



OCR RULES & REGULATIONS



INTRODUCTION

0.1 CONCEPT

These rules are established to encourage owners of recreational sports boats to compete in Offshore Circuit Racing (OCR) in a standard, safe, fair and enjoyable manner. The intention of these rules is to promote club and national racing.

- (a) "Offshore Circuit Racing" (OCR) means competitions between Standard Production Monohull Sports Boats on the sea or on open surfaces of water.
- (b) There are three categories of OCR boats detailed in these rules. These categories or classes are divided according to the capacity of the engines and the length of the craft. Permission to race in any series is at the discretion of the organisers and they have the right to refuse entry into any series.
- (c) The boats must carry a minimum of two crew members; a driver and a navigator.
- (d) Permitted modifications to engines are described in these rules.
- (e) Safety takes priority over racing at all times.

0.2 CLASSIFICATION AND APPROVAL OF RACES

- (a) The race calendar is co-ordinated and managed by your local National Authority.
- (b) Races must be approved by your local National Authority – see 09.

0.3 HOW TO PARTICIPATE

You will need:

- (a) An OCR boat that complies with the rules described below.
- (b) A powerboat racing licence available from your local National Authority under their terms and conditions for all riding crew members.
- (c) To be medically fit to participate.
- (d) To be within the age limits set by your local National Authority.
- (e) To be aware of the risks associated with powerboat racing and what you may need as an individual to mitigate those risks.
- (f) To read and understand the rules, the Advance Programme and the Race Instructions – the documents that govern the running of an event.
- (g) All riding crew are required to be a member of OCRDA, either a full or associate member. Applications should be made to www.ocrda.org
These rules will answer the majority of questions and give you information on how to race in the OCR Classes.. For more information please speak to either OCRDA or the RYA.



0.4 TERMINOLOGY

In these regulations the words “shall” or “must” are mandatory, whereas the words “should” or “may” are advisory.

0.5 APPLICABILITY OF THE RULES

Except where otherwise indicated, the Rules set out below apply to all categories of OCR.

0.6 THE RULES

- (a) These rules should be read in conjunction with any Advance Programme and any Race Instructions issued by the organising body in relation to the event.
- (b) 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.
- (c) 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

0.7 AMENDMENTS

Proposed amendments to these Rules shall be considered at one year intervals by the RYA except that amendments relating to safety at an event shall be considered immediately by the event organising body.

0.8 AUTHORITY

The organising body must either be a club recognised and sanctioned by its National Authority or shall have approval from the National Authority to organise and run events.

0.9 NON-APPROVED RACES

Any driver who competes in a race which is not approved by the National Authority shall automatically forego, for that event, any insurance benefits included with their licence. In the case of an international meeting being organised by a club which is not recognised by the National Authority and which has not asked permission to organise such a meeting, the National Authority will:

- (a) Notify the organising club that the drivers may be suspended and;
- (b) Notify the drivers that they may be suspended in their country, if they take part in international races not approved by the National Authority.
The local National Authority may request the UIM to extend this suspension to other countries.



0.10 ENTRIES TO NATIONAL AND INTERNATIONAL EVENTS

- (a) The Organising body has the right to refuse entry to any boat which they consider unsuitable and/or which does not conform to the requirements of the rules. Reasons for refusal shall be submitted in writing.
- (b) Competitors are required to have an international licence for races outside their own country.
- (c) No organising body, organising an approved international race, has the right to refuse the entry of an international driver duly licensed by his own National Authority provided said driver conforms to the rules.

GENERAL EXPLANATION

0.11 DEFINITIONS

Measurements shall be taken in units of the metric system to two places of decimals.

For the purposes of these rules, an OCR eligible boat is defined as follows:

- I. Race boats shall be that of a similar standard sports/ski type, single hull
 - II. utilising a single keel or V section being the lowest part of the hull and be available for racing at a maximum published price of:
 - III. A Class finished hull and deck inc UK delivery £8,000 excl VAT
 - IV. B Class finished hull and deck inc UK delivery £6,000 excl VAT
 - V. At the time of application for registration with the RYA, the race boat will be capable of seating at least four people in the cockpit fore and aft and side by side. Standard race boat production rubbing strips, spray rails, step or pad is allowable.
- (a) Ancillary equipment shall be provided as detailed under these rules, Advanced Programme and the Race Instructions.

DEFINITIONS AND CLASSES

0.12 DEFINITIONS

- (a) A boat must conform to the OCR Definition (Rule 011)
- (b) There must be a minimum of two persons on board the boat during a race.
- (c) The classes are divided by hull length and cubic capacity or the engine.
- (d) Length is measured as per RYA length measurement, see Section E5



0.13

CLASSES

(a) Offshore Circuit Racing shall be sub-divided into three categories according to the engine manufacturers cubic capacity as below:

(b) Any Production Outboard (normally aspirated) which conforms to these capacities will be allowed subject to OCRDA approval.

