490 kg, including the crew, boat, safety gear and balance of fuel, but not water ballast and excluding straps. The teams needing to add weight must either permanently fix it under the seats in the cockpit, or under the cockpit liner or must carry extra fuel.

N5.2 UIM 955.2 all v24 class boats must have the detachable nose painted red/orange with the number 2 on each side of the lower running surface. The number must be written in white and be at least 0.07 m high.

N5.3 UIM 955.3 Canopy hatch handle and release mechanism must be painted fluorescent orange to identify them, both inside and outside the cockpit. The text “ _ OTHER SIDE _”, written in red must be clearly visible on both doors from the outside.

N5.4 ENGINE CUT-OUT UIM 955.4

The engine cut-out must work on engine circuits only as a complement to the ignition key switch. It must be possible to operate the switch from the outside. The text “ _ Engine Cut-Off _” written in red/orange must be clearly visible from the outside.

N5.5 RESTRAINT SYSTEM UIM 955.5 The restraint system shall be according to U.I.M. rules 508.21 to 508.22. Attachment points shall be as shown in the homologation specification.

N5.6 REAR VIEW MIRRORS UIM 955.6

All V24 Class boats must have two rear view mirrors fitted. Mirrors must have a minimum area of 60 cm These may be of any design.

N5.7 RACING VESTS, HELMETS AND AIR SUPPLY UIM 955.7

Racing Vests, helmets and air supply shall be according to U.I.M. rules 205.06, 713 and 508.16.

N5.8 UIM 955.8 Flares (excluding personal flares), anchor and warps must all be carried in the safety box in the bow.

N6 EQUIPMENT UIM 956

N6.1 UIM 956.1 Safety equipment according to U.I.M. rules 715.01 through to 715.15.

N6.2 UIM 956.2 For U.I.M. V24 Class boats, it is permitted to use electronic positioning fixing systems. It is forbidden to interface any of this equipment to the steering system.

N7 UIM 957 - CREW

N7.1 UIM 957.1 The minimum age of the Driver is 18 years old. The minimum age of the navigator is 17 years old. Number of crew members is 2.

N7.2 ENGINE SEALS UIM 958

The engines are factory sealed. A broken or missing seal may render in the engine to post race inspection. If a seal is broken in connection with an engine repair, the engine must be checked against the rule requirements by a National Association Technical Scrutineer or the appointed V24 Technical Scrutineer when the engine is re-assembled and re-sealed by him. The kind of seal used must be noted in the measurement certificate.

N8 CONTINENTAL/EUROPEAN CHAMPIONSHIPS UIM 959

The European Championship will consist of two heats at one venue unless Cominoff has agreed to a series.

The U.I.M. published calendar announces the dates and venues.

The 70% rule does not apply to this class for European Championships. The Championship points system will include all boats that cross over the start line.

Boats that do not finish a heat will be awarded points in relation to their position at the end of the race, excluding disqualified boats.

The point system for each race will be 400 points for 1st place, reducing by 15 % for each subsequent position, rounded down to the nearest whole number.

Boats disqualified receive no points.

A U.I.M. Commissioner will be appointed to each Championship heat.

V 24 boats must be positioned together in the pits area.

Smart team clothing must be worn to drivers briefing.

Race suits must be worn to the podium presentation for podium teams.

V24 Championship sponsors must be displayed on all boats. This may be on top of the canopy.

N9 RYA 2016 V24 SCRUTINEERING CHECK LIST

SCRUTINEER: _____ EVENT: _____ DATE: _____

| No. | | Class | Heats: | | | Comments |
|-----|------------------|---|--------|---|---|----------|
| | Rule No | ITEM: | 1 | 2 | 3 | |
| 1 | E1 | EVENT RACE INSTRUCTIONS | | | | |
| 2 | UIM 951.5 & H3 | HOMOLOGATION SHEET | | | | |
| 3 | UIM 715.09 & D39 | CHARTS | | | | |
| 4 | UIM 951.3 & C | MEASUREMENT CERTIFICATE | | | | |
| 5 | UIM 951.4 | UIM V-24 PLAQUE | | | | |
| 6 | UIM 710 & D1 | RACE NUMBERS | | | | |
| 7 | D2 | ADVERTISING | | | | |
| 8 | D3 | RYA DECAL/NATIONAL FLAG – 45 X 30 CM | | | | |
| 9 | D11/D6 | WINDSCREEN / SHARP EDGES | | | | |
| 10 | D4 | SAMPSON POST / TOWING EYE / LINES | | | | |
| 11 | D1 | TRAILER NUMBER / JOCKEY WHEEL | | | | |
| 12 | D10 | DECK, ACCESS & HAND HOLDS/ LIFELINES | | | | |
| 13 | E6 | SLING POINTS/ LIFTING EYES/ STROP+ IDENT | | | | |
| 14 | UIM 508.28 & D31 | BUOYANCY | | | | |
| 15 | UIM 503.02 | STEERING GEAR | | | | |
| 16 | D7 | CONTROLS & CABLES | | | | |
| 17 | UIM 715.08 & D40 | COMPASS(ES) | | | | |
| 18 | UIM 955.4 | ENGINE CUT-OUT | | | | |
| 19 | D17 | ELECTRICAL HARNESS & WIRING | | | | |
| 20 | UIM 508.03 | BULKHEAD / WATER DEFLECTORS | | | | |
| 21 | UIM 508.24 | FIRE EXTINGUISHER/S | | | | |
| 22 | UIM 508.24 | EXTINGUISHER SYSTEM | | | | |
| 23 | UIM 956.2 | GPS NOT LINKED TO STEERING | | | | |
| 24 | UIM 715.03 | FUEL TANKS, LINES & EARTHING, CUT- OFF | | | | |
| 25 | D17 | BATTERY INSTALLATION / ISOLATER SWITCH | | | | |
| 26 | D32 & D33 | VHF/RADIO | | | | |
| 27 | D15 | REVERSE GEAR | | | | |
| 28 | UIM 715.04 | BILGE PUMP SYSTEM | | | | |
| 29 | UIM 715.05 | ANCHOR & ANCHOR LINE | | | | |
| 30 | D5 | PAINTER / TOWING LINE | | | | |
| 31 | UIM 715.07 & D38 | ORANGE FLAG | | | | |
| 32 | UIM 715.10 & D37 | FLARES FOR BOAT | | | | |
| 33 | UIM 715.13 | DIVING MASK | | | | |
| 34 | UIM 952.3 | PROPELLER | | | | |
| 35 | UIM 952.11 | ENGINE MOUNTINGS | | | | |
| 36 | UIM 508.25 & D34 | LIFEJACKETS + correct fitment | | | | |
| 37 | D42 | HELMETS + correct fitment (Intercom) | | | | |

| | | | | | | |
|-------------------------|----------------------|-------------------------------------|-----------|--|--|--|
| 38 | UIM 205.13 & D35 | PROTECTIVE CLOTHING | | | | |
| 39 | UIM 715.11 & D36 | COMPRESS, WHISTLE, KNIFE | | | | |
| 40 | UIM 508.03 & 703.9.5 | CANOPY / WATER DEFLECTION | | | | |
| 41 | UIM 508.19 | STROBE LIGHT | | | | |
| 42 | UIM 508.27 | ORANGE BOW / NUMBER OF CREW | | | | |
| 43 | UIM 508.15 | CANOPY OPENING, SIZE & BANDING | | | | |
| 44 | UIM 508.11 | DIVERS' GRAB HANDLES | | | | |
| 45 | UIM 715.12 | SEAT BELT CUTTER | | | | |
| 46 | UIM 508.18 | STOP BUTTON / FUEL SWITCHES | | | | |
| 47 | UIM 508.20 | REAR OF HEAD PROTECTION + CLEARANCE | | | | |
| 48 | UIM 508.21 / 508.22 | RESTRAINT BELTS / FIXING & SEATS | | | | |
| 49 | UIM 955.6/ 508.23 | VISIBILITY / MIRRORS / CLEANING | | | | |
| 50 | UIM 508.16 | AIR SUPPLY | | | | |
| 51 | UIM 508.12 | CANOPY RELEASE & IDENTIFICATION | | | | |
| 52 | UIM 508.26 | WATER ACTIVATED LIGHTS | | | | |
| 53 | UIM 508.24 | CARBON MONOXIDE ALARM | | | | |
| Scrutineer (Print Name) | | | Signature | | | |

O UIM & RYA CLASS: P750 – THUNDERCAT RACING

Abbreviations and dossier of terms:

Abbreviations and dossier of terms:

UIM – Union Internationale Motonautique; World Governing body of powerboat racing

Pre Scrutineering – At the beginning of the event

Safety Scrutineering – Carried out when required or between each discipline

Post Scrutineering – At the final heat of the discipline

Final Inspection – Inspected and measured to ensure legality

Driver – The person in control of the engine, steering, throttle and gears.

Co-Driver – The second person in the boat.

O.O.D – Officer of the day

RYA PB1 & PB2 RULES: www.rya.org.uk/programmes/powerboatracing then select 'racing rules'

UIM RULES: www.uimpowerboating.com, click to RULES - then CIRCUIT – P750

RYA rules apply

Thundercat Series Rules can be found at: www.thundercatracing.co.uk or for further information : email fiona@thundercatracing.co.uk

O1 RYA P750

O1.1 RYA British National Championship titles will be awarded in the Pro-Stock Class to :

Driver

Co-Driver

Team

O1.2 O.O.D (Officer of the Day)

The RYA will approve the O.O.D for all RYA titled events. Main Officials should have experience in P750 Racing where possible. (Rescue Officer, Timing and Technical etc.)

O1.3 PRIZE PRESENTATION

Prize presentation at UIM & RYA titled events must be attended by all participants. Only the O.O.D can sanction a non-attendance.

O1.4 MINIMUM BOATS NUMBERS AND NATIONAL AUTHORITIES

A minimum of three boats will constitute a valid class.

O1.5 LICENCE DETAILS

All Pilots and Co-Pilots must hold a current national race licence for P750 Class issued by their own National Authority or an international licence if it's required. Note: Competitors taking prescribed medication must complete the UIM 'Therapeutic Use Exemptions TUE' Form. For further information go to the UIM website – Anti Doping or contact your National Authority.

01.6 FINAL INSPECTION

The organisers should ensure that at least the winning boat and engine are inspected and measured to ensure legality. It is optional to inspect or measure other boats in second and third place or any other boat. UIM Rules 321.05 & RYA Rules will apply.

02 560 - P750 GENERAL CLASS RULES

02.1 560.07 - TEAMS

Team = the designated Driver and a Co-Driver can contest these championships. In the event of a Co-Driver being injured a replacement of the Co-Driver only is permitted in all disciplines if:

A doctor/Paramedic's certificate is produced stating that the injury of the Co-Driver. The O.O.D is satisfied with the doctor/paramedic's report.

The replacement co-driver has the complete current paperwork including a current international licence.

No Co-Driver can be changed during a heat, race or leg.

The Driver is the person in control of the engine, steering, throttle and gears The Co-Driver is the second person in the boat who is not the Driver

02.2 560.08 - MINIMUM AGE

Age refers at the date of the event.

| TEAM | STOCK (S) | PRO STOCK (Pro) | MODIFIED (M) |
|----------------------|-----------|-----------------|--------------|
| Min Age of Driver | 16 | 17 | 18 |
| Min Age of Co-Driver | 16 | 16 | 16 |

02.3 560.09 - BEHAVIOUR

No abuse of officials will be tolerated. Any Driver, co-Driver or team members found guilty by admission, or by the jury, will result in the Driver/co-Driver being disqualified from the heat or discipline or total event. Only the O.O.D. or the UIM Commissioner can take this action. After a finding of gross infringement of the rules or a gross breach of good manners or sportsmanship, not covered by the above rule, the O.O.D. and/or the Race Jury may exclude a competitor from a heat/discipline or the whole event.

560.10 - PROTESTS

All protests, jury formation, sanctions, appeals are to be as the Rules Group 400 (as with all other UIM classes). A Team / Driver can only protest another Team / Driver if they are in the same **heat**.

560.11 - PROTEST FEE

The protest fee must be announced in the advance programme. Protest fee: maximum of 80 Euros or equivalent in host's currency.

560.12 - ALCOHOL/DRUGS

Alcohol or drug abuse will result in a total ban from the event (see rule 205.02.02 / 03). Note: Competitors taking prescribed medication must complete the UIM 'Therapeutic Use Exemptions TUE 'Form. For further information go to the UIM website – Anti Doping or contact your National Authority.

560.13 - INSURANCES

All Drivers and Co-Drivers must abide by any mandatory medical and insurances carefully set out in the advance programme. Any costs charged by the organisers for supplying the same, must also be stipulated in the advance programme Max 90 Euros or equivalent in host's currency.

560.14 - PENALTIES/YELLOW/RED CARDS/BLUE CARDS

Rules 406 – Penalties will apply, although P750 Class penalties will supersede general rules.

Yellow/Red/Blue cards: see rules 406.05 these rules will be strictly enforced.

