

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 both organise and 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.

A How to get into the sport

Decide what sort of racing you want to try; there are many different classes to suit all budgets. Most people start in club racing and adapt their existing ski boat or inflatable to conform with the Club racing rules. This is a relatively easy way in which to get started and ensures the maximum enjoyment for limited cost.

The RYA one design classes are extremely popular and if this appeals go to one of the web sites listed below and have a look at the sort of racing they offer. There are many opportunities to purchase really good used boats that are still competitive and great fun to drive.

Once you have chosen the boat you will need a licence, and certain basic safety items and be medically fit to take part. All of this information can be found in this handbook and much more is available on the powerboat racing section of the RYA web site at www.rya.org.uk

A1 Powerboat Racing useful website links:

British Inflatable Boat Owners Association	www.biboa.com
British Powerboat Racing Club	www.britishpowerboatracingclub.co.uk
Classic Offshore Powerboat Owners Club	www.classicoffshore.com
Drivers' Powerboat Club	www.driverspowerboatclub.co.uk
Malta Powerboat Association	www.mpa.com.mt
Offshore Circuit Racing Drivers Association	www.ocrda.org
Offshore Racing Drivers Association	www.orda.co.uk
Powerboat P1 Management Ltd	www.powerboatp1.com
Powerboat P1 Superstock Series	www.powerboatp1.com
Thundercat Racing	www.thundercatracing.co.uk
South East Powerboat Association	www.sepaoffshore.co.uk
UK Formula Future Offshore Race Club	www.ukformulafutureoffshoreraceclub.co.uk
United Kingdom Offshore Boating Association	www.ukoba.co.uk
V24 Offshore Ltd	www.v24.com
V24 Powerboat Club	www.v24club.com
Westcountry Watersports Racing Club	www.wwrc.co.uk
ZCR (Zapcats)	www.zapcat-racing.com
UIM	www.uimpowerboating.com

The Royal Yachting Association administers the sport and ensures the rules are applied correctly thus creating the safest racing possible that's affordable to all.

A2 ***To contact RYA Powerboat Racing Department direct:***
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A3 **TERMINOLOGY**

In these regulations the word "shall" or "must" means mandatory, whereas the word "should" means recommended.
Except where otherwise indicated the Rules set out below apply to ALL classes.

A4 **CLUB RACING**

This is where most people start, it does not matter which type of boat you have as long as you comply with some basic safety requirements, - these are explained in more detail later in the handbook.

Check out the racing calendar on the RYA Powerboat Racing website or give us a ring in the office, look for the abbreviation C on the calendar and contact the local organising club for more details. All the better if you come as a party with several boats and race against your friends.

This is the time when you can prove how fast your own boat actually goes!! So get set for some fantastic racing.

A5 **NATIONAL RACING**

National Offshore racing takes place throughout the season at selected venues around the country.

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 is detailed in the Licence Requirement section in this book.

A6 **INTERNATIONAL RACING**

International Racing is sanctioned by the UIM, Union Internationale Motonautique. Additional rules apply to the different classes and competing at this level and may reward you with a European or World Championship title.

Events are held all over the World with most of the National classes competing.

A7 HOW TO PARTICIPATE

All UK residents who wish to take part in Powerboat Racing in the United Kingdom or the Republic of Ireland 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.

B

RYA Powerboat Race Training

Competitors new to the sport will be required to undertake a training programme prior to being issued with a powerboat racing licence; this will vary depending on the class you compete in. It is therefore important to obtain details of the syllabus relevant to your class when applying for a powerboat racing licence.

Competitors that have been out of the sport for more than 2 years will be required to undertake a reassessment programme. The detail of this reassessment will be dependant on the individuals current knowledge and past experience.

All minors competing in the sport will be required to undertake a training programme prior to being issued with a powerboat racing licence.

Full details of the syllabus are out lined in this section and can also be can be found on the RYA website at www.rya.org.uk or if in doubt contact the RYA Powerboat Racing Dept.



Powerboat Racing

RYA POWERBOAT RACE TRAINING REQUIREMENTS

Offshore Powerboat Racing
Version 1

01/03/2011
Royal Yachting Association

The RYA has mandated that any competitors new to the sport must undertake a powerboat race training course prior to being allowed to race. This also applies to any competitor that has not held a powerboat racing licence for more than two years. The RYA have delegated the responsibility for race training to its affiliated powerboat racing clubs, each club must nominate a training officer and advise the RYA of who that person is and what competences he/she possesses.

The club training officer will be responsible for signing of a new or lapsed competitors and it is his/her responsibility to ensure that the training syllabus for the class the competitor intends to race in is completed satisfactorily. Prior to the RYA training session being approved by the RYA the Club Training officer must submit the names of instructors being used for either the theoretical training or the on water practical training. These instructors must have raced for a minimum of two years in the class in which they are instructing and they must also have held an RYA Powerboat racing licence within the last two years.

Powerboat racing is divided up into three key disciplines, Offshore Racing, Circuit Racing and Jetsport Racing, each discipline has many different classes and it is not possible for the RYA to mandate a detailed course for each class. It is the responsibility of the RYA affiliated clubs and the appointed club training officer to provide the RYA with details of their training courses and how they are to be implemented. The RYA requires that a number of key safety issues are included in all courses and this document sets out the details of that requirement.

OFFSHORE RACING

All training provided under this discipline must include both theoretical and on water practical training however the training officer must primarily take into account the ability of the trainee to drive or navigate his/her boat safely on the water at all times and to comply with the racing rules as set out in the Offshore Racing Rule Book PB1. Under no circumstances must a trainee be signed off as competent to race if he/she has not satisfactorily completed an on water specific powerboat race training module. Full details of this and the theoretical syllabus can be found below.

1.1. Offshore Theoretical Training

The following key topics must be included in all offshore theoretical training sessions:

- a) How to start racing, licences and medicals
- b) Mandatory equipment required (Class specific)
- c) Scrutineering, equipment required and presentation
- d) Race documentation
- e) Race Officials
- f) The racing rules and the IRPCS Rules, when do they each apply
- g) Safety and Flag Procedures
- h) Start procedures including what to do in the muster area
- i) Overtaking rules and overlaps (clear ahead) rule
- j) Roles of the Rescue Craft
- k) Reading a chart and understanding the race course
- l) Boat Handling
- m) Missed marks and aborting a race
- n) Finishing a race and signing off

RYA Offshore and Coastal Powerboat Race Training Theory Course Guidelines for Instructor/ Assessor

1. How to Start Racing – Theory

Aim: *to inform potential racers of procedures and expectations*

Importance of joining an RYA Affiliated Club

- a. Discuss various Club Options and what they offer
- b. Discuss types of races – *club & national*
- c. Discuss different classes – Junior, Offshore, Coastal and Circuit racing
- d. How to get an RYA licence
- e. How to get a Medical

Consider : Areas of expertise & location

Costs

Gaining Racing Experience

- a. Owning a boat
- b. Participating as a Co-Driver
- c. Participating as a Driver

Consider: Age Limit

National Championship Calendar

- a. Club Events
- b. National Events
- c. International Events

Consider: Sponsors

2. Equipment Required – Theory

Aim: *to give information on mandatory/recommended personal and boat equipment for club/national racing*

To outline mandatory/recommended equipment for Racing:

- a. Some items are not required for Club Racing
- b. Need to comply with basic safety requirements
- c. Racing Number
- d. Steering system in good condition
- e. Kill Switch
- f. Fire Extinguisher
- g. Orange Flag
- h. Log Book
- i. Refer to class specific rules
- j. Lifejacket specifications
- k. Helmet Specifications
- l. Importance of covering limbs – racing overalls or similar

Optional

Flares, Whistle, First Aid Compress

Class specific rules

Consider: Marathon require pre-fix numbers & measuring

Weather Conditions

Serviceability

3. Scrutineering

Aim: *To identify mandatory race equipment and demonstrate 'good practice' when setting up a race boat*

Discuss and highlight mandatory race equipment

- a. Importance of display for Scrutineering purposes
- b. Lifejackets: Importance of rigorous checks on fastenings and straps
- c. Helmets: Annual RYA marking
- d. Seating: Importance of height positioning (class specific)
- e. Log books and record keeping
- f. Inspections/ Sealing and striping of engines to comply with class rules

4. Race Documentation –Theory

Aim: *To give clear guidance on the importance of race regulations, documentation and their purpose*

Discuss mandatory race documentation required

- a. Importance of returning race entry on time
- b. Importance of reading **before** race
- c. Race Administration
- d. Next of Kin information
- e. Measurement Certificate / Log Books
- f. Signing Off Form

Consider: RYA Insurance/ Calendar Fee
What it entails and how long

5. Race Officials – Theory

Aim: *To inform on Race Official hierarchy and jurisdiction over conduct on and off the water*

Brief outline of roles and responsibilities of Race Officials

- a. Difference between the Organising & Race Committee
- b. Role of Officer of the Day
- c. Role of Safety Officer
- d. Role of Race Secretary
- e. Role of Senior Technical Officer (Chief Scrutineer)
- f. Role of Chief Timekeeper
- g. Role of Chief Marshal
- h. Role of Medical Officer
- i. Role of RYA / UIM Commissioner

Brief Outline of Protest Procedures

- a. Who can protest and when?
- b. Race Jury

Consider: Roles of Safety & Rescue Boats
Role of Course Marshals
Roles of Patrol & Mark Boats

6. PB1 2011 –Theory

Aim: *To ensure competitors are informed of up to date general racing, class specific rules and IRPCS*

General Racing Rule Amendments

To create a clear understanding of all aspects of the general / class specific RYA / UIM rules

Consider: Update & Additions

Discuss IRPCS

- a. Refer to copy and where to find them
- b. Highlight key elements affecting powerboat racing
- c. Keeping a good look out and making intentions clear
- d. Maintaining a safe speed

Consider: Keep to Starboard of channel passing port to port

Power gives way to sail

IRPCS regulations before, during & after a race

Actions of stand on and give way vessel

7. Safety & Flag Procedure – Theory and Practical

Aim: *To be confident of official safety procedures, to recognise and act appropriately to all flag signals*

Understanding the Safety Set-up:

- a. How the Safety Network in a race operates
- b. Radio Procedures
- c. Media Spokesperson

Consider: Major Incident Declaration

Importance of not talking to press

Mandatory and Recommended Safety Precautions when racing:

- a. No overtaking under yellow flag & must acknowledge
- b. Stopping in the event of an accident
- c. Role of the Paramedic
- d. Kill Switch and Cord

Consider: Class specific rules

Amendment to rules

Conduct on & off the water

- a. Conduct in the Dry/Wet Pits
- b. Behaviour on the water
- c. Need for improved discipline

Consider: Representing your Sport

Protecting / preserving life paramount

Recorded Observations for assessments/protests

Understand the implications of all race flags

- a. All flags and when deployed
- b. Importance of acknowledging flags
- c. Action to be taken
- d. Instructions after finishing a race

Consider: Positions of flags

8. Start Procedures & Muster Areas – Theory

Aim: *Trainees to have a full understanding of Start Procedures relevant to their Class*

Muster Area

- a. Proceeding to Muster Area
- b. Milling in Muster Area

Start Procedures

- a. Rolling Start
- b. Standing Start
- c. Jetty Start
- d. Beach Start

9. Overtaking Rules & Overlaps – Theory

Aim: *Trainees to have a full understanding of Overtaking Rules & Overlap Rule Specific to their Class*

Responsibility

- a. Crew Communication
- b. Crew Awareness of other boats
- c. Powerboat Racing = Non Contact Sport

Overtaking

- a. Yellow Flag – No Overtaking
- b. Sea Conditions
- c. Proximity of other Vessels
- d. Hazards on Course
- e. Safety
- f. Position on Course
- g. Right of Way
- h. Multi Class Overtaking
- i. Altering Course
- j. Canopied Boats

Overlaps

- a. When does an Overlap Exist
- b. What is meant by Clear Ahead
- c. Fouling Other Boats

10. Roles of Rescue Craft – Theory

Aim: *To understand the roles and responsibilities of safety and rescue craft*

Discuss official duties and responsibilities:

- a. Designated Official Start Boat
- b. Designated Official Safety & Rescue Boats
- c. Role of Patrol Boats
- d. Role of Marker Boat
- e. Course Marshals & Referees

Consider: Minimum equipment on board

How to attract attention & use of safety equipment

- a. Flag/Hand signal to indicate level of distress
- b. Alternate means of propulsion

Consider: Correct use of flares (class rules)
May be floating into danger zone

Competitor co-operation with Rescue Boat/Medical Personnel

- a. Importance of taking direction from Rescue/Medical Personnel
- b. Towing and being towed
- c. Towing astern and towing alongside
- d. Emergency action to prevent sinking
- e. Correct procedure to right flipped boat
- f. How to get out of an up turned boat

Consider: Life over craft

11. Charts & Race Courses

Aim: Trainees to have an understanding of a Nautical Chart so that they can plot positions or courses and identify hazards relevant to their class

Charts

- a. Latitude & Longitude positions
- b. Courses
- c. Bearings
- d. Hazards, Drying heights, rocks etc
- e. Tides
- f. Charted depths

Race Course

- a. Plot a race course on nautical chart
- b. Measure course distances
- c. Fuel requirements
- d. Location of Muster Area

12. Boat Handling – Theory

Aim: To provide awareness of the importance of good racing techniques and set up

Race Boat Set Up:

- a. Propellers
- b. Importance of Testing
- c. Weight distribution
- d. Trim /bow tanks

Consider: How different props affect stability and handling

How sea conditions affect boat performance

- a. Discuss different wave patterns within a race
- b. Discuss HOOK

Consider: Beam, Following head etc

Navigation/Co-Pilot

- a. Discuss importance of crew communication
- b. Check tell tale for water through engine
- c. Role of Co-Driver during race

Consider: Importance of constant vigilance when safe
Compass & Chart reading

13. Missed Marks & Race abort

Aim: *To provide awareness of protocol's when missing a race mark or during Race abort Procedure relevant to their class*

Missed Marks

- a. Importance of not returning to a missed mark
- b. Missing marks or marks out of position
- c. Race instructions – Penalties for missing a mark

Race Abort

- a. Flag Signals
- b. Action by competitor following Race Abort
- c. Reasons for Race abort

14. Finishing a Race & Signing Off

Aim: *To ensure competitors are fully aware of Race finishing procedures and post race administration*

Finishing a Race

- a. Procedure for Leaving course at end of race
- b. Flag Signals
- c. Lap Counting methods & Distance
- d. Curtailment signals

Signing Off

- a. Post Race Scrutineering
- b. Indemnity form Sign Off
- c. Time limit for Protest Procedures

1.2. Offshore Practical Training

All practical on water RYA training sessions must be run by affiliated RYA Powerboat racing clubs, full details of the training session provided must be submitted to the RYA Race Approvals Committee and will be subject to the approval of this Committee. These details must include a full description of the training course being used, the RYA Officials in attendance, the safety cover provide and details of the chase boats and the chase boat instructors. A full risk assessment must also be included with this application.