Class	Length min	Weight min	Engine capacity
A	5.25m	525kg	1850cc 2 stroke
			2200cc 4 stroke
B	4.70m	360kg	1350cc 2 stroke
			1600cc 4 stroke
C	4.20m	300kg	1000cc 2 stroke
			1200cc 4 stroke

Licence to Race

0.14

RYA Offshore Powerboat Racing Licence

In order to enter the OCR series, all crew members must be in possession of a valid Powerboat Racing Licence. Obtainable as follows:

- (a) Ask the RYA to send you a Offshore Powerboat Racing Licence Application Form.
- (b) Take the form to your local Doctor for a medical; the Doctor must complete and sign the form.
- (c) Decide which of the categories you wish to apply for and fill in the form indicating the licence you require, being sure to have the form countersigned by your club official.
- (d) Return the form to the RYA together with a cheque for the required amount, payable to the RYA.
- (e) Countersigning of licences
Applicants who have never held an RYA Offshore Powerboat Racing Licence can only apply for a Provisional International Licence and are required to undergo a powerboat racing training course prior to the Provisional International Licence being approved. The current minimum course requirements can be obtained from the RYA. The course completion certificate must be provided in lieu of a racing CV prior to countersigning.
- (f) The RYA will send you your Racing Licence.
- (g) If this is your first licence, these rules, along with the PB1 rulebook must be studied because, at your first race, the Officer Of the Day (OOD) will test you on the rules, safety, and navigation. Furthermore, Provisional Licence holders will be observed during their first four races to ascertain their boat handling competence, with the upgrade form to be signed off by the event OOD. If paperwork is satisfactory, then the appropriate National/International Licence will be issued by the RYA.



- (h) Offshore Powerboat Licences are issued annually, valid from 1st January to 31st December. The RYA reserves the right to refuse the issue of a Powerboat Racing Licence

0.15

Event Powerboat Licence

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**.

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.

Event Licences are **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 may require new competitors who have completed their mandatory training 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 £75per 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.

0.16

Age Regulations

(a) In all classes the minimum age for a navigator and driver is 16 years of age.

(b) All age regulations apply at the date of the race.

(c) **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.

c)

0.17

Control of Boat

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

(b) 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.

(c) 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.

Boat Registration and Compliance

0.18

Entries



- (a) All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with.
- (b) Entry of any team into any race of the championship is fully at the sole discretion of OCRDA and the organisers reserve the right to refuse entry.
- (c) OCRDA have the right to refuse any boat that they consider unsuitable and /or which does not conform to the requirements of the present rules. Reasons for refusal shall be submitted in writing.

0.19 Obtaining the Boat Race Number

Please contact your club for a race number; Your new race boat number MUST be noted in your RYA Registration Logbook.

0.20 Registering a race boat with the RYA and the RYA Registration Logbook

- (a) 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. Boat registration forms are available from the RYA and these must be completed and returned to the RYA a minimum of 28 days prior to the intended first race date unless by prior arrangement.
- (b) The RYA will issue a registration log book which must be presented at race control at the same time as racing licences.
- (c) The OOD will authorise the Race Secretary to record details of any damage sustained at the event on an RYA Incident Report Form and in the RYA Boat Registration Logbook. A copy of all incident reports will be sent to the RYA.

0.21 RYA Powerboat Race Training for Minors

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 can be found on the RYA website at www.rya.org.uk or if in doubt contact the RYA powerboat racing office. Competitors new to the sport will also be required to undertake training; 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.

0.22 ELIGIBILITY

Owners in doubt as to the eligibility of their boat should contact the organising body or their National Authority for ratification before entering an event.

BOAT AND EQUIPMENT

0.23 CRANAGE, LAUNCHING AND RECOVERY

- (a) Boats must be fitted with a minimum of three lifting eyes suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin preferably to be able to lift if full of water. If slings are used, ideally with spreader bars, boats are lifted at the owner's responsibility. All strops and slings must be certificated (in date to comply with current legislation) and adequate for the boat's weight within the SWL of the strops and slings.



- (b) Boat owners are responsible for the correct positioning of the slings or strops on their craft whilst launching or recovering by crane.
- (c) Boat race numbers must be displayed on the trailer on the starboard side at the hitch to aid identification.
- (d) No persons are allowed on board whilst craning.
- (e) Boats being craned must not pass over the head of any person or another boat.
- (f) Everyone operating in the craning area must wear either a hard hat or a racing helmet at all times.

0.24 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.

0.25 DECKS

Decks must be able to bear the weight of a 100 Kg person standing at any point.

0.26 WINDSHIELDS/WINDSCREENS

- (a) Must be well secured.
- (b) Must be of non-splintering material. The use of glass for windscreens is forbidden except where they are made from toughened glass.
- (c) Must be masked by rubber or plastic on any bare edges.
- (d) Must not be so designed that it would restrict the driver from being ejected.

0.27 SHARP EDGES

All sharp edges must be adequately protected or removed.

