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Powerboat Racing

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**CIRCUIT RULE  
BOOK**

**PB2 - 2012**

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### **TERMINOLOGY**

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

Throughout the book where H appears this denotes – Hydroplanes

Throughout the book where S appears this denotes - Sportsboats

## **CIRCUIT POWERBOAT RACING**

This is PB2, the handbook for UK Circuit racing. The purpose of this book is to provide an introduction for newcomers to the sport and also to be a source of general information for officials and competitors.

PB2 should be used in conjunction with the UIM International rule book. Also included are rules for club and National racing.

The Royal Yachting Association (RYA) is the National governing body of all UK powerboat racing and is affiliated to the Union Internationale Motonautique (UIM) the Monaco based international governing body. The RYA PowerBoat Racing Committee (PBRC) is responsible to the RYA Council for all powerboat racing and record attempts. The RYA Circuit Racing Committee (CRC) is responsible to the PBRC for the development, safety, training, racing and rules for circuit racing.

Circuit racing is an enjoyable and exciting form of Motorsport and whilst this handbook might seem formidable at first glance, it is here to help and guide you.

The sport of circuit powerboat racing is easy to enter and all the clubs listed in Section C are happy to welcome you to their races and to help you get started.

There are three main types of circuit racing boat - hydroplane, monohull and catamaran and within these types there are many classes from which to choose. Boats with engines over 1000cc are not usually available to newcomers who must first prove themselves capable of racing safely in smaller engine capacity classes.

Powerboat Race Training Days are available as a cheap and easy way to try your hand at racing and to sample the three types of boats that make up the sport. Contact either your local powerboat racing club or John Puddifoot, Powerboat Racing Manager at the RYA (023 80 604238) for details.

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

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

## **HOW TO PARTICIPATE**

### **DO YOU WANT TO RACE?**

If you want to race, the first stage is to join a Powerboat Club which is affiliated to the RYA.

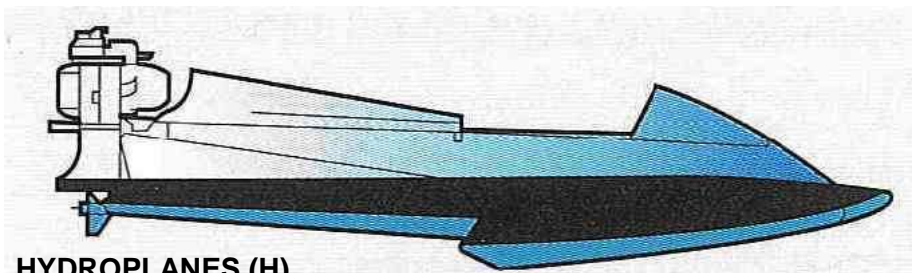
This book will help you to;

Select an RYA affiliated club (Section C)

Choose the appropriate class in which to race, guide you through boat registration and list the equipment required (Section F)

Obtain your racing licence (Section D)

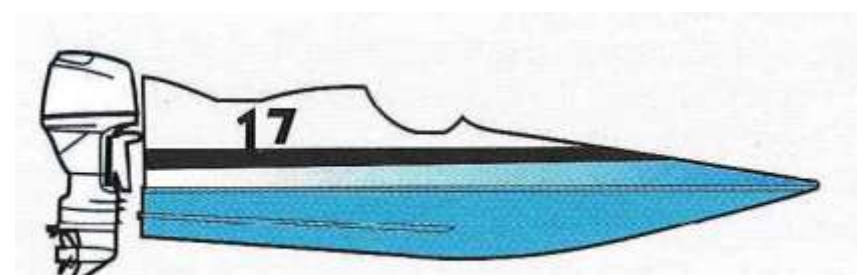
The three types of Circuit racing boats are:



### **HYDROPLANES (H)**

They have twin hulls for the front part of the craft extending no more than 60% along the hull narrowing to a single hull at the stern, no catamarans, monohull or Vee bottomed boats allowed.

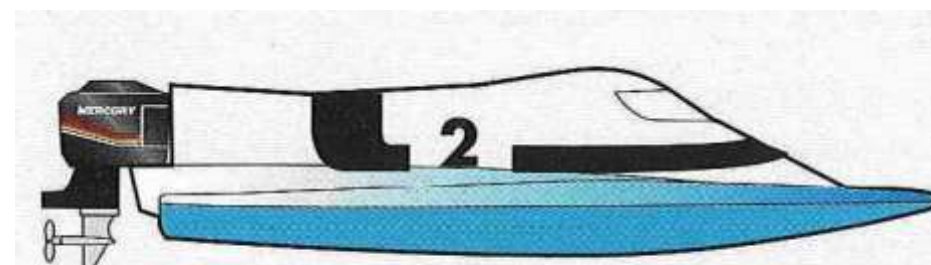
The driver sits, kneels or lies down. The most popular class is OSY400, powered by a 400cc outboard engine.



### **MONOHULLS (S)**

They are single hulled boats similar to a ski boat. The driver is seated. There are several classes with outboard engines starting from 850cc.

The most popular being T850.



### **CATAMARANS (S)**

They are twin hulled boats. The driver is restrained within a safety cell.

Power comes from an 850cc outboard engine in S850 or 2000cc engine in S2000 and 2000cc or more for the Supercat Class.

### **COST**

Compared to most other forms of motorsport, circuit powerboat racing is not expensive. £1000 would get you on the water in a second hand OSY400 hydroplane, £2000 for a T850 monohull and £3000 for an S850

### C. Circuit Powerboat Clubs in the UK

Essex Hydroplane Racing Club Peripatetic	Club Secretary: John Masters, 58 Pettaugh Lane, Gosbeck, Ipswich, Suffolk IP6 9SE 01394 610202 07747 023785 <a href="mailto:johnmasters.scw@tiscali.co.uk">johnmasters.scw@tiscali.co.uk</a>
Lancashire Powerboat Racing Club Carr Mill Dam, St Helens, Lancashire At junction of A580/A571 at Helens just behind the Waterside Hotel <a href="http://www.lancashirepowerboat.com">www.lancashirepowerboat.com</a>	Club Secretary: Graham Palfreyman, 26 Lynwood Ave, Aughton, Ormskirk, Lancs, L39 5BB, 01695 424724, 07976 237156 <a href="mailto:the.palfs@lineone.net">the.palfs@lineone.net</a>
	Race Secretary: Malc Hughes, 29 Wadeson Way, Croft, Warrington, WA3 7JP, 01925 765021, 07780 992515 <a href="mailto:m@lc39.co.uk">m@lc39.co.uk</a>
Lowestoft & Oulton Broad Motor Boat Club Oulton Broad, Suffolk In Oulton Broad near junction of A146/A1117 <a href="http://www.lobmbc.co.uk">www.lobmbc.co.uk</a>	Club Secretary: John Staveley, Woodford Villa, Honingham Road, Weston Longville, Norwich NR9 5JU TEL: 01603 881112 email <a href="mailto:johnstaveley@ic24.net">johnstaveley@ic24.net</a>
	Race Secretary: Sue Staveley Woodford Villa, Honingham Road, Weston Longville, Norwich NR9 5JU TEL: 01603 881112 email <a href="mailto:johnstaveley@ic24.net">johnstaveley@ic24.net</a>
Midlands Powerboat Racing Club Kingsbury Water Park, Bodymoor Heath, Warwickshire	Club Secretary: Ian Andrews, Hall Field Farm, Orton Lane, Austrey, Nr Atherstone CV9 3EA 07775 690321 <a href="mailto:ian_andrews69@hotmail.com">ian_andrews69@hotmail.com</a>
Stewartby Watersports Centre Stewartby, Bedfordshire. Just off A421 between Bedford and M1 Jct'n 13 <a href="http://www.stewartbypowerboat.com">www.stewartbypowerboat.com</a>	Club Secretary: Sue Tassell, 59 The Links, Kempston, Bedford, MK42 7LT Tel: 01234 841217 Mob: 07970 406163 <a href="mailto:nigelandsue@stassell92.orangehome.co.uk">nigelandsue@stassell92.orangehome.co.uk</a>
	Race Secretary : Jenny Powell, 39 Derrys Hollow, Forest Edge, Ellistown, Leics, LE67 1FT. Mob : 07976 979515, <a href="mailto:m.powell6@ntlworld.com">m.powell6@ntlworld.com</a>
Thundercat Racing (M2M)- Thundercat Racing Ltd HQ, Microlink House, Brickfield Lane, Chandlers Ford, Southampton, SO53 4DP <a href="http://www.thundercatracing.co.uk">www.thundercatracing.co.uk</a>	Club Secretary: Fiona Pascoe Tel: 02380 240388 Mob: 07795618701 <a href="mailto:fiona@thundercatracing.co.uk">fiona@thundercatracing.co.uk</a>
	Race Secretary: Sophie Pascoe Mob: 07880 794014 <a href="mailto:sophie@thundercatracing.co.uk">sophie@thundercatracing.co.uk</a>
UKFFORC Peripatetic <a href="http://www.ukformulafutureoffshoreraceclub.co.uk">www.ukformulafutureoffshoreraceclub.co.uk</a>	Club & Race Secretary: Julie Pocknell, 43 Beamish Road, Poole, Dorset, BH17 8SB Tel: 01202 669941 <a href="mailto:secretary@ukformulafutureoffshoreraceclub.co.uk">secretary@ukformulafutureoffshoreraceclub.co.uk</a>
Windermere Motor Boat Racing Club On the A592, 1.7 miles south of B5285 junction. <a href="http://www.wmbrc.co.uk">www.wmbrc.co.uk</a>	Club Secretary: Alison Whalley Broad Leys, Ghyll Head, Windermere, Cumbria LA23 3LJ Mob: 07850 807039 email: <a href="mailto:alisonw@naylorwintersgill.co.uk">alisonw@naylorwintersgill.co.uk</a>
	Race Secretary: Will Wood, Broad Leys, Ghyll Head, Windermere, Cumbria LA23 3LJ Mob: 07887 768244 <a href="mailto:willwood6@hotmail.co.uk">willwood6@hotmail.co.uk</a>

## **D HOW TO OBTAIN A CIRCUIT POWERBOAT RACING LICENCE**

### **1.1. What to do**

- (a). All applicants must be current members of an RYA affiliated circuit racing powerboat club.
- (b). To obtain a licence application contact the RYA or download the form from the powerboat racing section of the RYA web site, [www.rya.org.uk](http://www.rya.org.uk)
- (c). Applicants must arrange an appointment with a suitably qualified doctor who will complete the medical section of the licence application. Decide which racing class you wish to apply for and complete the relevant section of the form confirming basic or national status.
- (d). Send the form to your club, together with four recent passport sized photographs and the appropriate fee.
- (e). Your club will verify and countersign the application form and forward it to the RYA.
- (f). All approved licences will be returned to the race secretary of your affiliated club.

### **1.2. Licences available are as follows:**

(a). **Basic (Provisional) Licence.** This licence is issued to all newcomers or competitors upgrading to a different class. All new junior competitors must satisfactorily complete the junior race training programme as set out in Section E of this rule book before they can apply for a Basic (Provisional) licence. All other new applicants to the sport or those wishing to upgrade to a different class must apply for a provisional licence, competitors issued with this licence will be permitted to race in club events but will be strictly supervised by the Officer of the Day (OOD).

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 individual's 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 outlined in this section and can also be found on the RYA website at [www.rya.org.uk](http://www.rya.org.uk) or if in doubt contact the RYA Powerboat Racing Dept.

Note: The OOD 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 and race flag signals. The procedure governing the licence upgrade process as detailed in section D2 is mandatory.

- (b). **National Licence:** this licence is issued to:
- (i). Successfully upgraded Basic (Provisional) licence holders
  - (ii). Previous holders of National licences (issued within the last two years)

- (iii). Previous competitors not having raced in the class applied for in the last 2 years but whose application is approved by the CRC Executive.
  - (iv). Foreign competitors resident within the UK who must have written permission from their own National Authority, provide proof of previous racing experience by the submission of a Powerboat Racing CV with their Licence Application Form and rescind any existing licence from another authority.
- (c). **International licence** – this licence is issued to:
- (i). Competitors who upgrade their National Licence to International status by competing in three national events to the satisfaction of the OOD who will then countersign the International Licence Upgrade Form. Competitors are reminded that these Upgrade forms must be presented to the OOD prior to the Drivers' Briefing.
  - (ii). Previous holders of International licences (issued within the last two years).
  - (iii). Previous holders of an international licence not having raced in the class applied for whose application is approved by the CRC Executive
  - (iv). Foreign competitors resident within the UK who must have written permission from their own National Authority to be issued with an international licence, provide a CV of their racing experience and submit their application to the CRC Executive.
- (d). **UIM Super Licence** – this licence is issued to:
- (i). All competitors who race in F1 and F2 must in addition to their UK International licence hold a UIM Super Licence.
  - (ii). UIM Super Licence application forms and procedure can be downloaded from the RYA website – [www.rya.org.uk](http://www.rya.org.uk) (go to Circuit Forms for competitors). Or you can obtain the procedure from the UIM website: [www.uimpowerboating.com](http://www.uimpowerboating.com)
  - (iii). Super Licences are granted subject to UIM Rule 120.08 and the approval of the CRC Exec. (iv). UIM Super Licence applicants are reminded that an additional UIM medical examination is required and that the deadline for a Super Licence is four weeks before you require it.
- (e). **Event Licence** – issued by Race Organisers at Race Control to competitors. Event Licences will not be issued unless a competitor has previously held a powerboat racing licence in the last two years, undertaken an appropriate training course or has successfully completed an on water assessment by the OOD.
- (i). The OOD 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 and race flag signals
  - (ii). 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.
  - (iii). A Medical "Self Declaration" form must be completed and signed by the competitor prior to the issue of each Event Licence.
  - (iv). For Basic races only: A maximum of 2 Event Licences per person can be issued in any one year. (This is at the discretion of the CRC).
  - (v). For National races only: A maximum of 2 Event Licences per season for qualified drivers; full medical required and immersion test required when

applicable. Fee 50% of respective full national fee for first event, remaining 50% for second event.

- (f). **Powerboat Racing Licences for those under 18** – (i.e. those who are not yet 18 when they apply for their licence):
- (i). 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.
  - (ii). 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.
- (g). **Immersion Tests.** If you are racing in a class that requires an Immersion Test i.e. restraint and canopy boats, then you must have undertaken your test before applying for your licence. See RYA website for details of venues and dates when tests are being offered.
- (h). **What does the powerboat licence provide for you?**
- (i). 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 Control at the beginning of the event.
  - (ii). The RYA Powerboat Racing Department is now pleased to offer specialist insurance for Powerboat Racing to all RYA licensed Powerboat competitors. The RYA can now provide insurance for raceboats and their equipment both whilst in transit to and from RYA events and also can provide insurance cover for competitors’ boats whilst racing. Full details of these new policies will be available on the RYA website.
  - (iii). **Third Party Liability Insurance in the 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 by 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.
  - (iv). The policies will also indemnify any holder whilst taking part in official practice as defined in the advance programme or by the race committee at the time of the event.
  - (v). 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, payable by the organising club/competitor.
  - (vi). **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.

- (l). **What does the powerboat racing licence NOT provide for you?**
- (i). The RYA insurance policies do not cover competitor to competitor liability.
  - (ii). The RYA policies do not cover Personal Accident and Death benefit.
- (j). **The RYA strongly advises you to take out the following insurances before racing :**
- (i). Personal Accident and Death Benefit.
  - (ii). Legal Expenses cover.
  - (iii). Loss of Earnings insurance.
  - (iv). Travel and Medical Insurance (when travelling to foreign events)
  - (v). All Year Round Third Party Public Liability or Comprehensive cover on your boat/ski (outside of RYA organised Powerboat Racing events).
  - (vi). Fire, Theft insurance cover on your own craft/trailer – check to see if your car policy covers trailing.
  - (vii). Check all your insurance policies to ascertain whether you are covered whilst Powerboat Racing. It is imperative that you declare this.
  - (viii). Always seek independent professional advice in insurance matters.

## **D2 LICENCE UPGRADING**

2.1. Generally, In addition to providing compulsory third party insurance the issue of racing licences permits Clubs and the RYA to regulate the progression of competitors through the sport by requiring them to gain the necessary experience and demonstrate their competence before being allowed to apply for upgrading of their licence. Licences are graded by class and status as set out in section D1 above. To upgrade a licence the applicant must follow the process set out in sections 2, 3, 4 & 5 below.

### **2.2. Basic to National.**

- (a). Five endorsements are required; these will consist of two test/training sessions and three club races under the direct supervision of the OOD.
- (b). Hydroplane classes. When, in one season, drivers have insufficient club races to obtain the necessary five endorsements to be able to apply for upgrading to National status, they may compete with yellow boards in a National event providing they demonstrate during practice to both the RYA Commissioner and the OOD that they are fast and competent enough.



2.3. **National to International.** Three endorsements must be obtained from competing at National events to the satisfaction of the OOD. In exceptional circumstances a dispensation from the CRC Exec may be given.

2.4. Drivers requiring qualifying endorsements must hand their licences to the OOD with a request for endorsement before practice/racing commences. The OOD may endorse the driver's licence provided he has satisfied the appropriate conditions. Endorsement is not automatic.

2.5. Drivers must satisfy the above requirements before returning their completed upgrade forms to the RYA.

2.6 All Junior training must be carried out in accordance with the Junior training syllabus as described in section E.

**D3. CLASS AGE RESTRICTIONS ,LICENCE LEVELS, UPGRADING AND RENEWALS**

Class		Basic	National	Inter-national	
<b>Level 1</b>					
/JT250	S	(Training from 8yrs 6mth) 9	9	10	Maximum age 16
GT15	S	Training from 8 yrs 6 mth) 9	9	10	Maximum age 16
GT30	S	14	14	14	
OSY400	H	14	14	16	Mixed Class min Age 16
<b>Level 2</b>					
T850	S	16	16	16	
S850	S	16	18	18	Immersion Test
F4S	S	16	16	14	Immersion Test
O125	H	16	16	16	
O250	H	17	17	18	
O350	H	17	17	18	
Inboard	H	17	18	18	
<b>Level 3</b>					
NS2000/Sup er	S	18	18	18	Immersion Test
SL250	S	18	18	18	Immersion Test
O500	H	18	18		
O700	H	18	18		
Formula	H	18	18	18	Immersion Test
All Classes			5 Events		
All Classes				3 Events	
To maintain National Licence		3 Races	1 Race		
To maintain International Licence			1 Race		

#### **D4 APPLICATION FOR POWERBOAT LICENCES**

4.1. It is the driver's responsibility to apply for a racing licence in good time. Fast-track licences are available from the RYA at the applicable surcharge. Age limits are as per class rules.

4.2. Applications for RYA powerboat licences and compulsory third party insurance must be made on the RYA licence application form which includes a medical evaluation which must be completed by a suitably qualified medical doctor. Forms and lists of fees are available from the RYA.

4.3. All licence application forms must be countersigned by the appointed club official who must ensure that the applicant is suitably qualified for the classes applied for. This applies to both basic and national licence applications.

4.4. Family members may not countersign licence application forms.

4.5. All completed licence application forms must then be sent with the appropriate fee to the RYA who will issue the appropriate licence.

4.6. The RYA will send all Circuit licences to the race secretary of the applicant's club who must check that the correct licence has been issued before sending the licence to the applicant.

4.7. The PBRC Medical Panel and the CRC executive may refuse an application. Before the applicant is notified by the RYA, the issuing club must be given the reason and acknowledge receipt of the reason before the applicant is notified by the RYA.

#### **D5 DRIVER IMMERSION TEST**

5.1. Before a licence can be issued all drivers using restraint systems and/or safety cells must pass the RYA immersion test every 12 months.

5.2. A test rig with canopy must be used by drivers racing with canopies.

5.3. Details can be found on the Powerboat Racing Section of the RYA website [www.rya.org.uk](http://www.rya.org.uk)

#### **D6 LICENCE VALIDITY AND AGE LIMITS**

6.1. All competitors must have a valid licence and third party insurance issued by the RYA before entering or participating in any race.

6.2. For the purposes of licensing the sport is divided into Hydroplane and Sportsboats

6.3. Any variation to the age restrictions given in D3 above must be determined by the CRC Exec or Circuit Racing Committee.

6.4 For JT250 & GT15 classes. Participants may train from 8 yrs 6mths old. Competitors may be entitled to collect their test session signatures during this time. Competitors are not permitted to race at club or national level until they are 9 yrs old.

6.5 For GT30 Classes competitors may upgrade to full national status by obtaining 3 signatures providing they have held a current National Junior licence for at least 2 years. At least 2 of these signatures should be obtained from Club Racing.

6.8 New GT30 Competitors may participate in this class from 14 years old providing the usual licencing procedure has been carried out.

#### **D7 LICENCE FEES**

Licence fees are set at the start of each season and details can be obtained from the RYA or the RYA web site

#### **D8 DOCUMENTATION FEES**

8.1. Measurement certificate Fees - The fees for 2012 are as follows:

- (a). New registrations for boats with safety cells £45
- (b). Renewal of registrations for boats with safety cells £30
- (c). New registrations for boats without safety cells £30
- (d). Renewal of registrations for boats without safety cells £25

8.2. Homologation Papers are available from the RYA for £20 a set.

#### **D9 PASSENGER PERMITS**

9.1. For racing passengers not holding a current powerboat driving licence. Issued at the discretion of the organising club.

