



**V24**  
**INTERNATIONAL RULES**  
**2010**

# UK NATIONAL RULES FOR V-24 CLASS – 2010

## V1. GENERAL

1.1 The general offshore racing rules are to be applied. In cases of conflicts between general rules and class rules and specification, the class rules have precedence.

## 1.2 SPIRIT OF THE RULES

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 boat building and in the art of extracting still more power from highly stressed machinery. Boats are to be alike, no modifications are allowed except the points outlined below.

The V-24 Class boat has unique safety features, a reliable serial-produced power unit and is intended to provide good sport with a minimum of maintenance and repairs.

## 1.3 MEASUREMENT CERTIFICATE

Registering a race boat with the RYA and the RYA Measurement Certificate MEASUREMENT PROCEDURE

- a) All offshore racing boats in V24, must be measured by an approved RYA Measurer to ensure compliance with the rules of the class.
- b) All engines must be homologated with the UIM and must be listed on the current list of engines eligible for use in V24.
- c) Competitors should contact the RYA Powerboat Racing Department to acquire a measurement form or download one from the Powerboat Section of the RYA website.
- d) Details of approved measurers can be obtained from the PBR Dept or on the powerboat racing section of the RYA website.
- e) Any person involved in the building of the hull or motor is not to act as the Measurer for that craft.
- f) On completion of the Measurement procedure the measurer will sign the completed Measurement Certificate application form. The boat owner signs the owners declaration and the form is then returned to the RYA with the appropriate fee. The RYA will then process the form and then issue a Measurement Certificate valid for the current season along with the Engine Homologation papers. The measurer may highlight any minor works to be completed, completion of this work will be checked by the scrutineer.
- g) This form must be returned to the RYA and received at least 7 days before a craft is due to race. Special dispensation may be granted by the RYA Powerboat Racing Department in the cases of force majeure
- h) A Hull Identification Number, or a unique number, must be engraved into the production gel of the transom of all newly measured boats. Lettering to be 5-6mm and easily visible without removal of fittings.
- i) Boats previously raced but acquired by a new owner must have a new measurement certificate applied for in the new owners name. To do this, send in the old measurement certificate with the new details attached and the current renewal fee. (This ensures transfer of ownership without the necessity of a full remeasurement.)

NB. Any changes made following the issue of a measurement certificate

must be noted by the RYA measurer or scrutineer at the event and written on the certificate.

**1.4 UIM V-24 CLASS PLAQUE**

In order to obtain the measurement certificate necessary for a V-24 class boat, it must be built by a UIM certified boat builder and carry the UIM plaque fixed to it by the builder.

Boats not having a UIM V-24 class plaque are not to be measured and are not to have a measurement certificate.

**1.5 HOMOLOGATION FILE**

The UK Homologation file is to be distributed by the RYA as National Authority in the same way as other homologation files.

To be valid, a homologation file must have original RYA (not copied) stamps on every page.

**1.6 OWNERSHIP OF BOATS**

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

The intention is to allow the boat itself to be entered in a championship series and accrue points, irrespective of who drives in the races.

**1.7 COURSES**

V-24 Class boats are intended to race in open and unprotected waters on courses similar to Class 3 boats.

**1.8 ECU BOX**

Technical inspectors are allowed to switch by lottery the engine ECU box between boats.

The V-24 race committee reserve the right to switch ECU's from any boat it chooses.

**V2 MODIFICATIONS ALLOWED**

**2.1** The Volvo 5.7 GXi engine may not be modified in any way, including the ECU.

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:

**2.2** Changes in spare parts are allowed as long as no performance gain is obtained by using the new part. Spark plugs may be changed for any other.

**2.3** The propellers may not be hidden from competitors at the race venue when fitted to the out drive. Only Volvo Penta E2 duo props are permitted, these may be modified. The Volvo Penta E2 markings must be clearly visible on each propeller.

**2.4** It is permitted to fit flat anchor plates for bolting the dash to the deck and the fitting of aerials is permitted. It is permitted to add extra deck equipment for mooring and hand-holds. No extra deckware may provide aerodynamic lift.