0.28 STEERING and CONTROL CABLES

- (a) 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.
- (b) Tiller steering is not permitted.
- (c) Hydraulic steering must be fully operative, hoses and unions must be free of leaks and adequately protected.
- (d) Single push pull steering is not permitted on A Class boats.
- (e) It is highly recommended that Hydraulic steering is used in all classes.



- (f) All control cables shall be in good working order, securely fastened and any loose ends taped over.

0.29 ENGINE CUT-OFF

- (a) Engine cut-off device ("kill switch") for connection to driver only is mandatory.
- (b) An emergency override system or additional connection cord and clip to allow the engine to be restarted is mandatory.
- (c) Any kill switch connection cord must not exceed 120cm between driver and the boat.
- (d) The emergency cut-off device must be positioned so that when it operates, the connection cord and cap or clip will not catch or foul.
- (e) 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.
- (f) Boats with a tandem set up are required to be fitted with an audio/visual alarm which will activate if the navigator is ejected from the boat.

0.30 THROTTLE CONTROL

Foot throttle must be properly connected, work freely and must not be in a position where it can be fouled. It shall quickly return the engine to idling speed when released.

0.32 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.

0.33 SEATS

- (a) The boat must have a min of two seats of adequate strength and support and must be immovably secure, the positioning in the boat is free. If the fore and aft differential is more than 150mm then the craft is considered to have tandem seating and will be required to have a visual / audible warning device.
- (b) An infill behind the front seats is permitted but in the case of tandem seating the infill must start behind the co-drivers seat. It must be at least 40mm below the top of the seat backs and must be securely fitted. All pins and brackets must be removed from the hull/deck following the removal of any infill prior to racing.

0.34 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.



0.35

FUEL TANKS AND LINES

- (a) Shall be secure in all directions and shall not leak.
- (b) There shall be a clearly marked and easily accessible means of shutting the fuel supply off from the tank(s).
- (c) Permanent metal tanks shall be earthed.
- (d) Fuel lines shall be leak and chafe resistant and run in a manner to avoid damage.

0.36

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.

0.37

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.

0.38

ELECTRICAL HARNESS

Properly protected terminal boards shall be used with flexible (not solid core) cabling supported close to the terminals and at suitable intervals throughout the length of any cable run. Where relative movement or vibration occurs across any gap, cables shall be sheathed in plastic or metal tube anchored at both ends. Reinforced cable suitable for marine duty shall be used. Electrical equipment in engine compartments shall be kept to minimum and sited away from heat or fuel.

0.39

BATTERIES

Batteries shall:

- (a) Be secured with fittings sufficiently strong to withstand any anticipated shock or inertial force and housed in ventilated compartments and mounted upon a secure and solid platform.
- (b) Be free of corrosive leaks and well maintained to the satisfaction of the scrutineer.
- (c) The positive terminal of all batteries shall be protected against accidental contact.
- (d) Shall be fitted with a clearly marked battery isolation switch in the positive/negative supply line.

0.40

PROPELLER SECURITY

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

0.41

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.



0.42 BILGE PUMPS AND BAILING

- (a) 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.
- (b) All bilge pumps shall be in proper working order and secured to the boat.
- (c) It is advised that a bucket with lanyard is carried.
- (d) It is also advised that an electric bilge pump is fitted.

0.43 FIRE PREVENTION

All boats Must carry 1 x 2kg dry powder fire extinguisher (If stipulated in Race Instructions) 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.

0.44 PROTECTIVE HELMETS

- (a) Unless otherwise stated at the briefing, full face protective helmets must be worn by all persons on board at any time when the boat is on the plane during the journey to and from the race and during racing and practice or testing. Helmets may be removed during the race if the boat is adrift or at anchor with engines stopped or idling.
- (b) It is mandatory to wear a helmet made to a minimum standard to include UN ECE22-05 or Snell M2000, or M2005 or Snell SA2000 or SA2005. Helmets must have temple protection and must be coloured "orange" or an equivalent bright colour acceptable to the organising body.
- (c) The efficiency of a helmet is the sole responsibility of the wearer
- (d) When a helmet is first produced for scrutineering the wearer must prove compliance with the above standards; this may be by means of product literature. Once the Scrutineer is satisfied, the helmet will be marked with a "local National Authority helmet approved date sticker". Proof of compliance will then no longer be required for subsequent races until the following season.
- (e) It is recommended that helmets are replaced when they reach five years old from date of manufacture.
- (f) Chin straps must be in good condition and operative.
- (g) Helmets must be devoid of dents or splits.
- (h) Helmet visors must be in good condition and devoid of cracks and easily detachable (i.e. not bolted down).

0.45 RACING VESTS AND LIFE JACKETS

- (a) Racing Vests must be worn at all times by all persons on board whilst on the water.
- (b) The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:
- (c) All vests must have an inherent buoyancy of at least 100 Newton and shall be fitted



with collars.