9.2. Minimum age for Basic races is 15, Nationals 17.

9.3. Passengers are not permitted to take control of the boat at any time unless in extreme circumstances. This permission is only granted for the purpose of a passenger safely returning the boat to the pits in the case of an emergency

#### **D10 PROMOTIONAL ON WATER ACTIVITIES**

10.1. During an RYA approved event up to 2 boats carrying sponsors, VIPs, press, etc. are permitted on the course when the course is closed for other purposes. Drivers of such promotional boats should hold current RYA National licence or the driver must be deemed competent and approved by the OOD and hold an Event Licence issued by the organising club. Passenger will be covered by the RYA Racing Insurance for Third Party Liability providing they have signed the RYA Officials signing on sheet prior to going out on the water. The OOD must advise the passenger/s of the dangers associated with high speed participation on water. For each sponsor's boat there must be at least one rescue boat on station, the minimum crew is three, one being a diver suitably equipped.

10.2. **Passenger Safety** – All passengers must wear a racing lifejacket, a protective helmet in accordance with RYA Rule F26. Passengers must also sign the medical self declaration form to confirm that they have no history of heart problems, no medication, no back or recent 'sporting' injuries, and must not have recently consumed any alcohol. If there is any doubt about the fitness of the passenger, the passenger must be referred to the event medical officer whose opinion shall be final. A predetermined signal must be agreed between passenger and driver to stop the boat, the driver must keep the boat a very safe distance, commensurate with the

speed, from other boats, the bank, pier etc. and the maximum speed must be that appropriate for an apprehensive passenger never having been in a race boat before.

10.3. **Boat Safety** - The boat must be checked by the event scrutineers in accordance with class requirements , the seat must provide suitable lateral support with the passenger braced into the seat while gripping grab handles, the grab handles must be either directly in front of or on either side of the passenger to permit a secure hold when the passenger is properly seated, the driver must have mirrors set to observe the passenger, a predetermined signal must be agreed between passenger and driver to stop the boat. The driver and passenger must be connected to the kill switch.

#### **D11 DEMONSTRATIONS AND DISPLAYS**

11.1. Drivers must be current RYA racing licence holders. Officials (OOD, Rescue Officer, and Chief Scrutineer) must be RYA approved; boats must be registered race boats with current measurement certificates and must be scrutineered before use.

11.2. Rescue craft must be in place during all demonstrations and displays in accordance with the venue risk assessment and current RYA rules governing safety & rescue. The requirements for safety & rescue at all demonstrations and displays must be approved by the CRC in advance of the event. The required fee must be received by the RYA prior to the demonstration.

11.3. The water must be approved by the Water Approvals Committee in accordance with the rules in section J of this rule book.

## **E RYA BASIC JUNIOR TRAINING**

### **E1 INTRODUCTION**

- 1.1. Junior power boating is available to boys and girls age 9 to 16 years of age at affiliated clubs around the country.
- 1.2. The training boat is a fantastic way to introduce youngsters to a sport that might otherwise not be available to them. After experiencing a test session in the training boat, you can progress to Stage 2 and take part in a club race. After that it's up to you. You can book further sessions or may even decide to purchase a boat of your own. Either way we hope you enjoy the experience and will continue to enjoy powerboat racing either as a racer, member of a club or simply as a spectator.
- 1.3. Your power boating experience is in two parts. The first is an introductory session held on a test day and incorporates a theory session followed by a practical session on the water. A second session would give you the opportunity to take part in a club race along with the other drivers.

### **E2 STAGE 1**

On the agreed date you will need to be dressed in a long sleeved top and full length trousers so that your limbs are fully covered, and you need to wear sensible shoes. You need to arrive at the agreed time and there will be a session of approximately one hour when you will be briefed, then you will be on the water intermittently over two hours. There may be other drivers testing on the same day but, to start with, they will not be allowed on the water at the same time as you. Once you have mastered how to handle the boat another junior driver will accompany you, at a safe distance, around the circuit to give you the feel of being on the water with other boats. What happens next will depend on how you get on, but you will be assured of at least 24 laps, equivalent to 4 race heats. Providing you drive at race speed for 12 laps, and demonstrate you can handle the boat safely and with confidence you will be presented with a competency certificate allowing you to proceed to stage two at a later date.

### **E3 STAGE 2**

- 3.1. Club racing takes place according to the race calendar at the various clubs. You will need to arrive at the time advised to help prepare the boat and to be scrutineered. You will need to attend the drivers' briefing along with a parent or guardian and then you will take part in Junior handicapped racing event in which trophies are presented for the first three places. Racing normally starts at..... with heats being held between senior racing. Racing normally finished by ..... with a presentation shortly afterwards. You will be awarded a certificate of achievement and possibly a trophy.
- 3.2. It is a great day out for the whole family refreshments are normally available all day in the club house. If you have any questions please do not hesitate to contact (. . . . .) and have a great time.

### **E4 - TRAINING RECORD**

Name	
Address and telephone numbers	
Date of Birth	
Parent/Guardian	
Present at training	
If not Name and Address of responsible person	
Any relevant medical conditions	
Location of Training	
Weather Conditions	
Introduction to boat	
Scrutineering of boat	
Controls and their effects	
1) Steering	
2) Gearshift	
3) Accelerator	
4) Kill Switch	
Jetty/Slipway safety	
Safety briefing	
What to do in the event of a capsize	
Flags and their meaning	
Outline of the course	
Safety equipment	
Childs clothing adequate	
Life jacket: - fits and secure	
Helmet: - fits and secure	
Course familiarisation: rescue boat outing	
Advice on hazards:-	
a) other buoys on course	
b) Right hander	
c) Fishermen	
d) Any other relevant hazards	

**1<sup>st</sup> stage** – Objective to demonstrate control of the gear stick and engine revs to avoid damage to the gear box.

Were all instructions followed?	
Did the trainee demonstrate adequate control?	
Any other relevant information/ Comments	

**2<sup>nd</sup> stage** – Objective to demonstrate that the trainee is willing to follow instructions, can leave and approach the jetty safely and slowly, and can drive in a controlled manner and in a straight line at full speed.

Did the boat appear stable?	
Did the trainee demonstrate adequate control of throttle and steering etc?	
Did the trainee drive as instructed?	
Any other relevant information/ Comments	

**3<sup>rd</sup> stage** – Objective to demonstrate controlled driving as above and also is approaching turns safely. A slow speed around turn buoys can be expected to start with, but this stage should be repeated until buoys are being taken at closer to race speed and safely. Check understanding of flags.

Did the boat appear stable?	
Did the trainee demonstrate adequate control of throttle and steering etc?	
Did the trainee drive as instructed?	
Did the trainee respond correctly to flags?	
Any other relevant information/ Comments	

**4<sup>th</sup> stage** – Objective as for 3<sup>rd</sup> outing, demonstrating greater control and confidence at higher speeds.

Did the boat appear stable?	
Did the trainee demonstrate adequate control of throttle and steering etc?	
Did the trainee drive as instructed?	
Did the trainee respond correctly to flags?	
Any other relevant information or comments. Note if racing speed was	



reached.	
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**5<sup>th</sup> stage** – Objective as for 4<sup>th</sup> outing with the option of introducing an experienced driver onto the course to demonstrate racing lines.

Did the boat appear stable?	
Did the trainee demonstrate adequate control of throttle and steering etc?	
Did the trainee drive as instructed?	
Did the trainee respond correctly to flags?	
Any other relevant information or comments. Note if racing speed was reached and maintained.	

**6<sup>th</sup> stage** - Objective as for 5<sup>th</sup> outing with the option of experienced driver moving, only on the straight and at a safe distance, across the driving line of the trainee so that they can experience driving over a wash.

Did the boat appear stable?	
Did the trainee demonstrate adequate control of throttle and steering etc?	
Did the trainee drive as instructed?	
Did the trainee respond correctly to flags?	
Any other relevant information or comments. Note if racing speed was reached and maintained.	

Trainers Overall Comments:-

Trainer's Signature:	Trainer's Name:
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Coordinator/Club Official Signature:	Coordinator/Club Official Name:
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Parent Signature:	Parent Name:
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Date:

### **E5. TRAINERS' INSTRUCTIONS FOR ON WATER SESSION.**

**Note** – everyone is different and will progress through this course at different rates. The trainer must be able to assess the aptitude and progress of the trainee and adapt these guidelines accordingly.

5.1. Without going too far away (within shouting distance), check the Trainee is OK putting the boat in and out of gear and steering – without using the throttle at all. Training boat to go up and down in a parallel line to the jetty until the Trainer is happy.

5.2. Again parallel with the jetty, but a little further away get the Trainee to go in a straight line at full speed. Watch out for turning at full speed. Flag to be used to wave to indicate to the Trainee they are to come back to the jetty. Try to get the Trainee to move away from the jetty at a slow speed, line up parallel to the jetty, put their foot down, straight line to a given point or buoy, slow down, turn and return to start. This may need to be repeated a number of times. As soon as the trainee had mastered this bring them back to the jetty and move on to stage 3.

Points to note:

- (a). Do not leave them out long if they do not get it fairly quickly, they may hate it.
- (b). Always ask how they are feeling before giving further instructions. You may need to do this away from onlookers. If you have any concerns get mum or dad to speak to them out of earshot of anyone else.
- (c). If they are erratic or dangerous flag them in straight away for a calm but firm talking to.
- (d). They may just need reminding about getting on the plane – some do not like that they cannot see when the nose comes up.
- (f). Repeat as much as necessary, if they are not quite up to full speed or hesitant about getting on the plane.
- (g). Do not leave them out too long each time.

5.3 Get the Trainee to go out, possibly on the course, but not taking the buoys tightly – nice gentle turns. Let them have a few laps if they are ok, otherwise bring them in, advise and get them to out again. Repeat as necessary.

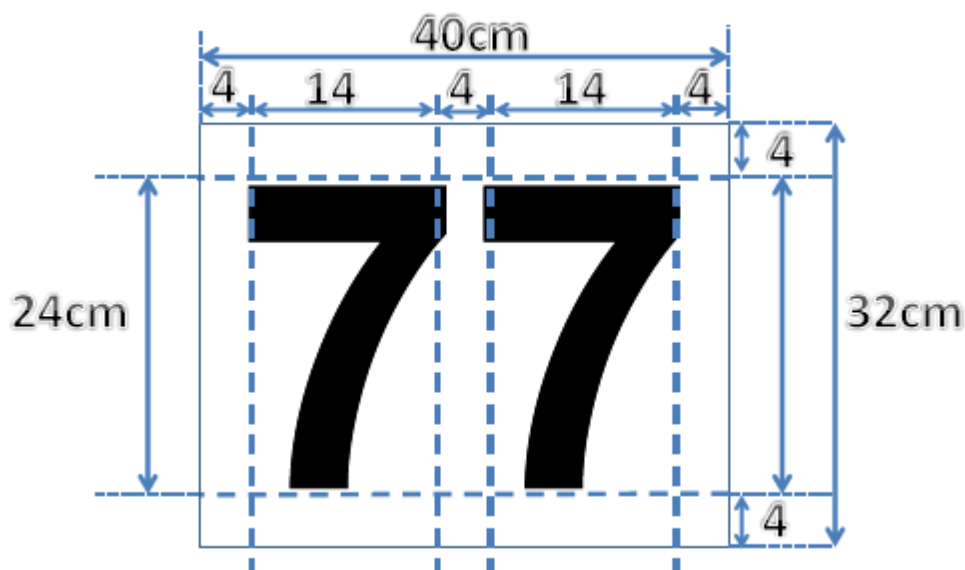
5.4 Get the Trainee to go out with someone else who is competent – the idea is not to go too close but to get the trainee going over their wash. The experienced driver must only overtake the trainee on the straight until they are OK going over the wash. This should only be allowed under the instruction of the trainer.

5.5. Get the Trainee to go out again, repeat as many times as there is time, but never more than six laps at a time. Give advice each time.

## F BOAT, EQUIPMENT AND PREPARATION

### F1 Race Numbers. *UIM Rule 206.02*

- 1.1. Every race boat must have a race number. The racing the number is allocated by the RYA.
- 1.2. Should you wish to keep the same number in the coming season, please inform the RYA before the 31st March each year. If a driver changes from one class to another it is in their interest to inform the RYA as soon as possible and to obtain a different racing number.
- 1.3. For J250 type hull only - A vertical number board, as illustrated, must be fixed as close to the transom as possible with correct sized numbers. The material must be easily deformable, but not into sharp shards or other dangerous shapes. Plywood or hardboard of max. 4mm or Correx are acceptable.
- 1.4. Novice Hydroplane drivers for their first five events, must have a number board with a bright yellow background
- 1.5. Should two drivers of an international competition have the same number:
  - (a). The driver of the inviting nation will change his number following the instructions of the Technical Officer
  - (b). If none of the drivers is from the organizing nation, the driver who entered last will change his number following the instructions of the technical officer.
- 1.6. The race number may be fixed on a surface corresponding to the following measures and characteristics: the surface measures 32 x 40cm and the numbers must be black on a white surface on both sides of the hull in digits of 24 x 14cm.
- 1.7. The width of the stroke of the number should be at least 4cm
- 1.8. The space between the rectangular with the digits must be 4cm.
- 1.9. The white surface must surround the digits with 4cm
- 1.10. All Numbers must be plain and upright (no italics). No number shall begin with zero, e.g. for 2 digit numbers (sketch as shown below):



(i). In case of a 3 digit numbers, the length of the surface must be modified consequently.

(ii). The race numbers may also be painted or glued to the slightly curved surfaces and on one vertical surface provided that the whole number is within 30 degrees from the vertical position. It is recommended to use two digits only

1.11. The race number must remain visible during the whole race.

### **F3 PADDLE**

3.1. **S** (Sportsboats) One paddle, adequately secured and stowed, so that it is immediately available, must be on board. Boats with reinforced cockpits do not need to have a paddle.

3.2. **H** (Hydroplanes) Paddles must have a fluorescent finish, yellow or green.

### **F4 BUOYANCY UIM Rule 503.01**

4.1. Every boat must have adequate buoyancy to ensure that it floats in case of an accident. This buoyancy shall be equivalent to a volume of 0.055m<sup>3</sup> of foam per 100kg. of boat weight. If a reinforced cockpit is fitted, at least one half of this volume must be securely attached to the cockpit structure. Any foam is to have a maximum density of 30kg/m<sup>3</sup>

4.2. The flotation provided by the airbag is not to be included in the calculation for required flotation.

### **F5 WINDSHIELD UIM Rule 503.02**

5.1. Boats must be uncluttered and the windscreen if fitted must be easily removable to present no obstruction to the driver getting free, and to not impede lifesaving and salvage operations.

5.2. The edges of the coamings and the windscreen must not be sharp must be lined with rubber or other similar material to avoid injuries in case of accident.

### **F6 SPONSONS**

6.1. All race boats of catamaran type, designed and equipped with pickle-forks, must have deformable and energy absorbing pickle-forks according to the following:

6.2. The most forward end of the sponson must be deformable and must be designed to crush and absorb energy in a significant impact as per the relevant UIM rules.

6.3. The deformation should start at a force of minimum 140 kg.

6.4. The main body of the sponson must end in a minimum 100 sq cm (16 sq. in) of forward bulkhead made of minimum 8 mm (5/16in) thick plywood or equivalent material. This bulkhead must be an integral part of the main structure of the sponson.

6.5. The pickle-fork must be detachable, approximately 350mm long and must provide access to inspect the fasteners.

6.6. It is recommended that the sponson forward bulkhead be angled backwards at an angle of 10° to 20° from a vertical line between the sponson tips.

See rule 509.02 in current UIM rule book for diagrams.

### **F7 TOWING CLEAT**

Shall be strongly fixed to the structure preferably through-bolted, not merely to the decking. It should be remembered that this item may have to carry the whole weight of a partly waterlogged boat.

### **F8 PAINTER/MOORING LINES**

8.1. Must be strong enough to support a waterlogged boat and must be long enough for mooring.

8.2. The painter must be firmly attached to the front of the boat and must be secured in the cockpit preferably by a jamming cleat to avoid the crew having to clamber out on to the bow to accept a tow.

8.3. It must not be long enough to become entangled with the propeller or other moving parts of the engine.

### **F9 SHARP EDGES**

All sharp edges, must be adequately protected or removed.

### **F10 STEERING GEAR**

10.1. Steering wheel and drum must be secured and locked on the shaft, the unit must be through bolted and locked to the dash panel or steering mount bar.

10.2. Steering wheels and fittings must be strong enough to withstand rough handling during racing.

Cracked, split or delaminated wheels shall not be used.

Steering wheels must not spin on the internal boss, drum or shaft.

Removable steering wheels must be demonstrated to the Scrutineer.

10.3. Steering cables must be in good condition, locked onto the drum and must be free running with adequate but not excessive tension throughout their travel. Where an engine can be trimmed while racing, the tension must be adequate through the full travel of the engine adjustments and the steering range.

10.4. Cables running fore and aft through the cockpit must be shielded.

10.5. Cables must be secured and where doubled to form an eye must be around a thimble and must be clamped with two suitable shackles, bulldog clips or similar.

10.6. Sheathed steering cables are not be permitted.

10.7. **S** Pulleys must be of a minimum diameter of 2.1/2" ( 62.5mm)

Pulleys must operate freely and shall be through bolted with positive locking.

Pulleys with non-ferrous riveted pins are not permitted, pins may be replaced with positively locked steel bolts.

Boats with excessive wear at pulley, fixing, steering bar etc. interfaces are not permitted

10.8. Pulleys must be bushed.

10.9. Pulley yokes must not, under tension, clamp onto the wheel.

10.10. Attachment hooks must be of steel and must be closed.

10.11. All shackles, attachment-fittings, bottle and stretching screws must be of steel and secured with lock wiring.

10.12. Steering bars must be of adequate strength and fit for purpose

10.13. For outboards - attachments to the engine, for inboards - attachments to quadrant and their fitting to the stock must be in good condition and secure.

10.14. Rudder assemblies, glands, keys etc must be in good condition and secure with locked nuts and/or tight split pins.

10.15. Rack and pinion steering must be in good mechanical condition with no excessive backlash. Casings should also be checked.

10.16. Engine and/or rudder must operate with full and free movements in the correct sense.

10.17. Tiller steering is not permitted.

10.18. All non cell catamarans must have breakaway steering and are restricted to club racing only

10.19. It is highly recommended that steering cables are, replaced annually using new equipment, with new, unused wire suitable for the boat and engine.

### **F11 CONTROL CABLES**

All control cables must be bolted down securely.

### **F12 FUEL TANKS**

12.1. Must be secure in all directions and must not leak

12.2. Must have sensible filling and venting arrangements and must not be close to any hot parts such as exhaust manifolds.

12.3. Must be insulated or isolated from the engine, etc, preferably by bulkheads.

12.4. **S** There must be an easily accessible means of shutting the fuel supply off from the tank(s).

### **F13 FUEL LINES**

13.1. Must be leak resistant and run in a manner to avoid damage.

13.2. Lines must be in good condition with proper connectors.

13.3. Flexible hoses and pipe runs should be clipped up at suitable intervals with fair runs to the engine (at all points of travel in the case of outboards). Lines must run so that they do not become trapped.

13.4. Flexible fuel lines must be fire-resistant, non-collapsing, purpose made and suitable for the fuel in use.

#### **F14 THROTTLE CONTROL**

14.1. Fly-off throttles must only operate in open position when held by foot or hand and must return when released to idling speed, or to stop in the case of hydroplanes.

14.2. Lever unit must be securely attached.

14.3. Control unit, especially foot control, must be properly connected, work freely and must not be in a position where it can be fouled.

14.4. Control unit must be within easy reach of the driver in his normal position.

#### **F15 KILL SWITCH**

15.1. All boats must be fitted with an efficient automatic throttle shut-off device and a kill switch which is an automatic device in the ignition circuit which will stop the motor and fuel pump if the driver is thrown out.

15.2. The device must be clearly visible, as must be the link to the driver.

15.3. Path and length of the cord must ensure disconnection of the plug whatever direction of ejection.

15.4. Kill switch cord and attachments must be adequate and must actually cut the engine and fuel pump completely when operated.

15.5. No device may be fitted to render the kill switch inoperative.

15.6. The kill switch cord must be securely tied with a knot to the jack plug and driver, must be of a straight material not expandable or coiled, and short enough to cause circuit breakage before the driver enters the water. The maximum length of the plug cord is 600mm (2ft)

15.7. All Sportsboat drivers and passengers must be connected to separate kill switches so that when operated the fuel pump and engine, will be stopped.

15.8. Kill switches must be tested at scrutineering and must be working at all times during a race. practice or trials.

15.9. Kill switch lanyard connections are not required on boats with reinforced cockpits.

## **F16 ISOLATOR SWITCHES FOR BOATS WITH ELECTRIC FUEL PUMPS OR STARTERS**

***UIM Rules 503.11 and 509.12*** plus

16.1. Isolating switches must be included in all electrical circuits.

16.2. ***UIM Rule 503.11*** – Electrical Isolation

- (a) All boats, with batteries, must have an isolation switch as close to the positive terminal of the battery/ies as practicable (negative terminal if positive earth system).
- (b).The opening handle of the switch must be easily accessible on the deck or other surface of the boat on the port side between 1 to 3 metres forward of the stern.
- (c).This switch must be marked with a red flash + and the “On/Off” positions shown.