**2.5** The crew must be seated side by side. Internal cockpit arrangements are free as long as both crew members have free and unobstructed access to both doors. No sharp edges or protrusions are allowed anywhere.

Steering wheel, instruments, choice of power trim button placement on dashboard, throttle and footrests are free.

- 2.6 On-board cameras are allowed as long as they do not interfere with visibility.
- 2.7 Air conditioning systems may be fitted.
- 2.8 The replacement of nuts, or the addition of lock nuts, drilling and wiring, split pinning or keying is permitted.
- 2.9 It is permitted to fit water drain off's from the engine exhaust manifolds – no performance gain, only available from the V-24 builder.
- 2.10 It is permitted to fit a water pickup to spray water onto the top of the gear case only – no performance gain, only available from the V-24 builder.
- 2.11 It is permitted to fit hard engine mountings – no performance gain, only available from the V-24 builder.
- 2.12 It is permitted to add rubber hose to the end of the exhausts.
- 2.13 It is permitted to fit exhaust couplings – no performance gain, only available from the V-24 builder.
- 2.14 Any engine lubricant or drive lubricant may be used.
- 2.15 Boats running 'silent exhausts' are allowed to compete in all V-24 events, provided all other specifications are met.

### **V3. FUEL**

- 3.1 Fuel regulations according to UIM Rule 504

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.

### **V4 IDENTIFICATION**

- 4.1 Class identification letter is "V". Size and positions of the race number are according to PB1 rule G13, except that numbers on the foredeck are not required.

### **V5 SAFETY**

- 5.1 The V-24 Class boat is an approved one-design class. Consequently the only 508 rules which apply are:
  - 508 paragraph 3,
  - 508.01 – Cockpit Evacuation & Immersion Test,
  - 508.12 – Divers' grab handles,
  - 508.17 – Air supply,
  - 508.18 – Flood tubes,
  - 508.20 – Strobe light,
  - 508.22 – Restraint System (harness), (See 5.5 below)
  - 508.23 – Steering wheel,
  - 508.24 – Rear view mirrors, (See 5.6 below)
  - 508.26 – Racing Vests, (See 5.7 below)
  - 508.27 – Water activated light.

Boats must always comply with the homologation sheet.

Each boat should be weighed at the end of each race. Minimum weight is 1490 kg including crew, boat, safety gear and residual post-race fuel, but not water ballast and excluding strops. The teams needing to add weight must either permanently fix it under the seats in the cockpit or under the cockpit liner.

- 5.2 All V-24 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 black and be at least 7 cm high.
- 5.3 Canopy hatch handles and release mechanisms 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.
- 5.4 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-Out" written in red/orange must be clearly visible from the outside.
- 5.5 The Restraint System must be according to UIM rules 508.22 to 508.23. Attachment points shall be as shown in the homologation specification - diagram.
- Cockpit seats must be fitted with rear of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the restraint compartment.
- 5.6 Rear View Mirrors: All V-24 Class boats must have two rear view mirrors fitted. Mirrors must have a minimum area of 60 sq. cm. These may be of any design.
- 5.7 Racing Vests must conform to RYA Rule E29 (latest version)  
Helmets must conform to RYA Rule E28 (latest version)  
Air Supply must conform to UIM Rule 508.17.

(a) PROTECTIVE HELMETS

- (a) Full face or open face 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 and during racing and practice or testing. Helmets may be removed during the race if the boat is adrift or at anchor with engines stopped or idling.
- (b) It is mandatory to wear a helmet made to a minimum standard to include UN ECE22-05 or Snell M2000, or M2005 or Snell SA2000 or SA2005. Helmets must have temple protection and must be coloured "orange"
- (c) The efficiency of a helmet is the sole responsibility of the wearer
- (d) When a helmet is first produced for scrutineering the wearer must prove compliance with the above standards; this may be by means of product literature. Once the Scrutineer is satisfied, the helmet will be marked with a "local National Authority helmet approved date sticker". Proof of compliance will then no longer be required for subsequent races until the following season.
- (e) It is recommended that helmets are replaced when they reach five

years old from date of manufacture.

- (f) Chin straps must be in good condition and operative.
- (g) Helmets must be devoid of dents or splits.
- (h) Helmet visors must be in good condition and devoid of cracks and easily detachable (i.e. not bolted down).