- (d) 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.
- (e) 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.
- (f) Tears or rips or bad repairs through which buoyancy material may leak out are not permitted.
- (g) Vests must be at least 70% orange, Red or yellow or have orange, Red or yellow panels.
- (h) Vests must have a lifting eye or strap attached to the main harness
- (i) Vests must not be able to ride up over the wearer's head, and must be secure to the body.
- (j) The disposition of the solid buoyancy must be such as to ensure that an unconscious person will float face up in the water.
- (k) The vest must have impact protection material covering the back.

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

0.46 INTERCOM

It is mandatory to have an intercom system, between driver and navigator, installed and operational.

0.47 TOWING LINES

- (a) A rope or ropes of at least 10m total length shall be carried for use as a towing line.
- (b) All towing lines and the towing point must be of adequate construction and strength for the boat to be towed when waterlogged

0.48 COMPASSES

A compass must be carried if stipulated in the Advance Programme or Race Instructions.

0.49 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.

0.50 FLARES

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



- (b) All flares, if carried, shall be securely stowed in a conveniently accessible place, shall bear either the date of manufacture or the expiry date in original manufactured form (not handwritten), shall be not more than 3 years old and shall have a minimum burn time of 40 seconds.
- (c) Additionally, if stated as a requirement, one mini flare pack (8 flares) shall be personally carried by each crew member.

0.51 RETIREMENT FLAG

- (a) 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.
- (b) Once a boat has retired it cannot, under any circumstances, continue or re-start racing

0.52 STRUCTURAL STATE

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

0.53 EQUIPMENT & SAFETY

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

0.54 Race Numbers and decals

(a) RACE NUMBERS

The RYA will allocate a race number to each boat. All class letters and numbers shall be black on a yellow or white background. (In the case of a white boat, the background must be yellow. Yellow boat - background must be white.) There must be at least 25mm of background colour above and below the numbers and 38mm at each side. Numbers must be on both sides of the boat, on the forward half of the boat, and optionally on the fore-deck. Numbers on the fore-deck shall read correctly from the transom. Numbers and class letters shall measure:

In the case of small boats the dimensions of the race numbers may be decreased, but the maximum use of space available shall be made.

Height	Width	Thickness	Spacing
300mm	200mm	38mm	50mm

The number shall be prefixed by a class letter to indicate the class in which the boat is racing, eg. A1, B2 etc.

Boat numbers shall be displayed on the trailer on the starboard side of the hitch.

(b) ADVERTISING

Sponsor decals and application instructions may be issued by the organising body. It is the responsibility of each driver to ensure these are placed on their boat as directed.



- i. Unlimited advertising is permitted on all racing boats, with the following exception:
No advertising (or sign writing of any kind, including the name of the boat) is permitted within 300mm of the racing number in the same plane. Sign writing includes vertical stripes.
No computerised running or slanting numbers (or fancy paint work running up to the numbers) are allowed.
- ii. No owner or crew can be compelled to carry any conflicting advertising whatsoever on their person, clothes or upon the boat that is being raced and his/their refusal to do so cannot in any way be an obstacle to their participation in any race.
- iii. Political publicity or immoral advertisements are not allowed.

(c) **NATIONAL FLAG**

All boats must display their national flag throughout the race. If it is painted on each side of the boat it must be the Union Flag - the minimum size must be 300mm x 200mm.

0.55 PROTECTIVE CLOTHING

All limbs must be covered whilst racing

0.56 MODIFICATIONS TO ENGINES

The following modifications are permitted:

- (a) The propeller may be replaced by any other propeller together with its washer(s) and nut(s).
- (b) The steering bar and brackets may be reinforced or replaced as a safety measure.
- (c) It is also permitted to modify the standard engine cowling in order to facilitate the fitting of alternate steering assemblies provided that any non standard openings are sealed so the engine cannot pull in any additional air.
- (d) The engine rubber mounts may be changed or substituted.
- (e) Blueprinting of the powerhead.
- (f) All external studs, screws, nuts bolts and their washers not wholly contained within the powerhead, may be replaced as well as the method of locking them, providing there is no performance advantage.
- (g) The use of thrust blocks mounted on the lower unit and / or on the boat is permitted.
- (h) Power Trim: a properly engineered system for altering engine trim whilst underway is permitted.
- (i) Modifications and minor optional alternatives as listed and priced by the engine manufacturer may be permitted provided they do not affect engine performance, but improve convenience and safety.
- (j) Transom brackets may be reinforced.
- (k) The fuel connector in the lower cover may be removed and the fuel hose from the fuel



tank connected directly to the fuel pump. The remaining void must be sealed to prevent any extra air entering the cover.

- (l) It is permitted to drill a 32mm hole in each side of the exhaust leg adjacent to the lower engine mounts, between cavitation plate and top of lower engine mounts.