16.3.MOTOR SHUT OFF SWITCH ***UIM 509.12***

- (a)All boats with reinforced cockpits must have an ignition shut-off switch for the motor, located on the left (port) outside the cockpit. It must be clearly marked “MOTOR SHUT OFF SWITCH”. Kill switch lanyard connections are not required on boats with reinforced cockpits.
- (b).Lanyard connection to the life vest is required to shut off the fuel on boats with electric fuel pumps.

## **F17 GEAR CONTROL**

17.1. Where the rules require neutral or reverse gear positions, the gear shift control must be within easy reach of the driver in his normal seated position facing forward inside the cockpit.

17.2. Reverse gear, where required by class rules, must be demonstrably operative.

## **F18 SEATS**

Seats must be of adequate strength and design, firmly secured as required by the individual class rules and fit for purpose. The seat must be set to provide adequate vision for the driver.

## **F19 MOUNTINGS AND TRANSMISSIONS**

19.1. **Outboards**

- (a).Mounting brackets and clamps must be secure and in a satisfactory condition.
- (b).Engine mountings must be attached to the transom with at least two clamps and two bolts, or four bolts secured by locking nuts.
- (c).All clamps must be adequately tightened & secured.

19.2. **Inboards**

- (a). Engine mountings must be sound, and the mounting bolts securing to the hull must be pinned or lock-nutted.
- (b). Where an outdrive is fitted, the outdrive ring connection to the transom and the unit to the ring must be secure
- (c). All moving parts likely to cause damage if broken must be suitably shielded
- (d). For shafts in excess of one foot in length the shielding must not allow more than 1/2in clearance at either end.
- (e). Bearers must not be saturated with oil.



## **F20 ENGINE CONDITION**

The engine must be free of dangerous corrosion, oil or fuel leaks or excessive heating and must not be a danger to any adjacent structure.

## **F21 EXHAUST SYSTEMS FOR INBOARDS**

There must be adequate insulation where required, and runs sited to avoid fire.

## **F22 PROPELLER SECURITY**

The propeller must be in good condition, and securely locked.

## **F23 BATTERY STOWAGE**

Batteries where carried must be easily accessible, prevented from movement in any direction and not in a sealed compartment.

## **F24 STRUCTURAL STATE**

Drivers are at all times responsible for the condition of their boat (hull, motors, accessories, equipment, etc.).

## **F25 RACING VESTS *UIM Rule 205.06* plus**

25.1. Drivers using a protective capsule must wear a flotation vest so constructed at the shoulders that the driver can easily be pulled clear of the cockpit.. Flotation overalls are a permitted alternative.

25.2. It is recommended that an efficient belt cutter should be affixed to the vest using Velcro or similar.

25.3. Drivers and crew must sit as for racing and demonstrate for the scrutineer that the vest is correctly sized and fitted.

### ***UIM 205.06* Life Jacket (Racing Vests)**

**25.4. Each person competing in a non cell race boat must wear an efficient life jacket during the race and practice conforming with the following rules:**

25.5. The efficiency of a lifejacket is the sole responsibility of the wearer who must be assured that it conforms with the UIM rules and carries indelible confirmation of this,

25.6. Race organisers are required to repeat this important clause in race instructions and in the advance programme,

25.7. This compulsory regulation is for all international races and recommended for national ones. In any case, lifejackets must be in conformity with the following rule,

25.8. Buoyancy: a lifejacket must have a minimum of 7.5kg solid buoyancy for a person weighing up to 60kg and 9kg solid buoyancy for those over 60kg (closed cells foam only),

- 25.9. The disposition of the solid buoyancy must be such as to ensure that an unconscious person shall float face up in the water,
- 25.10. All adjustable straps must be at least 40mm wide and have a minimum breaking strain of 1000kg. The crutch straps must be attached at the front at the position of iliac crest and at the back in the sacral region. A recovering attachment must be placed either on the shoulders, or as a chest strap and made with strap of the same quality as indicated above,
- 25.11. Manufactured from fire resistant material and coloured orange (UK Rules bright yellow permitted),
- 25.12. The back must include a protective plate,
- 25.13. Alternatively the protective plate on the back may be a separate plate,
- 25.14. The compulsory collar must have rounded edges and extend above the bottom of the helmet. It must not exceed 180 degrees,
- 25.15. A racing lifejacket manufacturer must undertake to comply with the rules and print indelibly on the life jacket the following: "Conforms with the regulation for a person weighing a maximum of 60kg" or "for a person weighing over 60kg", in respect of the buoyancy,

## **F26 PROTECTING HELMET**

- 26.1. 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 fluorescent orange, Fluorescent Red, Fluorescent Yellow or international orange colour These helmet Colours must be bright enough to be clearly visible in the water. For children under the age of 18years it is highly recommended that helmets conforming to Snell FIA CMR/CMS 2007 be used. These helmets must not be used by competitors age 18 years and over.
- 26.2. The efficiency of a helmet is the sole responsibility of the wearer
- 26.3. Chin straps must be in good condition and operative.
- 26.4. Helmets must be devoid of dents or splits.
- 26.5. Helmet visors must be in good condition and devoid of cracks and easily detachable
- 26.6. The RYA recommends that full faced helmets are used at all times where practical. Open faced helmets are permitted unless otherwise stated in Class Specific Rules or Race Instructions.
- 26.7. All crew must each have their own hard hat or racing helmet, to be worn at all times in the craning area.

## **F27 FUEL As UIM Rule 508**

### **27.1. UIM 508.02 Sports engine fuel (S.T.P.E. – OSY400 – F1000 – F2 – F4 and O Classes – O850 and Above)**

- (a). Fuel will be unleaded automotive gasoline only for use in non-racing automobiles equipped with catalytic converters.
- (b) Fuel may also be intended for sport engines supplied to the organizer by an international fuel company.
- (c). Fuel will have a minimum octane rating of 95 RON
- (d). All fuels supplied must be in conformity with the minimum requirements of the engine manufacturers.

### **27.2. UIM 508.03 Racing engine Fuel (F1 R Classes)**

- (a). Fuel produced by an international company for motor sports use. Octane rating to be minimum of 100RON maximum 104RON  
Unleaded fuel is preferred.
- (b). Aviation fuel AVGAS 100LL, may be used. (No longer allowed in EEC Countries)
- (c) All fuels supplied must be accompanied by a data sheet.
- (d). All fuels supplied must be in conformity with the minimum requirements of the engine manufacturers.

### **27.3. UIM 508.05 Alcohol based Fuel**

- (a) The fuel must be methanol (CH<sub>3</sub>OH) or Ethanol (C<sub>2</sub> H<sub>5</sub> OH)
- (b). The fuel may contain water (H<sub>2</sub>O)

**27.4. UIM 508.06 Additives** Only lubricating oil for two stroke engines may be added to fuel. The use of any other additives is prohibited to either the fuel [carburant] or the air intake [comburant]

### **27.5. UIM 508.07 Lubricating Oil**

- (a) Only two stroke engines that are not equipped with mechanical oil injection systems will be permitted to use fuel with lubricating oil premixed in it
- (b) The use of environment-friendly oil is recommended in pre-mixed fuel/oil.

### **27.6. UIM 508.08 Random Testing of Competitors' Fuel**

- (a) Fuel samples taken at random from competitors during the event will be tested at the race venue, and may also be chemically analysed afterwards in the laboratory. The organizer must seal the sample of the fuel in a fuel approved can.
- (b). The entire installed fuel system may be dismantled, removed from the boat and inspected.
- (c). Competitors own fuel may be checked This will be part of pre race scrutineering
- (d). The presence of illegal fuel at any time will result in the driver being immediately disqualified up to that point.

**27.7. UIM 508.09 Testing Procedures**

- (a) Gasoline fuel or fuel/oil mixture may be checked at any time using RYA/UIM approved equipment and procedures. Meters and equipment will be calibrated each time in accordance with the RYA/UIM fuel testing guidelines
- (b). Non-gasoline fuels will be tested in accordance with RYA/UIM current procedures. Density test will be performed on non-gasoline fuels. Density of the fuel should be less than 0,830kg/dm<sup>3</sup>

**27.8. UIM 508.11 Refueling** Refueling is allowed only at places announced by the event organizer

**27.9. UIM 508.12 Starting Aids** No chemical starter aids are permitted on the start pontoon except for alcohol based fuels.

**F28 GLASS FILTER BOWLS**

The use of glass filter bowls is prohibited.

**F29 PROPELLER GUARDS**

29.1. Propeller guards must be used on all boats with exposed propellers at all times when they are out of the water except for hydroplanes immediately prior to launch. Propeller guards must be of rigid construction.

29.2. **(S)** An engine with the propeller fixed must not be started out of the water.

**F30 CLOTHING**

30.1. It is mandatory that drivers and passengers wear adequate clothing providing full limb coverage.

30.2. It is recommended that clothing should be brightly coloured and fire resistant. In classes without reinforced cockpits it is recommended that participants wear cut resistant clothing.

30.3. Clothing including shoes must not have any ends, loops, folds etc which could become caught and delay a driver and/or passenger leaving a boat.

**F31 TUNNEL 'SPOTS' AND LIFTING EYES**

31.1. All hulls with drivers in restraining harness and/or with protective capsules must have a 500mm diameter fluorescent orange circle at the bow end of the tunnel underside.

31.2. The lifting eye must be highlighted in orange paint.

31.3. The lifting eye must have a hole of at least 30mm diameter and be bolted through the structure of the boat with at least 8mm diameter bolts with end plates of at least 10 sq cm per lifting point made from minimum 3mm stainless steel plate.

31.4. Monohulls with restrained drivers to have the first 600mm of the bow painted fluorescent orange all round.

### **F32 FLYWHEEL GUARDS**

All un-encased outboard motors with capacitor discharged ignition must have a flywheel guard.

### **F33 SLINGS, HOOKS AND LIFTING**

33.1. Slings and hooks must have current certificate/s and be so marked - to at least double the lifted weight.

33.2. The angle of the sling at the lifting point must be less than 90 degrees.

33.3. Drivers are entirely responsible for slings used on their boats.

33.4. Drivers must provide their own slings.

33.5. All hooks must be of the closed type.

33.6. Where a combined weight of the boat and driver is required it is mandatory that they must be weighed separately, the driver being weighed on approved scales.

### **F34 BALLAST**

Must be fastened so that it cannot move during racing

### **F35 BOAT NUMBER ON TRAILER**

The number of the boat should be painted clearly on the trailer.

### **F36 FIRE EXTINGUISHERS**

It is highly recommended that all boats have their own fire extinguishers attached to their trailers.

### **F37 RYA DECALS**

These are supplied by the RYA with the measurement certificate or on request and must be displayed on either side of the boat to be eligible for National Points.

### **F38 COMPRESSED AIR AND GAS**

Compressed air and gas is not permitted except for the driver's life support system.

### **F39 INTERCOMMUNICATION**

During any qualifying period and racing there must be no radio or other telemetric communication between the driver and any other person. Penalty - disqualification from the event.

### **F40 MEASUREMENT FORM AND CERTIFICATE**

40.1. Boats competing at National and International racing must, at every event, produce current measurement certificates. The certificate states the class or classes in which that boat may race. The RYA will keep a register of measurement certificates and renewals which will be circulated to Clubs. If a boat arrives without a

current measurement and it is not on the current register then the boat can be measured on the day by an approved measurer for the appropriate fee.

40.2. The measurement certificate will include a log of any damage to the boat. The measuring of the boat for a measurement certificate is carried out by a listed RYA Measurer who will check and measure the parts (hull dimensions and weights, cockpit registration, safety measures, engine homologation, etc.) necessary to establish the class for the boat.

40.3. It is the driver's responsibility to ensure that the boat is correctly prepared for the measurer and the appropriate measurement form obtained.

40.4. If the boat or paperwork fails to conform, the boat must be resubmitted to the same measurer. The measurer may inform the RYA of the failure of a boat.

40.5. The procedure for measuring a boat for a measurement certificate is:

- (a) Receive new boat
- (b) Telephone RYA for the relevant measurement form
- (c) Ask RYA for a circuit hull registration number
- (d) Ask RYA for a race number if intending to race nationally
- (e) Burn/Drill circuit hull registration number in boats transom.
- (f).Paint or fix Race number on boat.
- (g) Present to Measurer to be checked.
- (h) Measurer to complete measurement form.
- (i).Competitor to send completed form plus the correct payment to RYA.
- (j).RYA issue Measurement Certificate - allow one week for this process.
- (k).Annually, competitors retaining boats and engines must send their Measurement Certificates to the RYA for re-registration with the correct fee.
- (l).Re-measurement is required ~~after change of ownership and~~ after alterations to any of the measurements or weights taken from the certificate.

#### **F40 A LOG BOOKS.**

All boats competing at Club racing must hold an RYA Log book or measurement certificate, this must be given to the race secretary when signing in to the event. The scrutineers will record any damage sustained to the boat during racing/practice incidents. When significant damage has been recorded by the scrutineer the log book will be returned to the RYA who will record details of the damage on a central data base. The log book will then be returned to the competitor.

In the event of significant damage competitors will be advised by the scrutineers if the repair work needs to be carried out by a qualified boat builder. Once this work has been completed the boat builder must countersign the log book to confirm that the repairs have been completed satisfactorily.

If no damage has been sustained Log books will be returned to competitors when they sign out of the event.

All repair work will be inspected by the scrutineer at the next event prior to the boat being allowed to participate.

#### **F41 RYA APPROVED MEASURERS**

See list in Officials Section at the back of PB2.

Measurers shall where possible, not measure any boat which they have designed or built or in which they have any financial or other interest.

#### **F42 RYA TECHNICAL INSPECTOR**

Technical inspectors are appointed by the CRC Exec. The CRC Exec in conjunction with the Technical working group sub committee will maintain a list and appoint Inspectors as required to meetings during and at the end of the season. Inspectors where possible must not undertake any work or duty at a meeting which compromise their appointment.

#### **F43 ALCOHOL AND DRUGS TESTING**

43.1 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.

#### **43.2. 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. All infringements of this rule will be reported to the RYA Disciplinary Board
- (b). Doping control is governed by UIM Rule 205.02.02 and competitors are subject to the control, procedures and penalties described in the UIM anti doping appendix 'Control of Banned Substances and Doping Control Procedures'.
- (c) Competitors selected for testing must not refuse to be tested and must appear at the Control Centre at the time appointed by the Sampling Officer. Any infringement of this rule will be reported immediately to the Race Jury and subsequently to the RYA Disciplinary Board.
- (d). No competitor may protest another competitor for an infringement of this rule.

#### **F44 COMPUTERS, ECUs and TELEMETRY**

**Passive data collection devices are permitted. The use of external devices capable of digital engine control are not permitted.**

**Engine ECUs must not be accessed at any time during the event unless under the supervision of an approved scrutineer.**

## **G RACE RULES AND REGULATIONS**

### **G1 AUTHORITY**

1.1. Racing is organised in accordance with the appropriate rules and regulations of The Union Internationale Motonautique (UIM), the international governing body, the Royal Yachting Association (RYA), the national governing body and the individual rules and regulations of the club and water concerned.

1.2. Rules must not be amended during the season except for safety reasons meriting immediate implementation. All new rules and amendments must be agreed by the RYA before implementation.

### **G2 TERMINOLOGY**

Interpretation of Rules and Regulations

The words "shall" or "must" are mandatory and the word "should" is merely directive. Where items refer to a specific type of boat they are marked appropriately "S" Sportsboat or "H" Hydroplane.

Where no such markings appear, the rule is applicable to both types of boat.

### **G3 DEFINITION OF EVENTS**

Competitive events are divided into:

3.1. International competitive events which are those inscribed on the International calendar published by the UIM and open to competitors holding an International licence.

Super Licences are required for some classes. National authorities issue both international and National licences.

3.2. National competitive events are those inscribed on the National calendar published by the RYA and open to competitors holding a National licence as issued by the RYA

3.3. Open invitation/Club events may be granted provided that they are not held on the same weekend as a National or UK International event.

### **G4 OFFICER OF THE DAY (OOD)**

4.1. Officers of the Day must be appointed to officiate at all International, National and Basic circuit races organised under the jurisdiction of the Royal Yachting Association.

4.2. All OODs must be on the list of Approved Officials (see officials section and updates on the RYA Website).

4.3. The appointment of an OOD is made by an organising club.

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

### **G5 ORGANISING CLUBS**



All organising clubs must be affiliated to the RYA and must have RYA Third Party Insurance cover.

#### **G6 RYA OFFICIALS INDEMNITY FORM**

All officials and helpers must complete and sign the form at the start of every meeting, before taking up their duties. Please note-non compliance with the insurance requirements covering clubs and drivers may void the RYA insurance cover. If in doubt please check with the RYA.

#### **G7 COMMISSIONERS AND TECHNICAL INSPECTORS FOR CIRCUIT EVENTS**

7.1. The CRC Exec appoints Commissioners to all International and National Championship meetings.

7.2. They are also appointed when a new venue is raced for the first time. Commissioners must report on all aspects of the meetings to which they are appointed.

7.3. Commissioners must receive from the organizing club the full results and copies of all Incident Report Forms and must submit Reports together with copies of the Results and Incident Report Forms to the RYA within 14 days of meetings. The RYA must immediately on receipt of the Report copy the Report to the Organising Club and the CRC Executive.

7.4. The Commissioner must be a voting member of the Protest Jury but not Chairman.

7.5. Highly recommended, The RYA Commissioner should where possible should have experience of being a member of an International Jury or be a UIM approved Commissioner. The RYA Commissioner should have a copy of the water approvals documentation for the venue (available from the RYA), a copy of the RYA Insurance policies document, plus any other relevant documentation.

7.6. Any breach of the racing rules by a Club, Official, driver or mechanic must be reported to the CRC by the RYA Commissioner.

7.7. Commissioners should endeavour to discuss any problems encountered with a representative of the organizing club. All Commissioners report forms must be reviewed by the CRC and if required the CRC Chair will contact the club to discuss any relevant issues. If serious problems arise the RYA will be notified by the CRC Chair and agreed appropriate action taken. All CRC delegates will be notified as soon as possible if any such action is required.

7.8. The recommended payment from the clubs for Commissioners expenses is £25. For National Championship Events a maximum of £25 expenses may be claimed. It is recommended that a Commissioner making comments on safety in his report should also contact the Chairman immediately after the event so that any corrective measures can be made without delay.

7.9. RYA National Technical Inspector's reports must be attached to Commissioners' Reports.

## **PB2**

A copy of PB2 should be sent to all CRC Members, Club/Race Secretaries, OOD's, Scrutineers, Technical Officers, RYA Commissioners & Rescue Officers.

## **G8 ADVANCE PROGRAMME AND ENTRIES**

8.1 Advance Regulations must follow the form of the RYA Model Advance Regulations with any additional rules and regulations included where appropriate. Race Organisers must send the Advance Regulations and RYA Entry Form to Clubs, the appointed Commissioner and Circuit Racing Executive and the RYA at least 28 days before an event.

8.2. It is the Driver's responsibility to obtain Advance Regulations and RYA Entry Form from Race Organisers. The RYA Entry Form must be completed for all National events.

8.3. Advance Entries may be made on the pre-entry form available at the start of the season from the RYA. This is the preferred method of entry and will result in a reduced entry fee.

8.4. The entry closing date must be stated.

8.5. Race Organisers must, immediately after the event closing date, notify drivers if, due to lack of entries, a class does not qualify for points.

8.6. A copy of the Advance Regulations must be prominently posted.

## **G9 ADVANCE PROGRAMME CONTENT**

9.1. For National and International meetings, the Advance Regulations shall contain the following information:-

### **9.2. SPECIAL RACING INSTRUCTIONS**

- (a). If, through "Force Majeure" or any other reason, it is found necessary to make any change in the regulations contained in the Advance Programme all potential entrants must be notified immediately.
- (b) No change may be made which could affect the eligibility of an entrant to race.
- (c). No changes may be made on the race day without the approval of the Officer of the Day and the Race Committee.
- (d). Must include any additional rules or amendments to deal with local conditions and circumstances.

It is strongly recommended that the following statement be included in all Advance Programmes: -

"The Organisers reserve the right to enforce any rule or conditions which may be imposed upon them by Local or National Authorities".

## **G10 ARRIVAL, SIGNING-IN and SIGN-OUT PROCEDURE**

On arrival for driver passenger and crew:

10.1. Drivers/Crew must, without delay, obtain parking instructions from the organisers and park boat and vehicle where instructed.

10.2. The boat must not be launched until all Scrutineering and entry requirements are satisfactorily completed and Briefing attended.

10.3. **To establish a competitor has arrived and is entering** a driver and passenger must report to Race Control as soon as they arrive on site or Control opens and:

- (a).complete and sign all outstanding forms
- (b).complete and pay for any Event Licences and Passenger Permits

10.4. Pay any outstanding fees

10.5. Hand in licence,measurement certificate(if applicable),RYA log book and scrutineering slip

10.6. After completion of the above, Race Control may issue driver, passenger or crew with:

- (a). identification/passes etc
- (b). any additional regulations or race bulletins

### **10.7. A REMINDER FOR DRIVERS:**

At the end of the meeting, collect Licence. Whilst all boats entered for racing must be subject to the direction and control of the Officer of the Day and the Race Committee, it is the sole responsibility of each entrant to decide whether or not to start or continue to race.