This is a key element of the race training process and instructors and club training officers must be entirely satisfied that the trainee is competent to be signed off for a powerboat racing licence before they make the final recommendation to the RYA.

The training officer or instructor must ensure that the trainees are given a full drivers briefing prior to being allowed to participate in this on water practical training session. The OOD must ensure that the trainees understand that this is NOT a race but an evaluation session during which their on water competences will be assed.

The training course must consist of a minimum of three race turn marks, details of this course must be submitted to the RYA Race Approvals Committee and approved prior to the event in accordance with standard race approvals procedures.

- a. Prior to participating in the practical training session each boat must be scrutineered and declared fit to run by the RYA scrutineer
- b. All trainees are required to wear full safety equipment as in a race and defined in PB1 rules
- c. No personnel other than those being assessed shall be allowed in the boat during the training session.
- d. The training officer must ensure that there are a minimum of three chase/observation boats present and that safety boats and paramedics are deployed in accordance with the events risk assessment.
- e. Each competitor must complete a minimum of three laps of the training course, five or more laps are strongly recommended.
- f. Trainees are required to demonstrate good boat handling at speed, reading of sea conditions and wake awareness of other boats around them. They must at all times demonstrate by their actions a comprehensive knowledge of both the RYA Racing rules and the International Regulations for the prevention of collisions at sea regulations.

1.3. The Practical Training Session

- a. Trainees must demonstrate ability to overtake and be overtaken by other trainees or the instructors in the chase boats in accordance with the rules set out in RYA PB1. They must particularly demonstrate a constant awareness of what is happening around them at all times and must show by their actions on the water that they know how to avoid collisions or unnecessary close quarters situations.
- b. Each trainee will be required to successfully carry out an emergency man overboard recovery. They must prove that they understand the boats start stop procedures particularly relating to the use of the kill cord. They must also prove that they can protect the person in the water from on coming traffic and handle the boat well enough to get safely off the course.

- c. Trainees will be required to take part in a simulated race start, and also to follow the correct procedure of an aborted start using race flag signals only
- d. Trainees will be tested in all aspects of race flag signals which will include yellow and red flag procedures.
- e. The function of the chase boats is to follow the trainee drivers and observe their racing lines, they are also required to observe how the trainees react to other boats around them. The chase boats must also simulate overtaking in race conditions and must observe how the trainees deal with overlaps and close quarters situations.
- f. All chase boats and observer boats must have the following flags on board, green, yellow and red. The chase boats must keep in VHF contact with the event safety officer who will be in charge of the training session. Instructors are particularly asked to observe how the trainee navigator checks the positions of other race boats and if this information is successfully conveyed to the driver in order to avoid a collision or close quarters situation.

RYA Offshore and Coastal Powerboat Race Training Practical Course Guidelines for Instructor/ Assessor

15. Awareness of Boat/ Engine/ Equipment

Aim: *To be able to demonstrate understanding of boat/engine and the purpose of equipment on board*

Engine

- a. Carry out all checks
- b. Trim engine in/out
- c. Identify fuel connection and prime fuel
- d. Engine bolts correctly tightened
- e. Correct use of Kill Switch
- f. Band displayed if Provisional Driver
- g. Demonstrate how to change a propeller and tools required

Consider: No Starting of engine in Dry Pits

Boat

- a. Race Number displayed on trailer
- b. Adequate boat buoyancy

Equipment

- a. Correctly fitted helmet with race numbers displayed
- b. Correctly fitting lifejackets
- c. Personal Kit – EPIRBS, Air Supply etc – class specific

Consider: Colour, Spec & RYA date sticker
Spec and efficiency i.e. worn straps etc.

16. Launching

Aim: *To be able to demonstrate good cooperation with Marshals and awareness of slipway/crane safety*

Understand the importance of 'being ready to race'

- a. Discuss what 'Being ready' means
- b. Importance of co-operation with the marshals
- c. Race numbers on Trailers
- d. Assistance with hooking onto launch vehicles
- e. Safe manoeuvring and securing of boat and trailer

Consider: Greased jockey wheels
Tow hitches
Bearings

Be able to launch and recover by slip safely

- a. Be aware of slipway/crane safety procedures
- b. Condition/Steepness of slip
- c. Width & surface
- d. State of tide/sea conditions
- e. Hazards and other water users

Consider: Engine is raised

Being able to launch and recover by crane (not able to do practically)

- a. Discuss importance of authorised personnel only
- b. Use of Hard Hats
- c. Preparing boat for launch and fastening strops

17. Local Speed Limits and Low Speed Manoeuvres

Aim: *To be able to demonstrate understanding and importance of local by-laws and speed restrictions and be able to manoeuvre craft at low speeds appropriately*

Be able to control boat safely at low speed

- a. Wear kill cord at all times when engine is running
- b. Demonstrate safe use of gear shift and throttle together
- c. Communication before powering up/down
- d. Turn in a confined area/hold off
- e. Be able to demonstrate a good approach to/from jetty or pontoon

Consider: Steer then gear
Effect of wind on bow/sea conditions
Sharp edges on jetty/pontoon
Depth of water/sea conditions etc

To be able to demonstrate the following fundamentals

- a. Look around before setting off
- b. Keep all round vision
- c. Decrease speed slowly to avoid flooding
- d. Check engine is trimmed appropriately before powering up
- e. Effect of wash on other users/ local speed restrictions

Consider: Awareness of Mega Fauna
Any other environmental issues

18. High Speed Manoeuvres

Aim: *To be able to demonstrate good communication and driving skills between Driver and Navigator*

General Race Manoeuvres

- a. Be able to demonstrate anti-clockwise milling manoeuvre
- b. Be able to demonstrate appropriate trim applicable to water conditions
- c. Be able to demonstrate appropriate use of kill switch

Communication between crew

- a. Observe communication before initiating turns/overtaking
- b. Observe warnings to crew when turning
- c. Check all round vision and looking behind at suitable times

Consider: reducing power prior to turn
Looking round prior to turn
Use of appropriate trim

Rounding Marks

- a. Observe approach, angle, speed and trim

Consider: Sea Condition weather & sun direction

Over Taking

- a. Be able to demonstrate approach and correct position
- b. Understanding Class rules
- c. Show awareness of other boats throughout manoeuvre

Consider: Sea & wind conditions

Emergency Situations

- a. Understand alternative means of propulsion
- b. Emergency action to prevent sinking
- c. Towing and being towed
- d. Procedure for righting boats / escape
- e. Actions of the first boat to an incident (class specific)
- f. Canopy release awareness
- g. Evacuation procedures (can be theory if unable to do practical)

Consider: Equipment carried
Availability of other rescue services
Communication

Start and Finish Protocol

- a. Understanding of Muster Area
- b. Class specific rules
- c. Holding of lines on start run

Consider: Multi-discipline races
Convergence of classes

19. Debrief, Assessment and RYA Provisional Theory Test

Aim: *To successfully complete the training program and assessment; as required for a pre requisite for the application of a RYA Powerboat Licence*

Debrief on Practical Activities

Consider: Marginal candidates at this time
Pass or Fail

Assessment and Provisional Theory Test

- a. Course candidates are required to complete an oral (if required practical) assessment by and authorised RYA Powerboat Racing Assessor at the end of the course – This cannot be the instructor
- b. RYA official Theory Test Paper (this may be Class specific)
- c. Assessor to sign-off the training sheet after verifying the candidates competence

FAILURE: The candidate will need a direct assessment on failed subjects only, but will not be allowed to race until full course completion.

PASS: On completion and passing of the Training course, candidates will receive a signed Certificate of Racing Competence.

1.4 Certification

Upon satisfactory completion of the written test and practical assessments the driver and navigator will be signed off as competent to race by the club training officer. They will then be eligible to apply for an RYA provisional licence for the class in which they have been tested.

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.

Driver and Navigator: Due to the nature of the testing, each person will be signed off to race as a driver or navigator. 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.

RYA OFFSHORE POWERBOAT RACE TRAINING SHEET

Candidates Race Training Requirements: Tick option 1,2 or 3. 4,5&6- Optional													<u>Trainer Notes:</u>	
1.	A minimum of RYA PB2 – (No Racing or Boating experience)													
2.	Boating C.V – (No Racing experience or PB2, thus needing Race Training)													
3.	Racing C.V, Assessment only – (experienced racers that have not competed in the last 2 years)													
4.	VHF/DSC Certification – (where applicable)													
5.	First Aid – (where applicable)													
6.	Sea Survival – (where applicable)													
Training Schedule – Class Specific Tick the correct box where applicable														
														<u>Trainers Comments:</u>
	Theory Subjects - To Understand													
1	How to Start Racing													
2	Equipment Required													
3	Scrutineering													
	Race Officials & Event Support													
4	Race Documentation													
5	Race Officials													
6	PB1 2010													
	Collision at Sea Regulations													
	Pre Race Requirements													
7	Safety and Flag Procedures													
8	Start Procedures & Muster Area													
9	Overtaking rules & Overlaps													
10	Roles of Rescue													
11	Charts & Race Courses													
12	Boat Handling													
13	Missed Marks & Race Abort													
14	Finishing a Race & Signing Off													

RYA OFFSHORE POWERBOAT RACE TRAINING SHEET

Training Schedule – Class Specific		Tick the correct box where applicable											<u>Trainers Comments:</u>		
		T/Cats	Zapcats	UKFFORC	OCR	Class 3	V24	RIB	MPA	Superstock	Marathon	Pass		Fail	
Practical Subjects															
15	Awareness of Boat, Engine & Equipment														
16	Launching														
	Safely Manoeuvre boat and trailer & understand the safe securing and workings of the boat on the trailer														
	Safe launch and recovery of boat on trailer at slipway														
	Safe launch and recovery of boat on trailer by crane														
Water Based															
17	Proper control at Low Speed														
18	Proper control at Low Speed														
	Communication and teamwork between Driver & Navigator														
	Rounding Marks														
	Overtaking – as per class rule														
	Emergency situations & procedures including man overboard – Red Flag Procedure														
	Holding the line on the start run, correct finish procedure and response to flags														
Sign Off:															
	Course Completion	<u>Pass</u>			<u>Fail</u>						<u>Date</u>				
	Instructor's Name:	<u>Sign:</u>									<u>Date</u>				
	Assessor's Name:	<u>Sign:</u>									<u>Date</u>				

RYA OFFSHORE POWERBOAT RACE TRAINING SHEET

C LICENCES ARE AVAILABLE AS FOLLOWS:

C1 PROVISIONAL LICENCE – this licence is issued to all newcomers to national racing. All new competitors are required to undertake a Powerboat Race Training programme, full details of which can be found in this section of the racing handbook or on the RYA website. On satisfactory completion of this training and written proof of competency, the RYA will issue a Provisional Powerboat Racing licence which can be upgraded to a full national licence after successfully competing in four Offshore Powerboat racing events. Competitors are required to present their Powerboat Racing Upgrade form to the Officer of the Day prior to the Drivers' Briefing; this will be signed by the Officer of the Day at the end of the event providing he is satisfied with the competitor's performance.

Note: The Officer of the Day will require competitors to take a written/oral test prior to racing 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 the Preventing of Collisions at Sea (G2).

C2 NATIONAL LICENCE – this licence is issued to:

- a) Successfully upgraded Provisional licence holders
- b) Previous holders of National licences (issued within the last two years)
- c) Foreign competitors who are resident within the UK and wish to take a UK national licence must:
 - i) Have written permission from their own National Authority.
 - ii) Proof of previous racing experience by the submission of a Powerboat Racing CV with their Licence Application Form.

C3 INTERNATIONAL PROVISIONAL LICENCE – These are available to competitors participating in events with UIM International status and run under the direction of the Royal Yachting Association (eg: P1 Superstock series and UK Marathon events).