(b) **RACING VESTS AND LIFE JACKETS**

- (a) Racing Vests must be worn at all times by all persons on board whilst on the water.
- (b) The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:
- (c) 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.
- (d) Where zips are used as a means of closure they must be in working order.
- (e) Tears or rips or bad repairs are not permitted.
- (f) Vests must be at least 70% orange, Red or yellow or have orange, Red or yellow panels.
- (g) Vests must not be able to ride up over the wearer's head, and must be secure to the body.
- (h) The disposition of the buoyancy must be such as to ensure that an unconscious person will float face up in the water.
- (i) Auto inflation racing vests (lifejackets) are not permitted

5.8 Flares, anchor and warps must all be carried in the safety box in the bow.

5.9 It is a rule requirement that the overtaking boat will give way, and this rule will be firmly enforced.  
Any contact between boats during a race will mean that the boats involved will be penalised, and this may include disqualification. This includes the claimed innocent party.

**V6 EQUIPMENT**

6.1. Safety equipment according to UIM rules 715.01 through to 715.12, excluding 715.06.

Each organiser can, in the advance programme, specify additional safety equipment necessary for their race.

6.2 Fire Extinguishers – An automatic system with minimum capacity of 2 kg must be fitted in the engine compartment, plus a minimum of one 2 kg extinguisher immediately accessible to the crew.

6.2 It is permitted to use electronic positioning fixing systems. It is forbidden to interface any of this equipment to the steering system.

**V7 CREW**

The minimum age of the crew is 18 years old. Number of crew members is 2.

**V8 ENGINE SEALS**

Every boat's engine must be sealed and the seal checked by the Event Chief Scrutineer.

If a seal is broken in connection with an engine repair, the engine must be checked against the rule requirements by a RYA Senior Scrutineer when the engine is re-assembled and re-sealed by him. The kind of seal used must be noted in the measurement certificate.

## **V9 CHAMPIONSHIP POINTS**

- 9.1 Boats can only be disqualified for dangerous driving or technical infringements.
- 9.2 Points will be awarded to all boats that cross the start line, excluding DQ'd boats.  
The 70% rule does not apply to this class.
- 9.3 Boats that do not finish the race and boats that make an infringement of the course will be awarded points relative to their distance raced correctly – i.e. the point of their retirement or their first course error.
- 9.4 Points awarded for each race will be 400 points for 1<sup>st</sup> place, reducing by **10%** for each subsequent position.

## **V8. Registering a race boat with the RYA and the RYA Measurement Certificate**

### **MEASUREMENT PROCEDURE**

- a) All offshore racing boats in Class 3, must be measured by an approved RYA Measurer to ensure compliance with the rules of the class.
- b) All engines must be homologated with the UIM and must be listed on the current list of engines eligible for use in Class 3.
- c) Competitors should contact the RYA Powerboat Racing Department to acquire a measurement form or download one from the Powerboat Section of the RYA website.
- d) Details of approved measurers can be obtained from the PBR Dept or on the powerboat racing section of the RYA website.
- e) Any person involved in the building of the hull or motor is not to act as the Measurer for that craft.
- f) On completion of the Measurement procedure the measurer will sign the completed Measurement Certificate application form. The boat owner signs the owners declaration and the form is then returned to the RYA with the appropriate fee. The RYA will then process the form and then issue a Measurement Certificate valid for the current season along with the Engine Homologation papers. The measurer may highlight any minor works to be completed, completion of this work will be checked by the scrutineer.
- g) This form must be returned to the RYA and received at least 7 days before a craft is due to race. Special dispensation may be granted by the RYA Powerboat Racing Department in the cases of force majeure
- h) A Hull Identification Number, or a unique number, must be engraved into the production gel of the transom of all newly measured boats. Lettering to be 5-6mm and easily visible without removal of fittings.
- i) Boats previously raced but acquired by a new owner must have a new measurement certificate applied for in the new owners name. To

do this, send in the old measurement certificate with the new details attached and the current renewal fee. (This ensures transfer of ownership without the necessity of a full remeasurement.)