### **COMPETITORS ARE REMINDED THAT IT IS MANDATORY TO SIGN-OUT AT THE END OF THE EVENT**

#### **Pre-Race Inspection**

Scrutineering Control slip (the Slip to have tick boxes or similar for the Scrutineer to indicate

- (i) that the checklist has been completed,
- (ii) Measurement Certificate and Homologation papers are in order and
- (iii) whether or not a Restraint Disclaimer must be completed

10.8. As early as possible within the scheduled time for Inspections, drivers to complete race preparation and place helmet(s) and race vest(s) on foredeck to indicate to the Scrutineers that all is ready for inspection. Driver and passenger must be present and dressed ready for racing.

10.9. Provide the Scrutineer with the current Measurement Certificate and when necessary the engine Homologation papers. Current Measurement Certificates are mandatory for all classes at National events.

Engine homologation papers are mandatory for OSY400, JT250, GT15, GT30, T850, F4, and F2

10.10. Only after inspection of all the necessary items to the Scrutineer's satisfaction the Scrutineer will complete and sign the Scrutineering Control Slip. It is the Scrutineer's sole discretion whether or not to sign the Slip.

#### **G11 SCRUTINEERS DUTIES and POWERS**

11.1. A scrutineer must examine a boat with a view to confirming that it complies with the items on the official check lists supplied by the RYA and, in his discretion, for any other items not so listed and he must refer his findings to the Race Committee for decision, which must be made in good time before the start of a race.

11.2. Whilst the check lists may not necessarily cover every item which a scrutineer may wish to check, nor does every item refer to every class of boat, the items must normally be taken in order.

11.3. In all cases of complete rejection by the Race Committee or Scrutineer a full report must be made to the RYA Technical Committee.

11.4. Scrutineering does not constitute a condition survey of the craft. Once scrutineering has been passed it is the driver's sole responsibility to decide whether or not driver, crew and the equipment for crew and boat are fit to start or continue in any powerboat race.

11.5. Following any loss of equipment or damage to the boat including alteration, modification or other disturbance to its engine, fixtures, fittings, all safety, personal and other equipment carried on the boat resulting from an incident, the affected items must be re-scrutineered before practicing or racing continues. It is the driver's responsibility to see that this is done.

11.6. A Scrutineer where possible must not scrutineer any boat which they have designed or built or in which they have a financial or other interest.

#### **G12 PRE-RACE SCRUTINEERING**

12.1. For two day events, all entries must pass the scrutineers on each day before launching.

12.2. RYA Technical Inspectors appointed to an event - where possible, should not be involved in pre-race scrutineering.

12.3. All boats involved in incidents/capsize must pass the scrutineers before resuming racing. Any damage sustained must be recorded in the competitors log book

#### **G14 DRIVERS BRIEFING**

14.1. It is mandatory that all drivers attend the Drivers briefing which should be held in a private place and where possible recorded.

- 14.2. The briefing must be held prior to practice or racing and the completed scrutineering sheets must be handed to the OOD prior to the briefing.
- 14.3. A roll call must be taken.
- 14.4. Drivers must attend for the duration of the Briefing, the attendance of a responsible crew member for each driver is recommended.
- 14.5. Junior competitors( under the age of 18 years) must be accompanied by their parent or nominated legal guardian
- 14.6. Drivers must answer to their names.
- 14.7. When a driver misses a briefing it is the driver's responsibility to apply to the OOD for a separate briefing. The OOD will hold a separate briefing at their convenience if it is decided the absence was caused by force majeure.
- 14.8. Drivers failing to comply with (2) (3) and (4) above, will be disqualified.
- 14.9. The Rescue Officer and Doctor/Paramedic should also attend.
- 14.10. A chart of the course should be prominently displayed at the location of signing in.
- 14.11. After the roll call, obtain assurance that all competitors:-  
Understand English; exceptions must be briefed separately afterwards, through an interpreter have received, read and understood the Advance Regs, and special racing instructions; have already or will complete two laps of the course before racing
- 14.12. Use chart to ensure complete understanding of start and finish regulations and to point out water depths between 1.22m/4ft and 1.83m/6ft.
- 14.13. Run through procedures necessary if a race is stopped through 'Force Majeure'
- 14.14. Explain use of signal flags.
- 14.15. Confirm names of Protest Jury.
- 14.16. Wet Driver Rule applies to all classes unless otherwise provided for by the OOD at Driver's Briefing in accordance with G23.1.
- 14.17. After Pre Race Scrutineering no boats must leave the pits for the duration of the meeting other than to practice and race when instructed.
- 14.18. Re emphasise the importance of the sport being non contact and the importance of maintaining lane discipline during a start until passed the designated separation mark

14.18a The OOD must request that any driver taking prescribed medication or subject to new or existing medical conditions must report to OOD/medical officer and disclose any relevant details before participating.

14.19. Any Questions?

14.20. Synchronise watches.

### **G15 PRACTICE**

15.1. At a meeting, classes competing for National Championship points must have the same duration of practice.

15.2. HYDROPLANES - Wherever possible all drivers must complete two practice laps at full racing speed.

### **G16 STARTS**

It is optional as to whether a race is commenced from a jetty, beach, or by a clock or rolling start.

16.1. TO QUALIFY AS A STARTER, DRIVERS MUST HAVE ATTENDED THE DRIVERS BRIEFING AND must either cross the start line or leave the start pontoon and complete a lap under the boats engine power at least once at the commencement of one of the heats or re- run heats for their class at an event.

16.2. When two classes are running together in a heat, the faster class must start first with the slower class start timed to provide a 1/2 lap gap after the slower class have reached racing speeds. (Unless as specified at drivers briefing)

16.3. For jetty starts boats must be held steady, crews must not lift or push. All jetty starts will be "dead engine" unless otherwise specified.

16.4. For jetty/beach starts, the finish line must be marked by an air inflatable chequered buoy.

16.5. For rolling/clock starts, the start/finish line must be marked by an air inflatable chequered buoy

16.6. Practice laps should be timed. If through force majeure, times are not available, driver's names may be drawn at random for grid positions. For National Championship races see Rules H1 2.b (S) and H2.3c (H).

16.7. On leaving the start boats must not interfere with the racing line of other boats. Boats must maintain their lanes from the start to a predetermined point before the first turn mark or to a point as described at drivers briefing, such point to be decided by the OOD and the drivers advised at the Drivers' Briefing.

### **G17 JETTY STARTS**

17.1. Audible/visual signals at 2 minutes, 1 minute and 30 seconds. Then red light on/ start flag raised

17.2. The red light is left on/flag raised, for between 5 and 12 seconds. The start is signalled by turning off the red light/lowering the flag. It is recommended that a red light is used. When lights are used an Official, in communication with race control and with a red flag, must be positioned so that the flag signal can immediately be seen by drivers and crews watching the lights.

17.3. An aborted start is indicated by leaving on the red light/raising a red flag.

17.4. Disqualification for running an engine during the 30 seconds before the red light on/flag raise.

17.5. One lap penalty for starting or leaving the pontoon when the red light on/flag raised during period 5 to 12 seconds before start.

### **G18 CLOCK and ROLLING STARTS**

Clock and rolling starts will be fully described by the OOD at drivers briefing if applicable. Disqualification from heat for early starts.

### **G19 RE-STARTS**

#### **Generally**

19.1. A stopped race is a race interrupted by the OOD after the start.

19.2. The stopping of a race is the sole decision of the OOD and officials specifically mandated by the OOD.

19.3. Drivers whose actions result in a stoppage are not scored and do not restart. If the sanctioned driver protests he is permitted to restart, the result being subject to the decision of the Race Jury.

19.4. Disqualified drivers must not restart except as detailed in (5) below.

19.5. When a driver has been penalised and protests against the penalty, the penalty is suspended until the protest is determined by the Jury when the original or other penalty may be levied and the results amended.

19.6. Any penalty incurred in a race which has been stopped is taken forward into any restart of that race.

19.7. Grid positions are the race positions at the end of the lap prior to the stoppage.  
Racing in Heats

19.8. A maximum of two restarts is permitted in all classes.

19.9. **H** Both re-starts are for the original number of laps.

Refuelling and assistance back to the pontoon is allowed.

**S** The race must be re-started when after having deducted one lap for the stoppage the remaining laps are at least 20% of the original.

Only those scored at the end of the previous lap may re-start. Those eligible must return directly to the start, no outside assistance and no re-fuelling.

19.10. If after two restarts there have been no completed laps the heat is void with no points.

### **Single Heat Racing**

19.11. Eligible drivers may join restarts (back of grid) even if not in previous starts.

19.12. The race must be restarted when after having deducted one lap for each stoppage the remaining laps are at least 20% of the original total.

19.13. Eligible drivers must return directly to the start, no outside assistance, no refuelling.

19.14. The number of laps to be scored are those at the end of the lap prior to stoppages.

19.15. Laps scored from the original start and all restarts must be aggregated for final positions.

### **G20 STARTING IN GROUPS**

20.1. Each group must race against the others.

20.2. The finishing order is determined by combined points.

20.3. Where numbers exceed water approval limits Race Organisers must either start in groups or use qualifying heats to reduce the number of boats to the water approval limit.

### **G21 OVERTAKING PROCEDURE *UIM Rule 312***

21.1. Rules of the Road

21.2. **312.01** All racing boats must take any action to avoid a collision at all times

21.3. **312.02** Overlap

An overlap is only established when two boats are approximately on the same course and the cockpit of the overtaking boat, if passing on the inside, is even with the cockpit of the overtaken boat.

When overtaking from the outside, an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to alter course without contact.

21.4. **312.03** The leading boat has right of way until an overlap is established

21.5. **312.04** A safe overlap and overtaking manoeuvre is the responsibility of the overtaking boat

21.6. **312.05** After an overlap manoeuvre, the overtaken boat must give the overtaking boat room to negotiate turn buoys.

21.7. **312.06** The overtaking boat cannot force an overlap situation once the lead boat has started his turning manoeuvre.

21.8. **312.07** An overlap can be attempted from either side of the leading boat



21.9. **312.08** Overtaking. An overtaking boat shall keep clear of the boat which is being overtaken

21.10. **312.11** Passing Marks.

- (a).When trying to overtake a boat on the inside, the driver must anticipate the possible direction of the boat he is trying to overtake and must take all necessary action to avoid a collision.
- (b) When passing a turn buoy and overlap has been established, both boats must maintain a safe distance from each other and from the turn buoy.
- (c) Overlapping while overtaking does not give priority to the boat overtaking on the inside.

21.11. **312.12** Altering Course. When one of the boats is obliged to keep clear, the other shall not alter her course; to avoid risk of fouling a boat must not bear out of her course as to hinder another in passing to the right.

21.22.12. **314** Fouling Competing Boats. If a boat, in consequence of her neglect of any of these rules fouls another boat, or compels others to foul each other, she is disqualified.

## **G22 TURN AND COURSE MARKS OF THE COURSE**

22.1. Hitting a turn mark - no penalty

22.2. Missing a turn mark - one lap penalty

22.3. Travelling against the racing line - disqualification.

22.4. Where two turn buoys are positioned at a mark, no racing penalty for hitting, dislodging, damaging or destroying one of the buoys.

22.5. Where there is only one turn buoy, either because there was only one laid in the first place or because one has been taken out, disqualification for dislodging, destroying or so damaging the turn buoy that it is no longer viable.

22.6. All Turn Marks must be made of flexible material and be air inflatable.

22.7. It is also recommended that all other marks should be made of flexible material and be air inflatable.

## **G23 BOATS STATIONARY IN WATER**

23.1. When a driver or passenger is in the water on the race circuit the race is stopped immediately by the Officer of the Day.

23.2. If the driver is fit and well following an accident or breakdown they should attempt to indicate that they are not injured. If they are injured, they should sit and wait for the rescue personnel to stop the race or when appropriate a Yellow Flag will be raised.

## **G24 FINISH**

By passing the chequered flag or as described at drivers briefing

### **G25 DEAD HEAT**

25.1. Sportsboats. Points shared (eg: for an equal 2nd. place , 2nd. and 3rd place points are shared)

25.2. Hydroplanes. If there is a dead heat on points, the boat with the fastest heat time must be considered the winner.

If there is still a tie, the boat's total race times of their three best heats must be the decider.

### **G26 FINISHING POINTS**

26.1. To be awarded heat finishing points a driver must have completed at least 75% of the race winner's distance and must either take the chequered flag no later than two minutes after the winner or be stopped by a red flag after the leading driver has completed the required minimum distance.

26.2. For a race stopped after the required minimum distance the finishing order is that existing at the end of the race leader's last full lap.

### **G27 AFTER FINISHING**

After finishing, drivers must slow down, complete the mandatory safety lap, must not cross the course, must not take extra laps or other practice, must carry on round the course away from other finishing drivers and enter the pits in accordance with local instructions.

### **G28 COURSE CLOSED**

The heat is finished two minutes after the winner finishes, the course should then be cleared and closed as soon as possible to allow course officials to report and prepare for the next race.

### **G29 FLAG SIGNALS**

Flag size - minimum 900mm x 600mm

29.1. The following flags must be carried by all rescue boats and all drivers must obey their signal:-

RED FLAG Slow down/stop immediately and proceed with caution to the designated area as described at drivers briefing

YELLOW FLAG (stationary) CAUTION

YELLOW FLAG (waved) IMMEDIATE CAUTION

29.2. BLACK FLAG The driver to whom the flag is shown must immediately return to the pits where he will receive instructions from a race official.

29.3. GREEN FLAG This flag may be used to indicate the start of a race/ or to indicate that the course is open for practice

### **G30 POST RACE MEASURING**

30.1. The RYA approved Load Cell must be used for weighing racing boats at all meetings where weighing is required under RYA rules. The equipment must be

available at all reasonable times during practice and racing for drivers to weigh their boats. The organiser must pay the hire charge determined by the CRC.

30.2. Any competitor found to be under the minimum class weight will be immediately disqualified and all points accumulated to the point of weighing will be removed- providing the official scales were available for use prior to the race/qualifying.

If there are remaining heats a competitor will still be permitted to enter and will receive any new points providing the weight is re checked.

30.3. The weight of the boat means - Boat as it finishes the race, less driver less personal equipment and less excess water, but including any residual fuel. Where driver weight is to be included, the driver is to be weighed separately in full race clothing

30.4. For Weight Limited Classes at a National Championship event any boats, at the discretion of the OOD and RYA Technical Officer, may be weighed at the end of racing and/or between heats.

30.5. Refusal to comply will result in disqualification.

### **G31 POST RACE INSPECTIONS**

31.1. The CRC Chairman and the appointed CRC Technical Representative will appoint Technical Inspectors to each National Championship round.

31.2. Technical Inspectors attending a race meeting in their official capacity must declare their presence to the Officer of the Day.

31.3. The Inspectors and the OOD independently decide which engines to strip, their decision is final. Drivers must be informed. The Inspectors and the OOD decide the extent of dismantling, record their findings on form PBR37 or another form of written information if the PBR37 form is not available and on completion of their inspection submit copies to the RYA Commissioner and the OOD. The OOD must immediately take action and if required inform the Jury if non compliance with the rules exists

31.4. Details of sealing and dismantling carried out during the season must be entered on the Measurement Certificate.

31.5. All engine checking must be post race and all costs must be borne by the entrant.

31.6. The system of checking engines is not intended to deprive competitors of pre-race protests regarding engine eligibility.

31.7. When an engine or any of the part of the competitors equipment found to not comply with the rules, the driver must be disqualified by the OOD from the event and either, when the engine has not been previously inspected and noted (4 above) lose all points accumulated for that season, or, when the engine has been inspected,

passed and the pass noted (4 above) lose all points accumulated since the last noted inspection.

31.8. The National Championship winners must have their engines stripped at the last meeting or when the championship is decided.

31.9. Boats and engines subject to checking must not leave the pits until half an hour after the final results have been posted.

31.10. In the absence of a National Technical Inspector a club may carry out post race engine inspections.

31.11. Note an engine is deemed to include all parts, mid sections and gear boxes

31.12. Refusal by a competitor to comply with Technical Inspection will result in disqualification.

### **G32 RESULTS**

32.1. Results for a class must be prominently displayed and posted at least 15 minutes before the start of the next heat for that class.

32.2. Results are final half an hour after posting, subject only to any proper Protest, Disciplinary Hearing or Appeal.

32.3. The time of posting should be marked on the results.

32.4. When sanctions have been applied the results must show the driver(s) penalised and the rule(s) infringed.

### **G33 PRIZEGIVING**

Any driver finishing 1st, 2nd or 3rd. in the results must attend the prize giving. Failure to attend will result in all points for that event being removed but the position title will still apply. No points will be awarded. Competitors in lower positions will not be promoted and will only receive points for their actual finishing positions

### **G34 PROTESTS**

34.1. The names of the Jury must be announced at drivers briefing. Protests must be on the RYA Protest Forms obtained from the Race Secretary.

34.2. All protests must be made within 30 minutes of the results being posted

34.3. Protests against the rules or eligibility of an entry must be lodged before drivers briefing, otherwise within half an hour of the posting of results in which the incident or circumstance occurred.

34.4. The time of handing in must be entered on the form.

34.5. For details and procedure see Section S.

### **G35 SANCTIONS**

35.1. Automatic. There are automatic sanctions for racing infringements, at the start, at marks etc.

35.2. The OOD, Race Committee and Jury can disqualify from a heat or a meeting and penalise by one or more laps.

35.3. The OOD, Race Committee and Commissioner can make submissions to the Jury which may result in the Jury imposing a sanction.

35.4. Yellow Cards see G36

35.5. **Gross breach of rules or Misconduct.** When the RYA / CRC Exec 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 T1.3 or 5, it may conduct an investigation and, when appropriate, may call a hearing. The RYA / CRC 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.

### **G36 YELLOW CARDS**

36.1. Yellow cards can be given for any offences on the water.

36.2. A Card may be given by the OOD, RYA Commissioner or the Jury.

Note: The OOD, Commissioner or Race Committee may make submissions to a Jury which may result in the Jury issuing a Card, and, the Jury may issue a Card as a sanction following a protest hearing.

36.3. Must be on the RYA form, given personally to the offending driver by the appointed officer before the results are announced or posted, the officer being accompanied by one other race official. A copy of the card must be retained by the Race Committee, a copy handed immediately to an event RYA Commissioner and within 24 hours of the completion of the meeting a copy posted under separate cover with the driver's licence to the RYA. The RYA will either endorse the licence or issue an endorsed replacement; the licence will be returned to the driver via his club.

36.4. Notice of the Card must be posted.

36.5. A Card is valid for 12 months. The penalty for a driver with three valid Cards is immediate exclusion from all RYA Powerboat Racing Division competitions for the following two months of the current or following season. Any Cards still valid after two month exclusion are cancelled.

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

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

### **G37 INCIDENT REPORT FORMS**

37.1. An Incident Report Form MUST be completed, copied to the appointed RYA Commissioner and then sent to the RYA within 7 days when:

- (a). any personal injury has been sustained, on or off the water,
- (b). any race, rescue, spectator or other boat has been damaged,
- (c). following an incident, a race has been stopped,
- (d). a driver, rescue or other person has been in the water as a consequence of, or the cause of an incident,
- (e). or for any other reason which concerns the OOD/Commissioner.

37.2. If possible, the Medical Officer should complete the injury description.

37.3. When an injury has been sustained which has resulted in the withdrawal of a licence, the Club must complete a PBR19 and send it with the withdrawn licence to the RYA as soon as possible.

37.4. When anyone has been taken to hospital, PBR17 must be completed as soon as possible and sent to the RYA within 48 hours.

37.5. The OOD must sign the form after it has been completed.

### **G38 CLUB INTERNAL DISPUTES**

The RYA/CRC does not normally agree to become involved in internal club disputes unless in exceptional circumstances.

### **G39 CIRCUIT RACING COMMITTEE**

Any rulings and recommendations of the CRC will be conveyed to an Organising Club or Committee.

### **G40 POWERBOAT RACING SAFETY**

40.1. All race organizers are reminded of their responsibility to comply with their event risk assessment at all times and furthermore are reminded that all competitors must be fully licenced and have undertaken a powerboat race training course or up grade or have evidence of competent past experience. All powerboat racing clubs must submit a risk assessment to the RYA prior to the start of the racing season.

40.2. It is the responsibility of the OOD to ensure the above rule is complied with, should any doubt exist concerning the competency of a competitor the OOD must take the appropriate action.

40.3. All junior competitors are required to have parental consent prior to racing and to have satisfactorily completed the required RYA race training programme.

40.4. National racing is usually class specific and the maximum numbers permitted are determined by the RYA water approvals for each venue Club/basic racing can have boats of substantially different speeds.

40.5. Racing drivers and drivers of rescue boats must always be aware of the considerable difference in performance and water disturbance between different classes and types of boat.

40.6. It is recommended that all racing drivers are reminded of their responsibility for the safety of rescue boats and their crews and of their obligation at all times to keep clear of rescue boats.

In the event of an accident between a racing boat and a rescue boat. an RYA inquiry will be conducted to establish the facts following any such incident and appropriate action taken.

40.7. Where the entry for a club/basic race with mixed classes exceeds the water approved limit it is mandatory that the heats are divided by boat speed.

40.8. Inboard hydroplanes and outboard hydroplanes must not race together.

40.9. Rescue boats Must be clearly marked.

40.10. A minimum of two lifting bags, one per main rescue boat, must be available at any race meeting where cell boats are taking part. Air bags must be checked annually and certified by RYA scrutineers.