All competitors are required to undertake a Powerboat Race Training programme, prior to the issue of their international Provisional licence. Full details of which can be found in Section B of this handbook, and on the RYA website. On satisfactory completion of this training the RYA will issue an International Provisional Powerboat Racing licence which can be upgraded to a full International licence after successfully competing in four events with International status. (Competitors are required to present their Powerboat Racing Upgrade form to the Officer of the Day prior to the Drivers' Briefing; this will be signed by the Officer of the Day at the end of the event providing he is satisfied with the competitor's performance.

Note: The Officer of the Day will require competitors to take a written/oral test prior to racing 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 the Preventing of Collisions at Sea (G2).

C4 INTERNATIONAL LICENCE – this licence is issued to:

- a) Successfully upgraded International Provisional licence holders.
- b) Previous holders of National licences (issued within the last two

years).

- c) Foreign competitors who are resident within the UK, who wish to take an International licence must have written permission from their own National Authority to be issued with an International licence.

C5 UIM SUPER LICENCE – this licence is issued to:

- a) All competitors who race in UIM Powerboat P1, Supersport, Evolution and Class I must in addition to their UK International licence hold a UIM Super Licence.
- b) UIM Super Licence application forms and procedure can be downloaded from the RYA website – www.rya.org.uk/programmes/powerboatracing/offshore (go to Offshore Forms for competitors).
<http://www.uimpowerboating.com/vsite/vnavsite/page/directory/0,10853,4916-194213-211436-nav-list,00.html> or www.uimpowerboating.com
- c) UIM Super Licence applicants are reminded that an additional UIM medical examination is required and that the deadline for a Super Licence is six weeks before you require it.

C6 EVENT LICENCES: (purchased at each event and issued by Race Secretaries):

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.

Racing with an Event Licence **does not** make you eligible for **National Championship points** unless specifically stipulated in individual class rules.

A “Medical Self Declaration” form must be completed and signed by the competitor prior to the issue of **each** Event Licence and only a **maximum of two** can be issued with a MSD.

From 2011 Event Licences are now **unlimited** - after the issue of two with MSDs **a full medical is then required if a competitor wishes to continue racing**. They must then apply to the RYA for an **Annual Powerboat Event Licence and Log Book**.

Criteria for Unlimited Event Licences, as above, the competitor must apply to the RYA Office for an **Annual Powerboat Event Licence and Log Book**. This is done by filling out the usual Licence Application Form (which now carries a tick box section related to the APEL). This application must be accompanied by a full RYA Powerboat Racing Medical completed by the competitor’s GP, passport photographs, Proof of Training, and if required, a current immersion test certificate. The competitor will then be issued with an **Annual Powerboat Event Licence and Log Book**, which must be presented to Race Control on “signing on” where the Event Licence Fee of **£75** must be paid per event and the **Log Book** completed by the Race Secretary.

All competitors with no previous racing experience are required to undertake a Powerboat Race Training programme prior to an Event Licence being issued. On satisfactory completion of this training the RYA will issue an Event Licence. Full details of the Powerboat Race Training programme can be found in the RYA Powerboat Racing handbook, PB1 and also on the RYA website.

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 (G2).

Competitors who have previously held a Powerboat Licence or Event Licence within the last two years will be eligible for an Event Licence without them having to undergo training. The RYA will send a list of all such qualified competitors to RYA Race Secretaries at the start of each new racing season.

Event Licences will be stamped prior to the race by Race Secretaries to confirm a competitor has paid the fees due and that the paperwork is in order. The competitor will retain his **Annual Powerboat Event Licence and log book** for presentation at any future events.

Event Licences will Cost £75 per event.

Note: If a competitor wishes to race with a full RYA licence there will be no reduction in the full licence fee to accommodate any Event Licence charges that have been made.

Note: If a competitor wishes to race with an Annual Powerboat Event Licence and Log Book, they must allow adequate time to undertake a medical, fill out the Licence Application form and submit to the RYA a minimum of 14 working days before they actually require the APEL, or the normal fast-track fee will be applied.

If a Competitor wishes to apply for an APEL in advance of their first event they can do so providing all the relevant paperwork is in place. No payment will be required until their first event of the season.

C7 POWERBOAT RACING LICENCES FOR THOSE UNDER 18 – (ie those who are not yet 18 when they apply for their licence):

- a) All competitors under the age of 18 are required to submit an RYA Certificate of Competence Form signed and completed with their Licence Application form on an annual basis.
- b) 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 on the competitor's Licence Application Form.

C8 IMMERSION TESTS If you are racing in a class that requires an Immersion Test ie 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.**

C9 INJURED DRIVERS

In the case of an injured competitor, the Race Organiser must complete an Incident Report Form (PBR16), a Hospitalisation form (PBR17) (if they are sent to hospital), and a Licence Withdrawal/Medical Form (PBR19) for the injured person. A copy of this documentation, including the competitor's licence must be sent back to the RYA Powerboat Racing Department.

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.

C10 WHAT DOES THE POWERBOAT RACING LICENCE PROVIDE FOR YOU?

All competitors are provided with Third Party Public Liability insurance whilst racing and during official practice. This cover only applies once the competitor has "signed on" at Race Administration at the beginning of the event. All such cover ceases once the competitor has "signed off".

C11 THIRD PARTY LIABILITY INSURANCE IN UNITED KINGDOM

Payment of the licence fee automatically ensures that the holder is subject to the terms and conditions of the insurance effected on behalf of the insurers to the RYA for and on behalf of its recognised clubs and members jointly indemnified with the RYA in respect of legal liability for death or bodily injury to persons or damage to property following accident whilst taking part in any powerboat race approved by the RYA and organised by one of its recognised clubs.

The policies will indemnify any holder whilst taking part in such official practice as may be defined in the advance programme or by the race committee at the time of the event.

The limit of indemnity is £5,000,000 on water and £10,000,000 on-shore for any one accident, with an excess of £1,000 and £2,500 respectively.

C12 OVERSEAS THIRD PARTY LIABILITY INSURANCE – This is automatically included with an international status licence.

This means that holders of international licences participating in worldwide events, (excluding the United States of America and Canada), will automatically receive a cover note (insurance letter, or licence endorsement), to extend the conditions of the insurance applying to the UK – **this insurance only comes in force if the race organiser's own insurance fails – the RYA cover is not the PRIMARY LAYER. Competitors MUST purchase the organiser's own insurance at UIM recognised foreign events.**

The limit of indemnity is £5,000,000 on-water only for any one accident when racing overseas. Competitors must provide their own insurance for races held in the United States of America and Canada.

C13

WHAT DOES THE POWERBOAT RACING LICENCE NOT PROVIDE FOR YOU?

- a) The RYA insurance policies do not cover competitor to competitor liability.
- b) We strongly advise that you take out Personal Accident and Death benefit insurance and:
- c) Legal Expenses cover.
- d) Loss of Earnings insurance.
- e) Travel and Medical Insurance (when travelling to foreign events)
- f) All Year Round Third Party Public Liability or Comprehensive cover on your boat/ski (outside of RYA organised Powerboat Racing events).
- g) Fire, Theft insurance cover on your own craft/trailer – check to see if your car policy covers trailing.
- h) Check all your insurance policies to ascertain whether you are covered whilst Powerboat Racing. It is imperative that you declare this.

ALWAYS SEEK INDEPENDENT PROFESSIONAL ADVICE IN INSURANCE MATTERS.

D Insurance

An RYA Powerboat Racing Licence provides Third Party Public Liability Insurance cover to all competitors for both on water and on land risks.

This Insurance cover is only applicable once the competitor has signed on at an RYA approved powerboat racing event.

All competitors are reminded that competitor to competitor insurance and personal accident insurance is NOT provided under this policy.

Competitors MUST carefully read the section that details what is not covered by your RYA Licence Section C13.

If you require further clarification on this important matter please contact the RYA Powerboat racing office.

The RYA Powerboat Racing Department have an arrangement with The Bateman Group who can offer additional specialist insurance for Powerboat Racing to all RYA licensed Powerboat competitors. All competitors are strongly advised to carefully read the following information relating to the **Specialist Powerboat Policies** offered.

RISK STATEMENT

Powerboat Racing is by its nature a dangerous sport and therefore inherently involves an element of risk.

By participating in this Event I agree and acknowledge that:

- (i) I am aware of the inherent risk involved in the sport and accept responsibility for exposing myself to such inherent risk , including risks to my person, their property, drowning, hypothermia, collision injuries burns and other physical injuries as well as possible death**
- (ii) I have satisfied myself that I 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) I will not participate in the Event whilst under the undue influence of alcohol, drugs or whilst otherwise unfit to participate**
- (iv) I am responsible for my property whether afloat or ashore**
- (v) My safety, the safety of the crew and the boat is my responsibility (where I am named as master opposite)**
- (vi) the management of the boat including insurance is solely my responsibility (where I am named as master opposite)**
- (vii) scrutineering does not constitute a condition survey of the boat**
- (viii) it is the responsibility of the master and crew (the “team”) to decide whether or not to start or to continue in any powerboat race.**
- (ix) ensuring the efficiency and suitability of the helmet and racing vest worn by me is solely my responsibility**
- (x) the provision of a race management team, patrol boats and other volunteers by the event organisers does not relieve me of my responsibilities**
- (xi) the provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances**

- (xii) I am bound by the conditions of the Race Entry Form, Racing Instructions and the General Competition Rules of the UIM and the RYA**
- (xiii) I will not take any action which brings the UIM, RYA or the sport into disrepute**
- (xiv) I will accept the decisions of the organising committee and officials nominated by the organising committee.**



Specialist Insurance for Powerboat Racing and Associated Industries



"The Bateman Group has over twenty years in-depth experience of the Motorsport Industry and has specifically created Race Insure to be refreshingly different, offering clients top quality service and in-depth objective advice."

*"The Service at Race Insure has never failed to deliver what we need and when we need it, a **First Class Service** we are happy to recommend".*

James Pocklington, MD of J Team Motor Sport Ltd

Protect your business – the key to your Team's future security

Race Insure, in partnership with the RYA Powerboat Racing, have created a series of specialist and bespoke policies to offer cover for all sizes and classes of powerboats. So whether you are a professional racing team or race at weekends as a hobby, there is cover for all of your requirements.

All of our policies are provided by large 'household name' insurance companies, to ensure that you and your policy are protected at all times; and give you access to experienced and trained claim handlers to make sure all claims are dealt with quickly and professionally.

Race Insure are not only insurance brokers for the racing industry, we are also working with the RYA Powerboat Racing to support future powerboat races, events and 'grass roots' projects. Therefore we will be protecting your boats and equipment and also investing to grow and strengthen the sport across the UK.

At Race Insure, we have streamlined our operation to provide rapid service and turnaround to pass the savings directly on to you – our customer!



Why Race Insure

- Established since 1967
- Totally independent consultants
- Over 20 years experience in the Motorsport Industry
- The only brokers to offer a Guaranteed Service Charter to all of their clients.
- Regulated by the Financial Services Authority
- Experienced & Specialist support team
- Latest risk register and management software
- 7,500 clients across the UK
- Industry Specialist Scheme
- Leading UK Insurers
- Appointed by National Associations

The Benefits

- On-site surveys
- Health & safety advice
- Loss recovery advice
- Independent & professional advice
- Impartial recommendations
- Specialist insurance companies
- In-depth market analysis & comparison
- Rapid claims handling

Guaranteed Service Charter

- Experienced consultant appointed
- Single point of contact appointed
- Agreed service and review plan
- Annual review meetings
- Pre-renewal meetings
- Specialist consultants
- Updates on changing legislation

Race Insure – Competitive Prices for People in the Business of Competing!

Call our specialist Race Insure Team on the telephone number opposite to discuss your insurance needs and for a quotation or to arrange an appointment for us to visit at your next renewal date.

Our Terms of Business and fee rates are available on request.

Race Insure's Area of Expertise:

- Offshore Circuit Racing
- Inshore Circuit Racing
- Marathon Racing
- PI Powerboats
- NS2000 F2
- S 850 F4
- 2 Litre/3C
- Zapcats
- V24
- Thundercats
- Ribs
- J250 + JT250
- T850 Monohulls
- Hydroplane



Specialist Powerboat Policies:

- Competition Powerboat Cover – protection for your boat whilst racing
- Personal Accident Cover – protection for the driver, navigator and team members whilst competing
- Storage and Transit Cover – protection for your boats whilst travelling to and from races, and whilst stored when not racing

We can also provide you with any of the following types of cover:

- Motor Trade Combined Policies
- Event Insurance
- Motor Fleet Insurance Policies
- Vehicle Insurance for your Transporters and Hospitality Trailers
- Commercial Business Combined Policies – for Manufacturers and Retailers
- Cover for your Stock and Machinery
- Engineering Inspection – to ensure your plant is up-to-date with Health & Safety regulations
- Personal Accident & Assault
- Goods in Transit & in Storage – cover for your goods in the UK and Abroad
- Public and Products Liability
- Employers Liability
- Business Interruption Cover – if the worst happens you keep trading
- Property Insurance for your Business Premises
- Professional Indemnity – for your designs and specifications
- Directors and Officers Insurance
- Employment Practices Liability
- Business and Personal Travel Insurance – Trip-by-Trip or Annual Cover
- Legal Expenses Cover
- Yacht Insurance

Guaranteed 10% Discount on any the above policies you take out with us if a member of the RYA.