560.15 - DRIVERS BRIEFING

Any Driver/Co-Driver failing to attend any drivers briefing without prior consent from the O.O.D will be disqualified at the discretion of the O.O.D

560.16 - SAFETY EQUIPMENT

HELMETS: All racing helmets must be open faced or full faced motorbike helmets given to protect the skull base and cover the ears. At least 50% (area) of the helmet must be of fluorescent orange, red, yellow or international orange colour. The helmet colours must be bright enough to be clearly visible in the water. The wearer is entirely responsible for the efficiency of his helmet. The organisers are recommended to repeat this important rule in their advance programme and their race instructions. As per rule 205.07

LIFEJACKETS: The efficiency of the lifejacket is the sole responsibility of the wearer who must be assured that it conforms to the UIM rules and carries indelible confirmation of this. Buoyancy: A lifejacket must have a minimum of 7.5 kg solid buoyancy for a person weighing up to 60 kgs and 9 kgs of buoyancy for those over 60 kg. As per rule 205.06.

If the lifejacket does not have a built in back support then a back support must be worn underneath.

CARRIED SAFETY EQUIPMENT: Safety equipment as specified in each discipline must be carried at all times. Failure to do so will involve penalties as described in the relevant discipline. The boat number must be marked on all safety equipment.

EYE PROTECTION: Eye protection is mandatory in the Circuit and Surf discipline and advised for Longhauls. This protection can be goggles or helmet visor.

CLOTHING: All limbs must be covered at all times *including feet*. Gloves optional.

03 561 - CLASSES/HULLS

561 Reference rule 501 Measurement Certificate of the general rules – Measurement certificates are not required for P750.

561.00 - DISCIPLINES

M Shape (Surf); Circuit and Longhaul

561.01 - HULLS LENGTHS AND WEIGHTS

561 - HULLS

| Number | Rule: | STOCK (S): | PRO STOCK (PRO): | MODIFIED (M): |
|--------|------------------------|-------------|------------------|---------------|
| .011 | Engine Capacity | Up to 750cc | Up to 750cc | Up to 750cc |
| .012 | Minimum hull length | 3.8m | 3.8m | 3.8m |
| .013 | Minimum hull width | 1.7m | 1.7m | 1.7m |
| .014 | Minimum hull weight | 165kg | 165kg | 160kg |
| .015 | Minimum overall weight | 325kg | 325kg | 320kg |

Minimum hull / engine weight .014 – The above mentioned weight is the minimum weight of a complete rig, weighed directly after the race without crew and their personal equipment or residual water, without fuel tanks. The Driver & Co-Driver must still meet the minimum overall weight.

Minimum overall weight .015 – includes 0.14 plus Driver & Co-Driver with their personal safety equipment on that they have just raced in – life jacket, helmet, wetsuit or dry suit.

To reach the minimum overall weight, ballast can be added. This must be securely placed and has to be of solid material and not liquid material.

561.02 - HULL DESIGN

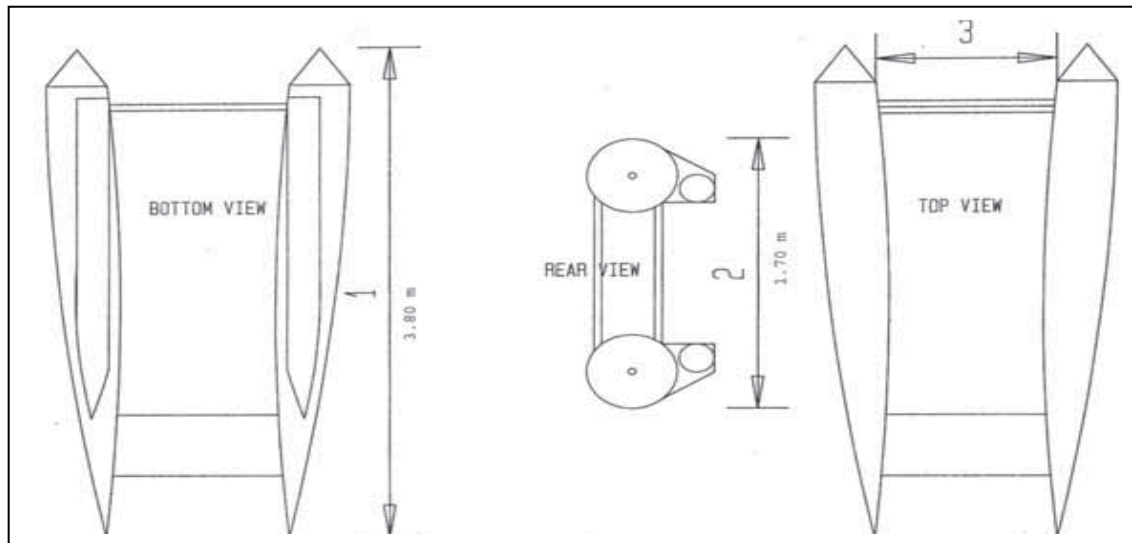
All boats must be of a tunnel hull design and conform to the original manufacturer's catalogue. *The floorboards can be supplied by an alternative manufacture but must conform to rule 561.04.* All boats must be fitted with a serial number

plate issued by the manufacturer on either the nose cone or preferably the transom, showing the Model, Make, Date of Manufacture and if possible the maximum allowed horsepower of any relevant engine. A minimum number of 2 boats must have been made, advertised for sale and are commercially available before the model can be accepted to race. **As long as the boats fit to the Class hull requirements, no measurement certificate is required as they are inflatable boats.** All boats must conform to the following measurements:

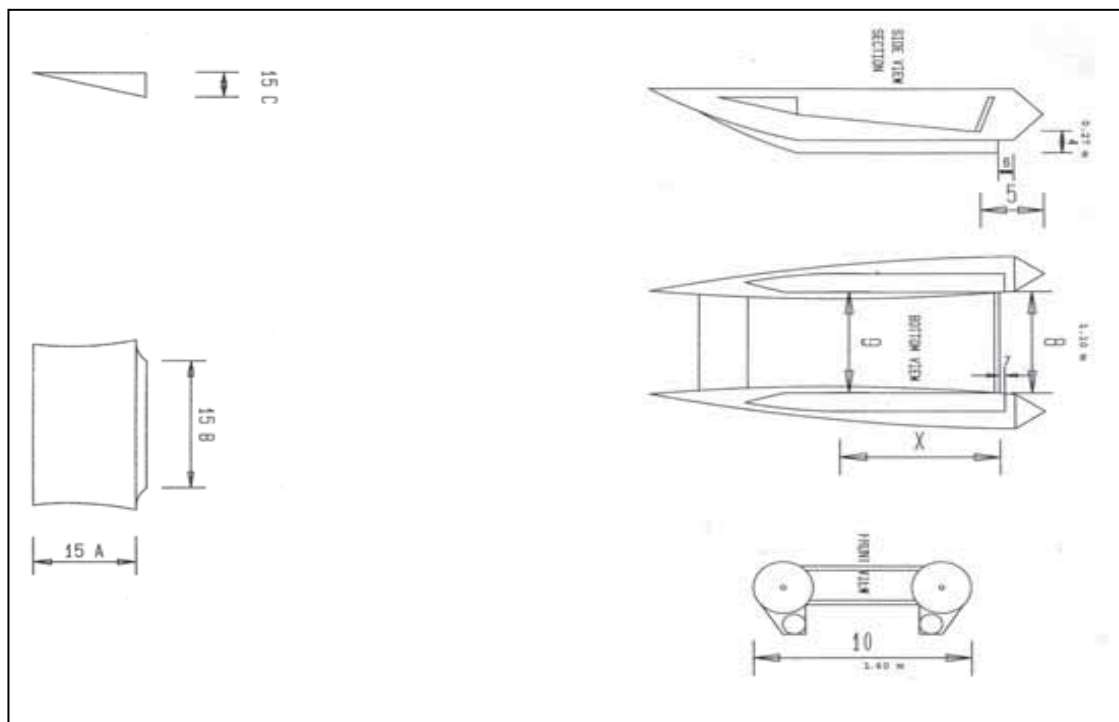
SKETCHES:

Measurements Number 4: minimum of 0.26m. Rear Transom to ground: Between Hi-jackers at rear measured at nearest points: Number 8: Minimum of 1.05m. Overall width front transom (measurement taken at back of nose cone). Other measurements to be added by agreement

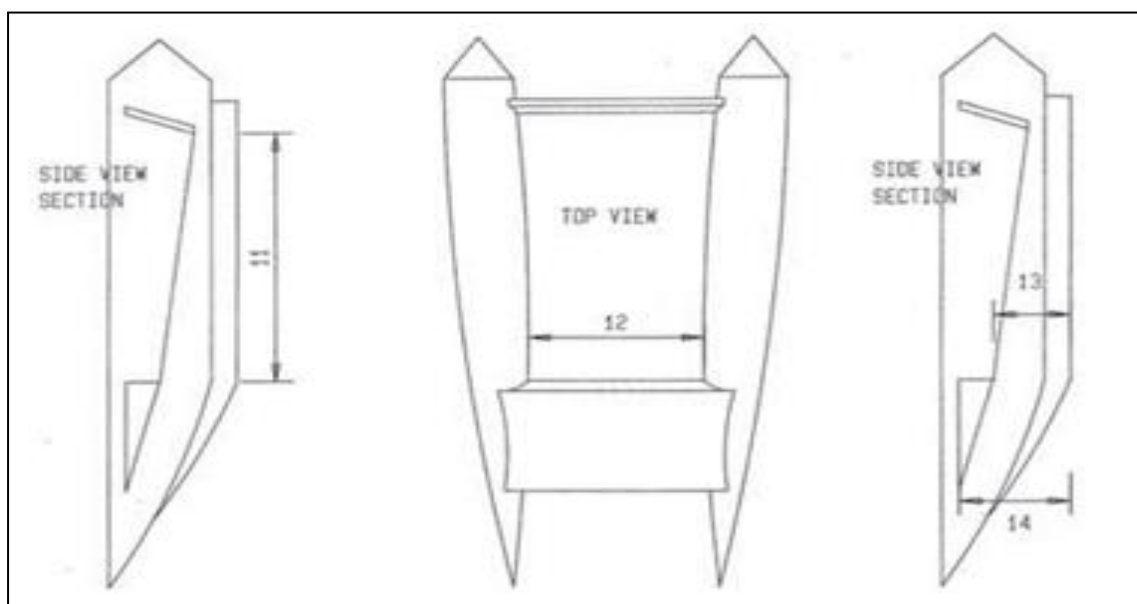
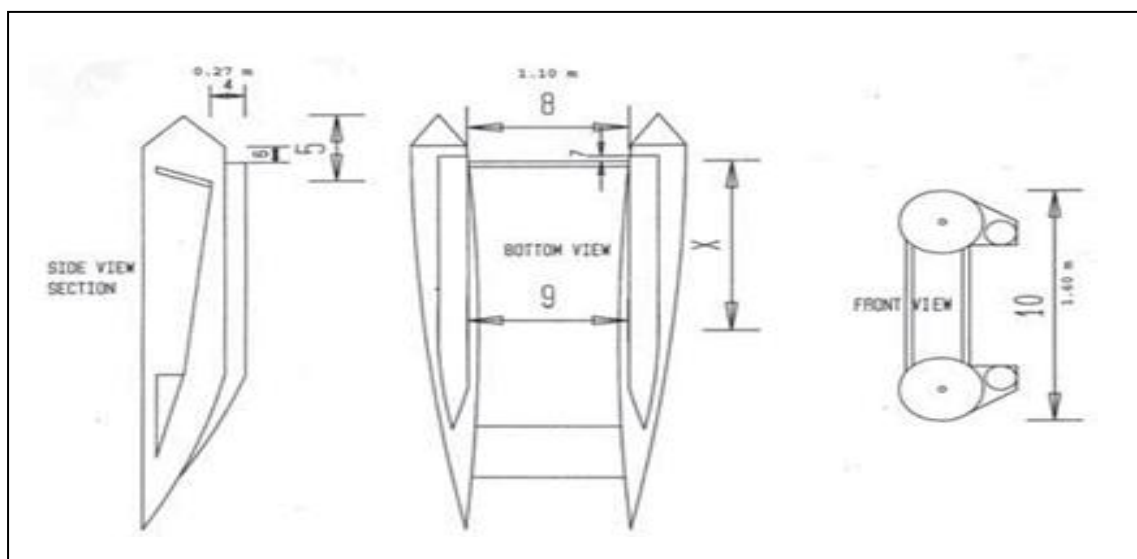
HULL DIAGRAM A:



HULL DIAGRAM B:



HULL DIAGRAM C x 2



561.03 - INFLATION OF HULLS

They can only be inflated with atmospheric air and must have 3 independent compartments, except for pencil type boats where each pontoon must have 2 independent compartments. The boat must be able to float even if one compartment is not functioning.