NB. Any changes made following the issue of a measurement certificate must be noted by the RYA measurer or scrutineer at the event and written on the certificate.

## **Racing Regulations**

### **V9. Drivers' Responsibility**

- The driver accepts responsibility for every eventuality that may occur as a result of entering a race. It is the driver's sole and ultimate responsibility to decide whether or not to start or continue in a race once he has passed scrutineering.
- (a) It is forbidden to start the motor with the propeller rotating in the air.
  - (b) ALL SMOKING OF ANY TYPE IS PROHIBITED IN THE PIT AREAS.
  - (c) Adequate signs will be posted to this effect and the rule will be rigorously applied by pit marshals.

### **V10. Scrutineers' Inspections**

- Scrutineers shall work with the current RYA scrutineering list as a guide and equipment listing.
- (a) Scrutineering does not constitute a condition survey of the boat. 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.
  - (b) Any incomplete entry may, at the scrutineers' discretion, be put back to be re-examined later if time permits. 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.
  - (c)
  - (d)
  - (e)

### **V11. Pre- Race Declarations**

- (a) For racing in the UK and Republic of Ireland, all crew members who are racing shall sign the RYA Indemnity Form, provided by the organiser. For racing outside the UK and the Republic of Ireland, all crew members who are racing must sign the indemnity form provided by the organiser who will be responsible for the provision of the insurance. Details of this insurance are available from the organiser.
- (b)

### **V12. Drivers' Briefing, Signing in, All Classes**

- Race boat drivers and navigators shall 'sign in' to signify their attendance prior to the start of their briefing. Only crew members and race officials will be allowed to attend this briefing.
- (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.
  - (c)

### **V13. STARTING PROCEDURE**

#### **(a) 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.

(b) **Procedure for Starts**

- I. The distance between the muster area and the first turning buoy on a rolling start must be at least one nautical mile.  
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 the muster area.
- II. Once in the muster area, boats must be off plane (bow down, no wake) and must circle in a counter-clockwise direction.
- III. 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.  
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.
- IV. N.B. The start boat may begin crossing the start chute in either direction. This will be detailed in the drivers' briefing.
- V. 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.
- VI. 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.
- VII. 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 except for time keepers – see point 9 below
- VIII. For time keepers, the official start is when the leading boat crosses the start line unless otherwise designated in racing instructions.
- IX. 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.
- X. 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
- XI. It is recommended that the Start boat personnel should be limited to the following: a driver, flag person, flag person assistant and the starter.  
Penalties for infringement of the starting procedure are as follows, but may be altered in the Race Instructions:
  - (i) Failing to respect a safety distance of 30 metres 3 minute
  - (ii) Turning wrong direction during muster 1 minute
  - (iii) Interference with starting procedure Disqualification
  - (iv) Planing in the muster area 2 minute
  - (v) Failure to respect a safe spreading distance 2 minutes
  - (vi) The bow of any boat in front of the transom of the Start boat when the green flag is raised. 3 minutes
- XII.
- XIII.
- XIV.

The penalties above will be aggregated including (i) and (vi).

XV.