We are passionate about your industry – so let us look after your business!

Race Insure – insurance for the powerboat industry

**For a detailed quotation please contact our Race Insure Team on:
Tel: 01926 405881 Freephone: 0800 731 6689 www.bateman-group.co.uk**



The Bateman Group is recognised as one of the most respected regional firms in the country. As Independent Insurance Consultants and Financial Advisors, The Bateman Group evaluate every problem and provide options relevant to a client's circumstances in order to give best advice. Significant investment in new technology means that insurance and investment advice can be given quickly and effectively having appraised all market opportunities available for a client's needs.

It is The Bateman Group's service, professionalism and innovative approach which sets the company apart.

Other Specialist Services Available

Pension & Investment Management

- Directors & Employees pensions
- Personal pensions
- Investment
- Life Assurance
- Mortgage Protection
- Inheritance Tax & Estate Protection
- ISA & PEP Management
- Medical & Health Insurance

Personal & Household

- Fine Art
- Motor
- Household
- Travel
- High Net Worth Household Insurance

Business Insurance

- Property
- Liability Cover
- Professional Indemnity
- Risk Management
- Health & Safety
- Motor Fleet
- Directors and Officers
- Business Interruption

Specialist Schemes

- Hotels
- Guest Houses
- Public Houses
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- Landlords

Freephone: 0800 731 6689
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53 Smith Street, Warwick, CV34 4HU
Tel: 01926 405881 Fax: 01926 410002
Website: www.bateman-group.co.uk
Email: enquiries@bateman-group.co.uk



John Bateman Insurance Consultants Limited is authorised and regulated by the Financial Services Authority (Registered No. 311378) for general insurance business.

E **Boat Registration, Measurement & Engine Homologation**
E1 **HOW TO OBTAIN A NEW BOAT RACE NUMBER**

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.

Thundercats
UKFFORC
Zapcats
Malta Race Series
P1 SuperStock
OCR

All other classes should contact the RYA office on 02380 604239 with the option of 3 numbers between 1-100 that you'd like.

The RYA Office will then check your Class boat register and inform you of any availability for the number you have requested. Numbers from previous years are held until the 31st March each year after this date they will be released if not retained.

E2 **HOW TO RETAIN YOUR BOAT RACE NUMBER**

If your boat was registered and raced last year and you wish to retain that same Race Number, then telephone the Powerboat Racing Department on 02380 604239/604240 before 31st March.

E3 **HOW TO REGISTER YOUR NEW BOAT**

If you are racing in either Club or National racing you will require a new RYA Boat Registration Logbook before you can race.

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 competitors forms in the offshore section and select the required form.

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.

A registration fee may be payable to the RYA.

Please contact the RYA for details.

Any change in ownership requires re-registration.

The RYA will issue a registration log book 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 in the RYA Boat Registration Logbook. Which will then be returned to the RYA to be recorded on the database before the Registration Log book is returned to the Competitor.

If you are racing in an International 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.

E4 **HOW TO REGISTER A PREVIOUSLY REGISTERED BOAT**

Boats previously registered or measured in the case of International 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 International 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

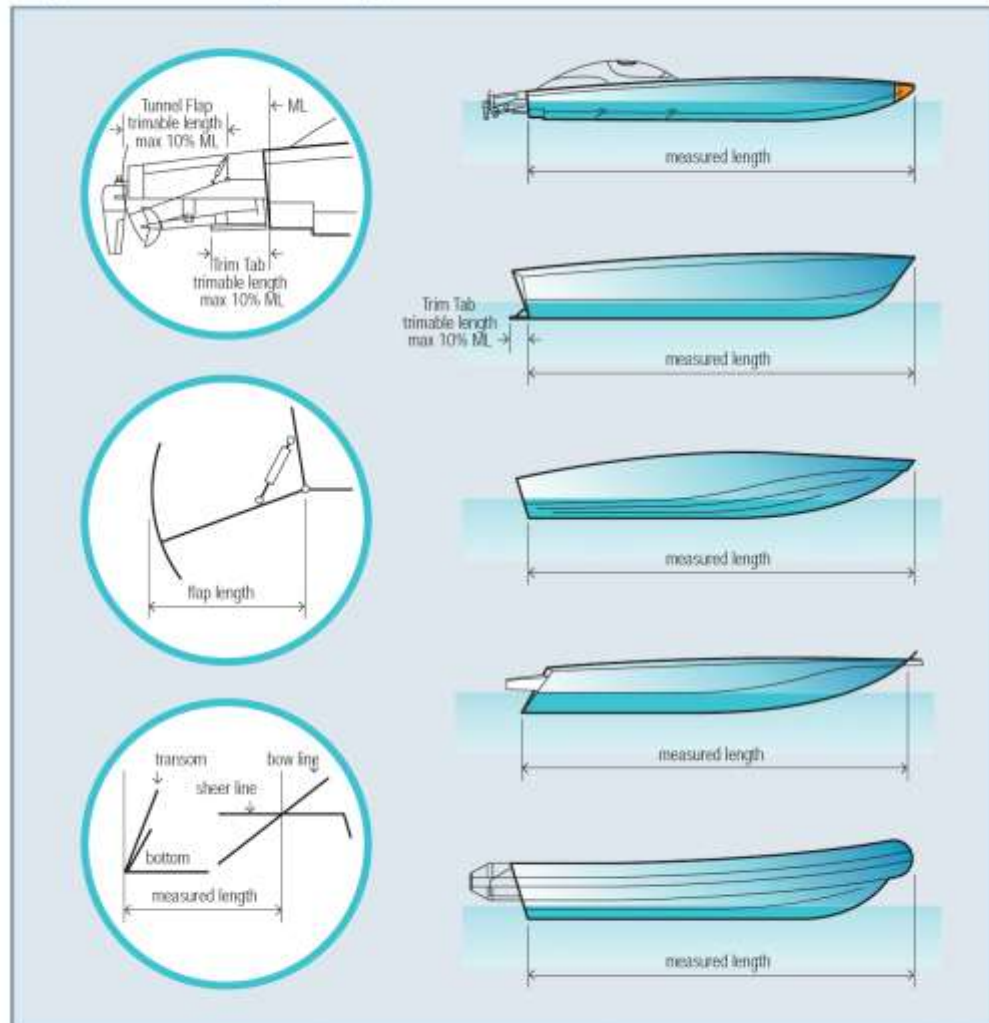
measured.

All Measurement Forms and Registration applications must be received correctly completed at least 7 days prior to the licensee's first intended race.

E5 LENGTH MEASUREMENT (See Diagram Page)

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 planing surface (the rear most part of the keel) including all hull planing steps (regardless of height), but excluding trim tabs, either fixed or movable.

Length measurement diagram – Appendix 4



Offshore UIM rules nos. 501.11,721,732

E6 ENGINE HOMOLOGATION PROCEDURE

Competitors are advised that engines used in any RYA or UIM classes must comply with Class rules. It is the competitors 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.

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.

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 an 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.

CLUB RACING & RYA BRITISH CLUB RACING CHAMPIONSHIP RULES

F1 CONCEPT

These rules are established to encourage owners of recreational sports boats to compete in club Races or in the RYA British CLUB Racing series and to enjoy powerboat racing in a safe and fair manner.

British CLUB Racing is where most people start, this style of racing is designed to encourage new competitors into the sport whilst at the same time allowing RYA Class race boats to compete against each other outside of 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 due to excessive overpowering will not be allowed to race.

Competitors are also reminded that they must comply with the safety, technical and administrative rules governing British CLUB Racing and detailed below.

All competing boats must carry a minimum of two crew members; a driver and a navigator both of which must hold an RYA Powerboat Racing Licence

F2 HOW TO PARTICIPATE

You will need either a boat that complies with an RYA Class and is currently registered with the RYA or a boat that conforms to the requirements of British 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 available from your local National Authority under their terms and conditions for all riding crew members.

To be medically fit to participate.

To be within the age limits set by your local National Authority.

To be aware of the risks associated with powerboat racing and what you may need as an individual to mitigate those risks.

To read and understand the rules, and the Race Instructions – Before competing in the event.

F3 TERMINOLOGY

In these regulations the words “shall” or “must” are MANDATORY ! whereas the words “should” or “may” are Advisory.

F4 THE RULES

These rules should be read in conjunction with the Race Instructions and any Race Bulletins 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.

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

F5 AUTHORITY

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

F6 ENTRIES TO THE BRITISH CLUB CHAMPIONSHIP RACES

The dates and venues of all British CLUB Races are shown on the RYA Offshore Racing calendar. This is available on the RYA web site at www.rya.org.uk, click on the powerboat racing section at the bottom of the home page and then go to the section entitled power boat racing calendars, check to see who the organising powerboat racing club is and call the club secretary and ask for an entry form. Alternatively you can call the RYA Powerboat Racing Department on 023 8060 4239 or 023 8060 4240 who will be able to provide you with information relating to the next British CLUB Race.

If your boat is currently registered with the RYA it will be eligible to compete, if your boat is not registered with the RYA you must ensure that it meets the requirements for British CLUB Racing and is not excessively overpowered. Contact the RYA office who will be able to advise you on this.

"The Organising body has the right to refuse entry to any boat that they consider unsuitable and/or which does not conform to the requirements of the rules or Classes"

F7 LICENCES

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

All Competitors in possession of an RYA Powerboat Racing Licence are eligible to participate in British CLUB Races. New competitors to the sport can either choose to take a Provisional Licence or to take an Event Licence from the organising club at the race venue. Competitors choosing to take an Event Licence on the day of the event **MUST CHECK** with the event organisers that sufficient time has been made available in order for the mandatory training to be carried out.

(a) EVENT LICENCE

(purchased at each event and issued by Race Secretaries)

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.

A "Medical Self Declaration" form must be completed and signed by the competitor prior to the issue of **each** Event Licence and only a **maximum of two** can be issued with a MSD.

From 2012 Event Licences are now **unlimited** - after the issue of two with MSDs **a full medical is then required if a competitor wishes to continue racing**. They must then apply to the RYA for an **Annual Powerboat Event**

Licence (APEL) and Log Book.

Criteria for Unlimited Event Licences, as above, the competitor must apply to the RYA Office for an **Annual Powerboat Event Licence (APEL) and Log Book**. This is done by filling out the usual Licence Application Form (which now carries a tick box section related to the APEL). This application must be accompanied by a full RYA Powerboat Racing Medical completed by the competitor's GP, passport photographs, Proof of Training, and if required, a current immersion test certificate. The competitor will then be issued with an **Annual Powerboat Event Licence (APEL) and Log Book**, which must be presented to Race Control on "signing on" where the Event Licence Fee of **£75** must be paid per event and the **Log Book** completed by the Race Secretary.

All competitors with no previous racing experience are required to undertake a Powerboat Race Training programme prior to an Event Licence being issued. On satisfactory completion of this training the RYA will issue an Event Licence. Full details of the Powerboat Race Training programme can be found in the RYA Powerboat Racing handbook, PB1 and also on the RYA website.

Note: The Officer of the Day (OOD) will require new competitors (as part of the training) to take a written/oral test prior to their first racing event and to 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 (G2).

Competitors who have previously held a Powerboat Licence or Event Licence within the last two years will be eligible for an Event Licence without them having to undergo training. The RYA will send a list of all such qualified competitors to RYA Race Secretaries at the start of each new racing season.

Event Licences will be stamped prior to the race by Race Secretaries to confirm a competitor has paid the fees due and that the paperwork is in order. The competitor will retain his **Annual Powerboat Event Licence (APEL) and log book** for presentation at any future events.

Event Licences Cost £75 per event.

Note: If a competitor wishes to race with a full RYA licence there will be **NO** reduction in the full licence fee to accommodate any Event Licence charges that have been made previously.

Note: If a competitor wishes to race with an Annual Powerboat Event Licence (APEL) and Log Book, they must allow adequate time to undertake a medical, fill out the Licence Application form and submit to the RYA a minimum of 14 working days before they actually require the APEL, or the normal fast-track fee will be applied (£50 or in 24hrs £100).

If a Competitor wishes to apply for an APEL in advance of their first event they can do so providing all the relevant paperwork is in place. No payment will be required until their first event of the season.

- (b) **POWERBOAT RACING LICENCES FOR THOSE UNDER 18**
(i.e. those who are not yet 18 when they apply for their licence):
- c) All competitors under the age of 18 are required to submit an RYA Certificate of Competence Form signed and completed with their Licence Application form on an annual basis.
 - d) 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 on the competitor's Licence Application Form.

(c) **WHAT DOES THE POWERBOAT RACING LICENCE PROVIDE FOR YOU?**

All competitors are provided with Third Party Public Liability insurance whilst racing and during official practice. This cover only applies once the competitor has "signed on" at Race Administration at the beginning of the event. All such cover ceases once the competitor has "signed off".

THIRD PARTY LIABILITY INSURANCE IN UNITED KINGDOM

Payment of the licence fee automatically ensures that the holder is subject to the terms and conditions of the insurance effected on behalf of the insurers to the RYA for and on behalf of its recognised clubs and members jointly indemnified with the RYA in respect of legal liability for death or bodily injury to persons or damage to property following accident whilst taking part in any powerboat race approved by the RYA and organised by one of its recognised clubs.

The policies will indemnify any holder whilst taking part in such official practice as may be defined in the advance programme or by the race committee at the time of the event.