0.57 The following modifications are expressly NOT permitted:

- (a) Remote water pick-ups are not allowed.
- (b) ECU/PCM's equipped with data memory, must not have the memory erased or modified without the prior permission of the Technical Inspector. Any information sourced by the Technical Inspector from ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

0.58 UNAUTHORISED CHANGES

Any change or modification that is not allowed for under the rules will result in disqualification from the race.

RACING REGULATIONS

0.59 Drivers' Responsibility

- (a) 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.
- (b) It is forbidden to start the motor with the propeller rotating in the air.
- (c) 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.

0.60 SCRUTINEERS' INSPECTIONS

- (a) Scrutineers will use current Scrutineering Sheets from the RYA.
- (b) Scrutineering does not constitute a condition survey of the boat.
- (c) The scrutineering sheet may not necessarily cover every item that a scrutineer may wish to check on a particular boat nor does every item necessarily refer to every class of boat. A scrutineer shall reject a boat if it does not comply with all of the requirements of the organiser or local National Authority. The scrutineer shall refer any non-compliance to the Race Committee. Any decision related to eligibility shall be made in good time before the start of the race.
- (d) Any incomplete entry may, at the scrutineers' discretion, be put back to be re-examined later if time permits.
- (e) Post Race scrutineering will take place at the discretion of the OOD/Chief Scrutineer. Competitors must make their boats available when requested – failure to do so may result in disqualification. The first three boats in each class in any race may not leave parc ferme or crane area without prior permission of the chief scrutineer.
- (f) 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.

0.61 DAMAGED BOATS

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

0.62 ENGINE ELIGIBILITY

- (a) It is the Race Committee's duty to decide upon competitors' eligibility and as to whether boats and engines conform to the rules. If a Race Committee decides to check an engine in order to verify its eligibility, the cost shall be borne by the competitor if the engine fails the eligibility check, otherwise the cost will be borne by the race organiser.
- (b) When a competitor raises a protest against another competitor over the eligibility of an engine, and in order to prove this eligibility an engine is required to be checked, then the costs involved are to be borne by the losing party. This means that following a protest, if the engine is found to be illegal the protestee shall pay for the checking. If however, the engine conforms to all the rules then the cost of checking shall be borne by the protestor.
- (c) The local National Authority may appoint a number of engine inspectors who can attend any engine inspection or carry out their own checks with the Chief Scrutineer at any event.

0.63 PRE-RACE DECLARATION FORM

All drivers and crew members shall sign the local National Authority indemnity form which shall be made available by clubs.

0.64 DRIVERS' BRIEFING, SIGNING IN – ALL CLASSES

- (a) Race boat driver & co-driver shall 'sign in' to signify their attendance prior to the start of the briefing. 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.
- (b) Failure to sign in at the time requested by the organiser may result in a penalty at the discretion of the organising body.
- (c) Non attendance at the start of the briefing may result in disqualification or other penalties being applied by the organising body.

0.65 STARTING PROCEDURE

- (a) **Minimum Visibility**

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

- (b) Procedure for Starts
- The distance between the muster area and the first turning buoy on a rolling start must be at least one nautical mile.
- I.
- II. The muster area will be defined in Race Instructions and further explained at the drivers' briefing. Boats should proceed to the muster area as described at the drivers' briefing. Competitors are reminded to comply with the International Regulations for the Prevention of Collision at Sea and local bylaws whilst proceeding to the muster area.
- 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.
- V. Two minutes before the start of the race, the start boat will raise and continue to display a yellow flag. This indicates the commencement of the start procedure. The start boat will then proceed across the start chute between the fleet and the first race mark and then return across the start chute. When the start boat has crossed the start chute for the second time, it will turn and begin its start run towards the first race mark – see diagram 1.
- 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.
- VIII. Race boats must observe a safe spreading distance of at least 3 metres between boats and no boat shall run directly behind the stern of the start boat – see diagram 2.
- IX. When the starter is satisfied that all boats are in an acceptable racing line and proceeding at a suitable speed, the green flag is raised and the yellow flag lowered simultaneously. The raising of the green flag determines the actual start except for time keepers – see point 9 below
- 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:

- | | | | |
|------|-------|--|------------------|
| XIV. | (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.

XVI. Should sea conditions in the muster area be such that boats ship water when turning while off the plane, the procedure will be modified as follows:

The start boat will lead race boats to the muster area at which point it will raise a yellow flag, then plane slowly to allow race boats to get on plane safely before accelerating towards the start chute.. Race boats will follow the start boat at the 30 metres minimum safety distance until the raising of the green flag.