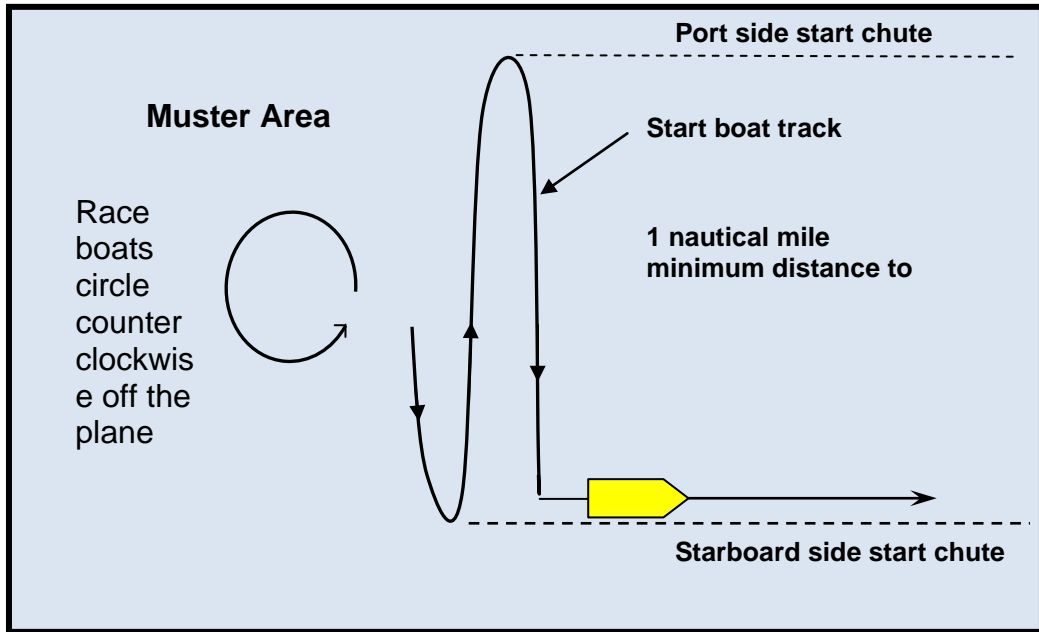
Safety takes precedence over racing. Drivers should do nothing to endanger crew, spectators or other participants.

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:

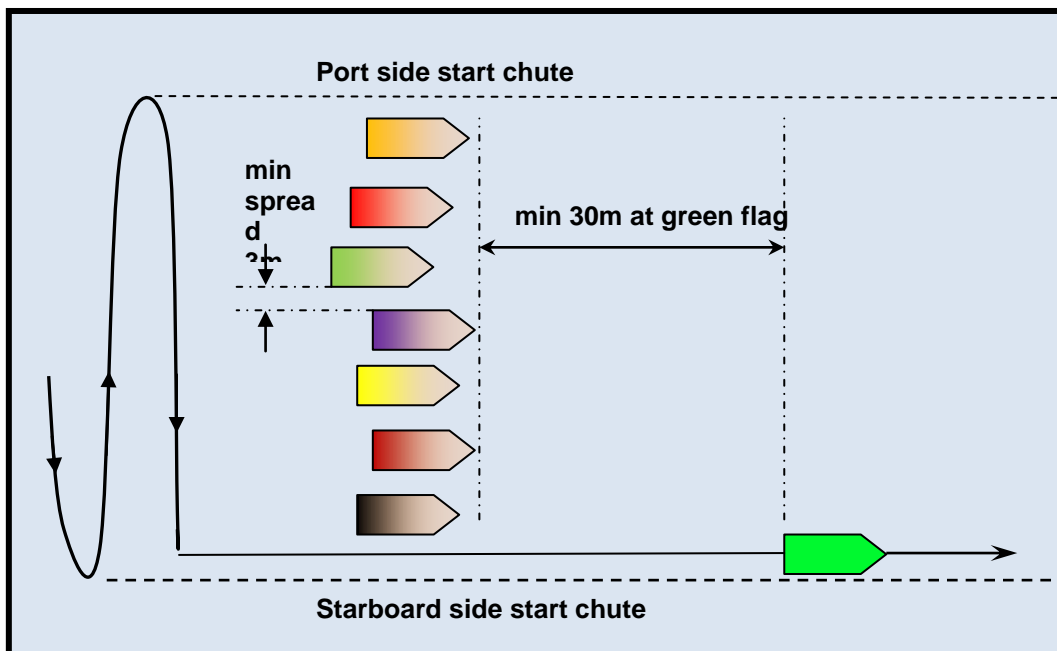
XVI.

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 under yellow flag**



**Diagram 2 – Start procedure, green flag**



V14

starting arrangements specified by the race programme or at drivers briefing, is considered to be a valid starter.

V15

**OUTSIDE ASSISTANCE**

No outside assistance (including refuelling) is allowed during a race.

### THE RACING RULES

General - 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 crew members may 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. All Race Boats must observe the International Rules for the Prevention of Collisions at Sea when encountering any other Non racing craft.