The limit of indemnity is £5,000,000 on water and £10,000,000 on-shore for any one accident, with an excess of £1,000 and £2,500 respectively.

(d) **WHAT DOES THE POWERBOAT RACING LICENCE NOT PROVIDE FOR YOU?**

- a) The RYA insurance policies do not cover competitor to competitor liability.
- b) We strongly advise that you take out Personal Accident and Death benefit insurance and:
- c) Legal Expenses cover.
- d) Loss of Earnings insurance.
- e) Travel and Medical Insurance (when travelling to foreign events)
- f) All Year Round Third Party Public Liability or Comprehensive cover on your boat/ski (outside of RYA organised Powerboat Racing events).
- g) Fire, Theft insurance cover on your own craft/trailer – check to see if your car policy covers trailing.
- h) Check all your insurance policies to ascertain whether you are covered whilst Powerboat Racing. It is imperative that you declare this.

ALWAYS SEEK INDEPENDENT PROFESSIONAL ADVICE IN INSURANCE MATTERS.

F8 BRITISH CLUB RACING COURSES

Club Races shall be run within an area extending not more than two (2) nautical miles offshore and not more than ten (10) nautical miles from end to end unless agreed by the RYA Race Approvals Committee. The minimum lap length required is 2 nm for craft up to 2 litre/200hp and 3.5 nm for craft over 2 litre/350hp. The race distance may not exceed fifty (50) nautical miles in overall length. The RYA may grant dispensation for these qualifications to be changed in the event of exceptional circumstances. Any changes so made must be approved by RYA Race Approvals Committee.

BRITISH CLUB RACING CHAMPIONSHIP CLASSES:

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

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

BCC Class1 - Up to 350 hp – Prefix 1-

BCC Class 2 - Up to 200 hp - Prefix 2 -

BCC Class 3 - Up to 115 hp - Prefix 3 -

ORC to discuss BCC Class 1 and Unlimited class / hp's to ensure their recommendations are met.

RACES TO COUNT

The ORC, shall (each year) decide how many races are to count towards the RYA British CLUB Championship. All British Club Championship Races will consist of one Race will be held on Saturday or Sunday of the weekend event. If a race is cancelled it might not be replaced.

Also the RYA British CLUB Championship will be decided by adding together the results from all designated British CLUB Championship races.

F9 ELIGIBILITY

Organising clubs may restrict the entry or the type of craft eligible. All RYA registered boats may be acceptable unless otherwise specified by the organising club. Current RYA registered boats must conform in all aspects to their National Class Rules

The organisers can restrict the entry to either members of their own club or to members of such other clubs as they choose.

Boats entered that have no previous racing history may be accepted by the Race Organisers provided that the Scrutineer considers that the horsepower of the engine/s is not out of proportion to the comparative build and length of the hull.

F10 AGE RESTRICTIONS

In all RYA registered classes the minimum age for a navigator and driver is as per 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.

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.

All persons under 18 years of age are also required to complete an RYA Certificate of Competence and return this to the RYA countersigned by a parent or guardian and the OOD. Certificate of Competence forms are

available from the RYA.

F11

CONTROL OF BOAT

Only valid Licence Holders are permitted to control the boat whilst racing. 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.

Any team with a crew member competing in his or her first race must display an orange band minimum 150mm wide must be placed around the outboard engine. These teams will be positioned furthest from the start boat during their first four races or at the discretion of the OOD.

F12

RACE ENTRY AND COMPLIANCE

All entries must be made via the Official Entry Form supplied by the Organising Club and all accompanying terms and conditions must be complied with.

F13

OBTAINING THE BOAT RACE NUMBER

Boats competing must carry a Race or Identification Number. Numbers shall be a minimum 300mm high, 230mm wide, 50mm thick and 130mm spacing. Competitors are reminded that they must use Prefix numbers relevant to the class they are racing in.

To obtain your CLUB Racing number contact the RYA Powerboat Racing Department.

Boat race numbers must be displayed on the trailer on the port and starboard side at the hitch to aid identification.

F14

REGISTERING A RACE BOAT WITH THE RYA

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.

Boats with canopies must have been measured and must hold a current Measurement Certificate to verify that the canopy is to full 508 specification.

F15

RYA REGISTRATION LOG BOOK

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.

BOAT AND EQUIPMENT

F16

TOWING CLEAT AND EYES

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.

F17

SHARP EDGES

All sharp edges must be adequately protected or removed

F18

STEERING and CONTROL CABLES

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.

It is not acceptable to have single push-pull steering on outboard engines Hydraulic steering must be fully operative, hoses and unions must be free of leaks and adequately protected.

- F19 ENGINE CUT-OFF**
Engine cut-off device (“kill switch”) for connection to driver and co driver is mandatory. One switch with a dual connection cord is permissible.
- An additional connection cord and clip to allow the engine to be restarted is mandatory
Any kill switch connection cord must not exceed 120cm between driver and the boat.
- KILL SWITCH CONNECTION CORDS SHALL BE ATTACHED TO THE DRIVER AT ALL TIMES WHEN THE BOAT IS RACING, TESTING, PRACTICING or UNDER THE DIRECTION OF THE START BOAT.**
- F20 SEATS**
All seats fitted must be secure and fit for purpose.
- F21 FUEL**
The only fuel to be used must have the same characteristics as the fuel commercially available to the general public as dispensed from roadside pumps or marine fuelling facilities. No additives other than lubricating oil are permitted.
- F22 FUEL TANKS AND LINES**
Shall be secure in all directions and shall not leak.
- F23 ENGINE MOUNTING**
Mounting brackets and clamps must be secure and in a satisfactory condition and attached to the transom with at least four bolts to the satisfaction of the scrutineers.
- ENGINE WELLS – OUTBOARDS**
All holes cut into the bulkheads of the engine mounting structure for the purpose of passing control cables, etc, must be watertight and must be as high as possible and must be above the level of the lowest point of the transom cut-out.
- F24 FORWARD AND REVERSE GEARS**
All craft must be able to be manoeuvred ahead and astern and have neutral capability operated by controls at the driver’s position.
- F25 ENGINE HAZARDS**
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.
- F26 BATTERIES**
Shall be secured with fittings sufficiently strong to withstand any anticipated shock or inertial forces imposed in Club Racing
Be free of corrosive leaks and well maintained to the satisfaction of the scrutineer.
- F27 FIRE PREVENTION**
All boats are recommended to carry 1 x 2kg dry powder fire extinguisher 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.
- F28 FIRE PREVENTION INBOARDS**
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.

F29

EXHAUST SYSTEM FOR INBOARDS

- (a) 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 Alarms must be fitted in canopied boats.
- (b) 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.
- (c) 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.

F30

BUOYANCY

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

F31

BILGE PUMPS AND BAILING

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.

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

It is advised that a bucket with lanyard is carried.

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

F32

PROTECTIVE HELMETS

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 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.

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" or an equivalent bright colour acceptable to the organising body.

The efficiency of a helmet is the sole responsibility of the wearer

Chin straps must be in good condition and operative.

Helmets must be devoid of dents or splits.

Helmet visors must be in good condition and devoid of cracks and easily detachable (i.e. not bolted down).

The RYA recommends that full faced helmets are used at all times where practical, Open faced helmets are permitted unless other wise stated in Class Specific Rules or Race Instructions.

All crew must each have their own hard hat or racing helmet, to be worn at all times in the craning area.

F33

RACING VESTS AND LIFE JACKETS

Racing Vests must be worn at all times by all persons on board whilst on the water.

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 at least 70% orange or have red or 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 must 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.

Some event organisers may give dispensation to the full requirements above when boats with less than 90 hp are being raced. Contact the Club Race organiser for details.

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

F34 PROTECTIVE CLOTHING

(a) Overalls – All crew members whilst racing must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles.

(b) Protective clothing used must be durable enough to provide bodily protection and it is recommended to be fire retardant.

F35 WHISTLE, FIRST AID COMPRESS & KNIFE

If stipulated by the race organiser, 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.

F36 FLARES

The organising club must stipulate, as a requirement for the event, the minimum flares that shall be carried. This may be zero.

F37 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, 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.

F38 EQUIPMENT & SAFETY

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

F39 CHARTS

A current chart or charts shall be produced for the course of each race If stipulated by Race Organiser.

- F40 Anchor and Line**
The anchor shall be of a size and strength appropriate to the length and weight of the boat. An anchor line of At least 25 metres in length shall be carried. Unless otherwise stipulated in Race Instructions.
- F41 COMPASSES**
A compass must be carried if stipulated in the Race Instructions.
- F42 RACING REGULATIONS**
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
It is forbidden to start the motor with the propeller rotating in the air.

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.
- F43 PRE-RACE DECLARATION FORM**
All drivers and crew members shall sign the local 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 and a copy of Race instructions and class specific rules.
- F44 DRIVERS' BRIEFING**
Race boat driver & co-driver shall 'sign in' to signify their attendance prior to the start of the briefing.
Failure to sign in at the time requested by the organiser may result in a penalty at the discretion of the organising body.
- (a) **STARTING PROCEDURE**
- (b) **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.
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
- II. 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.
- III. Once in the muster area, boats must be off plane (bow down, no wake) and must circle in a counter-clockwise direction.
- IV. 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
- V. 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.

- VI. N.B. The start boat may begin crossing the start chute in either direction. This will be detailed in the drivers' briefing.
- VII. 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.
Race boats must observe a safe spreading distance of at least 3 metres
- VIII. between
boats and no boat shall run directly behind the stern of the start boat – see diagram 2.
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
- IX. actual start except for time keepers – see point X below
- X. For time keepers, the official start is when the leading boat crosses the start line unless otherwise designated in racing instructions.
- XI. 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.
- XII. 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
- XIII. 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 minutes |
| (ii) | Turning wrong direction during muster | 1 minute |
| (iii) | Interference with starting procedure | Disqualification |
| (iv) | Planing in the muster area | 2 minutes |
| (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 |
- 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:
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 safety 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.
- XVI.

Diagram 1 – Start procedure under yellow flag

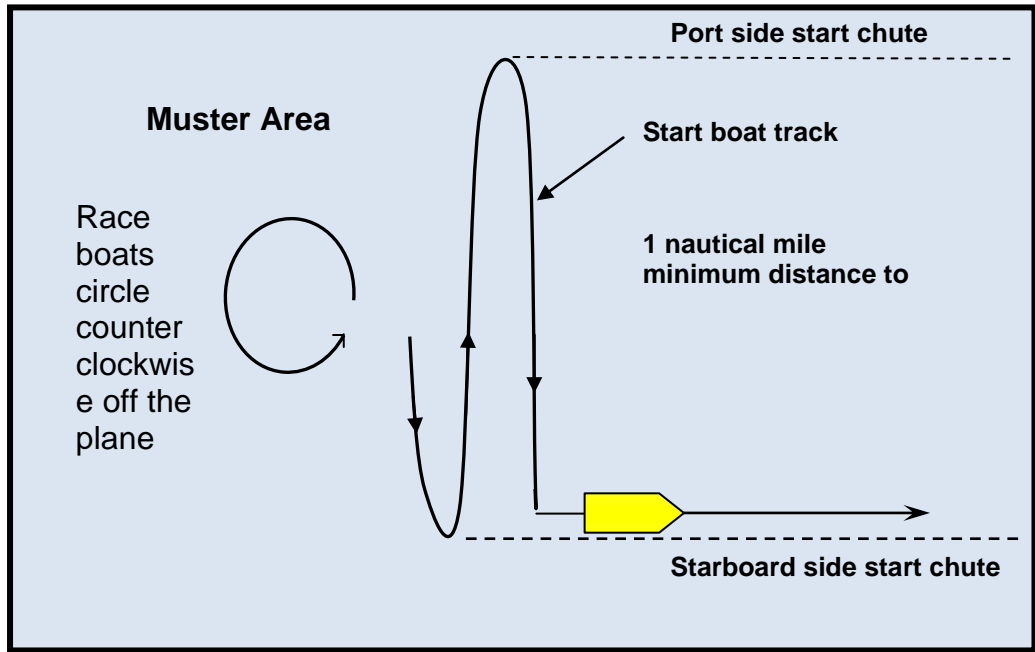
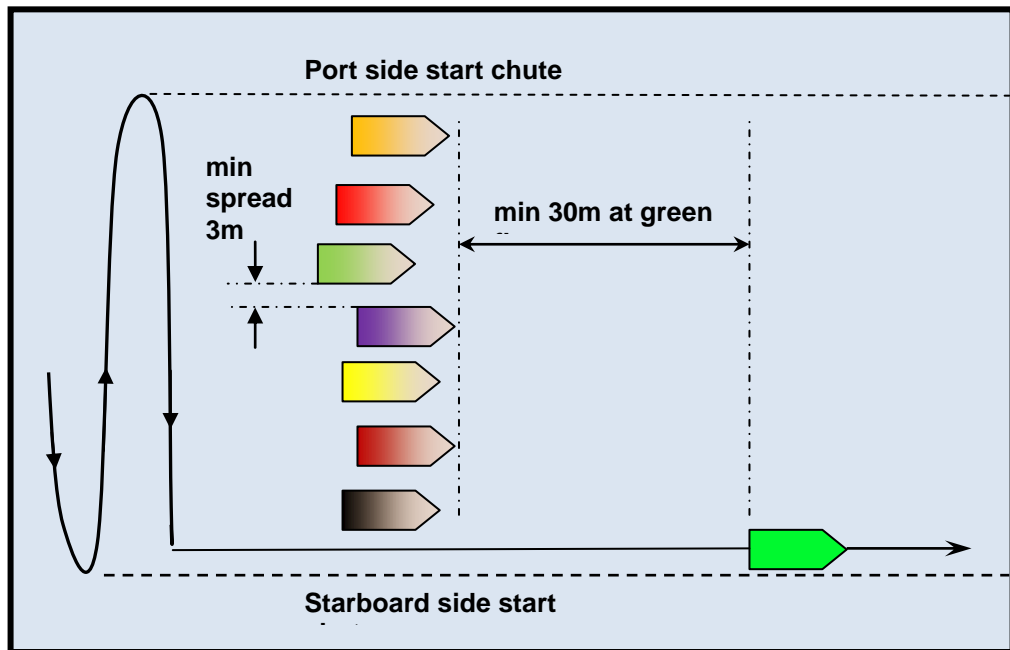


Diagram 2 – Start procedure, green flag



F45

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.