40.11 Race Day Procedures:

- (a) During race day practice the water approval rescue and land safety provisions must be in place.
- (b) Water and landside rescue and safety must be in position before the start of the countdown for a race.
- (c) A driver's race is finished when he passes the chequered flag. Lap or laps in arrears must not be made up. It is the express responsibility of a driver to look for the chequered flag. Racing continued after taking the chequered flag is dangerous driving.
- (d) It is recommended that after taking the chequered flag, drivers take an additional lap at reduced speed but not so slow as to be off the plane.
- (e) Rescue boats must remain on station until the race boats have returned to the pits.
- (f) The event medical officer must agree with the OOD a plan of action in the event of a medical emergency.

#### **G41 POINTS SCORING**

The following system is recommended for all club racing consisting of two or more heats but is mandatory for all National Championship Races.

41.1. National Championship event final points must be sent on the appropriate form to the RYA immediately after the meeting as well as providing a copy for the RYA Commissioner.

41.2. For National Championship meeting curtailed by force majeure, full event points are awarded provided that during a multi-heat event at least one full heat has been completed and for a single heat event at least 70% of the full distance has been completed by the leading boat; for racing curtailment less than this, provided the timekeepers can declare a finishing order for the boats in the race, 50% points are awarded. For events lost 'on the day' before a racing result can be obtained the entered and scrutineered drivers equally share their aggregated event points.

41.3.-Pre entry points - Drivers will who have pre-entered be awarded 5 Championship pre entry points if they start an event but unfortunately do not complete a heat.

41.4 All classes except Outboard Hydros & Supercat will be awarded 1 point for pole position. This includes OSY400.

**Hydroplane classes.**

Position	Points	Position	Points
1st.	400	11th	22
2nd.	300	12th	17
3rd.	225	13th	13
4th	169	14th	9
5th.	127	15th	7
6th.	95	16th	5
7th	71	17th	4
8th.	53	18th	3
9th.	40	19th.	2
10th.	30	20th.	1

**Sportsboat classes.**

Position	Points	Position	Points
1st.	400	11th	139
2nd.	360	12th	126
3rd.	324	13th	113
4th	292	14th	102
5th.	262	15th	92
6th.	236	16th	82
7th	213	17th	74
8th.	191	18th	67
9th.	172	19th.	60
10th.	154	20th.	54

The final RYA Championship points for each round to be

Position	Points	Position	Points
1st.	20	11th	5
2nd.	17	12th	4
3rd.	15	13th	3
4th	13	14th	2
5th.	11	15th	1
6th.	10	16th	-
7th	9	17th	-
8th.	8	18th	-
9th.	7	19th.	-
10th.	6	20th.	-

**G42 CRANES**

42.1. Race boats being craned must be unoccupied.



42.2. 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, any equipment.

42.3. The craning area should be cordoned off and marshalled.

42.4. Clubs must have adequate crane insurance.

#### **G43 PRACTICE AT INTERNATIONAL MEETINGS**

National licence holders must not practice at the same time as international drivers.

#### **G44 FIRE EXTINGUISHERS (Pits)**

44.1. Must be inspected, in date and in good working order.

44.2. Must be an adequate number and must be conveniently sited in all parts of the pits area.

44.3. All appropriate officials should know how to use them.

44.4. Fire Extinguishers must be appropriate to the type of fire risk eg: Fuel fires/Electrical fires etc.

44.5. Drivers should be informed at the drivers meeting of the procedure to be followed in the case of fire.

#### **G45 AMBULANCES DOCTORS and PARAMEDICS**

45.1. It is mandatory for an ambulance and a doctor/paramedic to be in attendance at all meetings when racing is taking place

45.2. Neither race day practice nor racing must start before they are in attendance. Should the ambulance have to leave during the meeting for any reason, racing must cease until either it returns or a substitute is provided.

45.3. Any ambulance in attendance must be of a type approved by either the Local Authority or a Government Department or by an organisation which has been approved by Customs and Excise and which has been given permission to operate such an ambulance service.

45.4. St. John Ambulance and the British Red Cross are such approved organisations.

45.5 Training/Testing: Refer to Rule G52.4

#### **G46 MEDICAL OFFICER**

National and Club racing must have at least a paramedic currently registered with the Health Professions Council. See website: <http://www.hpc-uk.org/> or a qualified medical doctor registered with the GMC.

#### **G47 DOCTOR**

For UIM International events a Doctor is mandatory.

## **G48 RESCUE**

48.1. The Chief Rescue Officer must attend the Drivers Briefing.

### 48.2. Rescue Boat

- (a) A boat capable of recovering a driver from the water on a stretcher with minimal movement and fully supporting the driver whilst being recovered.
- (b) The boat shall be capable of a speed of at least 25mph
- (c) The boat shall be crewed by 3 appropriately trained personnel including a diver (unless provided by a separate support boat).
- (d) At least one of the crew (excluding diver) must hold a first aid certificate.
- (e) Must carry a stretcher capable of being immersed in water to recover the driver and recovered directly to hospital if necessary; red, yellow and chequered flags, a tow rope with carabiner hook for easy attachment to towing eyes; a fire extinguisher of at least 2 litres capacity, a neck collar and basic first aid equipment to include large sterile dressings and resuscitation mask.
- (f) At least two Rescue Boat/Dive Boat on the circuit shall carry a lifting bag capable of supporting a boat in the water so that the cockpit remains above the surface with the driver inside.
- (g) The diver(s) must have equipment for cutting belts. In addition to this it is recommended that there is radio contact between rescue and the shore/ambulance which should be the responsibility of the organising club/promoter to provide.

48.3. A Patrol Boat should be manned by at least two personnel and be capable of towing boats off the course and should carry the following minimum equipment. Red, yellow and chequered flags; a tow rope with carabiner hook for easy attachment to towing eyes and a fire extinguisher of at least 2 litre capacity.

## **G49 NOISE**

This section explains the procedure for the exterior sound level measurement of powerboat noise to ascertain whether the level is above the Statutory Noise Level 95 dBA measured at 25m as recommended by the UIM.

### 49.1. Instrumentation

- (a) A precision sound level meter - this should be to BS 4142 or BS 4197/1967 standard (if possible) and fitted with an "A" weighting capacity capable of measuring 30 dBA - 100dBA range at a minimum.
- (b) A microphone suitable for the meter and for diffuse field (Random Incidence) response. It must be used with an acceptable windscreen (to be acceptable, the screen must not affect the microphone response more than 1dB for 20-4000Hz range or 1 1/2 dB for 4000-10,000 Hz range).

Note - Sound level meters need calibrating and no reading will be technically acceptable unless the unit has been calibrated recently (calibrators are available for some instruments).

### 49.2. Test Site

- (a) Water should be calm.
- (b) Area around the microphone must be free of obstructions, e.g. buildings, boats, hills, large piers, breakwaters etc, for a minimum distance of 30m; (this is ideal condition, and should as far as practicable apply).

- (c). Two or three markers will be placed in line about 15m apart to mark the course the boat should follow.
- (d). The ambient sound level (including wind effect) due to sources other than the boat under test shall be at least 10 dBA lower than the boat noise.

#### 49.3. **Boat Operation**

- (a). The boat must pass as close as possible to the placed markers at wide open throttle.
- (b). Boats must be equipped as for racing conditions

#### 49.4. **Measurement**

- (a) The microphone must be placed 25m from the line determined by the markers, at right angle to it, and sited at the mid point of the markers.
- (b). The microphone should be placed 1.2-1.5m (4-5ft) above the water surface, and no closer than 0.6m (2ft) from the surface of the dock or platform on which it stands, as near to the end of the dock as possible or overhanging the end.
- (c). The sound level meter should be set for fast response (where available) and "A" weighting network.
- (d). The meter must be observed while the boat passes 0.3-0.9m (1 -3ft) on the far side of all markers. The applicable reading shall be the highest sound level obtained for the run. All values should be recorded.
- (e) The sound level must be the average of two readings which are within 1 dB of each other rounded to the nearest 0.5 dB (care should be taken to avoid higher than normal readings which may result from wakes and/or waves).

#### 49.5. **Comments re Method etc**

- (a). Try to utilise someone trained in the use of the equipment, or appoint one person to undertake the measurements and try to organise some training for them.
- (b) Proper use of the instruments is essential; manufacturer's manuals and operation procedures should be studied in detail:
  - (i). particular reference to type of microphone,
  - (ii). orientation relative to ground plane and noise source,
  - (iii). effect of weather - (temperature, humidity, barometric pressure).
- (c) Microphone windscreen is used to minimise the effect of wind gusts and other changes in wind velocity which may occur.
- (d) Measurements should only be made when wind velocity is below 12mph (19kph).
- (e) Bystanders may have an appreciable influence on meter response when they are in the vicinity of the microphone; not more than one person other than the operator must be within 15m of the microphone, and that one person should be directly behind the operator.
- (f). It is suggested that a tolerance of 2 dB is allowed to provide for variations in water surface conditions, test site, temperature gradients, wind velocity gradients, and test equipment.
- (g) A log should be kept of all readings taken indicating water conditions, wind, and weather conditions at the time. Before each block of entries, it would be wise to note the date on which the meter was last calibrated.
- (h). A wind measuring gauge - this is not essential but desirable.

#### 49.6. Venues

When testing for levels at powerboat venues the following points should be borne in mind.

- (a) Instrumentation and recommendation for use as for Powerboats
- (b) Readings at the boundary of the venue on the side of the prevailing wind may be made on several occasions when racing is taking place.
- (c) Such reading be entered in a log noting wind speed (estimated or actual), weather conditions etc. (as comment 7 above) plus number of boats competing at the time of reading.
- (d).It is strongly recommended that for a venue where regular practice sessions prevail, a noise limit considerably below 95 dBA at the boundary should be aimed at, to prevent noise nuisance.

#### **G50 INDENTIFICATION OF OFFICIALS**

It is recommended officials are readily identifiable by armbands, jackets or other visual means.

#### **G51 BAD WEATHER CANCELLATIONS**

National Championship events cancelled because of bad weather cannot be returned to the calendar.

#### **G52 TESTING & PRACTICE**

Practice and Testing is part of the Water Approval for each club.

Practice and Testing General Rules apply to all practice and testing unless amended by a club's individual water approval.

52.1. Any additions, to the practice and testing sessions registered with the RYA as part of the calendar of activities submitted annually to the RYA for insurance and water approval purposes, must be notified to the RYA in advance

52.2. Drivers and Officials signing on forms must be completed.

52.3. (a). The driver must have current RYA licence, either a season's licence or an event licence.

(b). A restrained driver must have a current driver immersion certificate.

52.4. Providing a fully registered and equipped paramedic is in attendance, any number of drivers can participate in a dedicated test or practice session but a maximum number of 5 boats are permitted on the water at any one time when there is only 1 rescue boat in attendance. Boats must be within any one specific category ie catamarans, monos, hydros, and not a mix thereof.

If there is no medical cover a maximum of two boats are allowed on the water at any one time regardless of the amount of rescue boats covering the event.

Officials are reminded that they must take into account the safety facilities available both on and off the water and that their decision must also be made in accordance with the event risk assessment.

52.5. Overtaking is allowed but only on the straight section of the course as detailed at drivers briefing. No overtaking is permitted on or near corners or whilst rounding marks.

52.6. The safety boat must be either a drop front or a fast boat equipped with floating stretcher. The crew to be in accordance with PB2 G48. When a single rescue boat is used, the minimum crew is three, one being a diver appropriately equipped.

52.7. The safety boat must be ready and on station before any participating race boat leaves the pits

52.8. If the safety boat has to render assistance, any other boat must immediately slow down and stand by the safety boat and be ready to provide assistance if called for and if not required to return slowly to the pit

52.9. If no ambulance on site, there must be immediate access to a telephone.

### **G53 CLUB RACING**

53.1 Mixed class club racing is permitted providing sportsboats and hydros are split into different categories. All club racing must comply with RYA rules and be in accordance with the clubs risk assessment.

53.2 Existing MODVP boats may compete in Club racing without restraints and breakaway steering

53.3 JT250/GT15 may practice/club race with the GT30 Class providing that the driver of the GT30 is under the age of 18 years.

53.4 If the total number of boats in the above classes does not exceed 5 the GT30 drivers may be over the age of 18.

53.5 In the event of JT250/GT15 and GT30 practicing and club racing together the OOD must clearly state at drivers briefing which classes will overtake on the inside or outside lines. This must be strictly enforced and racing must be stopped if the drivers do not comply with instructions.

53.6 Where possible every effort must be made to split the classes.

53.7 All club races must be run in accordance with the water approval for the venue and all other RYA rules governing safety and medical cover must be in place.

### **G54 FIXTURE CALENDAR (INSURANCE and ADMIN) FEES**

For International, National or Basic Events, the appropriate calendar fees must be paid to the RYA 28 days prior to the commencement of racing.

### **G55 INTERPRETATION OF THE RULES**

The RYA or CRC must judge, bearing in mind the present rules, all cases not foreseen or seemingly inaccurately defined.

Any driver who infringes any of the rules of the UIM or the RYA, is liable to be penalized.

#### **G56 NON-APPROVED RACES**

Any driver who competes in a race which is not approved by the RYA must automatically forego, for that event, the third party insurance provided with his licence. Any driver who competes in a non approved International race will be subject to penalties being applied by the RYA and the UIM in accordance with current rules.

#### **G57 DOCUMENTATION FOR RYA**

After each race meeting the following documents **MUST** be sent to the RYA

57.1. Event summary forms

57.2. A record of all Event Licences and parental consent forms issued plus the appropriate fees

57.3. A record of any Passenger permits issued plus the appropriate fees

57.4. Incident Report Forms

57.5 Log books that have been used to record damage

57.6. Licence withdrawal forms

57.8. Yellow cards issued

57.9. Details of protests

57.10. Final results for Championship Events.

In the event of a serious accident or fatality the RYA require the organising club to return ALL paperwork relevant to the event

#### **G58 RIDING ON BOATS**

Only licenced drivers and licenced passengers may travel in racing boats. Mechanics are NOT allowed.

#### **G59 UNFORSEEN RULES**

In any rules not foreseen by this Rule Book (PB2), the Circuit Racing Committee, Organising Club or Organising Committee is to make a judgment bearing in mind the spirit of the Sport.

#### **G60 CIRCUIT RACING POWERBOAT CLUBS**

**ESSEX HYDROPLANE RACING CLUB**

Racing and practice sessions will be run at chosen venues TBA

**LANCASHIRE POWERBOAT RACING CLUB**

Two four hour sessions per month. Included in the calendar submitted annually to the RYA.

#### LOWESTOFT & OULTON BROAD MOTOR BOAT RACING CLUB

Practising is confined to race days as part of the race day programme.

#### MIDLANDS POWERBOAT RACING CLUB

(a). Practice Day. One prior to the start of the club racing season. Officials and safety as for a club race day.

From time to time the club have additional practice days, these must be notified in advance to the RYA.

(b). At any other time permission must be obtained by the participating driver(s) from the racing secretary who must, before granting permission, notify the RYA of the time and duration of the session and the name of the driver(s).

#### STEWARTBY WATERSPORTS CLUB

(a). Extended practice for Stewartby Club members will be incorporated into their club racing weekends.

(b). At any other time permission must be obtained by the participating driver(s) from the designated club officer who must, before granting permission, notify the RYA of the time and duration of the session and the name of the driver(s).

#### WINDERMERE MOTOR BOAT RACING CLUB

(a). Practice Day. One prior to the start of the club racing season. Drop front, three safety boats and ambulance.

(b). At any other time, any restrained driver must have rescue to satisfy the club Rescue Officer who must notify the RYA before granting permission.

## **H NATIONAL CHAMPIONSHIPS**

### **H1. Calendar**

- 1.1.(a). Clubs must apply by . In accordance with directions from the CRC for the following year for no more than one event for each class.
- (b). Changes to dates and classes raced must not be made after the final calendar has been published.

### **1.2. Grid Positions**

- (a). For the first heat, grid positions are determined by timed practice laps.
- (b). If for force majeure or other reason, all timed practice for all boats cannot be recorded, the grid for the first heat shall follow the current National Championship points table for the class:
- (c). For the first event of the season, the final points of the previous season.
- (d). Drivers with no points must start at the end of the grid, their respective positions to be determined by the OOD, his decision being final.
- (e). For subsequent heats, the grid positions are the race positions at the end of the previous heat.
- (f). For re-starts, see G19

## **H2 NATIONAL HYDROPLANE CHAMPIONSHIP**

### **2.1. Generally**

- (a). In a class a driver may enter and practice more than one boat. The boats must carry different racing numbers and at least 15 minutes before the start of the first race the driver must declare in writing to the OOD, the boat to be raced.
- (b). When a hull, block or crankcase are replaced, any points previously gained are forfeited. When a change takes place after timed practice or after starting a heat, the next start must be from the end of the grid for that class. No changes will be permitted in the last 15 minutes before a race starts. To continue racing after a change a driver may have to submit a new entry,
- (c). Damaged hulls shall be withdrawn until re-approved by the scrutineer.
- (d).
  - (i). To be valid, an entry form and full entry fee must be received by the organising club at least 7 days before the start of the meeting. When less than 3 valid entries have been received by 7 days before the start of the meeting, the club must advise those that have entered that the class is cancelled and return their entry fees within 7 days.
  - (ii). When at least 3 valid entries are received but less than 3 appear on the day, the club must decide whether to race with the reduced field for normal points, or, cancel the class and equally divide the points between those attending; the non-attending drivers do not have entry fees returned.
  - (iii). Clubs must refund entry fees if requested at least 7 days before the start of a meeting.
- (e). There shall be four heats, three to count. Heat points 25% reducing, event points are 20, 17, 15, 13, 11, 10 etc.
- (f). All event points shall count. A tie shall be broken by counting first places, second places, third places etc. if still tied the Championship is shared.
- (g). Race number 1 may not be used except by the previous year's Champions. When more than one number 1 are raced together the home driver changes, then the last to enter changes.



## 2.2. **OUTBOARD HYDROPLANES**

- (a).For boats with 'O' series engines up to 700cc.
- (b).The Hull is free. Fuel, see F27
- (c).Grid positions - 'O' series catamarans on inside, then 'O' series hydroplanes, then stock entries. The positions within each section to be as H2.3c
- (d).Handicap The starting grid will be split into groups as follows:-
  - (i).Group 1 125cc and 175cc.
  - (ii).Group 2 250cc and 350cc Konig/kony
  - (iii).Group 3 350cc VRP/GRM Motors and all remaining propriders
  - (iv).Group 4 Hydrocats with Konig/Konny (500cc and 700cc).
  - (v).Group 5 Hydrocats with VRP/GRM etc.
- (e).Handicapping by group is to be based on practice lap times of the fastest boat in each group. Handicaps should be set after practice and set for the rest of the meeting.

2.3.Only holders of British National or International Licences may compete for the National Championships.

2.4 It is highly recommended that cut resistant overalls are used in all non cockpit classes

2.5 From the 1 January 2012 all new build hydroplanes must conform to UIM Rules

### HYDROCATS

2.6 The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1January 2012.

2.7 The use of an on board air supply is highly recommended.

2.8 All new build boats from 1 January 2012 must comply with UIM rules.

2.9 From 1 January 2013 all Hydrocats will be required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

### H3 **NATIONAL SPORTSBOAT CHAMPIONSHIP**

3.1. For the Circuit drivers' championship a series of class championships will be run resulting in British National Class Champions at the end of the season.

3.2. Engine Inspectors have the right, at any time, to seal the engines of those who may possibly finish close to or head the season's points in any of the restricted engine classes.

3.3. Drivers must compete in the last meeting of each annual series to qualify to be National Champion.

3.4. The Main Officials must be on the RYA Approved Officials List.

3.5. To be valid, an entry form and full entry fee must be received by the organising club at least 7 days before the start of the meeting. When less than 3 valid entries have been received by 7 days before the start of the meeting, the club must advise those that have entered that the class is cancelled and return their entry fees. When at least 3 valid entries are received but less than 3 appear on the day, the club must decide whether to race with the reduced field for normal points, or, cancel the class and equally divide the points between those attending; the non-attending drivers do not have entry fees returned.

Clubs must refund entry fees if requested at least 7 days before the start of a meeting.

3.6. Only holders of British National or International Licences may compete for the National Championships.

3.7. A driver may enter and practice more than one boat in one or more classes but must declare to the organisers their entry at least 15 minutes before the first race.

3.8. A change of driver during an event will constitute a separate entry. An additional fee is payable.

3.9. (a). Except for F2 and Supercats, heats of no more than 15 minutes each must be run for each class at each Meeting with the exception of JT250 which shall be no more than 10 minutes, the number of laps to be completed must be decided by the Organising Club. If three heats, all points to count. If four heats, the best three to count.

(b). For F2, three or four heats as above can be substituted by a single heat of between 25 and 30 minutes and the Advance Regulations must state either the race format or notice that the format will be declared no later than the Driver's Briefing.

3.10. Heat points to be 10% reducing, event points to be 20, 17, 15, 13, 11, 10 etc. For All sportsboat Classes, one point for pole position.

#### **H4 RACING ABROAD**

4.1. The possession of an International or Superlicence does not automatically qualify a driver to enter events in other countries, all UK entries must be approved by the RYA and drivers must hold a full International licence issued by the RYA.

4.2. For all World and Continental Championships and Cup events, all entries from this country are approved by the CRC Exec and require a letter of approval from the RYA.

## I JUNIOR CLASS JT250 (National Series) UIM Rules 550 to 553.10

### I.1. GENERAL

**UIM 550** The purpose is to limit this class to simple monohulls easily built by an amateur or readily available commercially, each fitted with one single homologated “stock” motor, available on standard sale.