- (a) 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. A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- (b) 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.
- (c) Overlap – An overlap can be attempted and exist on either side. An overlap exists when one boat is not clear ahead of another. See diagrams 1 and 2 below for clarity. An overlap is established when two boats are alongside each other and the drivers helmets/cockpits are in line as in diagram 2

Diagram 1

No overlap

A is clear ahead of B

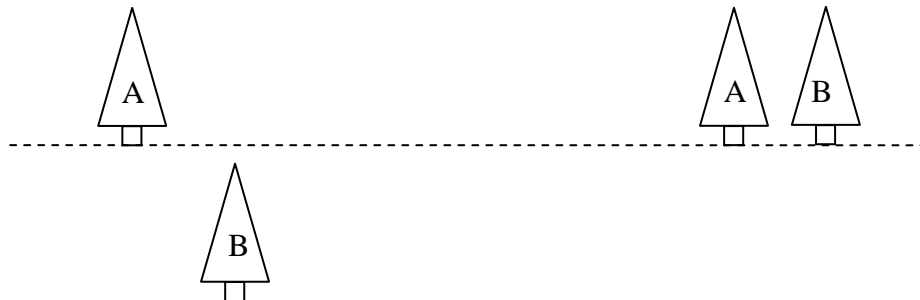
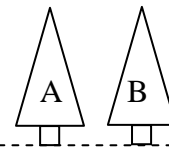


Diagram 2

Overlap exists

A is not clear ahead of B



- (d) Right of way –
  - i. Ahead and astern – (see (c) above) A boat that is clear ahead has the right of way over a boat that is clear astern. A boat that has the right of way shall allow a boat that is obliged to keep clear room and opportunity to do so.
  - ii. Between turn marks – the boat that establishes an overlap from behind has right of way while the overlap exists. When the overlap is broken by either boat, the boat that is clear ahead has right of way.
  - iii. At turn marks – if an overlap exists, the boat that is ahead shall give the boat that is behind room and opportunity to round the turn mark safely. Should the outside boat not leave enough room for the inside boat, the outside boat shall be penalised. Should the inside boat foul the outside boat when enough room has

- been given, the inside boat shall be penalised.
- iv. At obstructions – when two boats are overlapped and approaching an obstruction, including slower boats racing, the boat that will pass furthest from the obstruction shall give the other boat room and opportunity to clear the obstruction safely.
  - (e) Fouling Marks - If a boat is forced on to a mark by another boat, the driver may lodge a protest.
  - (f) Fouling Competing Boats - If a boat, in consequence of her neglect of any of these rules fouls another boat, or compels others to foul each other, she may be disqualified.
  - (g) Multi – Class races – When racing on the same course as other classes all V24 competitors must overtake all other race boats on the outside of the race course ie on an anti clockwise course V24 boats must leave all other competitors to port.

**V17 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 the all flag signals whilst deployed

**V18 ACCIDENT AID**

It is mandatory for the first boat to stop to give aid at an accident – however, drivers must only offer assistance if there is no help or insufficient help at the scene of an incident.

Any boat which stops to render assistance because there was no help or insufficient help will be awarded points related to the position they held at the time they responded to the incident. No other finishers will have their points or positions affected by this action. However, should the boat that rendered assistance restart the race and improve its position from when it stopped to render assistance, it will keep its better position and points.

**V19 TURN MARKS AND MISSED MARKS**

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.

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

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

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

If a boat destroys a buoy or cuts the securing line – A Yellow Card may be applied. If a boat damages a buoy a fine will be applied.

A competitor may 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.

The missed mark penalty is 1 minute per missed mark or as described in Race Instructions

**V20**

**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 and return to the muster area and await further instructions.

If the race is re started the procedure identified in M48 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.

**V21**

**FINISHING THE RACE**

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.

The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.

Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag.

A boat shall be timed for completing a race when her bow crosses the finishing line.

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;

- i. turn in to the centre of the course or as specified in race instructions,
- ii. conform with the International Regulations for Preventing Collisions at Sea,
- iii. not hinder other boats that are still racing and

Await escort back to the Wet Pits.

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.

Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.

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 – see Rule M46 below.

**V22**

**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.

**V23**

**RETIREMENT PROCEDURE**

On retiring from a race, boats must hoist and 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.