F46

OUTSIDE ASSISTANCE

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

F47

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 at all times.**

- (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.

Diagram 1
No overlap
A is clear ahead of B

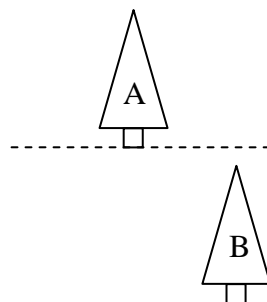
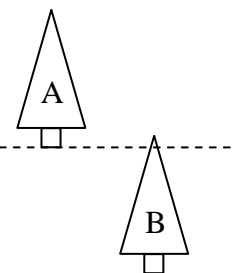


Diagram 2
Overlap exists
A is not clear ahead of B



Definitions

OVERLAP – An overlap exists when one boat is not clear ahead of another and the overtaking boat has no longer a free choice on which side it shall pass.

OVERTAKEN - An Overtaking boat is deemed to have **overtaken** when its aftermost point is in front of the overtaken boats bow. If the overtaken boat then closes on the other it then becomes the overtaking boat and therefore must act accordingly.

- (d) **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
- (e) **OVERTAKING**
 1. Any overtaking boat must give way to the overtaken boat.
 2. A Boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat, once an overlap has

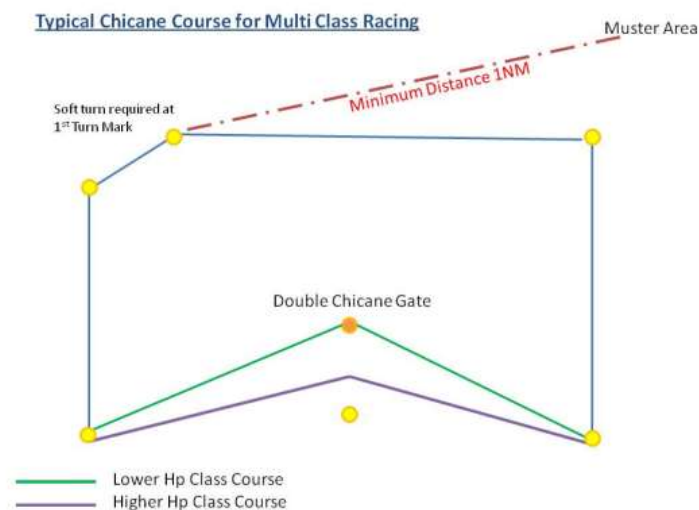
- been established.
3. An overtaking boat that has established an overlap must in all circumstances be prepared to alter its course in order to avoid collision.
 4. During Multi-Class races, boats on the longer course may only pass outside of the boats on the shorter course.
 5. Extra caution is advisable when overtaking canopied boats that may have limited visibility to the rear.
 6. If a boat, in consequence of its neglect of any of these rules fouls another boat it may be penalised.
 7. All colliding Race boats **will** be disqualified
- (f) Fouling Competing Boats - If a boat, in consequence of her neglect of any of these rules compels others to foul each other, she may be disqualified.

Definition of Fouling - By consequence of a boats actions it either 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)

- (g) Fouling Marks - If a boat is forced on to a mark by another boat, the driver may lodge a protest.
- (h) The following sections of Rule F47 are subject to reduced Protest Procedures see Rule H4 –
- F47 (e) - 6
 - F47 (e) - 7
 - F47 (f)
 - F47 (g)

(i) Multi Class Racing

If Multi Class racing is run on a single course the following applies. In multi class racing a chicane gate must be included in the course design. Competitors in lower hp boats are required to pass around the inner mark of the chicane and competitors in higher hp boats are required to pass between the chicane gate marks as per diagram below.



F48 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

F49 ACCIDENT AID

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.

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.

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.

Providing such competitor does finish at the completion of the race, at racing speed, the 70% rule shall not be applied to that boat/driver.

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

Penalties imposed by the OOD or the RYA/UIM Commissioner for reason of failing to stop in an accident or dangerous driving must be imposed as soon as possible on receipt of the evidence of the offence. In a multi-heat championship this must be before the next heat.

F50 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 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.

The Missed Mark will be a time penalty in minutes at the discretion of the organising club or as described in Race Instructions !

F51 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.

F52 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.

F53 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.

F54 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.

F55

FLAG SIGNALS

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

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

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.

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.

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. Crews disqualaified by the OOD for Dangerous Driving will not be allowed the right of protest.

F55 A

POST RACE SCRUTINEERING

All safety equipment as required by class rules including engine cowlings must be in place at post race scrutineering. Failure to comply with this rule may result in Disqualification.

F56

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.

RACE POINTS SCORING SYSTEM – ALL CLASSES

(A) Points will be awarded to race boats (regardless of crew embarked)

(B) Points are not transferable into other classes or between boats

(C) No points will be awarded if a boat is disqualified for an infringement of the technical rules

The race points will be awarded as follows unless altered by Race Instructions:

POINTS TABLE:

First -400 – thereafter each subsequent placing 10% reducing:

Second	360
Third	324
Fourth	292
Fifth	262
Sixth	236
Seventh	213
Eight	191
Ninth	172
Tenth	155

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.

F57

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.

Drivers, officials and crew members found to have more than 10 micrograms of alcohol in 100 millilitres of breath (0.10 on the analyzing machine) will be immediately disqualified or suspended from the day's events.

The disqualification or suspension will only be relevant for the day that the test was carried out and you are free to rejoin the competition for any remaining days providing you show the correct alcohol reading when tested.

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

F58

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 a 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 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.

F59

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.

Penalty Card	Number of offence	Associated Additional Penalty
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 Event
	Second offence in calendar year	disqualification from the rest of the series

F60

BRITISH CLUB 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.

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;	warning and/or
I. first offence:	£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 above may be protested. Protests must be lodged within one hour of the penalty being issued.

F61

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.

F62

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.

G The National Championship

G1 Check specific class rules for updates

For all RYA National Championships to be valid, there must be at least 2 boats must be on the water to start at each event for the Class to be eligible for National Points.

All craft must carry the relevant RYA decals to qualify for RYA National Championship points.

G2 OBJECTIVE

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/Navigators in the season's RYA specified events. The said competitors will be decided from the results of the current season's 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**

G3 ELIGIBILITY

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

1. All competitors must 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.
2. Be in possession of a current Measurement Certificate or Boat Registration Logbook issued by the RYA.
3. 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.
4. Under no circumstances shall a driver revert to his original boat or be granted dispensation against this rule to revert to his original boat.
5. Boats lost, 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 new or replacement boats must be re-measured and a new Measurement certificate or Log Book created and issued by the RYA. If the above criteria is 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.
6. To be eligible for the RYA Championships, the competitor must start in at least one of the RYA National Final races (If two races are run as the RYA Finals)

G4 POINTS SCORING SYSTEM FOR NATIONAL CHAMPIONSHIPS

(also see specific Class Rules)

- (1) Points will be awarded to Driver & Navigator or Driver & Boat Combinations dependant on the championships
- (2) National Championship points will be awarded to boats that

have completed 50% of the course distance as detailed in race instructions unless otherwise specified in race instructions

- (3) 1st place 400 points, thereafter each subsequent placing 10% reducing.
- (4) Points are awarded to all valid finishers.
- (5) Points are not transferable, including across or into other classes.
- (6) No points will be awarded if a boat is disqualified for an infringement of the technical rules.

Finishers who have missed a mark of the course or have not completed the course as set in Racing Instructions and/or Drivers' Briefing will be penalised in accordance with class specific rules or details in Event Instructions.(8) If a starter is the only starter in a class or sub-division, that starter may be awarded 40 points only.

- (9) Points will only be awarded to boats who have completed the course and taken the Chequered flag or as detailed in specific Class Rules
- (10) If a team cannot compete in a National heat because they are competing in a UIM International event where there is a conflict of dates, the team may be awarded national points for that National heat equal to their average of national points scored to date. See UIM rules on conflict of dates.

G5

POINTS TABLE:

1 st - 400	10 th - 155	19 th - 60	28 th - 23
2 nd - 360	11 th - 139	20 th - 54	29 th - 21
3 rd - 324	12 th - 126	21 st - 49	30 th - 19
4 th - 292	13 th - 113	22 nd - 44	31 st - 17
5 th - 262	14 th - 102	23 rd - 39	32 nd - 15
6 th - 236	15 th - 91	24 th - 35	33 rd - 14
7 th - 213	16 th - 82	25 th - 32	34 th - 12
8 th - 191	17 th - 74	26 th - 29	35 th - 11
9 th - 172	18 th - 67	27 th - 26	36 th - 10

G6

TIED POINTS

In the event of a tie on points, the highest number of wins will decide the Championships. If there is still a tie then 2nd places will be taken into consideration and so on. If this does not 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 and so on.

H

H1

PROTESTS & APPEALS

INTRODUCTION

A 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.

B APPEALS AGAINST PROTESTS

Parties to a protest hearing may not be satisfied with the Jury's decision. They may, solely on a question of the interpretation of the rules, appeal to an RYA Appeal Panel.

C APPEAL PANELS

RYA Appeal Panels will be convened in accordance with Rule P3 and the decisions of RYA Appeal Panels are final.

D 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.

E AUTOMATIC PENALTIES

Certain UIM rules enable a Race Committee to impose automatic sanctions. A competitor must not be denied the right of a hearing if he believes an injustice has been done.

H2.

PROTESTS

A. THE JURY

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 Organisers.

2. The Jury must: convene when required and hear properly constituted protests; submissions for redress and submissions from the OOD, Race Committee and RYA Commissioner; decide facts and apply relevant sanctions, and when necessary, submit its case in writing to an Appeal Panel.
Composition: Chairman, RYA Commissioner, when there is one appointed to the event and at least two and at most four other members. The Chairman and at least one of the 'other' members 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. 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 simple majority of votes. In the case of equal votes, the Chairman's vote will be the casting vote.

B. PROTEST PROCEDURE

1. THE PROTEST

- (a) The Protest must be in writing on the RYA Protest Form, signed by the Protestor and handed to the Race Secretary.
- (b) The Protest must be lodged in time.
- (c) The Protest must be accompanied by the protest fee of £100 (unless a lesser amount is specified in the race instructions).
- (d) A correctly lodged Protest shall not be refused.
- (e) The Protestor cannot withdraw his/her Protest.
- (f) 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.

2. PRESENTATION OF THE PROTEST

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

- (a) Against eligibility i.e. validity of an entry, or the rules or handicap must be lodged before Drivers' Briefing.
- (b) Against other competitors - must be lodged within one hour of the posting of the Protestee's relevant race results.
- (c) Against the results - must be lodged within one hour of the time of the provisional results being posted.

3. REPRESENTATIVES

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.

The Protestor must represent himself unless incapacitated.

The Jury must allow an interpreter when appropriate.

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.

4. 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 pursuant to Rule P2.A.3.

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;
- (f) Be accompanied by the Protest fee of £100 (or such lesser amount as may be specified in the race instructions).

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.

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

- (a) Read out the Protest;
- (b) The Protestor states his case;
- (c) The Protestor is questioned by the Protestee. The Protestee must confine himself to testing the Protestor's case through questions, he must not at this time seek to state his case.
- (d) It is permissible, and in cross-protests more convenient, for the Protestee to defer his questions until he has stated his case;
- (e) The Protestor is questioned by the Jury;
- (f) The Protestee states his case and is questioned by the Protestor.
- (g) The Protestee is questioned by the Jury;
- (h) Any Jury member witness to the incident states his evidence and is questioned by both parties and the Jury;
- (i) Call the Protestor's witnesses, if any, one at a time;
- (j) The witness makes his statement and is questioned by the Protestor, then Protestee and Jury, then leaves the room and is not permitted to give further evidence unless recalled by the Jury;
- (k) Call the Protestee's witnesses and proceed as for the Protestor;
- (l) The Protestor then the Protestee make 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.

5. 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 appointed pursuant to Rule P2.A.3.

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.

6. 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.

7. APPEAL

The Protestor and/or Protestee may appeal to an RYA Appeal Panel. The decision of the Appeal Panel is final.

8. EXPENSES

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

H3. APPEAL

A THE APPEAL

1. Parties to a Protest Hearing may not be satisfied with the Jury's decision. They may, solely on a question of the interpretation of the rules, appeal to an RYA Appeal Panel.
2. The appeal must be in writing and accompanied by the fee of £500.
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.
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.
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.
6. All submissions to Appeal Panels shall be in writing, photographic or video. No parties to the original hearing, witnesses or observers shall be present.