Class	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
JT250	15	160kg	3.10m	1.25m	0.35m	9 Nat (10 nt'l)	16

1.1 The Minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, residual fuel but without residual water

1.2. Measurements are taken while the boat is ashore:

- (a). The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull,
- (b). Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included,
- (c). The width of the boat is measured at the widest part of the hull.

### I.2 HULL

2.1 **UIM 552.01** Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to excessive aerodynamic lift.

2.2. Transverse steps, tunnels, hydrofoils or devices which tend to add to the air pressure under the hull, are prohibited, except that protruding strips substantially parallel to the fore and aft line of the keel are permitted providing that in any channels, etc. so produced the horizontal measurements, of such openings with the boat on an even keel, do not add up to a total of more that 15cm in any transverse section. Any divergence of such strips from a line parallel to the keel must show a minimum radius of 30cm. if stopped short of the transom, strips must be tapered off to zero over a minimum length, viewed at 90 to the line of the keel and parallel to the surface of the hull in that area, of 15cm. A single fixed vertical fin on the underwater body is allowed for directional stability. The Maximum length of the fin is 250mm.

1.3 **ENGINE UIM551** JT250 cylinder Capacity of the motor to 265 cc incl. Engines will be sealed at the first National meeting of the season. An engine measurer must be present if the seals are to be broken otherwise all Championship points will be forfeited up to that time.

### I.4 MACHINERY UIM 553

4.1. **553.01** a. An outboard motor is a mechanical propulsion assembly which can be removed from the boat in a single unit, complete with its transmission and which does not transmit its power through the hull at any point.

- (a). The motor thus removed and placed ashore must be capable of being started, fed by it's fuel tank.

- (b). The mounting supports fixed to the boat, the control levers, the tachometer with its connections, the battery with its conductors and the fuel tank and fuel lines do not form part of the motor.
- (c). The attachment angle and the height of the motor must remain fixed while the boat is underway. But it is allowed to change the attachment angle between a heat and another.
- (d). The use of powertrim is allowed for monohull boats provided with safety reinforced cockpit, per UIM rule 509.
- (e). For all T Classes, the centre of the propeller shaft (measured at the centre point of the rear end of the propeller shaft) shall not be above the bottom of the boat measured at the lowest point of the bottom. No design of the hull, by fins, keels, or convex shaped bottom to obtain a higher engine position is allowed. For boats with the power trim this height will be measured with the propeller shaft set parallel with the bottom of the boat.
- (f). This dimension will be checked in the "as raced" condition.
- (g). This dimension is affected by the attachment angle. In JT250it is not allowed to change the attachment angle by other means than pulling out and resetting tilt pin or by adjusting a thrust block on the outside of the transom for which adjustment tools must be required. It is only allowed to change the attachment angle when the boat is on land. After any change of the attachment angle the propeller shaft depth must be rechecked.

#### 4.2. **553.02**

- (a). To be homologated as stock motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of boats.
- (b). To be eligible for homologation, a minimum of 1000 units must have been built and assembled, certified by the manufacturer to the National Authority of the country of origin.

#### 4.3. **553.03** The motor must be able to function at reduced speed.

#### 4.4. **553.04**

- (a). When the motor is in the water, the cooling must be effected by a water circulation pump.
- (b). The cooling water must circulate through the water pump and be fed only through the standard water intake, neither the position nor the shape of which may be modified.

#### 4.5. **553.5** An efficient gear changing system giving forward, neutral and astern movement is compulsory.

The control handle for the reverse gear, ready for use, must be within easy hand reach of the driver, when he is in the normal driving position. Manoeuvring of the boat astern, must be possible by selecting reverse gear.

#### 4.6. **553.06** An electric or manual starter must assure a quick and easy start without external aids. It must be used as it was supplied by the manufacturer, no adjustment or alteration being allowed.

## 1.5 SOLE MODIFICATIONS ALLOWED

**UIM 553.10** Only the following modifications are allowed:

5.1. All Studs, screws, nuts, bolts and their washers are free as well as the method of locking them.

5.2. The Original propeller may be replaced by another. Gearcases with a propeller exhaust must use propellers equipped with an exhaust tube of a diameter at least that of the machined recess into which the standard propeller boss fits at the rear of the gearcase. The length of this tube must be at least  $\frac{1}{2}$  (Q-P), where Q and P are the dimensions shown on the sketch of the underwater unit on the homologation file.

5.3. The trim tab may be altered or removed to accommodate a propeller

5.4. The cooling system must be provided by the water pump.

5.5. Thermostats and pressure valves of the cooling system may be removed

5.6. The steering mechanism may be altered. If the original steering bar is removed or new ones are installed, any openings created must be sealed to prevent the motor from pulling in additional air.

5.7. The dampers (shock absorbers may be altered or removed.)

5.8. The rubber mounts of the motor may be altered, removed or replaced.

5.9. Revolution Counters, water temperature gauges, water pressure gauges and similar instruments can be installed.

5.10. Revolution limiters may be removed.

5.11. The gear interlock device on the starter may be removed

5.12. Spark plugs are free

5.13. Original carburettor jets may be replaced for another size.

5.14. Springs may be added to the throttle lever of the carburetors.

5.15. Re-boring is allowed, but only piston assemblies supplied by the manufacturer of the motor may be used within the cc-limit of the class. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet.

5.16. A part which is dimensioned in the homologation sheet may be machined for the purpose of reaching that specific measure;

5.17. A part which may be machined to attain the weight quoted in the homologation sheet without altering other criteria given for the part in question. It is not allowed to change the flywheel but balancing machining is allowed if the dimensions and weights provided for on the homologation sheet are respected;

5.18. Measurements not quoted in the homologation sheet shall only be checked by visual comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the inspected part and the reference part must be accepted.

5.19. The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. If this is done the opening left after the connector and around the fuel hose must be sealed to prevent extra air entering inside of cover.

5.20. Electric fuel pumps may be added provided the fuel still runs through the original fuel system and no parts are removed or blocked off

5.21. No parts may be added to the motor unless specified in this rule

5.22. It is allowed to extend the starter cord of a rewind starter so that the starting handle can be reached from the cockpit.

#### **1.6 OTHER GENERAL RULES FOR JT250**

6.1. Existing J250 hulls and Yamaha D engines may continue to compete in the JT250 National Championships providing the following conditions are complied with:

- (a). Hulls must conform to the minimum JT250 Class weight of 160kg
- (b). Yamaha D engines may compete as long as they comply with the UIM homologation sheets and JT250 engine rules on work permitted.
- (c) From the 1 January 2013 J250 hulls and Yamaha D engines will no longer be permitted to race at National or Club level.

6.2. All JT250 Class starts shall be dead engine jetty starts

6.3. Propellers are free

6.4 It is highly recommended that cut resistant overalls are used in all non cockpit classes

6.5 From 1 January 2014 JT250 will not be permitted to race at National or Club level

**1.7 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 WITH THE RYA**

## J JUNIOR CLASS GT15 and GT30

### J1. GENERALLY See UIM Class specific rules

**UIM 550** The purpose is to limit this class to simple monohulls easily built by an amateur or readily available commercially, each fitted with one single homologated “stock” motor, available on standard sale.

#### 1.2. 551.01

(a). Class	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
GT15	15hp	210kg	3.10m	0.35m	-	9	16
GT30	30hp	250kg	3.50m	0.40m	-	14	-

Weight is including Driver.

- (b). The Minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, residual fuel but without residual water
- (c). Measurements are taken while the boat is ashore.
- (d). The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull.
- (e). Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.
- (f). The width of the boat is measured at the widest part of the hull.

## J.2 HULL

### 552.01

- 2.1(a). Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to excessive aerodynamic lift.
- (b). Transverse steps, tunnels, hydrofoils or devices which tend to add to the air pressure under the hull, are prohibited, except that protruding strips substantially parallel to the fore and aft line of the keel are permitted providing that in any channels, etc. so produced the horizontal measurements, of such openings with the boat on an even keel, do not add up to a total of more than 15cm in any transverse section. Any divergence of such strips from a line parallel to the keel must show a minimum radius of 30cm. If stopped short of the transom, strips must be tapered off to zero over a minimum length, viewed at 90 to the line of the keel and parallel to the surface of the hull in that area, of 15cm. A single fixed vertical fin on the underwater body is allowed for directional stability. The Maximum length of the fin is 250mm.

**2.2. 552.05 Any device to produce a sudden breaking effect, causing excessive water spray, reducing visibility, is prohibited.**

## J3 ENGINES

- 3.1. Only low emission engines complying with 2006 EPA Regulations will be allowed.
- 3.2. The Following modifications are expressly not permitted:
  - (a). No new openings are allowed for fitting steering bars etc
  - (b). Alteration or modification of any powerhead components

- (c). Removal of material from the powerhead for any reason other than recognized (by the Manufacturer) repair
- (d). ECU/PCMs equipped with race data memory, must not have the memory erased or modified without the prior permission of the technical inspector.
- (e). Any information sourced by the technical inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

#### **J.4 MODIFICATION ALLOWED**

- 4.1. It is allowed to disable/remove the neutral switch and in gear starting protection wire.
- 4.2. The trim tab may be altered or removed to accommodate a propeller.
- 4.3. The rubber mounts of the engine may be replaced.
- 4.4. Power trim may be removed. The use of thrust block to adjust the trim angle is allowed.
- 4.5. Spark plug may be replaced with a non-modified standard spark plug with the same thread length.
- 4.6. Propeller and propeller nut is free.
- 4.7 It is highly recommended that cut resistant overalls are used in all non cockpit classes

**J.5 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 WITH THE RYA**



## **K OSY400 (NATIONAL SERIES)**

### **K.1 HULL**

#### **UIM Rules 522.01, 522.02, 522.03, and 527**

##### 1.1. Except:

- (a). A number board as detailed in rule F1 must be fitted.
- (b). For International races a National flag 25cm x 40cm must be visible on both sides of the hull.
- (c). For all races the engine must be started with the propeller fully immersed.
- (d). High cockpit sides are not required but UIM minimum weight must be conformed to.

1.2. The hull must be of a hydro type (the sponson must not exceed 60% of the total length of the hull).

1.3. Minimum Hull Weight 90kgs. Minimum Hull & Driver weight combined 145kgs.

1.4. **527.03** A reserve of visible and sufficient flotation must be provided to keep the hull floating in case of accident (see § 503.01.)

1.5. **527.05** Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility, is prohibited.

### **K.2 ENGINE**

Yamato 102 - 202 -202S – 302

**528-10** Engines will be sealed at the first National meeting of the season. An engine measurer must be present if the seals are to be broken otherwise all Championship points will be forfeited up to that time.

### **K.3 SOLE MODIFICATIONS ALLOWED**

#### **UIM528.10**

3.1. It is permissible to use any ignition wire, spark plugs, propeller nut.

3.2. It is permissible to drill water drain holes in the ignition castings (coil plates and crankcase end cap) and these holes may be tapped and plugged.

3.3. It is permissible to use any fuel line or fittings providing threads in tank and carburettor are not changed. A fuel filter may also be used

3.4. It is permissible to enlarge the gas tank by cutting it apart at the seam and adding at least 2" band (2" will give one third of a gallon more) or may build a complete tank, but it must be mounted the same as the original. The tank mount plate may not be modified.

3.5. A fuel pipe may be used for marathon racing but the hole in the crankcase must be plugged when racing same motor in closed course.

3.6. Bolt threads may be repaired by tapping oversize or use of helicoils.

- 3.7. Broken parts may be repaired by welding or use of plastic compound, if all contours remain the same. In addition to that, in the area of the crank shaft journals, where the crank shaft assembly is bedded a repair is permissible according to the following procedure. The crankshaft journal must be machined in that area to a smaller diameter. A steel bushing can be pressed onto the machined crankshaft journal. This steel bushing must have exactly the same contour as the material which is replaced by the bushing (outer, diameter, length). This repair assumes, that no changes to the weight and to the contour of the crankshaft assembly can be made.
- 3.8. Any water flow restrictions are permitted.
- 3.9. No polishing or removal of metal on any internal passages or carburettor, intake manifold, or tuned exhaust system.
- 3.10. No polishing or balancing of reciprocating or rotating parts.
- 3.11. Any type of thrust bracket adjustment is allowed providing no alterations are made to the motor and may not be adjustable while boat is moving.
- 3.12. The tilt lock lever may be removed and the spacer on the tilt bracket bolt
- 3.13. The holes in steering bar may be drilled larger for attaching steering cable.
- 3.14. Any device may be used to hold spark lever in advance position.
- 3.15. Spray shield may be modified to use throttle cable, and for choking carburettor. Where a hole is in the side it must not exceed 30mm in diameter or equivalent area.
- 3.16. The propeller shaft may be turned down or replaced to fit any propeller.  
The Propeller is free
- 3.17. The use of non-Yamato parts are forbidden
- 3.18. Measurements not quoted in the homologation sheet may not be altered. If a detail cannot be verified with the aid of pictures in the homologation sheet, the part in question can be compared to corresponding stock part. In such comparison it is only possible approximately to use comparable measurements as the manufacturing tolerances are not available.
- 3.19. The driver is responsible for the condition of the engine as raced. Errors on the part of one manufacturer, mechanic or previous owner is no excuse.
- 3.20. Shorting switch is mandatory (i.e. jack plug)
- 3.21. Oversize pistons allowed to first over-bore only (max. bore size: 2.622 or 66.59mm e.g. 66.50+ 0.09mm) . Port edges can have sharp edges removed.
- 3.22. Any type, size or make of nut, bolt, screw, washer may be used except for butterfly screw which must be standard.

3.23. Painting – it is permissible to paint part any part of engine and accessories any colour.

3.24. Any holes can be drilled to safely attach engine to the hull.

3.25. Apart from the above provisions, it is absolutely forbidden to make any alterations to the engine manufacturers standard components either by removal or addition of material. In particular this includes components being subjected to any form of machining , grinding, hand tooling, reworking, reshaping, fettling, polishing etc. unless it is specifically permitted.

3.26. Plug caps may be changed.

K4

1. From 1 January 2012 all new build boats in the OSY Class must comply with UIM rules.
2. It is highly recommended that cut resistant overalls are used in all non cockpit classes.

**K.5 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 WITH THE RYA**

## **L FORMULA 4 (S.850 - NATIONAL SERIES)**

1.1	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
	70	250kgs	3.90m	1.4m	-	16	-

Weight above does not include Driver.

1.2. The hull weight must be a minimum of 250kgs

1.3. Measurements are taken while the boat is ashore.

1.4. The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull.

1.5. Any extending parts, rubbing stiches, fenders, stabilising and trim tabs and rudder are not to be included.

1.6. The width of the boat is measured at the widest part of the hull.

1.7. The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1 January 2012.

1.8 The use of an on board air supply is highly recommended.

1.9 All new build boats from 1 January 2012 must comply with UIM rules.

### **L.2 HULL**

2.1. The RYA recommend that competitors in this class use UIM Safety cells to current UIM standards but strongly recommend a minimum of 1000nwm or higher

2.2 From 1 January 2013 all F4 boats will be required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

2.3. UIM F4S Class is approved to race in this category and must comply with UIM Rules at all times.

### **L.3 ENGINES**

3.1. A catamaran class using 870cc sports engines.

3.2. Engine capacity from 750cc to 870cc inclusive. UIM homologated engines up to 1000cc are permitted. When there is sufficient support for the 1000cc engine it will be granted a National Championship

A list of homologated engines is available from the RYA.

### **L.4 MODIFICATIONS**

4.1. Only engines proposed by CRC are allowed. (Contact RYA office for list)

4.2. Naturally aspirated engines only.

- 4.3. All parts and replacement parts must be original manufacture unless approved and listed.
- 4.4.(a). Engines can be rebored, up to 870cc as per UIM rule 541.  
(b). Wiseco pistons can be used.  
(c). Pistons must not be modified.
- 4.5 (a). Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm.  
(b). No polishing of internal channels.  
(c). Repairs are allowed by welding or bonding providing internal shapes are maintained as standard.
- 4.6.Reed valves as homologation but reed petal material is free.
- 4.7. (a).Carburettors to homologation sheet.  
(b).Jets can be changed.  
(c).Must use original air box.  
(d).Engine cowl must be original size and have original inlet hole size only.  
(e).It is allowed to fit electric fuel pump, none of original fuel delivery system can be removed.
- 4.8 (a).Ignition as homologation sheet.  
(b).Ignition timings can be altered but not firing order.
- 4.9. (a).Cylinder head one piece, welding reworking of squish allowed.  
(b).Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head.  
(c).Minimum head volume including plug hole 28cc.
- 4.10.(a).Flywheel. Standard flywheel.  
(b).Centre boss can be welded to outer disc.  
(c).Rope wheel can be removed.
- 4.11(a).Gear box must have forward neutral and reverse gears.  
(b).Gear ratio as homologation sheet.  
(c).Exhaust must exit through propeller.
- 4.12. (a). Propeller maximum four blades.  
(b). Through hub exhaust only
- 4.13. (a). Fuel. Standard or Premium pump petrol only.  
(b). No additives are allowed apart from lubricating oil on UIM list.  
(c). Nitrous oxide injection is not allowed.

If not listed check with engine inspector for clarification.

#### **L.5 FORMULA 4 (S.850) CLUB RACING ONLY**

For practice and club racing a driver is permitted without a reinforced cockpit and without restraints provided a breakaway steering wheel is fitted.

The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1 January 2012.

The use of an on board air supply is highly recommended.

From 1 January 2013 all F4 boats will be required to have a minimum of 1000nm safety cell rating.

All new build boats from 1 January 2012 must comply with UIM rules.

**L.6 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 WITH THE RYA**

## **M T.850 NATIONAL SERIES**

### **1.1 HP Weight Length Width Boat Depth Age Min Age Max**

70/90 330kg 4.25m 1.40 0.40m - -

Weight above is including Driver.

1.2. The Minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, residual fuel but without residual water

1.3. Minimum Hull Weight 250kgs

1.4.(a) Measurements are taken while the boat is ashore.

(b) The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull.

(c) Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.

(d) The width of the boat is measured at the widest part of the hull.

## **M.2 HULL**

### ***UIM Rules 552-01, 552-05 plus Side Impact protection***

**As from 1 January 2013 all boats in this class must comply with the enhanced cockpit side protection as stipulated by the CRC.**

2.1.(a). ***UIM 552.01*** Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to excessive aerodynamic lift.

(b). Transverse steps, tunnels, hydrofoils or devices which tend to add to the air pressure under the hull, are prohibited, except that protruding strips substantially parallel to the fore and aft line of the keel are permitted providing that in any channels, etc so produced the horizontal measurements, of such openings with the boat on an even keel, do not add up to a total of more than 15cm in any transverse section. Any divergence of such strips from a line parallel to the keel must show a minimum radius of 30cm. If stopped short of the transom, strips must be tapered off to zero over a minimum length, viewed at 90 to the line of the keel and parallel to the surface of the hull in that area, of 15cm. A single fixed vertical fin on the underwater body is allowed for directional stability. The maximum length of the fin is 250mm.

2.2. ***UIM 552.05*** Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility is prohibited.

## **M.3 ENGINES**

3.1 (a). A monohull class using 870cc sports engines.

(b). Engine capacity from 750cc to 870cc inclusive.

3.2 (a). Only engines proposed by CRC are allowed. (Contact RYA office for list)

(b). Naturally aspirated engines only.

(c). All parts and replacement parts must be original manufacture unless approved and listed.

- (d). Engines can be re-bored, up to 870cc as per UIM rule 541. Wiseco pistons can be used.
- (e). Pistons must not be modified.
- (f). Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm.
- (g). No polishing of internal channels.
- (h). Repairs are allowed by welding or bonding - providing internal shapes are maintained as standard.
- (i). Reed valves as homologation but reed petal material is free.
- (j). Carburettors to homologation sheet.
- (k). Jets can be changed.
- (l). Must use original air box.
- (m). Engine cowl must be original size and have original inlet hole size only.
- (n). It is allowed to fit electric fuel pump, non of original fuel delivery system can be removed.
- (o). Ignition as homologation sheet.
- (p). Ignition timings can be altered but not firing order.
- (q). (i). Cylinder head one piece, welding reworking of squish allowed.  
(ii). Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head.  
(iii). Minimum head volume including plug hole 28cc.
- (r). (i). Flywheel. Standard flywheel.  
(ii). Centre boss can be welded to outer disc.  
(iii). Rope wheel can be removed.
- (s). (i). Gear box must have forward neutral and reverse gears.  
(ii). Gear ratio is free.
- (t). Exhaust must exit through propeller.
- (u). (i). Propeller maximum four blades.  
(ii). Through hub exhaust only.
- (v). (i). Fuel Standard or Premium pump petrol only.  
(ii). No additives are allowed apart from lubricating oil on UIM list.  
(iii). Nitrous oxide injection is not allowed.
- (w). It is permissible to tack weld the web to the pin on a Yamaha 70 crankshaft to stop movement between the two.
- (x). The Yamaha 90 engine is permitted but only in standard form, with reed petal material steel as standard.
- (y) It is highly recommended that cut resistant overalls are used in all non cockpit classes

**M.4 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 WITH THE RYA**



## **N F2 (NATIONAL SERIES)**

1.1	Engine	Weight	Length	Width	Boat Depth	Age Min	Age Max
	SST120	513kgs	4.80m	-	-	18	-
	SST200XS	530kgs	4.80m	-	-	18	-

Weight above is including Driver.

1.2. Measurements are taken while the boat is ashore.

1.3. The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull.

1.4. Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.