561.04 - DEFINITION OF HULLS

All boats should be able to deflate, to collapse, foldable or to be able to be rolled up, so that no dismantled part has a length greater than 1/3 of the full length of the inflated boat including floorboards. No aerodynamic appendages are allowed

561.05 - MODIFICATION ABOVE THE WATERLINE

Certain modifications above the waterline are allowed, these modifications will refer to foot straps, handles, loop patches only and not modifications that interfere with the original dimensions of the boat. A waterline is defined as the line taken when the boat is ready to race but without the Driver/Co-Driver. The waterline will be below the bottom of the transom if a multi-hull type. No part of the hull can be used for water ballast.

561.06 - SPLASH PLATE

A splash plate may be fitted to the back of the transom as long as it complies with Rule 561.05 plus the following dimensions: If this plate runs the full length of the transom, i.e. From pontoon to pontoon, then the width of this plate is restricted to 100 mm. If the width of this plate exceeds 100 mm then its length is restricted to 150 mm across the back of the transom, but may protrude as far back as the engine as required.

561.07 - MODIFICATION BELOW THE WATERLINE

Modifications below the waterline: Planing batons and strakes may be attached to the planing surface of the hijackers. Construction spray strakes are permitted anywhere on the outside of the hijacker cover.

561.08-WINDOWS

Boat numbers can be painted or enclosed in two transparent covers, meeting the correct size and clearly visible. Rule: 561.09

561.09 - RACE NUMBERS

Must be at the bow of the boat a minimum of 18 cm x 3cm with a 2 cm square border round the boat number and on the engine cover must be 18 cm x 3 cm with a 2 cm border around the number. Their colour must be black letters on a white background. If the boat is white, then there must be a black boarder around the white square background.

561.10 - RIGHTING ROPES & BOWLINE

All boats must be fitted with two designated righting ropes/webbing. These ropes/webbing must not share common use. They must be at least 10 mm thick [rope] and the webbing minimum 25 mm wide. All boats must be fitted with a 4 meter length of similar material as a designated bowline, spliced or stitched eye at the end. The bowline must be fixed to the nose cone in a pouch glued/fixed to the nosecone. Bowline must not be tied up in other ropes of the boat and must be easily accessible to be able to hook into the towing point on the bottom side of the nose cone. Towing points must be in the middle of the nosecones. Any towing point must be capable of pulling 300 kg.

561.11 - SPONSORS

The GRP bow of boat must be available for event sponsor's decals; failure will result in not passing scrutineering – requirements must be stated in Advance race instructions and stickers supplied by organisers. Cowling stickers may be supplied by the event organisers but must supply with the correct boat number registered and agreed when entering championship.

O4 562 - MACHINERY

| MACHINERY | | | | |
|-----------|---|---|---|--|
| No. | RULE | STOCK (S): | PRO STOCK (PRO): | MODIFIED (M): |
| 1 | Engines must be homologated using the UIM specifications. The only outboard engines allowed in these classes are: | 1. Tohatsu 50 D2 2. Yamaha 50H per original UIM homologation | 1. Tohatsu 50 D2 2. Yamaha 50H per original UIM homologation | 1. Tohatsu 50 D2 2. Yamaha 50H Both modified according to the rules. |
| 2 | No other engine will be permitted until the UIM (Cominsport Group) homologate a "low emission" compatible engine for P750 style racing. Introduced min. 3 years after homologation. | YES | YES | YES |
| 3 | Low idle – engines must be capable of functioning at low speeds | YES | YES | YES |
| 4 | Water Pick-up – external water pick-ups wherever/however attached. | Are forbidden | Are forbidden | Free. |

| MACHINERY | | | | |
|-----------|---|------------|------------------|---------------|
| NO. | RULE | STOCK (S): | PRO STOCK (PRO): | MODIFIED (M): |
| 5 | Control Handle (Gear) – An efficient control handle giving forward, neutral and backward movement is mandatory. The control handle for a functioning reverse gear must be within easy reach of the driver. | YES | YES | YES |
| 6 | KILL SWITCHES: The manual starter must ensure a quick and easy start with no external aids. The engine must be fitted with a "kill switch", operated with a lanyard no longer than 1.3 meters. The lanyard must be strong and very firmly fixed to the Driver. A second "kill switch" lanyard must be firmly attached to the Co-Driver at all times. Lanyard failure / kill switch failure Will result in disqualification from the relevant race/heat or long-haul discipline. Refer to Rule: 563.29 | YES | YES | YES |

562.07 - IRREPAIRABLE DAMAGE/DAMAGED HULL/ENGINE/LOWER UNIT

If a boat, engine, or any part thereof becomes irreparable through a racing incident on the water during a discipline, then: The hull may be replaced. The engine may be replaced. The engine can be re-built. The underwater unit may be replaced. All subject to official inspection and official authorization before any attempt is made on replacement or repairs.

The hull, engine or any part thereof that is damaged beyond repair cannot be replaced during the actual heat being raced Exceptions: An irreparable hull can only be replaced by another if the OOD decides another competitor was responsible for the damage caused only during a race or training on the water. Any damaged part of the engine can be replaced with similar except the cylinder block. Underwater units that are damaged beyond repair can be changed provided they have the same gear ratio and from a similar homologated engine.

All changes must be sanctioned and supervised by the Scrutineer or an appointed official. All damaged parts including hulls must be kept in a secure place for any official inspection or pending possible protests. Any equipment subsequently found to be repairable will result in the driver being eliminated from the complete event. All costs pertaining to the stripping of additional equipment will be the responsibility of the competitor in question. A fee, as specified in the advance programme, must be paid to cover the inspection of any protested engines or equipment. These charges should be reasonable. When different disciplines are held on different days and no fully secure compound is available either overnight or days then all boats must be re-scrutineered before racing re-commences. Failures will result in the loss of all previously gained points.

562.08 - GEARBOX

Gearbox must not be interfered with or modified in Stock and Pro Stock Classes. Any normal wear and tear on the fin/skeg shall be limited to 5mm and must be seen to be racing wear and tear; all fins/skegs will be measured and must comply at Pre Scrutineering of each discipline. If illegal the team will be disqualified if unable to change prior to that heat or Longhaul discipline. A stainless steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges.

O5 563 - MODIFICATIONS

| MODIFICATIONS | | | | |
|---------------|----------------|---|--------------------|--------------------|
| NO. | RULE | STOCK (S): | PRO STOCK (PRO): | MODIFIED (M): |
| 1 | Replacement: | The replacement of nuts or the addition of lock nuts, drilling and wiring, split-pinning or keying is allowed provided the screw and pins are similar. | As per Stock Class | As per Stock Class |
| 2 | Gear interlock | The gear interlock device on the starter may be removed. | As per Stock Class | As per Stock Class |
| 3 | Steering: | The steering bar and brackets may be re-enforced and additional steering bar may be mounted. The steering bars must be able to tilt independently from the motor. Strengthening of transom bracket and lower leg are permitted. | As per Stock Class | As per Stock Class |
| 4 | Engine locking | Engine locking brackets may be removed. | As per Stock Class | As per Stock Class |

| MODIFICATIONS | | | | |
|---------------|---------------------------|---|--|---|
| No. | RULE | STOCK (S): | PRO STOCK (PRO): | MODIFIED (M): |
| .5 | Engine cowling | The engine cowling may be secured by means other than or in addition to the standard means. | As per Stock Class | May be altered to increase air flow and secured by means other than or in addition to the standard means. |
| .6 | Telltale | Telltale cooling pipe may be replaced with another pipe or other characteristics. | As per Stock Class | Free |
| .7 | Splash plate | A splash plate may be fixed to the trunk of the motor as long as it is not rigid and that it is fitted above the cavitation plate. | As per Stock Class | As per Stock Class |
| .8 | Crankshaft | The crankshaft may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufactures dimensions and weight for crankshaft. Holes maybe drilled in the crankshaft to reduce weight. It is not allowed to reduce the diameter of the crankshaft. | As per Stock Class | As per Stock Class |
| .9 | Propellers: | The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. The locking nut, spacer, adaptor, split pin, thrushwasher/ washers are free for the securing of the propeller; Re-bushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. No spacing out of propeller to allow venting. Propeller must enter gearbox housing by a minimum of 1mm. Transgression of this rule will lead to disqualification. | As per Stock Class | Free |
| .10 | Re-boring | Re-boring is allowed as per UIM homologation specifications. Parts must be as supplied by the original manufacturer. No aftermarket parts can be fitted. Oversize pistons can be fitted providing the total cc's does not exceed 750cc. | As per Stock Class | Allowed up to a max of 750cc |
| .11 | Ports | When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm not including liner, to match the shape of the original adjacent connecting passage(channel) outside the adjusted port opening. Should the modified port window be smaller than the track, the track may not be tampered with. | As Stock Class | Free |
| .12 | Parts | No part of the engine can be changed with another manufacture's or pirate part, except for the tiller arm. Tiller arm bracket, gear change lever. | As per Stock Class | Parts may be changed with another manufacture. |
| .13 | Air box | Maximum of 1 x 6 mm hole may be drilled in the lowest part of the air box to allow water to drain from it. | As per Stock Class | Free |
| .14 | Spark plugs | Original complete spark plugs and HT leads may be replaced. | As per Stock Class | As per stock Class |
| .15 | Auto lube & engine mounts | All auto lube and any relevant parts may be removed. Engine mountings may be replaced with rigid or rubber mounts with similar characteristics. | As per Stock Class | As per stock Class |
| .16 | Throttle lever | Springs may be added to the throttle lever of the carburetors. Tohatsu D1 Throttle cam can be used on the Tohatsu D2 Engine. | As per Stock Class | Free |
| .17 | Emulsion tubes | Emulsion tubes are to be standard "off the shelf" items and have the same pre-requisites as the jets. No modifications are allowed to these parts. | As per Stock Class | Free |
| .18 | Baffle plate | As homologated, no baffles. | Previous standard | Free |
| .19 | Steering | It's allowed to change bearings with similar characteristics. Steering dampers may be fitted. Steering by a tiller arm is required. | As per Stock Class | As per Stock Class |
| .20 | Reeds | Standard reeds only assupplied by the manufacturer for the specific model of engine. | Reeds only are free. The stoppers must not be removed. | Free |
| .21 | Machining: | Skimming, grinding or machining is allowed as long as it meets the UIM homologation measurements. | As per Stock Class | Free |
| .22 | Starters: | Electric starters are not allowed. | As per Stock Class | As per Stock Class |

| MODIFICATIONS | | | | |
|---------------|------------------------|--|--------------------|---|
| No. | RULE | STOCK (S): | PRO STOCK (PRO): | MODIFIED (M): |
| .23 | Thermostats: | Thermostats of the cooling circuit may not be removed. | As per Stock Class | Free |
| .24 | Revolution limiters: | Rev Limiters, heat sensors and lighting coils must not be removed. Rev limiter wire connections must be continuous and must be soldered to achieve this. Anything that might restrict the rev limiter in its proper function will be classed as an infringement of this rule. Ignorance of the above will not be accepted as a defense and the competitor will be disqualified. | Can be removed | Can be removed. |
| .25 | Jets: | Jets have to be to the UIM homologation specification. | Free | Free |
| .26 | Weight of part: | A part, the weight of which is quoted in the homologation sheet, may be machined for the specific purpose of reaching the quoted weight only. It is not allowed to change the flywheel, but balance machining is allowed if the dimensions and weights are still correct. | As per Stock Class | No restriction on weights quoted. |
| .27 | Measurements: | Measurements not quoted in the homologation sheet may not be altered in any form whatsoever. If details cannot be verified with the aid of the pictures in the homologation sheet, then the part in question must be compared physically to a similar, but stock part for the relevant engine. For the Tohatsu D2 engine exhaust port only: There is a casting mark on the inside of the engine exhaust port that does vary in size from engine to engine. This casting mark can be reduced no less than 0.5mm this will be considered to be a breach of the technical rules and can be disqualified. | As per Stock Class | Measurements not quoted in the homologation sheet may be altered. |
| .28 | Altering parts: | Only parts where the dimension is quoted in the homologation specification may be altered for the purpose of reaching that specific measurement. The shape of the parts cannot change e.g. The shape of the cylinder head squish pan). The Block height measured from the centre line to the top of the block is allowed, all measurements according to UIM homologation papers. | As per Stock Class | Parts may be changed by another manufacture. |
| .29 | Kill Switch: | It is not allowed to exchange kill switches from one manufacturer to another. The toggle type switch that can be activated without the insertion of the "curly cord" is forbidden. Refer to rule 562.6 | As per Stock Class | It is allowed to exchange kill switches from one manufacturer to another. However, the toggle type switch that can be activated without the insertion of the "curly cord" is forbidden. |
| .30 | Exhaust trunk | No modifications. | As per Stock Class | Holes may be drilled or cut into the exhaust trunk but no external appendages may be added |
| .31 | Gear Box | See rule: 562.08 | See rule:562.08 | Bullet or racing gearboxes are allowed in this class only. |
| .32 | Protrusions | No protrusions other than standard are allowed. | As per Stock Class | As per Stock Class |
| .33 | Exhaust box | No protruding expansion exhaust box. | As per Stock Class | As per Stock Class |
| .34 | External water pick-up | Not allowed. | As per Stock Class | Are allowed |

563.34 - FUEL

Stock and Pro Stock Class: Fuel must be a commercially available grade of automobile unleaded fuel to a maximum of 99 octane, freely available from any normal petrol station. To maximise the equality of competition and to simplify the checking of conformity, the organisers must arrange the supply of the same fuel for all competitors at all UIM titled events. It does not necessarily have to be free of charge.