B COMPOSITION

1. Three members, appointed by the Chairman of the PBRC and the Chairman of the Sub Committee concerned. All may vote. The PRM is present to take the minutes and to advise on relevant rules/procedures.
2. The members must have no 'interest' in the matter to be considered.

C PROCEDURE

1. Appeals must be received within ten days by the Race Committee of the event, and at the same time a copy must be sent to the PRM.
2. Within two 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.
3. The Race Committee must within four days of the expiry date for any rejoinder, send to the PRM:
 - (a) The Protest Form;
 - (b) Minutes of the Jury hearing;
 - (c) The official diagram and any other diagrams and photographic and video evidence that were seen by the Jury;
 - (d) The appellant's additional supporting evidence;
 - (e) Any rejoinders;
 - (f) The Appellant's Appeal fee.

4. Race Committees are strongly advised to keep copies of all Appeal papers and evidence sent to the PRM.
5. Unless there are exceptional circumstances, the Appeal Panel must meet within twenty one days of the receipt by the PRM of notice of Appeal.

THE APPEAL DECISION IS FINAL

D PENALTIES

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.

H4. REDUCED PROTEST PROCEDURE

For certain rule infringements (to see which ones apply see individual rules) a reduced protest procedure may be applied by a competitor as follows:-

1. A reduced Protest Sheet must be submitted to the OOD within 1 hour of the end of the final race of the day in which the competitor takes place.

2. There will be no protest fee
3. Once the OOD has read the protest he will discuss the matter with the competitor before carrying out his own investigation in consultation with any witness he deems appropriate.
4. The OOD will make a judgement which may be to reduce or waive the penalty.
5. The OOD's decision is final and cannot under any circumstances be appealed against.

I
I.1

GROSS MISCONDUCT

ACTION BY PROTEST JURY

1. Where any member of the protest Jury, from its own observation or a report received from any source, considers that a competitor, team member or official may have committed a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute, the Jury may call a hearing. The Jury shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing. If the competitor provides an acceptable reason for being unable to attend the hearing, the Jury shall rearrange it.
2. The Jury shall conduct the hearing following the procedures set out in rule P2. If the Jury decides that the competitor committed the alleged misconduct the Jury shall either:-
 - (1) Warn the competitor; or
 - (2) Impose a penalty by excluding the competitor 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.
3. The Jury shall report any penalties to the RYA, the Organising Club, the competitor/boat owner and to the national authorities of the competitor/boat owner, as appropriate.
4. 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 authorities made under rule I.1.3 the facts found, the decision and the reasons for it.
5. 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, as appropriate.

I.2

ACTION BY RYA

1. When the RYA receives any official report alleging a gross breach of a rule, good manners or sportsmanship, or any official report alleging conduct that has brought the sport into disrepute, or any official report required by I.1.3 or 5, 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.
2. The RYA shall promptly report a disqualification under rule F26.B.1 to the national authorities of the person and/or the owner of the boat disqualified, as appropriate. If the disciplinary action taken by the RYA

pursuant to Rule I.2.1 includes disqualification from taking part in an International event then the RYA shall promptly report a disqualification under rule I.2.1 to the UIM.

I.3 MEDICAL EXAMINATION & ALCOHOL TESTING

The Race Committee or OOD may ask the Medical Officer or Paramedic, present at a Powerboat Racing Event, to submit any driver, crew member, mechanic or race official entered or working in that event, to an Alcohol or Drugs test at any time during the event. The Medical Officer shall carry out a breath or saliva test as appropriate. Anyone refusing any test shall be suspended by the OOD from the event and reported to the RYA Disciplinary Board. When, in the opinion of the Medical officer a competitor or official's judgement is affected by drugs or alcohol, the OOD excludes the competitor or official from the event and reports the findings to the RYA Disciplinary Board.

Drivers, officials and crew members found to have more than 10 micrograms of alcohol in 100 millilitres of breath (0.10 on the analyzing machine) will be immediately disqualified or suspended from the day's events.

The disqualification or suspension will only be relevant for the day that the test was carried out and you are free to rejoin the competition for any remaining days providing you show the correct alcohol reading when tested.

I.4 BANNED SUBSTANCES AND BANNED METHODS

Banned substances and banned methods

- (a) 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.
- (b) Doping Control is governed by the 2009 UIM Anti-Doping Regulations, which are available from the RYA by written request or viewed on the UIM web site www.uimpowerboating.com.
- (c) No competitor may protest another competitor for an infringement of this rule.

I.5 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 Edition 5" is available from WADA, which contains detailed information on the current list of prohibited drugs. This can be obtained from www.wada-ama.org.

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. It will also be enclosed with all Licence Application Forms.

I.6 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 2 years.

RACE ORGANISATION DEFINITION OF EVENTS

J1.

Competitive events are divided into:

- (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.
- (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) National class boats may race at International meetings.
- (5) Demonstrations and displays - drivers must be current RYA licence holders. Officials and boats must be agreed and approved by the RYA in advance of any demonstration. Rescue craft must be in place. The required third party insurance fee must be received by the RYA prior to the demonstration.

J2.

GENERAL RULES for ORGANISING RYA NATIONAL OFFSHORE RACES, CLUB RACES AND UIM INTERNATIONAL RACES

RACE OFFICIALS

- (1) All race officials are reminded of the requirement to comply with the operational procedures as detailed RYA PB3 training manual. All events must be run to the rules as laid out in PB1 and the UIM Offshore Rule book when applicable.
- (2) Minimum safety and support cover both on and off the water must be based on the agreed Event and (PBR) Risk Assessment as carried out by the Organising Club. The Organising Club Must provide the OOD and SO with a copy of the PBR Race Approvals document. Organisers are reminded that this document is a legally binding contract between the RYA and the organising club and that all minimum stated safety requirements must be adhered to at all times.
- (3) Distances from the muster area to the first turn mark must be as long as possible and must conform to the requirements in class specific rules.
- (4) All first turn marks in junior racing must be made as soft as possible using additional marks.
- (5) First turn marks in all other classes must also be made as soft as possible, failure by organising clubs to achieve this may lead to courses being rejected by the RYA Race Approvals Committee
- (6) Turns must not be reciprocal. Turns more of 90 degrees or more may be required to be marked with additional turn buoys
- (7) All turn marks must be laid marks or navigational marks.
- (8) The turn mark Observer boat and all spectator craft should be kept back a safe distance from the racing line, see recommendations in OOD/SO section of PB3
- (9) Electronic marks may be used particularly for marathon classes full Latitude and Longitudes must be given.
- (10) Multi start races – Race organisers must allow sufficient time between starts to ensure safe multi start races.
- (11) Flag procedures as RYA rules. The flags appropriate to these rules may not be used in any other way during the race.
- (12) A preliminary notice should be published where possible at the club's earliest convenience to give broad details of the event. A copy of the

detailed race instructions must be sent to the Race Officials prior to the event.

J3. MANDATORY MINIMUM CRITERIA for RYA NATIONAL OFFSHORE RACES, CLUB RACES AND UIM INTERNATIONAL RACES FACILITIES & EQUIPMENT

1. 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 on PBR Form must be linked by VHF radio and where possible mobile telephone to a dedicated Race Control manned by experienced race personnel.
2. 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/> For International events a doctor is mandatory.
3. Adequate First Aid facilities must be provided suitable for the venue and size of the event.
4. A media spokesperson must be appointed at all events by the race organisers and noted on the race instructions
5. Race organisers must have a copy of the major incident guidelines available at all times.
6. Organisers must comply with any specified environmental requirements
7. No transference of fuel, smoking or naked flames to be allowed in the pits area.
8. Fire point signs and adequate fire fighting equipment to be provided in pits and in crane area.
9. Adequate no smoking signs to be displayed around the pits.
10. Adequate office facilities for Race Administration and Secretariat.
11. 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.
12. 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.

J3 A

Mandatory Course Detail

Class	Minimum Distance to 1st Mark (NM)	Maximum number of Boats on Course	Minimum Lap Distance (NM)
S250	1NM	12	As per PB1 2012
F400	1NM	12	As per PB1 2012
E900	1NM	12	1.3
E900/E1500	1NM	12	1.3
		9	1.0
OCR A/B/C	1NM	12	1.3
		9	1.0
Class 3C	1NM	10	2.0
Class 3B	1NM	12	2.0
P1 SuperStock	1NM	12	1.6
		20	2.0
		10	1.3
V24	1NM	6	2.0
Marathon	2NM		6.0
RIB	1NM	12	2.0
British Club Championship Class 1	1NM	10	3.5
British Club Championship Class 2	1NM	10	2.0
		15	3.0
		20	3.5
British Club Championship Class 3	1NM	15	2.5
NB//Clubs running Club races or British Club Championship races must contact the RYA for information on course design if they are running unlimited classes.			

J3 B

Multi Class Racing

If Multi Class racing is run on a single course the following applies.

In multi class racing a chicane gate must be included in the course design. Competitors in lower hp boats are required to pass around the inner mark of the chicane and competitors in higher hp boats are required to pass between the chicane gate marks as per diagram below.

Organisers are reminded to comply with the minimum lap distances and Maximum number of boats on course as described in the table in J3A.

- problems e.g. relatives and/or friends after an accident.
- (12) A Press centre on site is recommended.
 - (13) A suitable area for a protest hearing.
 - (14) Briefing area, restricted for drivers' briefings, safety briefings and press conferences.
 - (15) Suitable arrangements to be made for prize giving and social events.
 - (16) Good sign posting on approach roads to an event is recommended.
 - (17) A dedicated telephone number for Race Control shall be displayed in Race Administration.
 - (18) 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.
 - (19) 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.

J5. RYA RACE APPROVALS

- (a) **ORGANISING CLUBS** - All organising clubs must be affiliated to the RYA and must have RYA Third Party Public Liability Insurance Cover. When an event has been approved and the insurance fees paid the RYA will send the organising club the Insurance cover note and Race Approvals documentation together with the Insurance policy document.
- (b) **DEADLINES** - A club which is organising an event must apply for RYA approval by submitting the RYA PBR form together with the Event Race Instructions (using the standard template as provided by the RYA) a Risk Assessment and other such particulars as shall be required by the PBR document. **Applications for race approval must be received by the RYA powerboat Racing Department by latest the Friday before the Race Approvals committee meeting date preceding the race. All race applications must show confirmed approval of either the local HM, QHM, Local authorities, local sailing clubs and HMCG** If applications are not received by these deadlines the event may not be approved.

Clubs may contact the RYA Race Approvals group via the RYA office for up dates on progress of applications. The RYA office will confirm receipt of all applications and will be available to discuss areas of concern. Race organisers are reminded that the Race Approvals Committee meet at pre set dates throughout the year, details of these dates are sent to organising clubs on a regular basis as well as being published on the RYA web site. Race applications are dated upon receipt by the RYA and applications will be taken in strict date order. Clubs are further reminded to ensure that their race applications are received in good time and not left to the last meeting of the Race Approvals Committee as this may result in the application not being considered. All clubs whose race applications are reviewed by the Race Approvals Committee will be contacted immediately following the

meeting and they will be advised if the application has been approved or rejected. If an application is rejected a list of points that require attention will be sent to the organising club which must be addressed before re submission.

- (c) **SUBMITTING COURSES** - For races with lap/s of more than five n.m. distance, organisers must supply one in-date nautical paper chart with muster area, start line, finish line and all race marks shown. If photocopied charts are supplied, these must show scales and grids. Courses may be submitted on electronic charts providing the above criteria for paper charts are observed.
For races with lap/s of less than five n.m. distance, organisers must supply three schematics drawn to a declared scale, showing the minimum depths, muster area, start line, finish line and all race marks in relation to the local coastline. Unless otherwise requested by the Race approvals committee.

(d) **CRITERIA FOR RYA RACE APPROVALS**

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.

First Turn Mark – it is mandatory for classes in which juniors 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.

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, Basic, sub-divisions, etc. The distance from the muster area to the first turn mark must be shown on all applications

Laid Marks - all laid marks must have their proposed positions clearly stated (Lat & Long) *except* for races where the lap/s are less than five n.m. total. For courses of less than 5nm the position of all laid marks must be shown on the schematic chart and the positions of these marks shown relative to the coastline.

Proposed Safety Network - The proposed Safety network should be defined. List the proposed radio channels to be used and the position of Race Control.

Race Instructions - It should be clearly stated that the race will be run in accordance with the RYA rules applicable to the current year.

Race Officials - Qualifications of all listed race officials must be verified by the Race Approvals committee.

Trainee Officials

All new trainees must apply to the RYA office for an official upgrade form

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.

Trainees are required to work under the instruction of an RYA official and they will be assessed at the end of the event by the official. The RYA official will complete the trainees upgrade form and return it to the RYA after the event. These forms will indicate if the trainee has satisfactorily completed the training at the event or in the case of not achieving the required standard they will be so advised and required to re take that training module at a future event.