1.5. The width of the boat is measured at the widest part of the hull.  
The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1 January 2012.

1.6 The use of an on board air supply is highly recommended.

1.7 All new build boats from 1 January 2012 must comply with UIM rules.

## **N.2 HULL**

The RYA recommend that competitors in this class use UIM Safety cells to current UIM standards but strongly recommend a minimum of 1000nm or higher  
From 1 January 2012 crash boxes are highly recommended and will be mandatory from 1 January 2015

From 1 January 2013 all F2 boats will be required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

From 1 January 2012 air bags are mandatory in composite F2 boats and highly recommended for all other boats.

## **N.3 ENGINES**

3.1. A catamaran class using 2000cc sports engines

3.2. Engines must comply with UIM F2 rules in this class.

3.3. Only Mercury SST120 & SST200 are permitted.

## **N.4 MACHINERY FOR SST.120 ENGINE MODEL ONLY**

### ***UIM Blue pages F2. 8.2***

4.1. Only engines qualifying to the SST120 rules will be eligible for F2. Engines will be measured and checked against the SST120 data sheets.

- 4.2. Maximum engine displacement 2050cc
- 4.3. All cowling and engine graphics and colours shall be as OEM , with updating to later models allowed only as a complete OEM design.
- 4.4. Engine wiring can be changed to a 24-volt starting system
- 4.5. Gearcases may have their outside surfaces re-profiled, however they must meet the minimum dimensional requirements of the Engine Specification sheets. The outside surfaces of the gearcases may be either painted or unpainted. If they are painted, the colour of the paint must be the same as the original motor colour. If the gearcases are unpainted, any surface finished is acceptable.
- 4.6. It is permissible to remove, or render inoperable, the engine fuel primer system and plug holes opened-up by removing the system.
- 4.7. A maximum of 3 damaged cylinders may be re-sleeved using sleeves from any manufacturer. Sleeve material and the machined port opening's shape and dimensions must all be as original equipment.
- 4.8. Reeds may be of any material or design.
- 4.9. Cylinder block exhaust port outlet openings may be remachined to the maximum dimensions shown in the Specification Sheet. Only machined openings are acceptable, machined in the same manner as the originals (prior to assembly) in situ hand grinding or blending of any sharp or misaligned edges is not permitted.
- 4.10. An outboard motor is defined as a complete internal combustion power and propulsion unit that can be attached to a boat and which can be lifted bodily from the hull as one unit. Batteries used for ignition and starting, tachometer, throttle control and steering arrangement are accepted.
- 4.11. A manufacturer of outboard motors for F2 Racing is the one who filed specifications and is responsible for the original design and manufacture of the following: crankshaft, connecting rod, cylinder head, cylinder, crankcase, gears and valving arrangement, and who complied with such other requirements as provided by these rules.
- 4.12. Motors must be the product of a recognized manufacturer engaged in the production of outboard motors offered for sale to the general public.
- 4.13. There shall be no alterations of parts with exception of spark plugs, carburetor jets, and propellers, or specific parts approved by the Technical Commission. The intention is to race the engine exactly as manufactured and without special performance boosting accessories
- 4.14. No special parts or interchange of parts will be allowed, unless approved by the commission

- 4.15. The trim tab, thrust and locking washers may be altered or removed from the lower unit to permit the use of any propeller, thrust washer or nut.
- 4.16. Cylinder head and power head attaching studs may be substituted for bolts.
- 4.17. Electronic engine RPM limiting devices may be over-ridden or rendered inoperative.
- 4.18. Engines (outboard) as referred to in these rules shall be defined as outboard models which:
- (a). Are manufactured in annual or model year quantities of more than 25 units
  - (b). Are not necessarily intended for sale and to be used by the general non-racing public.
  - (c). Are not necessarily advertised through the same media, in the same publications and given the same prominence as the manufacturer's other engines.
  - (d). Are not necessarily distributed through the manufacturer's normal channels.
  - (e). Accessory gearcase, as submitted by the manufacturer, may be used in these engines provided that they are built in a total quantity of no less than 25.
- 4.19. Exhaust stacks not contained in the driveshaft housing will not be permitted
- 4.20. Engines may only be run in the configuration that they were homologated in by the technical committee.

#### **N.5 REPLACEMENT PARTS FOR SST.120 ENGINE MODEL ONLY**

##### ***UIM Blue pages F2 8.3***

- 5.1. Only such parts shall be permitted as are standard production OEM parts used on the motor as the purchaser may obtain it from the dealer as a stock item or electrical or electronic products as approved by the technical commission, and published and available to the general public through dealers. These products cannot provide any performance advantage over original OEM parts.
- 5.2. No replacement part for current production motors shall be considered standard production until this part appears on current production motors which can be purchased from the dealers
- 5.3. Any replacement part for motors no longer in production shall be approved only after the part being replaced is no longer available for the motor model from the manufacturer or is specifically approved by the commission
- 5.4. Final approval of non-OEM electrical or electronic parts approved for use in F-2 shall not be given until all provisions of the rule have been complied with , and until such time as the manufacturers have built at least 250 units of the part submitted for homologation.
- 5.5. For non-OEM electrical or electronic parts, the manufacturer must follow the same rules as specified for motor manufacturer registration with respect to submission of specifications to the commission and the time period for which the parts are approved.

## **N.6 MOTOR MODIFICATIONS**

### ***UIM Blue pages F2 8.4***

6.1. There shall be no blueprinting or modifications whatsoever to the motor as furnished by the manufacturer other than:

6.2. Any carburettor jets, spark plugs or propellers may be used provided other parts are not altered to accommodate them with the exception of the trim tab.

6.3. Only such parts shall be permitted as are used by the motor manufacturer on the particular model as built on the production line. Modifications covered by a manufacturer's service or engineering bulletins are legal seven days after the date of any such bulletin and approval by the Technical Commission, provided all direct purchasers of affected engines are notified by mail as well as all inspectors, followed by printing in the UIM Bulletin at the next opportunity. In the event the manufacturer is unwilling or unable to meet these criteria, modifications covered in such bulletins will be legal after printing in the propeller.

6.4. Oversize pistons furnished by the manufacturer of an outboard motor may be used in the model for which they are furnished. The bore of the engine may be enlarged by the amount that the oversize pistons differ from the standard size pistons. An additional total 0.005 inch enlargement of the bore will be allowed for bore enlargement due to wear or re-matching errors, or measuring tolerance. Under no circumstances may the bore be enlarged more than 0.035 inch over the original dimension. It is not permissible to chromium plate cylinder walls unless the motor manufacturer uses chrome plating of cylinder walls as standard production procedure on that particular model.

6.5. Tachometer, fuel and water pressure, and temperature (including EGT) gauges may be installed if desired.

6.6. The attachment of a steering bar or its equivalent may be accomplished at any point or points on an engine. Any cowlings or plates removed may be cut and must be replaced. Any openings created by this operation must be sealed to prevent the engines from pulling in air. Studs or bolts may be exchanged to secure steering bar.

6.7. Throttle return springs will be allowed on engines, however no modifications to the engine will be permitted to install same; no drilling of holes, etc. Mounting links may be attached with present fasteners.

6.8. Isolation mounts: only those supplied by the engine manufacturer as original equipment or through the service group are acceptable.

6.9. Any adjustments of mixture control, throttle and shift linkage will be allowed.

6.10. Any mechanical adjustments of spark advance will be allowed provided no modifications are made either to the spark advance system or the engine as manufactured.

6.11. Safety tilt switches and safety starting switches may be disconnected or by-passed.

6.12. Fuel pumps, filters, heat exchangers or auxiliary tanks may be installed in the boat provided the use of the same entails no modification to the engine and fuel lines so used to connect to the fuel connector provided with the engine.

6.13. The attachment of a power trim system may be accomplished at any point or points on an engine. Only those parts of the production motor interfering with the attachment and function of the trim system may be altered or removed.

6.14. Bead blasting will be allowed at the block and crankcase interface only. No other internal parts will be allowed to be bead blasted.

**N.7 SST.200 ENGINE MODEL UIM Blue pages F2 8.5**

7.1. The SST200 engine, unaltered, is a legal engine in F2

7.2. The SST200 Engine may not be modified in any manner

7.3. Maximum engine displacement 2550cc

7.4. Exchange or replacement of the engines PCM (electronic unit) may be demanded by the OOD/scrutineer/ UIM Commissioner at any time during a race event.

**N.8 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 WITH THE RYA**

## O SL250 (NATIONAL SERIES)

1.1.(a) HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
-	525kg	5.20m	-	-	18	-

Weight above is including Driver.

(b). The Minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, residual fuel but without residual water

(c). Measurements are taken while the boat is ashore.

(d). The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull.

(e). Any extending parts, rubbing stanches, fenders, stabilising and trim tabs and rudder are not to be included.

(f). The width of the boat is measured at the widest part of the hull.

The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1 January 2012.

1.2 The use of an on board air supply is highly recommended.

1.3 All new build boats from 1 January 2012 must comply with UIM rules.

## O.2 HULL

The RYA recommend that competitors in this class use UIM Safety cells to current UIM standards but strongly recommend a minimum of 1000nm or higher

From 1 January 2012 crash boxes are highly recommended and will be mandatory from 1 January 2015

From 1 January 2013 all SL250 boats will be required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

From 1 January 2012 air bags are mandatory in composite SL250 boats and highly recommended for all other boats.

## O.3 ENGINES

Must use a standard powerhead from an engine complying to EPA regulations to a maximum of 3.4 litres but the leg and gearbox can be from any homologated S3000 engine

## O.4 START

The SL250 class will run on a delayed start with the NS2000 class unless the combined classes exceed the water approval.

**O.5 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 WITH THE RYA**

## **P.SUPERCAT (NATIONAL HANDICAP SERIES)**

### **P1. GENERALLY**

- 1.1. This class is open to any catamaran with an engine of 2000cc, or larger, capacity.
- 1.2. All class specific rules apply to the Supercat National Handicap Series.
- 1.3. All minimum safety requirements for boats fitted with safety cells apply to this class.
- 1.4. Boats will be individually handicapped with handicaps based on practice times for the first heat and thereafter based on race times.
- 1.5. In the event of a boat improving on its handicap heat time by more than 1 clear second, a penalty is applied before the heat result is calculated and a new handicap is calculated after reviewing the individual lap times for that heat.
- 1.6. The penalty is the number of seconds that the heat time has been improved by, multiplied by 2.

### **P2 HULL**

2.1 The RYA recommends that competitors in this class use UIM Safety cells to current UIM standards but strongly recommend a minimum of 1000nm or higher.

From 1 January 2012 crash boxes are highly recommended and will be mandatory from 1 January 2015

From 1 January 2013 all Supercat class boats will be required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

From 1 January 2012 air bags are mandatory in composite Supercat Class boats and highly recommended for all other boats.

From 1<sup>st</sup> January 2012 All new Build boats must fully comply with UIM Rules. The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1 January 2012.

2.2 The use of an on board air supply is highly recommended.

2.3 All new build boats from 1 January 2012 must comply with UIM rules.

## **Q.1 GENERAL – APPLICABLE TO ALL NATIONAL CLASS ENGINES EXCEPT ‘O’ SERIES HYDROPLANES**

1.1. Apart from the above provisions, it is absolutely forbidden to make any alterations to the engine manufacturer’s standard components either by removing or addition of material. In particular this excludes components being subjected to any form of machining, grinding, hand tooling, reworking, re-shaping, fettling, polishing etc. unless it is specifically permitted.

1.2. Welding is permitted for repair purposes provided there is no effect beyond repairing the damage.

1.3. It is also forbidden to remove any components normally provided on the motor or add others except for manufacturer’s standard replacement parts.

1.4. When the homologation papers do not provide sufficient information to permit positive verification of the authenticity or full technical specification of any component, where possible a comparison may be made with an unused example of the same part obtained from the manufacturer or parts dealer.

1.5. When it is judged that any engine or components thereof are not in accordance with the foregoing provisions, that engine will automatically be deemed to have been ineligible for the event(s) in which it is officially identified as having run, irrespective of any consideration, whether or not the modification may have had some effect upon performance and/or reliability.

**1.6. 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 WITH THE RYA**

## **Q.2 ENGINE ELIGIBILITY**

2.1. Unless specifically provided for in class rules, a sportsboat must be powered by an engine which is currently homologated by the RYA and/or UIM as a sports motor with preparation and tuning for racing strictly limited as listed under the rules of each class.

2.2. A copy of the homologation papers must accompany any motor or engine, boat or accessory used in the classes for which homologation has been provided for.

2.3. include a condition in the advance programme to the effect that, if a Race Committee decides to strip an engine in order to verify its eligibility, the cost must be borne by the competitor.

2.4. When a competitor raises a protest against another competitor over the eligibility of an engine, or part of an engine, and in order to prove this eligibility, an engine, or part of an engine, is required to be stripped, then the costs involved are to borne by the losing party. This means that following a protest, if the engine is found to be illegal, the protestee must pay for the stripping. If however, the engine conforms to all the rules then the cost of stripping must be borne by the protestor and paid prior to racing or within 21 days of receiving the protestee’s invoice.



## **S PROTESTS & APPEALS**

### **S1 INTRODUCTION**

#### **1.1. 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.

#### **1.2. 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.

#### **1.3. APPEAL PANELS**

RYA Appeal Panels will be convened in accordance with Rule S3 and the decisions of RYA Appeal Panels are final.

#### **1.4. LIABILITIES**

(a). 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.

(b). 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.

#### **1.5. AUTOMATIC PENALTIES**

Certain UIM / RYA 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.

### **S2. PROTESTS**

#### **2.1. THE JURY**

(a). 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.

(b). 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.

(c). 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.

(d). 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.

## 2.2. 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.

## 2.3. 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 30 mins
- (c). Posting of the Protestee's relevant race results.
- (d). Against the results - must be lodged within 30 mins of the time of the provisional results being posted.

## 2.4. REPRESENTATIVES

- (a). 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.
- (b). The Protestor must represent himself unless incapacitated.
- (c). The Jury must allow an interpreter when appropriate.
- (d). The Protestee must be notified promptly.
- (e). All parties must be given reasonable notice of when and where the hearing is to take place and that they are expected to attend.

## 2.5. THE HEARING

- (a). The Hearing must be held in private and where there are no distractions which could prejudice the proceedings.
- (b). Minutes must be taken by the secretary appointed pursuant to Rule S2.1.(c)
- (c). Clear the room of all except the Jury and minute taker.
- (d). Examine the Protest which must:
  - (i). Be on the RYA Protest Form, in writing and signed by the Protestor;
  - (ii). Give the date, time and position of any incident;
  - (iii). Provide a description of any incident with a diagram and any photographic/video evidence where appropriate;
  - (iv). State the rule/regulation infringed if known;
  - (v). Be lodged in time - in very exceptional circumstances the Jury may extend the time;
  - (vi). Be accompanied by the Protest fee of £100 (or such lesser amount as may be specified in the race instructions).
- (e). 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.

(f). 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.

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

- (i). Read out the Protest;
- (ii) The Protestor states his case;
- (iii). 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.
- (iv). It is permissible, and in cross-protests may be more convenient, for the Protestee to defer his questions until he states his case;
- (v). The Protestor is questioned by the Jury;
- (vi). The Protestee states his case and is questioned by the Protestor.
- (vii). The Protestee is questioned by the Jury;
- (viii). Any Jury member witness to the incident states his evidence and is questioned by both parties and the Jury;
- (ix). Call the Protestor's witnesses, if any, one at a time;
- (x). 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;
- (xi). Call the Protestee's witnesses and proceed as for the Protestor;
- (xii) The Protestor then the Protestee make their final statements and then both withdraw from the room.

## 2.6. THE DECISION

- (a). After discussion, the Jury must decide the facts, state the rules which apply and determine any appropriate penalties.
- (b). The facts, rules and sanctions must be recorded in writing in the minutes of the hearing by the secretary appointed pursuant to Rule S2.A.3.
- (c). 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.

## 2.7. RE-OPENING A HEARING

- (a). 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.
- (b). 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.

## 2.8. APPEAL

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

## 2.9. EXPENSES

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

## S3. APPEAL

### 3.1. THE APPEAL

- (a). 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.
- (b). The appeal must be in writing and accompanied by the fee of £500.
- (c). 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.
- (d). 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.
- (e). 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.
- (f). All submissions to Appeal Panels shall be in writing, photographic or video. No parties to the original hearing, witnesses or observers shall be present.

### 3.2 COMPOSITION

- (a). 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.
- (b). The members must have no 'interest' in the matter to be considered.

### 3.3 PROCEDURE

- (a). 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.
- (b). 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.
- (c). The Race Committee must within four days of the expiry date for any rejoinder, send to the PRM:
  - (i). The Protest Form;
  - (ii). Minutes of the Jury hearing;
  - (iii). The official diagram and any other diagrams and photographic and video evidence that were seen by the Jury;
  - (iv). The appellant's additional supporting evidence;
  - (v). Any rejoinders;
  - (vi). The Appellant's Appeal fee.
- (d). Race Committees are strongly advised to keep copies of all Appeal papers and evidence sent to the PRM.
- (e). Unless there are exceptional circumstances, the Appeal Panel must meet within twenty one days of the receipt by the PRM of notice of Appeal.

(f). **THE APPEAL DECISION IS FINAL**

4.4 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.

## **T GROSS BREACH OF RULES OR MISCONDUCT**

### **T.1 ACTION BY PROTEST JURY**

1.1. Where any member of the Jury, from his 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.

1.2. The Jury shall conduct the hearing following the procedures set out in rule S2. If the Jury decides that the competitor committed the alleged misconduct the Jury shall either:-

- (a). Warn the competitor; or
- (b). 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.

1.3. 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.

1.4. 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 T1. 3. the facts found, the decision and the reasons for it.

1.5. 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.

### **T.2 ACTION BY RYA / CRC EXECUTIVE**

2.1. When the RYA / CRC Exec 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 T1.3 or 5, it may conduct an investigation and, when appropriate, may call a hearing. The RYA / CRC 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.

2.2. The RYA shall promptly report a disqualification under rule T2.1 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 T2.1 includes

disqualification from taking part in an International event then the RYA shall promptly report a disqualification under rule T2.1 to the UIM.

### **T.3 MEDICAL EXAMINATION**

3.1. 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 Tribunal. 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 Tribunal.

3.2. The maximum level of alcohol for drivers, officials and crew is the current Road Traffic Act except for competitors under the age of 18 when the maximum alcohol level is 10 micrograms or 0.10 of alcohol in 100 millilitres of breath.

### **T.4 BANNED SUBSTANCES AND BANNED METHODS**

Banned substances and banned methods

4.1. A competitor must not take a substance and must not 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](http://www.wada-ama.org).

4.2. 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](http://www.uimpowerboating.com).

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

### **T.5 DOPING CONTROL IN THE UK**

5.1. "UK Anti-Doping" is the national authority on anti-doping and information relating to this can be found on [www.ukad.org.uk](http://www.ukad.org.uk) "UK Anti-Doping" can test competitors at random without the prior consent or permission of the RYA.

5.2. 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](http://www.wada-ama.org).

5.3. 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.

### **T.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.

## **U CIRCUIT WATER APPROVAL**

### **U1 APPROVAL**

- 1.1. Application for new waters is made by completing the water approval questionnaire and two copies of the course plan and submitting them to the Chairman of the RYA Circuit Water Approval Committee (WAC).
- 1.2. Assessment of all racing waters is carried out by the WAC for consideration by the CRC.
- 1.3. Plans for new waters and the alteration of existing waters must be drawn accurately to scale, to as large a scale as possible with the scale indicated on at least A3 size paper.
- 1.4. Approval is granted by the CRC.
- 1.5. Copies of water approval papers must be kept at race venues and available for inspection at any time.
- 1.6. Rolling starts are not permitted except by special permission of the WAC chairman.

### **U2 AMENDMENTS**

An appointed RYA Commissioner or two members of the CRC approved for the purpose may agree amendments with the organising club, these amendments must be noted on the Water Approval papers and plan and endorsed by the RYA officials and club officer before any practice or racing and as soon as possible, notified in writing to the WAC chairman for confirmation at the following CRC meeting.

### **U3 RE-VALIDATION**

An appointed RYA Commissioner or two members of the CRC approved for the purpose may complete the Re-Validation form which must be sent to the RYA immediately after the meeting.

### **U4 APPROVED WATERS**

- 4.1. Water approval is valid to the date stated.
- 4.2. The numbers given under each class are the maximum permitted. The table on the following page is correct as of, APRIL 2011 but could be subject to amendment by the CRC at any time.