Diagram 1 – Start procedure under yellow flag

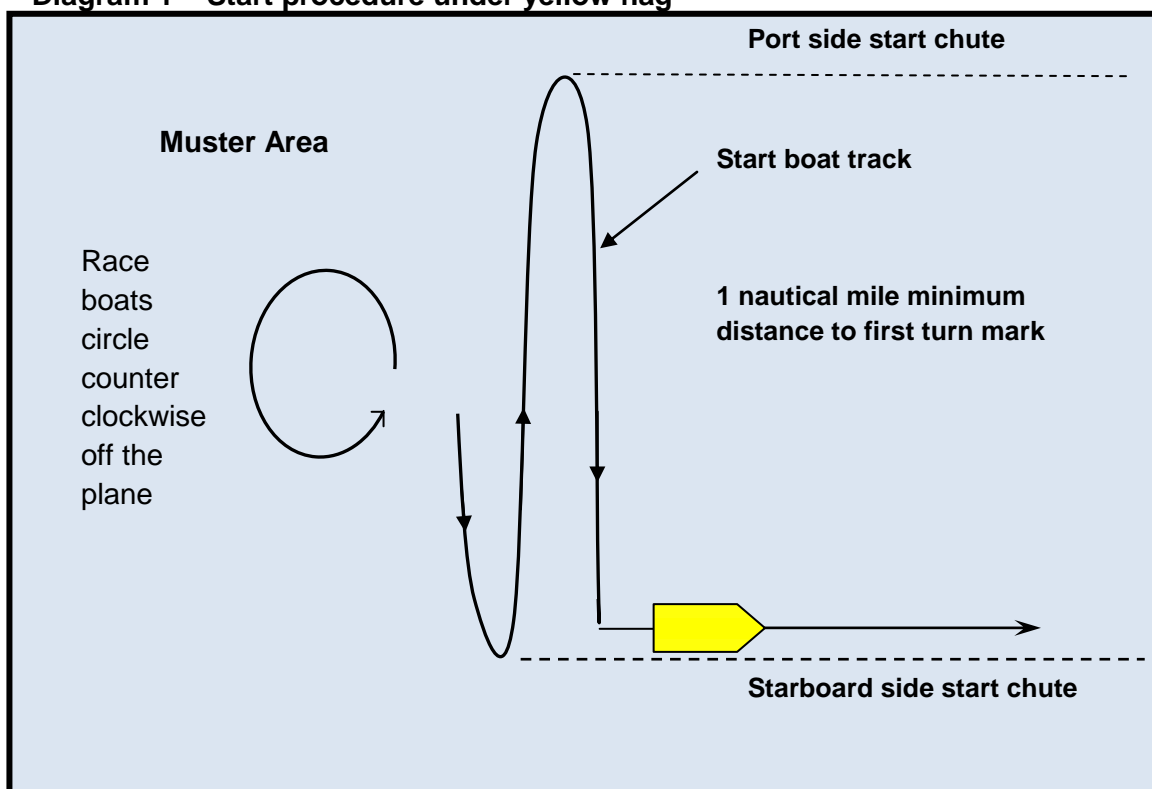
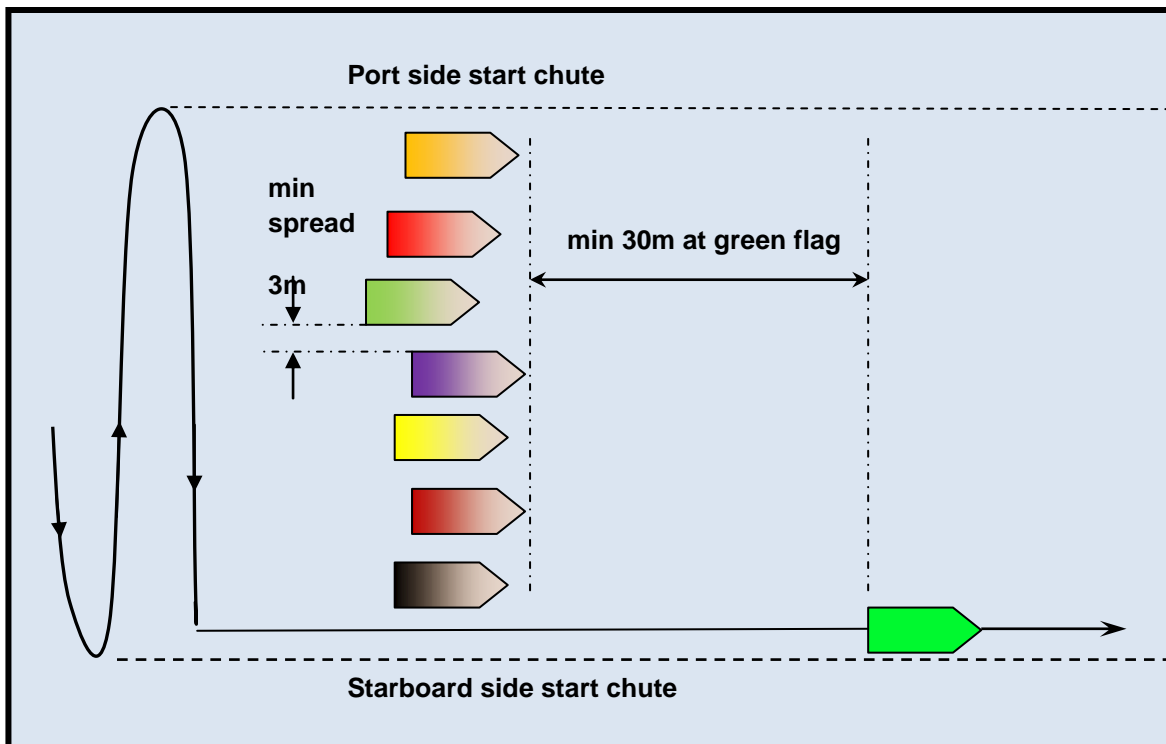


Diagram 2 – Start procedure, green flag



0.66

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.