Modified Class: Only fuel to a maximum of 102 octanes is allowed. This includes Avgas.

Banned Fuel: Special racing fuels, methanol, nitro-methane and the likes thereof are expressly forbidden. The use of additives aimed at increasing the power of the engine is prohibited to either the fuel or the air intake. The use of nitrous oxide injection is also totally prohibited.

563.35 - FUEL DETAILS AVAILABLE:

The Driver/Co-Driver may not withhold the type of fuel/oil used if requested by race officials.

563.36 - OIL

A sample sealed container of the oil used, will be supplied by the competitor with unbroken seal, and then held by the organisers for the duration of the event in the event of fuel tests. It is a recommendation that Bio-degradable oil should be used to assist in the reduction of the environmental impact of the sport. No power enhancing oil is allowed.

563.37 - FUEL TANKS

Only the original fuel tanks as supplied with the engine, collapsible fuel cells or approved marine manufacturers tanks are allowed.

563.38 - FUEL MIX

No Driver / Co-Driver may withhold the type of fuel/oil used and the mixing ratio if requested by officials.

O6 564 A TECHNICAL

| TECHNICAL | | | | |
|-----------|-----------------------|---|---|--|
| No. 564A. | RULE | STOCK (S): | PRO STOCK (PRO): | MODIFIED (M): |
| .1 | Pistons | Where a dimension is quoted on a piston, metal may be removed to reach a specific weight, provided the dimensions are maintained. Should there still be an excess of weight, this may be removed from the inside of the piston i.e. the inside of the skirt or the area where the gudgeoned pin goes through. | As per Stock Class | N/A |
| .2 | Flywheel | <i>It is not allowed to reduce the outside diameter or to change the flywheel. Weight reduction can only be done by drilling holes in the starter gear ring, only by a maximum of 8mm diameter and maximum depth of 4mm per hole. Balance machining by drilling holes in the area stated is allowed if the dimensions and weights are correct as per UIM homologation.</i> | As per Stock Class | <i>Allowed to remove starter ring</i> |
| .3 | Conrods | It is allowed to reduce the overall weight of the Conrods by removing the flashing on the shank of all three rods to attain the weight specified provided for in the homologation specifications. | As per Stock Class | As per Stock Class |
| .4 | Electrical components | It is forbidden to remove any excess wiring; heat sensors modify coils, to rewire coils or other components, to tamper with CDI units or to add any electrical components (starter etc.) or any other part that is not standard original part. | It is allowed to remove any excess wiring i.e. heat sensors, rev limiters, low oil sensors etc. It is forbidden to modify coils, to rewire coils or other components, to tamper with CDI units or to add any electrical components (starter etc.) or any other part that is not standard original part. | Free |

| TECHNICAL | | | | |
|-----------|--|---|--------------------|--|
| No. 564A. | RULE | STOCK (S): | PRO STOCK (PRO): | MODIFIED (M): |
| .5 | Head Volume | It is allowed to encroach into the squish pan area in the skimming process as long as the minimum combustion chamber is maintained. It is not allowed, should this minimum be exceeded, to remove the metal within the squish pan area to regain the lost volume. Measurement of the head volume will be taken with the head removed from the block. | As per Stock Class | No restrictions |
| .6 | Head Volume Measuring procedure and modification of engine Ports | The head volume is measured off the block, using a glass plate of minimum 3 mm thick. A burette calibrated in 50 cc increments to be used with a paraffin/oil mix of 50/50. All head volumes to be taken with the spark Plug as used and correctly fitted. The head is measured with no gasket. All old gasket material is allowed to be cleaned off. It is also allowed to clean all carbon deposits in the head. The glass plate must be sealed with a thin layer of marine grease. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm not including liner, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet. Should the modified port window be smaller than the track, the track may not be tampered with. | As per Stock Class | No restrictions |
| .7 | Throttle advance | On various models, it is allowed to change the position of the throttle cable link pin on the advance cam. It is not allowed to modify the cam itself or change the radius on the cam. [See 563.16.] | As per Stock Class | Free |
| .8 | Cost of inspection | Costs may not be claimed in the case of a mandatory inspection by race authority. The maximum costs that may be claimed, by a driver from a protestor, should the equipment found to be legal, are as follows: LABOUR: Time may only be claimed to a maximum of six hours at a rate to be determined by their local class association or National Authority. Any excess will be borne by the owner of the equipment. The above cost excludes the cost of gaskets required or lubes which may only be changed as per the recommended grade in the workshop manual. Freight charges, where applicable, will be charged as per the standard international rates. | As per Stock Class | As per Stock Class |
| .9 | Technical inspections | The O.O.D. or official scrutineer will be in charge. Only the following may attend the post-race engine inspections regardless of a protest being lodged. The O.O.D. - UIM commissioner - Measuring Officer - Driver and his mechanic (or representative) - Protestor or his representative - Any other person the O.O.D. requires, with his permission. Note that in the case of a protest, the protestor's duty is to ensure that the inspection complies with his protest requirements. He may not however physically inspect the parts himself and should not be allowed within a 5m radius of the equipment. | As per Stock Class | As per Stock Class |
| .10 | Standard Part | In the circumstances where weights and measurements are not quoted nor listed in the homologation sheets then comparative parts may be used to determine legality. | As per Stock Class | As per Stock Class |
| .11 | Fuel | See rules 563.34 fuel regulations. Rule 563.36 Oil to be supplied by competitor unless otherwise specified. | As per Stock Class | To a max of 102 octanes is allowed this includes AV Gas. |

| TECHNICAL | | | | |
|-----------|--------------------------------------|---|---|---|
| No. 564A. | RULE | STOCK (S): | PRO STOCK (PRO): | MODIFIED (M): |
| .12 | Over blended or spark eroded engines | Engines not conforming to UIM and manufacturers homologation specification with regard to the blend rule and that have had tract widening done by any method inclusive of spark eroding, will only be allowed to compete in the modified class. | As per Stock Class | As per Stock Class |
| .13 | Post race inspection | The post race inspection is to be a complete inspection and is not to be limited to any specific area. Post race inspection should mainly be about speed and power enhancing matters. | As per Stock Class | As per Stock Class |
| .14 | Failure to appear | Any competitor refusing to have his racing equipment inspected for legality at any reasonable time during the whole event will be disqualified. | As per Stock Class | As per Stock Class |
| .15 | Non OEM parts | In the case where original parts are not available, permission must be obtained from the UIM Cominsport to use substitute components. Such a request must be in writing. Any outboard motors that have superseded engine parts listed by the manufacture, supplied from the factory and confirmed in writing by the UIM Cominsport may be used. It is not allowed to interchange parts from one homologated model to another unless specified. Only D2 parts can be used in a Tohatsu D2 engine except for the D1 throttle cam. | As per Stock Class but for the Tohatsu D2 engine the D1 exhaust tube may be used in this class. | Parts may be changed with another manufacturer. |

07 564B RACING REGULATIONS AND RULES

| RACING REGULATIONS AND RULES | | | | |
|------------------------------|--------------|--|---|---|
| No. 564B | Rule | The M 'Shape (Surf) | Circuit | Longhaul |
| .01 | Race Course: | <p>Shown diagrammatically in diagram D as a guide only.</p> <p><i>Starts for this discipline should be Beach Wet Start or Beach Le Mans.</i></p> <p><i>Note 1: Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most suited to the current conditions should be used.</i></p> <p><i>Note 2: There does not have to be breaking Surf in order to engage in this discipline, although it should take place on a suitable beach where possible. If the water conditions are flat then the O.O.D should brief the drivers to maintain their lanes and may decide to add a 1A mark further out for the start lap only to enable a longer start run.</i></p> | <p><i>Diagram E. This is a guide only, the course can change shape due to the size of the water available. Course size should be shown in the advance race instructions. Starts for this discipline should be flag or jetty start from pontoon or beach.</i></p> <p><i>Note 1: Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most suited to the current conditions should be used.</i></p> | <p>Should be run over a maximum distance of 150kms to a minimum of 80kms. Minimum lap distance of 10kms and should be area bound. The organisers must provide a boat/s prior to the race to show teams the course by water, explaining any safety issues.</p> <p><i>This event can be staged in two legs in one day or over two days, having individual legs of a minimum of 60kms per leg and a maximum of 150kms in total, it must be stated in the advance program.</i></p> <p>Ultra Long-haul: Over</p> <p>150kms.</p> <p><i>The organisers will provide an extended list of extra rules for the event, including race regulations that should be read in conjunction with the UIM Rules in the advance programme. This event can be staged over several days having individual legs. Starts for this discipline can be any form of start procedure listed as per the P750 Rules.</i></p> |

RACING REGULATIONS AND RULES

| No. 564B | Rule | The M 'Shape (Surf) | Circuit | Longhaul |
|----------|--|---|---|--|
| .02 | Wet Driver: (manoverboard) | If any Pilot or Co-Pilot lands completely in the water or a boat get stuck on the beach during racing, the race will be stopped immediately, even before the red flag is flown. All competitors must stop, then come off the plane, clear the course and proceed to the start line with extreme caution or as stated in Drivers Briefing. No re-fuelling, or changing set-up and get ready for an immediate re-run. The boat causing the stoppage is not allowed in any re-runs of that heat. Penalties are carried forward to any re-run/start of that heat. Any boat that gets stuck on the beach may only re-start with the O.O.D.'s permission. If more than 2/3 of the race or re-start/run race has been completed then no re-run is required. Restart can be from the beach or deep water start. | As per Surf except all restarts and re runs take place from the jetty/pontoon or beach and rule 564D.05 (Re-Run). | Only if required by the OOD the Red Flag will be raised; the race will not stop if someone goes into the water in this discipline. |
| .03 | Racing buoys | If a competitor misses or rides over a buoy and crosses the racing line on the inside of the course, he will be disqualified from that heat at the O.O.D's discretion. | As per Surf. | Deviation of the set course markers will result in disqualifications. |
| .04 | Additional Penalties | The O.O.D must state at Drivers Briefing if there are any additional penalties that could occur on or off the water due to Force Majeure under the grounds of safety. | As per Surf. | As per Surf. |
| .05 | Missing Buoys / deviation from the course. | If a Driver misses a buoy, he can re-take it if he has not crossed the racing line on the inside of the course. The boat in question does not have the right of way when re-entering the race course and must give-way to any competitor already on the correct course. | As per Surf. | Deviation of the set course markers will result in disqualifications. |
| .06 | Damaging buoys | If a competitor destroys or damages a buoy and causes the race to be red flagged he will be disqualified from that heat and any restart of that heat. The competitor must pay the organiser the cost of a replacement buoy which sum must be in the advance programme. If not in the advance programme then the competitor can refuse to pay. <i>If a competitor damages a buoy but the race is not red flagged, he will be deducted 3 points and the competitor must pay the organiser the cost of a replacement buoy and tackle, which sum must be in the advance programme.</i> | As per Surf. | As per Surf. |
| .07 | Bumping | Deliberate bumping of another competitor is strictly forbidden and will result in the disqualification from that heat or re-start/re-run and <i>possible disqualification</i> from the whole discipline if seen by the O.O.D as reckless and dangerous driving. <i>Other UIM penalties may also be given.</i> | As per Surf. | As per Surf. |
| .08 | Crashing | If one boat lands on another, the offending boat or boats will be disqualified from that heat/race. | As per Surf. | As per Surf. |
| .09 | Close Driving Tail-Gaiting, Zig-zaging or Snaking | <i>The O.O.D may enforce penalties including disqualification and or Yellow / Red Cards for the following infringements:</i> 1. <i>A boat that follows dangerously close or directly behind (tailing gaiting)</i> 2. <i>A boat that is snaking in front of another boat or repeatedly changing lanes in front of another competitor. If the competitor repeatedly offends during the discipline the O.O.D can disqualify the team from that discipline.</i> | As per Surf. | As per Surf. |
| .10 | T Bone | If any boat collides mid-ship with another (T-Bone) the offending boat will result in immediate disqualification from that heat / race. <i>Other UIM penalties may also be given.</i> | As per Surf. | As per Surf. |