All trainee officials will be required to satisfactorily complete a minimum of five events under instruction of a qualified RYA official. Trainees will then be required to run one event in the capacity in which they have been trained under the supervision of an RYA nominated official. If the trainee completes this to the satisfaction of the RYA they will be appointed to that position by the relevant RYA Committee

Start & Abort Procedures - If the start, abort and/or stopping procedure are defined in the Race Instructions, these must be checked by RYA Race Approvals Committee

- (e) **CONSTITUTION OF RYA RACE APPROVALS COMMITTEE**
RYA Race Approvals shall consist of PRM and two or more officials agreed between both PRM and chairman of Race Approvals Committee.

J6. RACING INSTRUCTIONS

- (a) International Events – 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.

National & Club Events - Race instructions must be submitted in accordance with current RYA requirements. Race instructions must be submitted to the RYA Office by at least the Friday before the Race Approvals Meeting scheduled before the event. A list of dates is available from the RYA or on the RYA Powerboat Racing Section of the website

- (b) **NOTIFICATIONS**
A club which is organising an International event shall give notice of its requirements to overseas competitors in the Advance Notice/Race Programme.
- (c) **LOGOS**
The RYA logo must be placed on all literature concerning National racing and the UIM and RYA logos on literature concerning International racing.

J7. EVENT RACE INSTRUCTIONS

The **STANDARD RACING INSTRUCTIONS template** is published

below and must be completed in full by the organisers prior to submission to the RYA Race Approvals Committee:

[CLUB NAME/LOGO]
Event Race Instructions
[Event Title]
[Venue]
[Classes Eligible]
[Event Date]
Approved by



Organised By
[Event Organiser Name]
[Club Name]
[Full Address]
[Telephone]
[Email]
Event Communications
[Race Administration Contact & Telephone
Number]
[In association with]
(Local authorities or Event Sponsors)

RISK STATEMENT

Powerboat Racing is by its nature a dangerous sport and therefore inherently involves an element of risk.

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:

- (xv) 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
- (xvi) 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
- (xvii) they will not participate in the event whilst under the undue influence of alcohol, drugs or whilst otherwise unfit to participate
- (xviii) they are responsible for the safety of themselves their crew their boat and their property whether afloat or ashore
- (xix) the management of their boat including insurance is solely their responsibility
- (xx) 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.
- (xxi) ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility
- (xxii) the provision of a race management team, patrol boats and other volunteers by the event organisers does not relieve them of their responsibilities
- (xxiii) the provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances
- (xxiv) to be bound by the conditions of the Race Entry Form, Racing Instructions and the General Competition Rules of the UIM and the RYA
- (xxv) they will accept the decisions of the organising committee and officials nominated by the organising committee.

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

NOTE TO RACE ORGANISERS: it is recommended that a similar Risk Statement and Indemnity is included in the Entry Form]

1 EVENT APPROVAL

This Event has been approved by the Royal Yachting Association, the National Governing Body for Offshore Powerboat Racing in the United Kingdom and Northern Ireland.

2 COMPETITORS RESPONSIBILITY

Competitors must read the Risk Statement and Indemnity at the front of these race instructions as well as the safety information at the back. By signing the race entry form and the RYA official signing on form at the event all competitors are bound by the rules contained in RYA PB1 2012/UIM Rules where applicable. It is the competitors sole responsibility to decide whether or not to start or continue in a race once passed scrutineering Competitor must read and fully understand procedure details below as listed in PB1 2012.

- a) **Start procedures**
- b) **Overtaking rules**
- c) **Flag procedures**
- d) **Emergency assist procedures**

3 EVENT SECRETARY

Name
Address
Telephone
Fax
Email

4 EVENT ORGANISING COMMITTEE

Details to be completed by organising club

5 RACE COMMITTEE

Officer Of the Day
Safety Officer
Race Secretary
Chief Scrutineer
Chief Time keeper
Chief Marshal
Local Harbour Master Representative

6 RACE OFFICIALS

Officer of the Day
Deputy OOD (if appointed)
Safety Officer
Deputy SO (if appointed)
Race Secretary
Race Administration
Chief Scrutineer
Scrutineer/s

Chief Marshal
 Chief Time Keeper/Lap Counter
 Time Keeper/ Lap Counter
 Medical Officer
 RYA/UIM Commissioner (if appointed)
 Training Officer
 Officials in Training
 Media Officer

7 RACE JURY (Minimum 3 Persons including RYA/UIM Commissioner if appointed)
 Chairperson

8 RACE STATUS
 [CLUB] [NATIONAL] [INTERNATIONAL INVITATION] [INTERNATIONAL]
 [DEMONSTRATION EVENT] OR [TRAINING DAY]

9 LICENCE STATUS
Club: RYA Event Licences or better for all crew – minimum 2 per boat.
National: RYA National Licences for all competitors.
International: International Licences

Minimum Age: Minimum Age Limit as Per PB1 Class Rules
 NB// Event Licence Requirements as per PB1, please note changes for 2012. For competitors who do not hold an RYA Full licence a maximum of 2 Event Licences with medical Self Declaration or an RYA Annual Powerboat Event Licence

10 RULES AND REGULATIONS:
 The races will be run under current rules as stated in RYA PB1 2012 together with these Race Instructions and any other instructions issued before or at Drivers' Briefings or in Race Bulletins.

The Organisers reserve the right to change these Instructions at any time for safety reasons, provided that any change will be in accordance with the current rules. Any changes will be notified to competitors in a Race Bulletin and, if possible, announced at Drivers' Briefing.

Organisers have the right to refuse any boat which they consider unsuitable and/or which does not conform to the requirements of the present Rules.

Any infringement of the Rules or of the Race Instructions, or instructions issued at Drivers' Briefings or in race Bulletins may lead to disqualification or other penalties being applied by the organising club.

11 CANCELLATION
 The Organisers may cancel or postpone the event or a race at any time in the event of bad weather, equipment failure or otherwise.
 The entry fee is not refundable unless specified by event organisers.
[NOTE race organisers will need to amend this clause to suit the situation. It is recommended that a similar clause is included in the Entry Form.]

12 TIMETABLE

Day & Date	From	Until
Drivers Arrive From		
Race Administration Open		
Signing In		
Scrutineering		
Safety Briefing		
Drivers Briefing		
Launching		
Official Practice		
Race Start		
Race Final (if applicable)		
Prize Giving		
Day & Date	From	Until
Drivers Arrive From		
Race Administration Open		
Signing In		

Scrutineering		
Safety briefing		
Drivers Briefing		
Launching		
Official Practice		
Race Start		
Race Final (if applicable)		
Prize Giving		

Tide Times

	High	Low	High
[Day & Date]			
[Day & Date]			

13 RACE ADMINISTRATION
[LOCATION & Contact Details]

14 REGISTRATION

On arrival at the race site, all crew members must report immediately to the Race Administration and shall sign the RYA indemnity form. Crew members must produce all documentation required under RYA Class Rules including **a copy of the 2012 PB1 Class rules for the class they are racing in**. Crews not in possession of the correct paperwork will not be allowed to race.

15 PIT AREAS, PARKING & SPECIAL CONDITIONS

WET PITS: **[Location & Co-Ordinates]**

DRY PITS: **[Parking]**

16 FUELLING ARRANGEMENTS

RACE ORGANISERS TO CONFIRM IN THESE RACE INSTRUCTIONS IF THEY REQUIRE BOATS TO ARRIVE FULLY FUELLED OR IF FUELING IS AVAILABLE AT THE VENUE

No transfer of fuel is permitted in the pit areas or launching areas.
Refuelling is ONLY permitted in the designated Fuel Pit Area.
All smoking of any type is prohibited in both pit and launching areas.
This must be adhered to at all times, offenders will be penalised.

17 PRE-RACE SCRUTINEERING

In accordance with Class specific rules in PB1 2012

18 LAUNCHING

Launching is the boat crew's responsibility and should not be undertaken before scrutineering, unless otherwise stated.

LAUNCHING BY CRANE: **Details of location and any time constraints**

All competitors are reminded to comply with Class Rules regarding lifting points, eyes and lifting strops.

LAUNCHING ON SLIPWAY **Details of location and any time constraints**

Competitors are reminded to comply with all local regulations concerning the use of the slipway. Details of the marshalling area and procedures will be given at drivers briefing.

All class specific rules governing launching and recovery apply at all times

19 OFFICIAL PRACTICE ARRANGEMENTS

IT IS THE RESPONSIBILITY OF ALL ORGANISING CLUBS TO DESCRIBE THE ARRANGEMENTS FOR OFFICIAL PRACTICE WHICH IS MANDATORY FOR ALL CLASSES. THIS INFORMATION MUST BE INCLUDED HERE. DETAILS OF THIS MUST ALSO BE GIVEN AT DRIVERS BRIEFING

All competitors are reminded that it is an RYA requirement for crews to complete a minimum number of laps of the race circuit prior to racing. Full details of the Practice laps will be explained at Drivers Briefing.

20 DRIVERS BRIEFING

Mandatory Drivers Briefing will take place in the: **[LOCATION]**

Signing-in will commence 15 minutes before the Briefing. All crew for each race boat must sign in to the briefing by the start time and attend the entire briefing. A Roll Call may be held. The start of drivers briefing marks the end of the eligibility protest period and the Jury members will be introduced.

Penalty for absence may be disqualification from starting the race or other penalties as defined in Class Rules or by the race organisers.

Breathalyser and Drug tests may be given.

21 NOISE AND SPEED RESTRICTIONS

Competitors must obey all local regulations and Bye Laws relating to excessive speed and noise. All competitors are requested to refrain from starting their engines unless absolutely necessary before proceeding to the race or official practice sessions. Failure to observe local regulations will result in penalties being applied.

22 ROLLING STARTS, STANDING STARTS, BEACH STARTS, CLASS SPECIFIC STARTS

Full details of the starting procedure will be given at Drivers Briefing however all class specific starts are explained in RYA PB1 2012

23 COURSE DETAILS Including Rough Weather Course if proposed

Charts

Admiralty Chart No.

Imray Chart No.

Chart Datum Reference

A schematic drawing of the course is provided for your assistance

It is not to be used as a chart for navigational purposes.

Course Marks

A full description of each course mark will be given at drivers' briefing, including the start run and any Exclusion Zones.

Muster Area

[Location] [Any Local Bye Laws or Harbour Regulations applicable]

Start Run

[Distance from beginning of Start run to first turn mark]

Lap/Finish Line

[Location & Distance & Description of Marks]

MARKS OF THE COURSE

<u>Mark</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Mark Description</u>

LAPS

<u>Mark</u>	<u>TO</u>	<u>Mark</u>	<u>Distance (NM)</u>
Eg Mark 1	To	Mark 2	0.78nm
	To		
	To		
	To		
	To		
	To		
		Total Distance	

RACE DISTANCE

START RUN + [**No**] No of Laps = [**DIST**] Nm or [**TIME**] Minutes duration

CHART OR SCHEMATIC DRAWING

For races/ laps of less than 5NM a schematic detail of the course is required which must include a scale, North Notation depths, lap distances, distance from start to first turn mark and a description of the turn marks. The schematic must also show the location of the muster area and any Natural Hazards
[Insert here]

24 FLAG SIGNALS

All flag signals are fully described in RYA PB1 2012 Class specific rules. All Competitors must have a full understanding of all flag signals.

If a competitor misses 2 red flags in any one race they will immediately be disqualified and referred to the RYA for further disciplinary action.

25 POST-RACE DECLARATION:

The Driver or Co-Driver must sign off at Race administration in accordance with Class specific rules. Failure to do so may result in exclusion from the results.

..

All Crew Members must report to Race Administration before the end of the event to sign off and collect race documentation.

26 POST-RACE SCRUTINEERING:

Crew members must be available with their craft and all relevant mandatory equipment required by class rules for post-race scrutineering if required up to one hour after the posting of the Results. One or more engines may be checked and fuel sampling may take place.

27 PENALTIES

Race Organisers may apply penalties referred to in class rules as well as additional penalties listed below

[CLUB TO INSERT ADDITIONAL PENALTIES IF REQUIRED]

28 PROTESTS

In accordance with class specific rules in PB1 2012

A protest fee of £is applicable to this event

29 PRIZE GIVING:

Podium presentations will take place at [**LOCATION TO BE SPECIFIED BY ORGANISING CLUB**]

Prize-giving will take place at [**TIME**]

[Race Organisers to stipulate Dress code for Podium Presentations and Prize Giving

30 TROPHIES:

Trophies will also be presented for the following categories:

TO BE SPECIFIED BY ORGANISING CLUB

SAFETY INFORMATION

SAFETY TAKES PRIORITY OVER RACING AT ALL TIMES

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

- A) *Swimmers, board sailors, private and commercial craft of all types of may be encountered. Competitors are reminded to keep a sharp look out at all times and to take the necessary action in accordance with the IRPCS Rules.*
- B) *Competitors are reminded to keep a sharp lookout at all times for any marine wildlife that may be in encountered in the vicinity of the race course and take the necessary avoiding action.*
- C) *Competitors are warned to remember their speed and the fact that other craft may not be fully aware or able to keep clear.*
- D) *Competitors are asked to bear in mind that Official Patrol & Rescue boats have no power to insist that any craft or swimmer keep clear of the course of the race. Advice can only be given for the safety of other craft and swimmers.*
- E) *International Code Flag "A" denotes "DIVERS". Competitors must give a wide clearance of at least 100mtrs.*
- F) *The Course will be patrolled by Official Patrol & Rescue Boats with official Observer boats in the vicinity of certain race marks, other race marks may be observed from the shore*
- G) *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, slow down to less than 15 knots and keep clear of the danger area.*