0.67

OUTSIDE ASSISTANCE

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

0.68

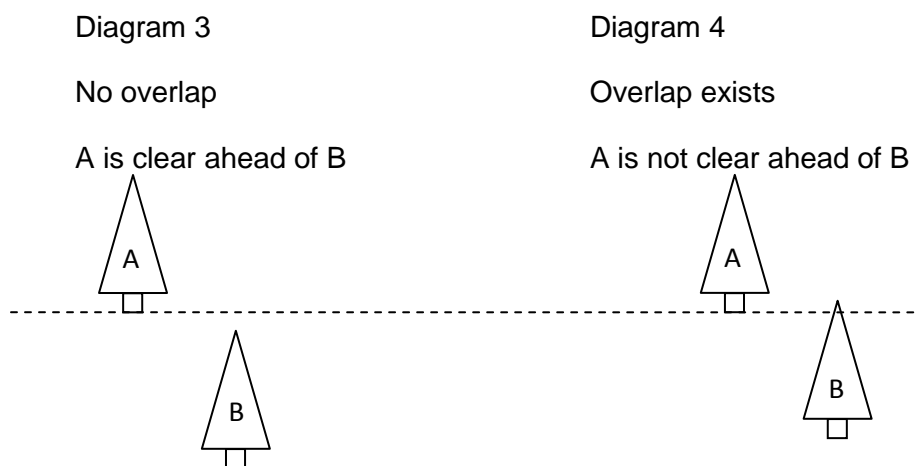
THE RACING RULES

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 3 and 4 below for clarity.



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.

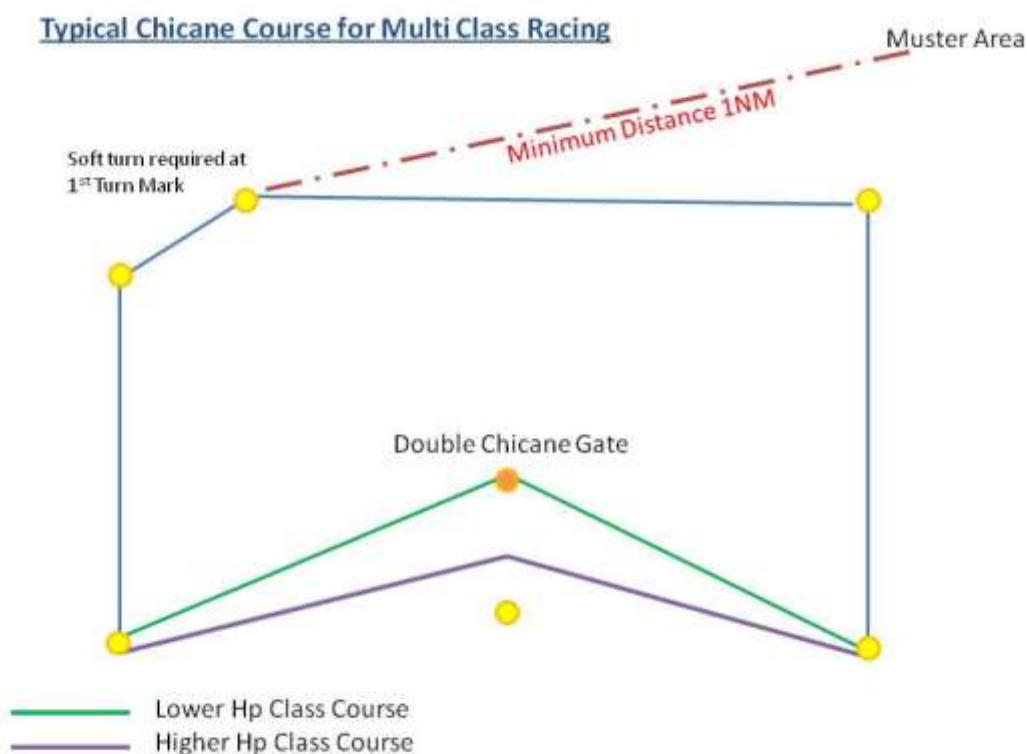
OVERTAKEN - An Overtaking boat is deemed to have **overtaken** when its aftermost point is in front of the overtaken boats bow. If the overtaken boat then closes on the other it then becomes the overtaking boat and therefore must act accordingly.