| RACING REGULATIONS AND RULES | | | | |
|------------------------------|-----------------------------------|---|--|---|
| No. 564B | Rule | The M 'Shape (Surf) | Circuit | Longhaul |
| .11 | Shore Buoys | There should be a minimum of 10 meters between the shore buoys and the shore with sufficient water depth to race approximately 0.5m. This must also be evaluated in the Event risk assessment. | As per Surf. | As per Surf. |
| .12 | Race distance | <p><i>All heats should include a start lap plus 6 laps and the final will be a start lap plus 9 laps for all classes unless stated otherwise in the Advance Race Instructions or at the O.O.D / Race Committees discretion due to weather conditions.</i></p> <p><i>In the case of force majeure laps, race distance & heats may be altered by the O.O.D. Every effort should be made to implement the required amount of laps as per the rules.</i></p> <p>STOPPING A HEAT AND NOT HAVING A RE-RUN: <i>If the heat has to be curtailed and more than 2/3rd of the heat has been completed (full laps rounded up / distance covered) then a result can be posted.</i></p> | <p>As per Surf.</p> <p><i>Equalising laps: A 6 lap heat includes a start lap plus one equalising lap and the 9 lap final includes a start lap plus 2 equalising laps. In the case of force majeure, race distance and heats may be altered by the OOD. Every effort should be made to implement the required amount of laps as per the rules.</i></p> <p>STOPPING A HEAT AND NOT HAVING A RE-RUN: <i>If the heat has to be curtailed and more than 2/3rd of the heat has been completed (full laps rounded up / distance covered) then a result can be posted. In the Circuit discipline all boats must have completed their equaliser laps.</i></p> | <p>Rule 564B.1 Long-haul</p> <p>STOPPING A RACE AND NOT HAVING A RE-RUN: <i>If the race has to be curtailed and more than 2/3rd of the race has been completed (full laps rounded up / distance covered) then a result can be posted.</i></p> |
| .13 | Race Finish / Time Allowance. | <p><i>The race finishes when the lead (1st Place) boat crosses the finishing line. Any boat that has not completed 2/3rds of the race (full laps rounded up) when the winner crosses the finishing line will not score any points for that heat. All boats must cross the finish line on the water either by their own power or paddle power to be classified and eligible for points. Boats must proceed around the buoy beyond the start /finish line to the designated muster area as described at drivers briefing and wait for the red flag to be shown from the shore as the signal to return. Drivers failing to do this can be penalised or disqualified by the O.O.D.</i></p> | As per Surf. | <p><i>A boat must cross the finish line on the water, under its own power, or by paddle power, to receive an elapsed time / position for the leg / race. The cut-off time for the last competitor to cross the line is 1.5 x the first boat's time in that specific class or as per Drivers Briefing. Once a boat has crossed the finish line, it may not cross back and re-enter the race/leg until the finish line is officially closed. Reentering will result in disqualification. All safety procedures will be kept in place until all boats are accounted for.</i></p> |
| .14 | Minimum & Maximum number of boats | There will be minimum 3 and maximum 12 boats to make a race. In the event of the entry exceeding 12 boats, then eliminating heats will be run as per rule 564B.30. | As per Surf. | There is no maximum; but the evaluation for safety must be in the event risk assessment. |
| .15 | Awarding Final points | <p><i>1. The total points for the qualifying heats plus the final heat (double points) of the top 12 boats will be added together to determine the overall 1st – 12th positions; then converted to single points for that discipline as per Rule: 564B.31</i></p> <p><i>2. The remainder of the fleet will be awarded points as per their positions after the qualifying heats. 13th Place will receive 3 points, 14th Place – 2 points, then 15th Place and the remainder of the finishers will all receive 1 point as per Rule: 564B.31</i></p> | As per Surf. | Single points are awarded as per Rule: 564B.31 |

| RACING REGULATIONS AND RULES | | | | |
|------------------------------|---------------------------|---|---|---|
| No. 564B | Rule | The M 'Shape (Surf) | Circuit | Longhaul |
| .16 | Burst hull or helmet loss | <p><i>If a boat should burst or deflate rapidly during a race for any reason, that driver must cease racing, remove the boat from the race course and continue to shore in a safe manner. If a Driver or Co- Driver loses his helmet, they must immediately stop racing; a red flag will be shown and the boat in question will be disqualified from the heat.</i></p> <p><i>Further penalties may be invoked if enquiries lead to a failure due to any error by the person incurring the loss.</i></p> | As per Surf. | <p><i>If a boat should burst or deflate rapidly during a race for any reason, that driver must cease racing, remove the boat from the race course and continue to shore in a safe manner or call for immediate assistance from the safety fleet. The boat in question will be disqualified from the race or leg. If a Driver or Co-Driver loses his helmet, they must immediately stop racing and remove the boat from the race course and continue to shore in a safe manner or go to a safety boat for assistance. The boat in question will be disqualified from the race or leg.</i></p> <p><i>Further penalties may be invoked if enquiries lead to a failure due to any error by the person incurring the loss.</i></p> |
| .17 | Flags | <p>All flag signals except the green flag will conform to the UIM Rule 304.02.</p> <p>National authorities may have exceptions but must notify teams at Drivers Briefing and in the Advance Race Instructions.</p> | As per Surf. P750 use the Yellow and Green Flags for starting the Circuit class. | As per Surf, but no 'last lap' flag is used if not a circuit longhaul. |
| .18 | Flag acknow - ledgement | <p><i>All competitors must acknowledge all flag signals to the official giving the signal, unless stated in Drivers Briefing by the O.O.D. Failure may lead to the loss of 2 points at the discretion of the O.O.D.</i></p> | <p><i>As per Surf.</i></p> <p>All competitors must acknowledge all flag signals to the official giving the signal, unless stated in Drivers Briefing by the O.O.D. Failure may lead to the loss of 2 points at the discretion of the OOD.</p> | As per Surf. |
| .19 | Race Starts | As per Rule: 564C | <p><i>As per Rule: 564D</i></p> <p>On a restart the boats must go back to original starting grid positions of that heat as not everyone boat may have completed their equaliser laps.</p> | As per Rule: 564E.02 |
| .20 | Race Live | <p>The race will be live when the green flag drops. The heat is live when the last running boat crosses the start/finish line for the first time. If the last boat has not passed the start/finish line, then the re-start is for the full amount of laps with no refuelling or changing set-ups.</p> | As per Surf. | <p>The race will be live (Start) when the Green flag drops.</p> |

| RACING REGULATIONS AND RULES | | | | |
|------------------------------|-------------------------|---|--|--|
| No. 564B | Rule | The M 'Shape (Surf) | Circuit | Longhaul |
| .21 | Race finish | The race finishes when the lead/1 st boat crosses the finishing line. (<i>Chequered flag</i>). Boats must go to the designated Finishing Muster area as described in Drivers Briefing. Drivers failing to do this can be penalised or disqualified by the O.O.D. Boats that have not completed 2/3rd of the race (full laps rounded up) when the winner crosses the finish line will not score any points for that heat. <i>All boats must cross the finishing line (chequered flag) to be awarded points.</i> | As per Surf. | A boat must cross the finish line under power or by paddle <i>to be awarded points.</i> Once a boat has crossed the finish line, it may not cross back and re-enter the race/leg until the finish line is officially closed. Reentering will result in disqualification. |
| .22 | Safety equipment | Paddles x 2 Designated righting rope/webbing x 2 Designated Bowline. Kill switches x 2. | As per Surf. | Rule: 564E.03 |
| .23 | Eliminating heats | <i>START POSITIONS M Shape (Surf)</i> <i>To select pole/grid positions and a draw is required, it must take place at Drivers Briefing in front of the Teams. See rule 564B.30</i> | As per Surf: | <i>As per Surf.</i> |
| .24 | Laps | All <i>equalising</i> heats will have a start lap plus 6 laps and a start lap plus 9 laps for the Final heat for all classes unless stated in the Advance Race Instructions or at the O.O.D / Race Committees discretion. See Rule 564B.12 | As per Surf. If a Start /restart / re- run is required of 6 or 4 laps only 1 equalizer lap is required. 9 lap final will have 2 equalising laps included. See Rule 564B.12 | Not applicable. See Rule 564B.12 |
| .25 | Outside assistance | No person shall provide or receive outside assistance from the air, water or by radio during the race. <i>There shall be no outside assistance allowed in a re-run / re-start unless the O.O.D has allowed an assistant to hold boats on the start. If an engine has not fired on the start line then original crew assistance may be given providing that the O.O.D has allowed an assistant on the original start. If the crew or boat are deemed to be at risk at anytime then the O.O.D may order them to withdraw from the start line.</i> Failure to observe this rule will result in disqualification from the race. | As per Surf. | As per Surf. A handheld GPS can be used. |
| .26 | Definition of a 'Race' | when the green flag is dropped and the chequered flag is raised, Rules 56B.20 / 21. | As per Surf. | As per Surf. |
| .27 | Definition of a 'Heat' | Part of a number of races that provide an elimination process to get to the Final race of either the circuit or surf disciplines. | As per Surf. | Not applicable. |
| .28 | Definition of a 'Leg' | Not applicable. | Not applicable. | A Leg can be part of a Long-haul, if the discipline is divided into sections or staged over a period of days. |
| .29 | Definition of a 'Group' | Group: When there are more than 12 boats in a class, the class must be split into groups for the eliminating heats. | As per Surf. | Not applicable. |

564B CONT GENERAL RACING RULES AND FINAL
CHAMPIONSHIP POINTS:

08 564B.30 GRID POSTIONS FOR INTERNATIONAL EVENTS

The first heat of any UIM championship has to be authorised by the organisers. At all UIM titled events the following will apply.

- 1. The grid positions for the first heat / race or leg (Ultra Long-haul) of which ever discipline is run first will allocate pole position to the previous equivalent Championship overall winner if they are competing within the event. (Example World Champion takes pole position). All other Drivers will have their positions draw by a random method (out of a hat) at Drivers Briefing in front of the teams.*
- 2. If there are more than 12 boats in a class, the teams will be divided into groups; the teams should be evenly split (where possible) into groups irrespective of nationality. E.g. Position 1 into Group 1 - Position 2 into Group 2 - Position 3 into Group 1 etc. following the same allocation process until all teams placed. In the case of no previous championship placing's being available the groups will be determined using race numbers to draw their positions.*
- 3. Only the Driver's names are taken into account when forming the grid positions. Any Co-Drivers names are discounted.*
- 4. In the case of equal points (tie) for the final grid positions, the highest heat positions will be used (amount of 1st, 2nd, and 3rd respective). If there is still a tie, then a draw between the tied positions will take place in front of the relevant teams by the O.O.D. In the Surf and Circuit disciplines: If there is a draw in the overall final winning positions of that discipline, the equalising heats will be used using the highest heat positions gained to determine the winning order; if there is still a draw, the final heat result will be included in the calculation.*
- 5. Final Championship points: In the event of a tie in the points then the highest placed result in all three discipline finals will be used.*

564B.31 - POINTS & GUIDELINE TO ELIMINATING HEATS

In the event of there being more than 12 boats entered in the same class eliminating heats will be run in the M Shape (Surf) and Circuit discipline. In the Long-haul discipline single points will be used as all boats race together.

POINTS:

SINGLE POINTS

| | | | | | | | |
|-----|----|-----|----|------|---|-----------|---|
| 1st | 20 | 5th | 11 | 9th | 7 | 13th | 3 |
| 2nd | 17 | 6th | 10 | 10th | 6 | 14th | 2 |
| 3rd | 15 | 7th | 9 | 11th | 5 | 15th | 1 |
| 4th | 13 | 8th | 8 | 12th | 4 | PLUS 15th | 1 |

Guideline for eliminating heats for more than 12 in a class.

- 1. Each 'Group' must race a minimum of 2 heats.*
- 2. Each 'Team' should be in 2 groups per day.*
- 3. Each 'Team' therefore races a minimum of 4 heats and the top 12 boats in the class will race in the final.*
- 4. At Drivers Briefing all teams will be randomly drawn and put into groups for the morning and then redrawn for the afternoon heats.*
- 5. The winning team in each class from the previous discipline/equivalent championship will take pole position in their group for the first morning heat. The afternoon groups will use their grid positions that were randomly drawn at Drivers Briefing.*
- 6. After each heat the points will be added to a team's individual running total during the day.*
- 7. After the last heat the points will be added together and go towards their overall results and will confirm the top 12 positions who will compete in the final race. The final race is for double points, their points added to their existing heat points to confirm the overall positions from 1st – 12th place; then worked back at the end of the discipline to single points.*
- 8. All other teams below 12th place will take single points thereafter, to give overall final results.*

HEATS: START LAP PLUS 6 LAPS FOR CIRCUIT AND M SHAPE (SURF)
DISCIPLINES. START / 9

MORNING Heat 1 Heat 2 Heat 3 BREAK AFTERNOON Heat 4 Heat 5 Heat 6 FINAL

GROUP A 1 2 3

GROUP Y 4 5 6 THE TOP

GROUP B 1 2 3

12
BOATS

GROUP Z 4 5 6 OVERALL

564B.32 - DANGEROUS DRIVING

Dangerous or reckless driving will lead to disqualification from that heat or discipline. Intentionally causing damage to another boat or bodily harm to a competitor will result in disqualification from that discipline or the whole event at the O.O.D's discretion. Further penalties may be applied.

564B.33 - OVERLAP

I.If overtaking on the inside an overlap is only established when two boats are

- II. When overtaking from the outside an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to change direction without contact.
- III. The lead boat has the right of way until an overlap is established.
- IV. A safe overlap is the responsibility of the overtaking boat.
- V. An overlap can occur from left or right.
- VI. An overlap may not be established on the inside of the actual race course.