**V24**

**FLAG SIGNALS**

The following flags having the meanings shown will be used in all races unless Race Instructions state otherwise:

(a) Flag	Where Flown	Meaning
Yellow	From Start Boat	Start procedure underway
	From Safety/Patrol Boat	Incident in vicinity, proceed with care.
Green	From Start Boat	Race Start and Last Lap
Red	From Start Boat	Start Aborted return to muster
	From official boats	Race stopped return to muster
Chequered	At Finish line	Race finished/curtailed
Black	From Start boat	Boat disqualified from race
Orange	Flown from competing boat	Retirement
	Waved from competing boat	Urgent assistance required
RYA Flag blue/yellow	From official boat	Indicates official boat

- (b) **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 yellow flag and keep clear of any danger areas. Any competitor who ignores or abuses the yellow flag signal may be penalised.
- (c) **RED FLAG** – on seeing the red flag signal, all boats shall stop racing immediately, and return at a safe speed to the muster area to 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.
- (d) **BLACK FLAG** - any race boat deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous, will be shown the black flag along with its race boat number the next time it passes the start boat and will be disqualified from the race. 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.

**V25**

**POSTING OF 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.

**V26**

**MEDICAL EXAMINATION**

The Race Committee may instruct the Medical Officer (Doctor) who is present at any Powerboat Racing Event, to submit any crew member entered to a physical, alcohol or drugs test at any time during the event. Anyone refusing any test shall be suspended

from the event and reported to the RYA for possible suspension. The maximum blood alcohol level for crew members, mechanics and officials is the same as that defined by the legislation, in the country in which racing is taking place, relating to driving a motor vehicle on the public highway.

The results of such examinations shall be communicated to the OOD/Race Committee who, based on the report of the Medical Officer, may exclude the crew member from the competition

**V27**

**YELLOW CARDS, RED CARDS AND ADDITIONAL PENALTIES**

Yellow and red cards can be given to any crew member by the OOD or the RYA. Commissioner.

Up to two yellow cards can be given for each incident of dangerous driving and red card can be given for any incident of extreme blatant dangerous driving.

A crew member given a red card is immediately prevented from taking any further part in the event and will be referred to the RYA.

A crew member with three or more yellow cards will lose the right to take part in the next OCR event and will be referred to the RYA

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.

The organiser shall inform the National Authority of the crew member. Within three days if any cards are issued.

Each yellow card is valid for 12 months from the date of issue

Yellow and red cards will be recorded in the Commissioners report.

Yellow and red cards may be issued on the evidence of any media/TV footage.

**V28**

**ASSOCIATED ADDITIONAL PENALTIES**

In addition to the above, the associated additional penalties listed in the table below will be applied. If the resulting associated additional penalty includes a time penalty, then

the appropriate time will be added to overall elapsed race time if the card is given for an on water offence.

<b>Penalty Card</b>	<b>Number of offence</b>	<b>Associated Additional Penalty</b>
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Yellow	First yellow	1 minute penalty
	Second yellow	2 minute penalty
	Third yellow	3 minute penalty
Double Yellow	First double yellow	2 minute penalty
	Second double yellow	4 minute penalty
Red	First offence in calendar year	disqualification from that race.
	Second offence in calendar year	disqualification from the rest of the series

**V29**

**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.

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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; I. first offence:	warning and/or £100 fine
II. second offence:	£200 fine
Late or non-attendance of prize winners at the prize giving, without previously tendering apologies 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.

Penalties (a) to (j) above

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

**V30**

**FAILURE TO PAY ANY FINE**

Competitors will not be allowed to participate in the next event of the series until all outstanding fines are paid. This will be carried over between seasons if applicable.

**V31**

**INJURED DRIVERS**

If during an event a crew member is injured then the event organiser will complete form PBR19 and their licence may be suspended until the competitor has been given the all clear by a suitably qualified medical doctor.

The event organiser will give the original form to the competitor and send a copy of the form plus the driver's licence to the RYA. PBR19 describes the procedure for licence re-instatement

**V32**

**IDENTITY TAGS**

All crew members will be issued with waterproof temporary identification which must be worn on the right wrist at all times during racing or testing.

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