- (d) i. 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 O.68 are subject to reduced Protest Procedures see Rule H4 –
 O68 (e) - 6
 O68 (e) - 7
 O68 (f)
 O68 (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.





0.69

INCIDENT PROCEDURE

- (a) In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet
- (b) There is **NO OVERTAKING** in the vicinity of the incident.
- (c) When it is deemed the course is clear, yellow flags will be removed
- (d) In the event of a serious incident, the red flag procedure will apply
- (e) It is the crew members' responsibility to monitor the all flag signals whilst deployed

0.70

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.

0.71

Turn Marks and Missed Marks

- (a) 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.
- (b) The Event Race Instructions will specify the colour and shape of the course marks.
- (c) Should a mark go missing the driver must pass through the approximate geographical position referred to in race instructions.
- (d) If a boat hits a turn mark – A Yellow Card penalty may be applied.
- (e) 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.
- (f) 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.
- (g) The missed mark penalty is a one lap

0.72

Stopping the Race

- (a) 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.

- (b) 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 restarted the procedure identified in **O.65** will be followed.
- (c) 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.

0.74 Finishing a Race

- (a) 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.
- (b) The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.
- (c) Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag.
- (d) A boat shall be timed for completing a race when her bow crosses the finishing line.
- (e) All boats crossing the finishing line after the 'winning boat' will be classified as having finished the race.
- (f) 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
 - iv. Await escort back to the Wet Pits.
- (g) 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.
- (h) Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.
- (i) 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 R.75 below.

0.75 Curtailment of a Race

A curtailment decision can be made at any time during a race provided the curtailment 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.

0.76 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.



0.77 RACE Points Scoring System – all classes

- (a) Points will be awarded to the driver boat combination .
- (b) Points are not transferable into other classes or between boats.
- (c) Any driver/co-driver combination disqualified from a race as a result of a technical infringement should lose all points to date, and those races may not be dropped as worst results for championship points status.
- (d) Any driver/co-driver/boat/team disqualified from a race for any other reason may not drop that race as a worst result for championship points status.
- (e) Spot checks will be carried out, un announced, at Championship races to verify that boats comply with the eligibility rules.

First place	400 points
Second place	360 points
Third place	324points

Reducing by 10% thereafter

0.78 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 From Safety/Patrol Boat	Start procedure underway Incident in vicinity, proceed with care.
Green	From Start Boat	Race Start and Last Lap
Red	From Start Boat From official boats	Start Aborted return to muster Race stopped follow instructions given at Drivers Briefing
Chequered	At Finish line	Race finished/curtailed
Black	From Start boat	Boat disqualified from race
Orange	Flown from competing boat Waved from competing boat	Retirement 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.

0.79 Posting of Results

- (a) The provisional results will be posted within an hour of the end of the races, where possible.
- (b) 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.
- (c) Provisional results will become official one hour after posting provided no protests have been received and all teams are signed off.
- (d) It is the teams' responsibility to monitor the posting of the provisional results.

0.80 Medical Examination & Alcohol Testing

- (a) 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.

- (b) 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.

0.81 Yellow Cards, Red Cards and Associated 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 OCR event and will be referred to the RYA

All yellow and red cards will be confirmed in writing and will be posted with the



results. Any crew member issued with a yellow or red card has sixty minutes from the time of posting the results in which to lodge a protest.

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

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

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

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

0.82

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

0.83

Championship Specific Penalties

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

- | | | |
|-----|--|--------------------------|
| (a) | Smoking in the defined wet or dry pits: | £200 fine. |
| (b) | Fuel transfer outside the designated fuelling areas: | £200 fine. |
| (c) | Launching: persons on boats whilst being lifted or craned: | £200 fine. |
| (d) | Failure in launch/ramp discipline; | warning and/or £100 fine |
| (e) | I. first offence: | |
| | II. second offence: | £200 fine |
| (f) | Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary: | £150 fine |
| (g) | Not wearing race overalls at podium presentation: | £150 fine. |
| (h) | Failure to present engine or craft for technical examination: | Disqualification. |



- (i) Misrepresentation or providing untrue statements: Disqualification.
- (j) Failure to raise and fly retirement flag when able: £100 fine.

- (k) Failure to report Retirement to Race / Safety Control: £100 fine
These penalties are not exclusive and do not protect the offender from further action by the organisers / RYA. Penalties will be applied by the OOD. Penalties (a) to (j) above may be protested. Protests must be lodged within one hour of the penalty being issued.

0.84 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.

0.85 Injured Drivers

- (a) 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.
- (b) 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

0.86 Identity Tags

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

0.87 Championship Points

The RYA OCRDA Championship will be decided by the points accrued by the Driver and Boat combination in 75% of the heats run for that season. whilst the OCRDA & Duckhams Championships will be decided by the points accrued by the Driver and Boat combination in ALL of the heats run for that season