564B.34 - OVERTAKING

An overtaking boat shall keep clear of the boat that is being overtaken.

564B.35 - PASSING MARKS

When trying to overtake a boat on the inside, the Driver must anticipate the possible direction of the boat he is trying to overtake and must take all necessary action to avoid a collision.

- I. When passing a turn buoy and an overlap has been established, both boats must maintain a safe distance from each other and from the turn buoy.
- II. Once an overlap has been established the overtaking boat must give the overtaken boat room to clear any course markers.

DIAGRAM D: OOD Territory – area in which a race boat can cross but loses its ‘right of way’ to other racers (must give way in this area).

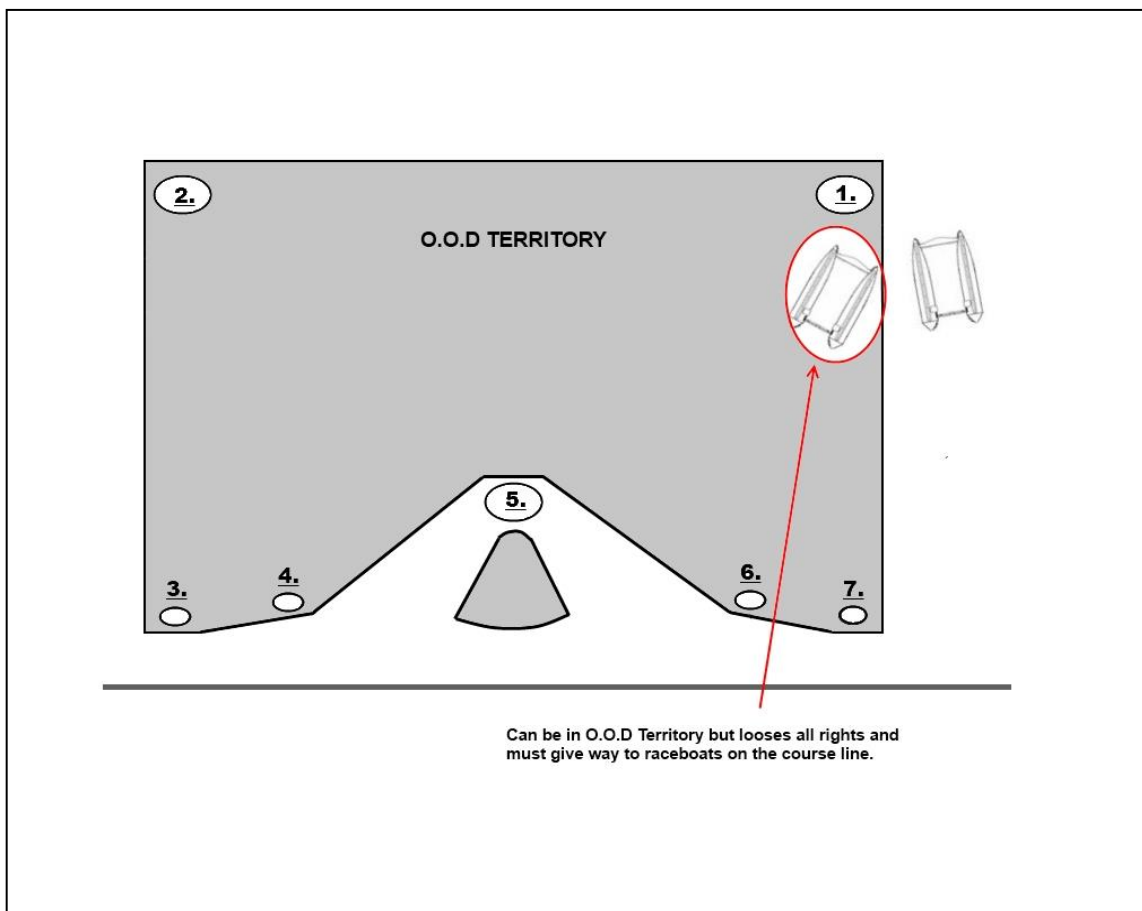


DIAGRAM E: Over Taking

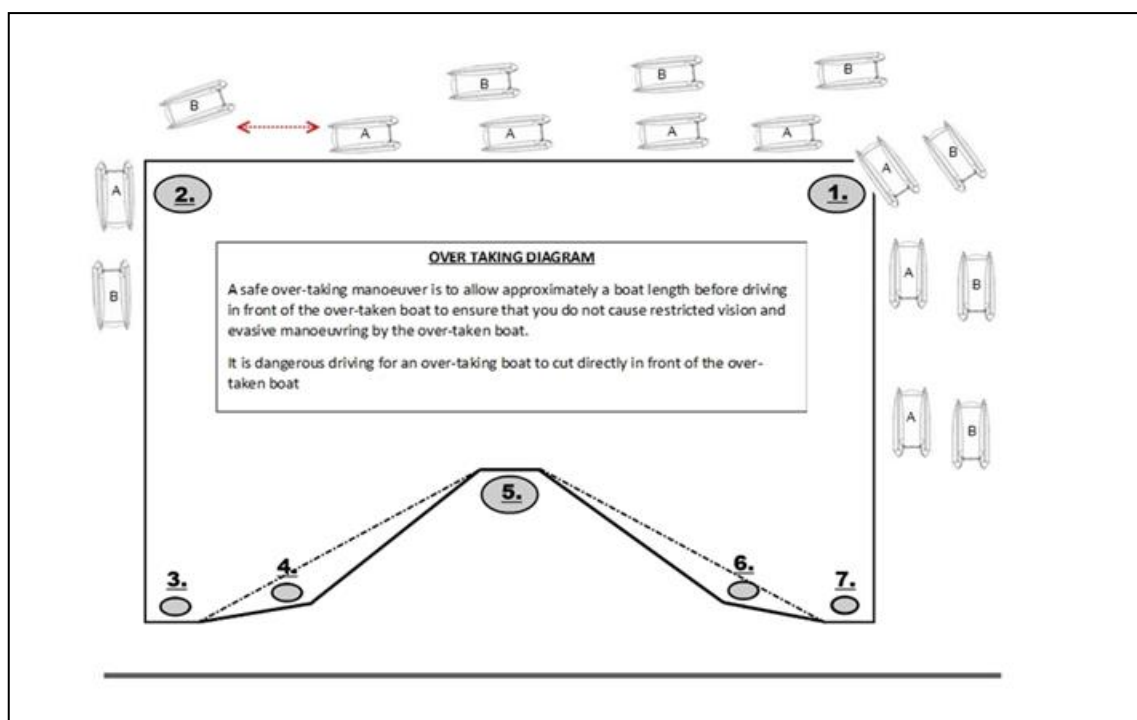
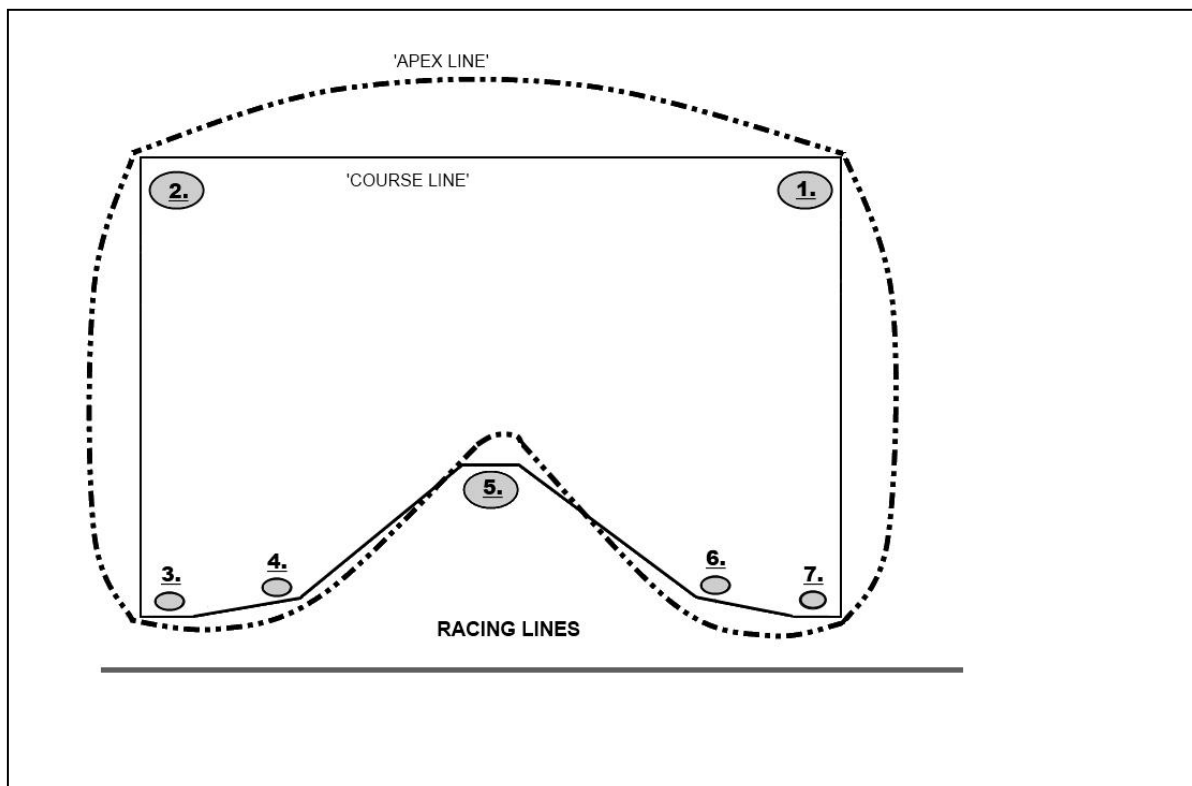


DIAGRAM F: Racing Lines



09 564C M SHAPE / SURF DISCIPLINE

564C.01 START M SHAPE (SURF)

The Race is 6 laps plus a start lap. The start will be explained at Drivers Briefing and will be as follows:

Option 1: BEACH WET START

- 1. Both Driver and Co-Driver will be out of their boat*
- 2. The kill switch plugged in and the engine off.*
- 3. Both hands of the Driver and Co-Driver must be on the anti-hogging rope.*
- 4. Both feet of the Driver and Co-Driver must remain on the ground at all times up to the green flag dropping.*
- 5. On the drop of the starter's green flag, the race will start.*
- 6. The Driver and Co-Driver must have both feet on the floorboard of their boat before the driver can start his engine.*
- 7. Failure to abide by any of these rules will result in a 2 point penalty deducted and being moved to the end of the grid.*
- 8. In the event of a boat not starting, the boat must withdraw from the water before the lead boat of the starting boats complete a full lap.*
- 9. Due to surf conditions, the start may be changed during the discipline after consultation between the O.O.D. and the Rescue Officer.*

Option 2: BEACH LE MANS

At the discretion of the O.O.D Le Mans starts maybe used whilst racing from the beach. This will depend on weather conditions and will be notified at Driver's briefing.

- 1. Boats must be held in a line on the water by either the Driver or the Co-Driver.*
- 2. The boats must be at least 2 meters apart.*
- 3. The Drivers / Co-Drivers should be lined up in such a way that they run an equal distance to their boats.*
- 4. Kill cords must be held at full arm's length in the air by the Driver.*
- 5. The Driver cannot start the engine until the Co-Driver is in the boat.*
- 6. The Co-Driver cannot start the motor.*
- 7. Motors can be started in or out of gear.*
- 8. Any team jumping the start by starting their engine before the Co-Driver is in the boat and does not have their feet on the floorboards will be moved to the end of the grid and given a 2 point penalty.*
- 9. A boat handler is permitted to assist with the holding of the boat in difficult conditions at the O.O.D discretions.*
- 10. In the event of a boat not starting the boat must withdraw from the water before the lead boat of the starting boats complete a full lap.*
- 11. The team can be disqualified if the assistant is still in the water when the first of the leading boats rounds the start/finish buoy for the first time.*

Option 3: DEEP WATER STARTS

- 1. Muster area will be defined either in race instructions or explained at the Drivers Briefing.*
- 2. Two minutes before the start of the race the start boat will raise and continue to display a 'Yellow Flag'.*
- 3. The boats must proceed to line up side by side.*
- 4. The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet.*
- 5. When the Start boat has crossed the fleet for the second time it will turn to face the racing line.*
- 6. At the start the boats must keep 20m behind.*
- 7. The yellow flag will go down and the green raised. This will indicate the start of the race.*

564C.02 START LINE

Any Driver not on the start line when the green flag is raised may not start that heat or any re-start of that heat. Any Driver that fails to start when the green flag is dropped may only enter the racecourse when it is safe to do so. This is only allowed if the leading boat has not completed one lap. One back-up crew per team

is allowed to assist at the start provided he is positioned opposite the Driver at the start **with the O.O.D's permission**. Only Drivers that were on the start line and even if they failed to start they can all still take part in any restart of that heat. Any Driver or Co-Driver jumping the start either by starting his engine early or not observing the feet on the ground rule, will receive a two point penalty deducted and be moved to the lower end of the grid. A second offence will mean disqualification from that heat.

564C.03 RESTARTS (SEE ALSO WET DRIVER RULE 564B.02)

Definitions: Re-start refers to re starting the race prior to the heat going live and goes back to the original starting grid of that heat. Re-run is once the heat has gone live. Re-run of a heat/final will be done either with a pace boat, all boats must muster at the area of buoy 2 (second turn buoy) and a green flag will be used, all boats must keep their positions as per the previous lap and follow each other closely. Boats are not allowed to overtake or change positions until the green flag is dropped. The official will monitor grid positions prior to the re-run. Any Driver changing positions during the run up to the starter or when under starter's orders will be given a 2 (two) point penalty or from the beach if the water is in good condition and a green flag will be used. All boats must keep their grid positions as per the previous lap. The official will monitor grid positions prior to the re-run. Any accumulative penalties will be carried over into any Re-starts / Re-runs. Laps will be reduced from 9 to 6 to 4 respectively.

1. **Re-start refers to re starting the race as the red flag has been raised before the last boat has passed the start/finish line.**
2. **The re start goes back to the original starting grid of that heat including the start lap.**
3. **Any accumulative penalties will be carried over into any Re-start.**
4. **No re-fuelling, or changing set-up and propellers can take place on a re-run or re-start.**
5. **Boats that are on the starting grid when the green flag drops can join a re-start**

564C.04 RE-RUN

Re-run: Once the heat has gone live.

1. **Re-run of a heat/final can take place from the beach or in deep water.**
2. **Deep water Re-Run: will be done with a pace boat.**
 - a) All boats must muster at the area of buoy 1 – see diagram G.
 - b) A green flag will be used to start the re-run from the pace boat.
 - c) All boats must keep their positions as per the previous lap and follow each other closely.
 - d) Boats are not allowed to overtake or change positions until the green flag is dropped.
 - e) Any Driver changing positions during the run up to the starter or when under starter's orders will be given a deduction of a 2 (two) point penalty
 - f) On a deep water start the chicane is missed out, unless otherwise directed at Drivers Briefing from the OOD.
3. **Beach Re-Run: if the water conditions allow, using a green flag to start. All boats must keep their grid positions as per the previous lap. The procedure will be the same as a standard start but without the start lap.**
4. **The officials will monitor grid positions prior to the re-run.**
5. **Any accumulative penalties will be carried over into any Re-starts / Reruns.**
6. **Laps will be reduced from 9 to 6 to 4 to 2 respectively, unless the OOD reduces laps on the grounds of safety.**
7. **No re-fuelling, or changing set-up and propellers can take place on a re-run or re-start.**
8. **Boats that do not start the race cannot join a re-run**

O10 564D CIRCUIT DISCIPLINE

564D.01 START: CIRCUIT.

The race is 6 (Six) laps plus a start lap (part of the long lap), followed by a short lap which is the first of the 6 (Six) laps, you cannot use either of these laps, nor the last lap as an equalising lap. The start, all Drivers must

keep their line, *maintaining their lane* to and through the first turn. Drivers must not change lanes in front or behind other Drivers until they have passed and rounded the first

buoy, or they will receive 2 (two) penalty points or be disqualified from that heat by the O.O.D.

564D.02 FLAG OR JETTY START FROM PONTOON. CIRCUIT

Starts will utilise two flags system with both Drivers and Co-Drivers in their boats. Both flags are raised and on dropping the first flag, the engine can be started in neutral. On dropping the second flag, forward gear may be engaged and the race starts. All drivers must complete a "part of a long lap" as the start lap, followed by a short lap as the first of the *the 6 (six) lap heats or 9 (nine) lap final*. This does not count as one of the compulsory equaliser laps. If a boat jumps the start for the first time, a two point penalty deduction will be given and moves to the end of the pontoon. If the same boat jumps the start again, they will be disqualified from that heat. If another different boat also jumps the start after a previous jumped start, that boat will then be moved to the end of the grid next to the first offender.

564D.03 EQUALISER LAPS

1. *A 6 lap heat - 1 lap of the equalizer circuit must be taken between lap 2 and 5 - Failure to do the equalizing lap will result in disqualification from that heat.*
2. *A 9 Lap Final heat - 2 laps of the equalizer circuit between lap 2 and 8. Failure to do 2 equalizing laps will result in disqualification from that heat.*
3. *Equalizer laps must be completed after the first lap and before the start of the final lap. If the equalizer lap are taken on the 1st or last lap a 3-point penalty will apply.*
4. *If the laps are reduced to 6 or 4 only 1 equalizing lap is required.*
5. *Boats taking extra equalizer laps within the permitted laps will not be penalised.*

564D.04 RESTARTS

Return to the Start line and resume the original grid positions for a restart procedure unless

1. ***Re-start refers to re starting the race as the red flag has been raised before the last boat has passed the start/finish line.***
2. ***The re start goes back to the original starting grid of that heat including the start lap.***
3. ***Any accumulative penalties will be carried over into any Re-start.***
4. ***No re-fuelling, or changing set-up and propellers can take place on a re-run or re-start.***
5. ***Only the boats that are on the starting grid when the green flag drops can join a re-start. The boat causing the stoppage doesn't score or go into any restart.***

564D.05 RE-RUN

Return to the Start line and resume the original grid positions for a restart procedure unless, If more than 2/3 of the race has been completed (full laps rounded up) and all boats have completed ALL their equalizer laps, by all the boats running, there will be no Re-run and the results will be taken in the order that the boats last passed the finishing buoy/line. The boat causing the stoppage doesn't score or go into any **re-run**.

O11 564E LONGHAUL DISCIPLINE

564E.01 TIMES

All Longhaul events will be run on timing.

564E.02 LONGHAUL STARTS

Dependent on the discipline (Inland, Offshore or Ultra) the start procedure can be Surf (564C), Circuit (564D) or Deep water starts. This needs to be clarified by the O.O.D at Drivers Briefing.

DEEP WATER STARTS

Muster area will be defined in race instructions and explained at the drivers briefing, two minutes before the start of the race the start boat will raise and continue to display a 'Yellow Flag', the boats must proceed to line up side by side. The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet; when the start boat has crossed the fleet for the second time it will turn to face the racing line, the yellow flag will go down and the green raised:

1. *Muster area will be defined either in race instructions or explained at the Drivers Briefing.*
2. *Two minutes before the start of the race the start boat will raise and continue to display a 'Yellow Flag'.*
3. *The boats must proceed to line up side by side.*
4. *The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet.*
5. *When the Start boat has crossed the fleet for the second time it will turn to face the racing line.*
6. *At the start the boats must keep 20m behind.*
7. *The yellow flag will go down and the green raised. This will indicate the start of the race.*

564E.03 SAFETY EQUIPMENT

In a Longhaul event the following safety equipment is the minimum requirement and must be carried at all times. All equipment should be clearly marked with the boat number. The advance race instructions must state what equipment is required dependent on the type of Longhaul including the option to allow props and other maintenance equipment on the boat. All equipment including water must come back complete.

Circuit Longhails: Toolkit – flip kit with a minimum of: (all to be kept in a dry sealed container).

1. *Easy start spray (or similar product)*
2. *Number 7 flexible socket*
3. *3 x dry spark plugs*
4. *Spark plug spanner*
5. *Phillips screw driver*
6. *First Aid kit*
7. *Paddles x 2 (two) attached to the boat*
8. *Orange flag min 0.6 x 0.4 m and means of hoisting to indicate retirement*
9. *VHF radio or mobile phone in waterproof case – fully charged*

10. *Emergency water 2 x 1lt and 2 x energy bars (glucose or similar), these must come back still sealed and not opened – they are only as an emergency.*

Ultra Longhails: The organizers may require competitors to carry the above plus any of the following:

1. *Pencil flares x 6 (in date)*
2. *1 m x 3 m ID sheet for boats whose pontoons are not red, yellow or orange in colour,*
3. *Anchor 1.5 kg with chain 2 m (min 4 mm thick),*
4. *anchor rope x 30 m,*
5. *a drogue anchor,*
6. *space blankets x 2,*
7. *1000ft flares x 2.*

564E.04 BEACH STOPS

Not doing the required number of beach stops will result in disqualification. Boats are to beach as per the O.O.D instructions at Drivers Briefing. 'High-speed' drops are not allowed onto the beach; a 10 minute penalty can be given by the O.O.D if team is deemed dangerous. At all beach stops the motor must be shut-down and the boat must remain in the waterline, the Co-Driver must not leave the boat till the engine must be killed until such time that the Co-Driver has returned. Not shutting-down the engine at beach stops will result in a 10 minute time penalty. The Co-Driver must leave and enter via the side of the boat only, entry or exit via the stern or bow of the boat will result in a 10 minute penalty. Back-up crews may assist at the discretion of the O.O.D. No interference by any competitor or his back-up crew with another competitor on a beach stop is allowed. Any obstruction of any kind will be penalised with a disqualification from the race.

1. ***Not doing the required number of beach stops will result in disqualification.***
2. ***Boats are to beach as per the O.O.D instructions at Drivers Briefing. 'High-speed' drops are not allowed onto the beach; a 2-point penalty can be given by the O.O.D.***
3. ***At all beach stops the motor must be shut-down and the boat must***

4. *The Co-Driver must leave and enter via the side of the boat only, entry or exit via the stern or bow of the boat will result in a 2-point penalty.*
5. *A single back-up crew may assist with handing the spare fuel tank to the driver and taking away the empty tank but they must not assist with connecting or assisting with the boat ! engine in any other way. The O.O.D may allow further assistance with holding the boat in rough! windy conditions, this will be agreed at Drivers Briefing.*
6. *No interference by any competitor or his back-up crew with another competitor on a beach stop is allowed. Any obstruction of any kind will be penalised with a disqualification from the race.*

DIAGRAM G: Guide to Surf Course Layout

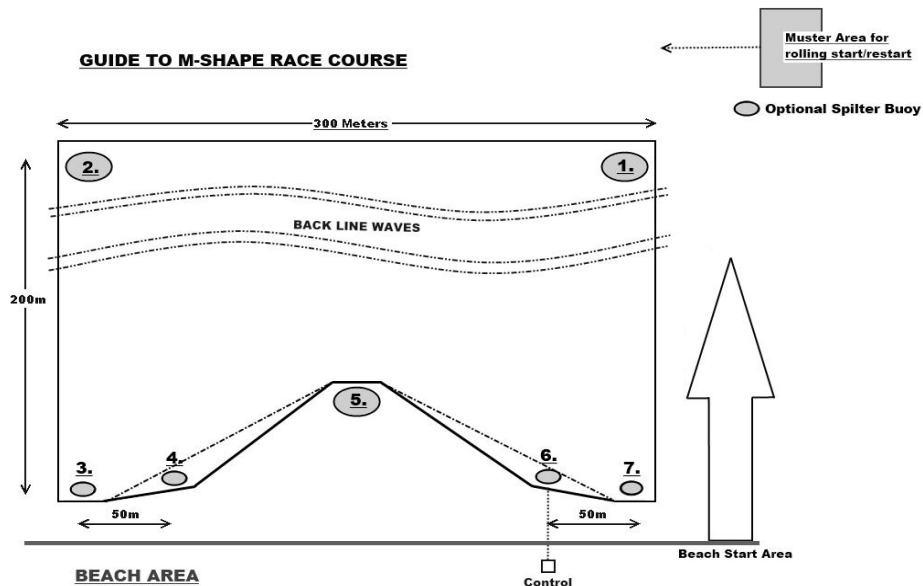
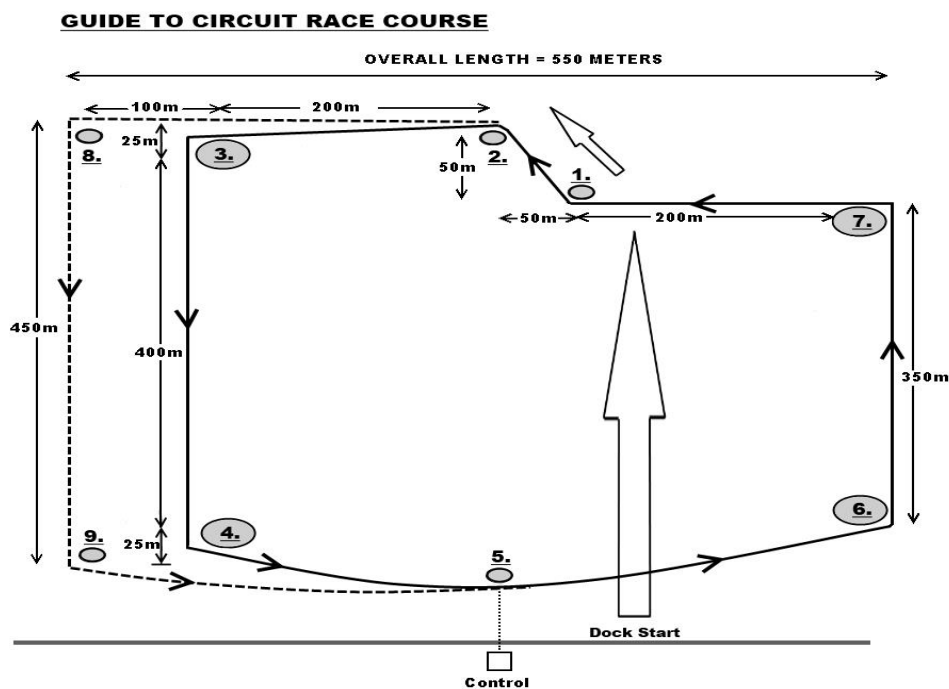


DIAGRAM H: Guide to Circuit Course Layout



P GENERAL RULES – OPERATIONAL INFO FOR ORGANISERS

All powerboat races in the UK are organised and run by RYA/ORC approved Powerboat Racing clubs. A list of all current powerboat racing clubs can be found in section A2 Races or events organised by any other organisation not contained on this list are not approved by the RYA and all such events will be treated as non-approved races and competitors and officials who participate in such races will be penalised in accordance with rules.

P1 NON-APPROVED RACES

No competitor or RYA official can participate in a powerboat racing event that is not calendared or sanctioned by the National Authority or the UIM (where applicable) The RYA will, with immediate effect, suspend all such licence holders and officials from all future events and will notify the UIM of all such suspensions if their participation is identified.

In the case of an international meeting being organised by a club which is not recognised by the National Authority and which has not asked permission to organise such a meeting, the National Authority will:

Notify the organising club that the drivers and RYA officials may be suspended and;

Notify the Competitor or RYA officials that they may be suspended, if they take part in international or UK races not approved by the local National Authority.

In all cases the local National Authority may request the UIM to extend any suspension or sanction is extended to other countries.

Powerboat races are classified under the following definitions:

P2 CLUB EVENTS

Club events should be submitted to the RYA for the approval of the relevant committee and inclusion to the calendar. All Race Instructions and entry should be in accordance with the templates provided by the RYA.

P3 NATIONAL EVENTS

National events should be submitted to the RYA for the approval of the relevant committee and inclusion to the calendar. All Race Instructions and entry should be in accordance with the templates provided by the RYA.

P4 UIM INTERNATIONAL ORDINARY EVENTS

Clubs must submit an application to host a UIM International Ordinary Invitation race to the RYA as soon as possible, this application will then be passed to the UIM for approval. Approval will be refused if the classes applied for clash with dates of World or Continental Championships for the same classes. Organising clubs will be required to pay the UIM registration fees in advance of the event to the RYA, failure to do this will result in the application being terminated by the RYA.

P5 UIM WORLD OR CONTINENTAL CHAMPIONSHIPS

Clubs must submit an application to host a UIM International World or Continental Championships to the RYA at least two months before the next UIM General Assembly. The RYA will consider the application and the suitability of the club to host the event and if approved by the ORC/PBRC the RYA will submit an application to the UIM. Organising clubs should remember that it is the UIM who allocates World and Continental Titles. The UIM awards these events to Nations on a strict rotational basis ie if a Country hosted a Title in the previous year it is unlikely to be awarded the same title the following year. Once the allocation of a Titled event has been confirmed by the UIM the RYA will notify the organising club and an invoice will be sent to the club for the UIM Registration fee, this

must be paid immediately and failure to do so will result in the application being terminated by the RYA. In some cases the RYA may require the club to provide a security bond before the application is made to the UIM.

Race instructions must be submitted in accordance with current UIM requirements as per UIM Rule 202. Advanced notice is required 6 months prior to the event with Race Instructions submitted to the UIM at least 45 days before the event.

P6 NOTIFICATIONS

A club which is organising an International event shall give notice of its requirements to overseas competitors in the Advance Notice/Race Programme.

P7 LOGOS

The RYA logo must be placed on all promotional literature & official documentation concerning National Racing and the UIM and RYA logos on literature concerning International racing.

P8 NATIONAL & OFFSHORE RACE TRAINING

Powerboat race training must be conducted in accordance with the requirements set out in RYA PB3.

It is highly recommended that that all training / testing sessions are carried out during calendared and controlled events by RYA Affiliated Clubs. Competitors carrying out unofficials tests are advised to seriously consider the equipment and safety precautions advised in PB1 and assess their suitability in applying the requirements to the activity they are taking part in.

P9 RACE ORGANISATION

P9.1 Definition of Events

- (1) **International** competitive events which are those inscribed on the International calendar published by the UIM and open to competitors holding an International licence as issued by their National Authority. Only international licence holders may race in international event.
- (2) **National** competitive events which are those inscribed on the National calendar published by the RYA and open to competitors holding an RYA licence
- (3) **Club** competitive events. Such events may only take place on a restricted course as laid down by the RYA. For Club competitive events competitors shall hold an RYA Licence
- (4) **Demonstrations and displays** - drivers must be current RYA licence holders. Officials must be currently registered with the RYA. Rescue and patrol craft must be in place.

P10 GENERAL RULES FOR ORGANISING RYA NATIONAL, CLUB RACES & UIM RACES

Mandatory Minimum Requirements For RYA National Offshore Races, Club Races and UIM International Races

FACILITIES & EQUIPMENT

- a) All safety boats must be equipped to a minimum standard acceptable to the RYA Safety Officer, OOD and organising club. All safety boat crews must wear life jackets at all times, minimum age of crew manning safety boats 18 years. Juniors are permitted to assist in manning marshal boats and observer boats with the approval of the OOD. Minimum number of Safety boats as stated and must be linked by VHF radio and where possible mobile telephone to a dedicated Race Control manned by experienced race personnel.
- b) Medical Officer: National and Basic racing must have at least a paramedic currently registered with the Health Professions Council. See website: <http://www.hpc-uk.org/> or a doctor with Experience in contemporary trauma care – preferably in the pre-hospital setting. Please refer to document: Powerboat Racing Medical Services terminology, in the master stationary pack.
- c) Adequate First Aid facilities must be provided suitable for the venue and size of the event. Please refer to document: Powerboat Racing Medical Kit Requirements, in the master stationary pack.
- d) A media spokesperson must be appointed at all events by the race organisers and noted on the race instructions
- e) Race organisers must have a copy of the major incident guidelines available at all times.
- f) Organisers must comply with any specified environmental requirements
- g) No transference of fuel, smoking or naked flames to be allowed in the pits area.
- h) Fire point signs and adequate fire fighting equipment to be provided in pits and in crane area.
- i) Adequate no smoking signs to be displayed around the pits.
- j) Adequate office facilities for Race Administration and Secretariat.
- k) When race boats are being craned in and out of the water prior to, during or after a race, the boat must be craned unoccupied. The arrangements for craning must be so organised that on no account will the craned boats pass over the head of any person, any boat or any equipment. Personal hard hats or racing helmets must be worn by all personnel in the craning area. Craning areas shall be cordoned off for safety.
- l) Caution flags must be used to warn drivers of accidents or danger. If used they shall be provided to all on water safety assets as specified by safety officer and OOD. The colour of caution flags shall be yellow; abort race flags shall be red.

RECOMMENDED MINIMUM CRITERIA FOR NATIONAL, CLUB & UIM EVENTS

P10.1 FACILITIES & EQUIPMENT

- a) Fresh water supply and hoses.
- b) Effective marshals team with an understanding of first response fire fighting techniques.
- c) Restricted area for:
 - d) Damaged boats awaiting inspection by Scrutineers or officials.
 - e) Fuel spillage or fuel transference.
 - f) Minimum of 2 divers to be available to be called as necessary to the slip and/or crane during and after the race. Water suction pumps of sufficient capacity should be available at the retrieval area.
 - g) Sufficient cranes (in a restricted area) for the type and number of boats entered, with if possible, one to seaward of any lock or marina sill. Sufficient launching vehicles to suit type and number of boats entered.
 - h) Suitable boat and car parking arrangements.

- i) Pontoons for boats mooring to suit number of entries is recommended.
- j) Security for boats during event.
- k) Sufficient electricity, telephones, rubbish bins, floodlights (where possible), catering facilities, toilet and washing facilities should be readily available.
- l) Suitable protected area for engine inspection and engine stripping (covered).
- m) Mooring facilities should be reserved for Rescue boats, and restricted access is recommended.
- n) A private (quiet room) area should be available for any personal problems e.g. relatives and/or friends after an accident.
- o) A Press centre on site is recommended.
- p) A suitable area for a protest hearing.
- q) Briefing area, restricted for drivers' briefings, safety briefings and press conferences.
- r) Suitable arrangements to be made for prize giving and social events.
- s) Good sign posting on approach roads to an event is recommended.
- t) A dedicated telephone number for Race Control shall be displayed in Race Administration.
- u) An undercover facility for post-race engine stripping should be provided at all National and International races. This facility should be large enough to cover the aft end of a typical competing boat. There should be power and light and a bench/table with a vice (a Workmate type of bench is acceptable). There should be a polythene sheet available large enough to cover the engine bay of an inboard installation to enable inspection.
- v) Safety boats, marshal boats observer boats and tow boats should be identified with an RYA Officials flag; flags are available from the RYA on request.

Q RACE & COURSE INFORMATION

To ensure the required criteria for organising powerboat racing events is met. Race organisers must complete and distribute the following information.

- A fully completed Race Instruction Contact List in accordance with the standard template. Displayed at Race Race Control and distributed to the officials.
- A full set of Race Instructions in accordance with the standard template and guidance notes provided in the master stationery pack. Circulated 28 days before your event and displayed at Race Control for all to review.
- A comprehensive Risk Assessment covering both on land and on water risks associated with the event. Displayed at race control and available for all to review.

Q1 COURSE REQUIREMENTS

- a) **Course** - The course must have no obvious safety hazards and possess inherent safety integrity e.g. no conflicting directions, 180° reciprocals, proximity of harbour entrances, moorings, etc.
- b) **First Turn Mark** – it is mandatory for classes in which juniors and novices race for the first turn mark to be made as “soft” as possible, additional turn marks may be used to achieve this. Turns of 90° or more are not acceptable in any class.
- c) **Distances** - Distances must be measured and given from proposed start line to first turn mark, from each turn mark to the next turn mark, total lap distance/s and total race distance relevant to each class racing i.e. National, Club, sub-divisions, etc. The distance from the muster area to the first turn mark must be shown on all applications
- d) **Laid Marks** - all laid marks must have their proposed positions clearly stated (Lat & Long)
- e) **Proposed Safety Network** - The proposed Safety network should be defined as well as the radio channels to be used. Organisers are reminded to ensure that they comply with OFCOM licencing requirements for use of radio channels
- f) **Race Instructions** - It should be clearly stated that the race will be run in accordance with the RYA rules applicable to the current year.
- g) **Race Officials** - Race officials may not take part as a competitor at any event they are officiating at. The RYA or Relevant committee reserve the right to appoint / substitute officials to specific events.
- h) **Trainee Officials** - Race instructions must include the names of any trainee officials and the capacity in which they are being trained. Trainee officials can only be appointed to one position at each event and can only be trained by an officials who has been qualified for more than one year.
- i) **Start & Abort Procedures** - should be in accordance with the PB1 rules.
- j) **Fees** - All organising clubs must be affiliated to the RYA, approved by the ORC and all dues fully paid.
- k) **Organisers Responsibility** - Organising clubs are reminded that it is their responsibility to ensure that all RYA rules and requirements relating to the organisation of Powerboat Racing events are complied with.

Q2 RACE DISTANCE

Q2.1 Race distances

General Rules for Organising RYA National & Club Offshore Races Lengths of National / Club Races (excluding P1 & Thundercat) Race lengths may under exceptional circumstances may be altered by prior agreement of the relevant committee.

| Class | Nautical Miles (NM) |
|------------|---------------------|
| Marathon | 75 -180 NM |
| V-24 | 30 - 70 NM |
| Class 3 | 30 – 70 NM |
| Club Class | 30-70 NM |

Q3 LAP LENGTHS

| Class | Maximum number of Boats on Course | Minimum Lap Distance (NM) |
|--|-----------------------------------|---------------------------|
| Class 3A/B/C | 12 | 1.7 |
| Z150 | 12 | 1.7 |
| P1 SS 250 | 10 | 1.7 |
| | Short Lap | 1.4 |
| V24 | 10 | 1.7 |
| Marathon | 10 | 8.0 |
| RIB | 10 | 3.0 |
| Club Class 1 | 10 | 1.7 |
| Club Class 2 | 10 | 1.7 |
| Club Class 3 | 10 | 1.7 |
| Club Class U | 10 | 3.0 |
| <ol style="list-style-type: none"> 1. Clubs running races on closed waters i.e. Cardiff must contact the RYA for information on course design & number of boats permitted. 2. Minimum Lap lengths may be changed by the RYA at anytime 3. If National & Club Class boats are racing at the same time, there must be 2 separate courses (1 National & 1 Club ie: course within a course) 4. If maximum numbers are exceeded please contact the RYA to determine your revised course length. | | |