Course Approved	JT250	GT15	GT30	T850	S850 /F4	NS2000 /F2	Supercats	OSY400	O/B	I/B	Club Mixed/ H/Cap	UKFFORC			Rescue & Patrol Boats
												S250	F400	E900	
Barrow National Circuit	20	20	20	18	15	10+5	10+5	10	10	16	18				2 Rescue + 2 Patrol
Cardiff National Circuit	24	24	24	24	24	24	24	24	24	-	N/A	15 All Classes – Full Course only			2 Rescue + 4 Patrol
Carr Mill National & international	20	20	24	18	15	10+5	10+5	10	10	10	24 mx 17ft				2 Rescue + 2 Patrol
Coniston Water	Record Attempts														
Kingsbury National & international	14	14	14	12	12	-	-	14	12	10	12 Max 17ft				2 Rescue + 2 Patrol
Oulton Broad National & International	24	24	24	24	24	12	12	16	16	16	18				2 Rescue + 2 Patrol
Stewartby Club & National & Sprint	20	20	20	24	20	16	16	24	20	20	18		15 All Classes – Whole Lake only		2 Rescue + 2 Patrol
Stewartby International	24	24	24	24	20	20	20	-	-	20	N/A				2 Rescue + 2 Patrol
Water Registered but not approved															
Grangewater	6	6	6	6	6	-	-	6	6	-	N/A				2 Rescue + 2 Patrol
Holmepierpont	24	24	24	24	24	18	18	20	20	20	N/A				3 Rescue + 2 Patrol
London Dock	24	24	24	22	22	18	18	20	20	20	N/A				2 Rescue + 3 Patrol
Milton Keynes (Willen Lake)	20	20	20	16	16	15	15	20	15	-	N/A				2 Rescue + 3 Patrol
Rother Valley	20	20	20	16	16	15+3	15+3	20	15+3	-	N/A				2 Rescue + 3 Patrol
Southport	20	20	20	20	18	15	15	18	18	15	N/A				2 Rescue + 3 Patrol
Stockton	20	20	20	16	16	14	14	15	12	12	N/A				2 Rescue + 3 Patrol
Windermere	-	-	-	24	20	20	20	-	-	20	N/A				2 Rescue + 4 Patrol

## V WORLD AND NATIONAL RECORDS

### Foreword

The Royal Yachting Association is the National Authority for Powerboat Racing and Record Attempts, the UIM, Union Internationale Motonautique is the International Governing Body for Powerboat Racing and Record Attempts. The RYA is a member of the UIM.

### V1 INTRODUCTION

1.1. This procedure has been evolved as a result of many enquiries to the RYA asking for details of the administration of record attempts. It is hoped that this section will be of assistance to both Clubs and Individuals in the setting up and costing of record attempts. However, it must be remembered that all rules in both RYA (PB1 & PB2) rule books and UIM (Union Internationale Motonautique, the International Governing body) rule books (Offshore & Circuit), still apply and must be observed.

1.2. There are two distinct categories of Record Attempts:

- (a). One is Long Distance, the details of which can be found in Long Distance Records book (commonly known as the “red book”).
- (b). The other is Short Distance, the full details of which can be found in The Procedure for Clubs & Individuals wishing to establish Water Speed Records (commonly known as the “blue book”).

1.3. Short Distance Record Attempts (Short Distance means by the measured mile/kilometre). Attempts take place on Coniston Water at end of October/beginning November on an annual basis. All national offshore, circuit and jetski classes are eligible to attempt national records during Records Week at Coniston Water. Coniston is the current “operational” records course. The Windermere Motor Boat Racing Club is responsible for the organisation and timing of national and world records. All enquires for an attempt must be made through them.

Contact: Alison Whalley - 07850 807039 for entry forms

Records Maintainer: Mike Ward - 01502 731195 for details of existing records

**Note:** The end of October/beginning of November is the time of year when Powerboat Racers/Jet Sport Riders have the opportunity to attempt/break records in their particular discipline or try for an “experimental” category. All those attempting records must have a full RYA Powerboat Racing licence issued with the correct status, i.e. national or international.

**Note:** Performance Certificates are no longer available as the Coniston bye laws do not permit their issue and the water is available for records purposes only.

### V2 NOTIFICATION

In the unlikely event of there being an “individual” circuit record request (outside of the Records’ Week) an application form, which can be obtained from the RYA, shall be completed and returned to the RYA together with the appropriate fee(s) at least 4 (four) weeks before the proposed attempt. Note: Coniston is the main water for record attempts and permission is granted for the end of October/November time slot

only. If other homologated waters should be added to the record base list at a future date then this form and procedure will apply.

### V3 FEES

3.1. Fees are payable to the RYA upon notification of individual/one off record attempt(s).

3.2. Notification fee to RYA: Applicable for all “individual” record applications: £400

3.3. For the WMBRC Record Attempts on Coniston Water an event entry fee is required.

### V4 ON SUCCESSFULLY ATTAINING A RECORD:

4.1. A set of homologation papers (RYA/UIM official record document), will be filled out by the RYA Officials – these are the same set as for national or world attempts. The correctly completed and signed paperwork is then submitted to the RYA office for ratification (if a national record, or UIM for a world record), along with the corresponding fee, photograph of the boat (if required) and a copy of the measurement certificate (if required). These must be submitted as a matter of urgency; for world attempts this must be in sufficient time for the RYA to submit all necessary papers to the UIM no later than four weeks after the event, UIM 615.04.

4.2. If a competitor has attained a world record he will be given the choice of having a UIM painted certificate, a calligraphed certificate or his attempt homologated only (no certificate) and there are different fees for each of aforementioned.

4.3. Ratification – by the UIM:

(a). International Record:

(i). Painted Certificate £320

(ii). Copy of Painted Certificate £250

(iii). Hand Written Certificate £120

(iv). Homologated only, no certificate £90

(b). National Record only £100

The national certificate is hand written and usually signed by the Princess Royal, the RYA President.

**Note:** the above certificates are not to be confused with those issued to competitors by the WMBRC on the successful completion of an attempt – this is a memento only, given out by the organising club.

### V5 PERFORMANCE CERTIFICATES

In addition to National and World records, Performance Certificates can be made available by the organisers of individual events when the fee and types of certificate will be determined by them. These are not available at Coniston due to the local bye laws, as previously explained.

## **V6 LICENCE REQUIREMENTS**

The minimum licence status is as follows:

6.1. Clubman - Basic Licence.

6.2. National Record - Those wanting to attempt a National Record must apply to the RYA for a Licence Application Form and obtain a National Licence and pay the respective fee to the National Authority.

6.3. International (World) Record - Those wanting to attempt a World Record must apply to the RYA for a Licence Application Form and obtain an international Licence, in the respective class, and pay the relevant fee to the National Authority.

6.4. If you require a licence, please telephone the Powerboat Racing Department on: 02380 604240. [www.rya.org.uk](http://www.rya.org.uk)

## **V7 ELIGIBILITY**

7.1. Sportsboats. No qualifications required for weight restricted national classes, except Clubman. Clubman is a Class for the drivers regularly competing at Club level, but whose boats do not necessarily conform to a National Class. Entrants must prove that they have satisfactorily completed at least 12 heats. It is NOT a Class for 'One-Off' Specials, and entrants attention may be drawn to Records advance regulations, Rule 6d (eligibility).

7.2. Hydroplanes. There are no restrictions on the eligibility of hydroplanes attempting National or International records. An event organiser can determine the classes to be attempted in any particular event and can determine, so far as accepting an entry is concerned, the eligibility of an entry where some prequalification is required.

## **V8 RECOGNISED CLASSES**

8.1. World Records. All International classes and world records contained in the current UIM rules.

8.2. National Records. All International classes contained in the current UIM rules, all National classes contained in the current RYA rules, unlimited inboard immersed propeller, unlimited outboard immersed propeller, 'pump fuel' hydroplane classes, offshore gas turbine experimental, unlimited waterjet, steam and outright ladies. Details of current records can be obtained from the RYA.

8.3. Performance Certificates. Performance certificates may be issued by organizing clubs for different classes subject to prior approval by the CRC

## **V9 OFFICIALS REQUIRED AND EXPENSES**

The following RYA Officials are the minimum requirement to organise and observe an official, individual record attempt:

9.1. Officer of the Day

9.2. Timekeepers (2)

9.3. Chief Observer

9.4. Timekeeper Observers (2)

9.5. Measurer

9.6. It is recommended that the OOD is appointed first so that he can be responsible for ensuring that all arrangements, including those for rescue, are provided.

9.7. A rescue service is mandatory at all record attempts.

9.8. The Attempts Organising Committee or OOD is responsible for deciding whether or not an ambulance is required. It is recommended that an ambulance is provided for 'weekend' or 'week' attempts organised to cater for multiple attempts from eligible all-comers.

9.9. RYA officials may claim expenses for subsistence plus car allowance, per mile. Check current costs with RYA office.

See RYA Approved Officials section of PB2.

#### **V10 COURSE APPROVAL**

At the present time the only approved water for record attempts is:

10.1. Coniston Water

10.2. A club must apply to the RYA if it wishes to seek approval for other venues.

Note: Always check with the RYA to ascertain whether any new courses have been added.

#### **V11 PRESENT RECORDS**

An up-to-date list of current national records is held by the RYA and world records by the UIM. A combined list is maintained by a member of the Powerboat Records Committee (PRC). Records for the classes listed may be attempted, subject to driver and boat eligibility. Note: the world records list is maintained by the UIM and can be found on their website, [www.uimpowerboating.com](http://www.uimpowerboating.com). The national records list (short and long distance) is maintained by Mike Ward.

#### **V12 NOTIFICATION OF NEW RECORDS TO THE RYA**

12.1. Successful individual attempts must be telephoned through or emailed to the RYA at the earliest possible time, by the officials who had overseen the record. NO LATER THAN 48 HOURS.

12.2. Properly completed record application sheets and other papers must be delivered to the RYA within three days of the attempt (UIM Rule 615.04).

#### **V13 MEASUREMENT**

It is recommended that a measurer for the appropriate class, together with two observers, be on site so that the necessity for sealing and measuring away from the Record Site within 48 hours for UIM records (UIM Rules 607.04) does not have to be implemented.

#### **V14 CLAIMING A RECORD**

14.1. It is incumbent upon the record holder to claim the record and pay for its ratification. All records established or broken are to be claimed and payment made for such to the National Authority/UIM. Remember this is history in the making.

14.2. For full details of the record's process please refer to the The Procedure for Clubs & Individuals wishing to establish Water Speed Records, [www.rya.org.uk](http://www.rya.org.uk), or telephone the RYA office on 02380 604239/240  
Email: [nicola.dummond@rya.org.uk](mailto:nicola.dummond@rya.org.uk)  
[Becki.hooper@rya.org.uk](mailto:Becki.hooper@rya.org.uk)

**NB: The importance of the *UIM Record Rules 600 Series* is stressed. It is vitally important that organizers familiarise themselves with all the appropriate rules. Either refer to current UIM Circuit rule book or their website: [www.uimpowerboating.com](http://www.uimpowerboating.com).**

## **W TERMS OF REFERENCE AND CONSTITUTION**

### **W1 THE RYA CIRCUIT RACING COMMITTEE**

#### **1.1. OBJECTIVES**

To promote all forms of powerboat competition, training and safety both nationally and internationally and oversee an orderly development of the sport in accordance with the Royal Yachting Association (RYA) and the Union Internationale Motonautique (UIM) rules.

1.2. To oversee the safety management requirements of the sport and to ensure best practice is upheld at all times.

#### **2. Authority**

2.1 The authority of the Circuit Racing Committee (CRC) is delegated by the Powerboat Racing Committee (PBRC) to pursue the objectives above; however this delegation may be withdrawn.

2.2 The Committee has the authority:

“To determine the policy and strategy for the sport of Circuit racing under the rules of the RYA and the UIM.” The Powerboat Racing office is responsible for administering this policy and strategy.

2.3 To create and dissolve sub-committees and working groups for specific purposes.

#### **3. The Committee**

3.1 Chairman: Chairman is to be proposed by active RYA affiliated Powerboat Racing clubs/associations, approved annually by standing members of the Committee and appointed annually by the PBRC Chairman. Term is for a maximum period of four years in five years. The CRC Chairman is a member of PBRC. (The club whose member is elected Chairman has the right to appoint a replacement voting member).

3.2 Vice Chairman: One of the voting members, elected annually the CRC.

3.3 Standing Members. The committee comprises one voting representative from each RYA affiliated Club and association acknowledged and minuted by the Committee as having taken an active part in racing within the previous two years.

3.4 Executive: The Committee may elect an Executive of at least three members to manage the day to day work of the Committee. Any decisions to be ratified by the full Committee at the next full meeting.

3.5 Corresponding Members. Selected by the Committee, appointed for their special knowledge, experience or ability appropriate to the objectives of the Committee. Reporting to the Committee by written report and attending meetings at the invitation of the Executive.

3.6. Powerboat Racing Manager: Attending when time and work permits.

## **Annex**

### **4. Meetings**

1. Frequency: At least four times a year.
2. Voting. Standing members only with Chairman's casting vote. When the Chairman is a standing member the Chairman has an additional casting vote.

With the approval of the Committee, new Clubs and associations actively engaged in racing may be represented for a probationary year by a non-voting representative. After a year of attendance the representative will have the right to vote. Clubs no longer taking an active part in racing may continue to have a non-voting member for two years.

3.Elections: The Vice Chairman is elected by written proposals from the RYA Affiliated Powerboat Clubs. The proposals shall be included in the agenda for the meeting at which the election is due.

4.Minutes: The committee is self-minuting and Chairman approved. Items for PBRC attention are to be identified by sidelining. Sidelining is decided by the committee or Chairman. Sent by the RYA office to the CRC delegates and the PBRC; and made available electronically to all RYA managers.

\*\*\*\*\*

Glossary of terms:

'active' = a club/organisation who has been involved in organising and running a powerboat racing event within the previous 24 months of the election.

### **W2 POWERBOAT RACING COMMITTEE (PBRC)**

The RYA devolves to the PBRC the authority to:

- 2.1.To promote all forms of powerboat competition nationally and internationally and to control an orderly development of the sport in accordance with the Royal Yachting Association (RYA) and Union Internationale Motonautique (UIM) rules.
- 2.2.To co-ordinate the work of the Powerboat Racing Committee (PBRC), sub committees, working groups and panels to ensure that they are correctly briefed and carrying out their responsibilities.
- 2.3.To maintain contact with RYA non-powerboat committees and regions to ensure the work of the PBRC and its sub committees ar as widely known as possible.
- 2.4. To oversee the safety management requirements of the sport and to ensure best practice at all times.

### **3 Authority**

3.1 The Powerboat Racing Committee is authorised to act on Council's behalf in pursuit of the objectives above. The Committee also has authority to:

3.2 Administer and direct powerboat racing and records and carry out the business of a National Authority with the UIM.



3.3 Annually to approve or appoint, RYA delegates to elected or appointed positions within the UIM.

3.4 Annually to agree and ratify any sub committees elections including their chairman

3.5 To create and dissolve sub-committees for specific purposes.

#### **4.The Committee**

4.1 Chairman. Appointed annually by RYA Council upon the recommendation of the PBRC. Term. Not more than five years in any period of six.

4.2 Deputy Chairman to be a member of the PBRC and appointed as and when required by the Chairman.

4.3 Standing Members. The Chairman of the Jet Sport Racing Committee (JRC), Circuit Racing Committee (CRC), Offshore Racing Committee (ORC), and Powerboat Records Committee (PRC), or their deputies by approval of PBRC Chairman. UIM representative to be appointed and approved annually by PBRC. One annually approved member from the PBRC Youth and Media Group. One annually approved member of the RYA Powerboat Racing Medical Panel and one annually approved Safety Representative from the Safety Working Group. All the above are the only voting members of the PBRC.

4.4 Corresponding Members. Selected by the Chairman with the approval of the committee, appointed for their special knowledge, experience or ability appropriate to the objectives of the committee. Attending meetings at the invitation of the Chairman or at the request of the corresponding member and to receive and submit papers.

4.5 RYA Powerboat Racing Manager in attendance.

#### **Annex**

##### **5. Meetings:**

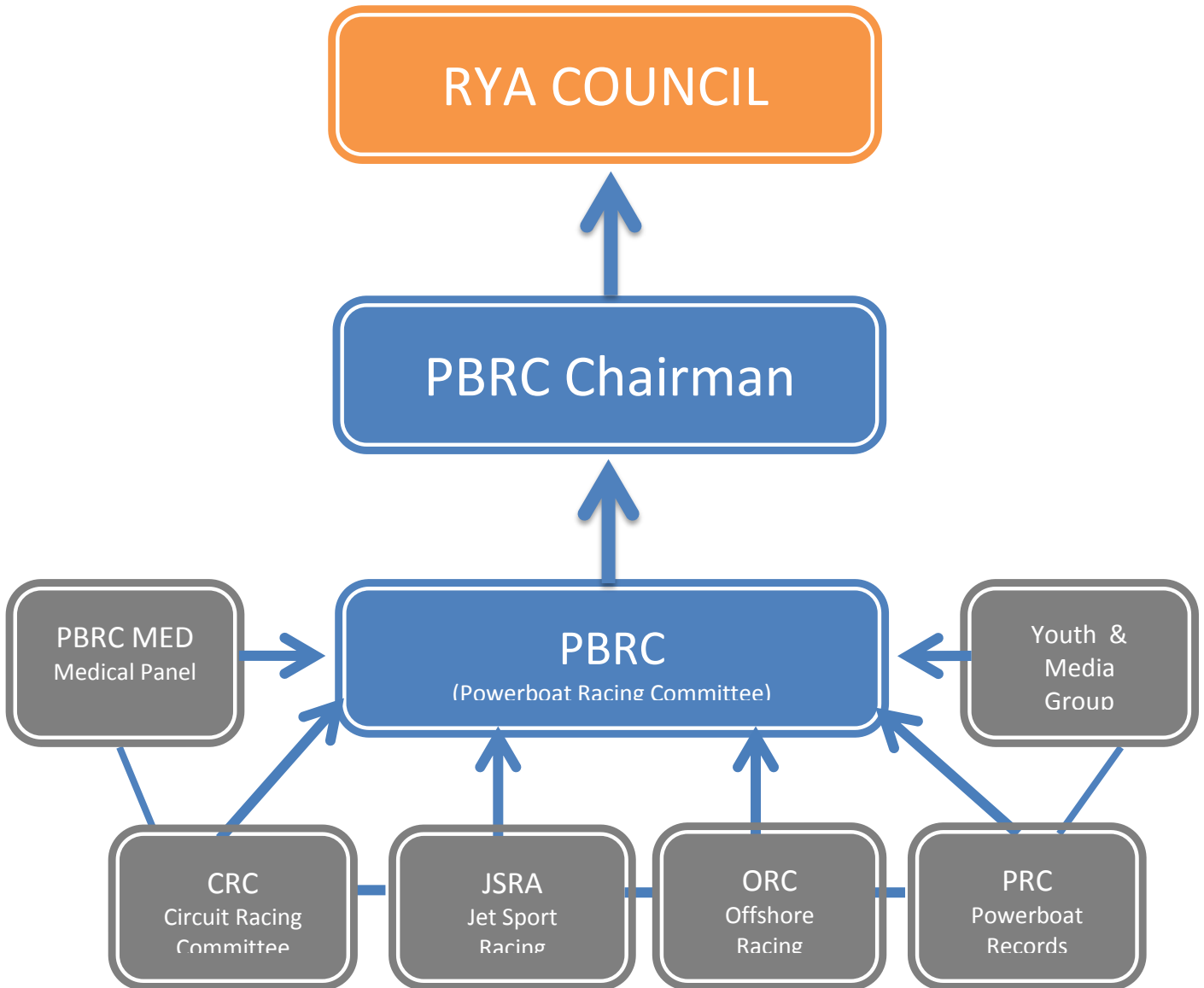
5.1. Three or four times a year.

5.2. Agendas and papers. Agendas are Chairman approved and sent with all necessary papers by the RYA office to all members to be received at least two weeks before meetings. Sub-committee sidelined minutes to be agenda items.

5.3. Voting. Standing members only with Chairman's casting vote. When the Chairman is Standing member the casting vote is additional.

5.4. Minutes. BY RYA member of staff. RYA Council items to be sidelined or underlined as appropriate. Sidelining and underlining to be decided by the Chairman. Sent to the PBRC and RYA Council by the RYA office and made available electronically to all RYA Managers.

W5  
POWERBOAT RACING COMMITTEE STRUCTURE



## MASTER STATIONERY PACK

The following Master Forms are included in the above and are available for Club use. Please check the dates on the forms with this list to ensure that the latest form is being used.

### **Generally**

- PBR1 Officials' Signing On Form
- PBR2 Officials' Next Of Kin Form
- PBR3 Signing On Indemnity Form
- PBR4 Next of Kin Form – Racers
- PBR5 Event Licence Self Declaration Medical Form
- PBR6 Parental Consent Form
- PBR7 Restraint Disclaimer Form
- PBR8 Scrutineering Card
- PBR9 Race Bulletin Form (annual national racing PBR8A and PBR8B for club/basic)new
- PBR10-13 Oral/Written Test papers (not applicable)
- PBR14 Drivers' Briefing Template (not applicable)
- PBR15 Major Incident Prompt Form
- PBR16 Incident Report Form
- PBR17 Hospital Form
- PBR18 Eye Witness Form
- PBR19 Licence Withdrawal Form
- PBR20 RYA Yellow Card
- PBR21 UIM Yellow Card
- PBR22 Protest Form
- PBR23 Alcohol Doping Test Form
- PBR24 Commissioner's Report Form
- PBR25 Active Audit Report Form
- PBR26 UIM Commissioner's Report Form (supplied by UIM)
- PBR27 RYA Commissioner's Club Response Form (not applicable)
- PBR28 Results Form
- PBR29 Licence Upgrade Form
- PBR30 New Officials' Application Form
- PBR31 Existing Officials' Application Form
- PBR32 Event Summary Report Form
- PBR33 RYA Expense Claim Form (not applicable)
- PBR34 National Entry Form (single event)
- PBR35 National Entry Form (multiple events)
- PBR36 Check List for Water Approval Plans
- PBR37 Post Race Engine Inspection Form
- PBR38 Demonstration Two-Seater Indemnity Form

### **Documents to Display in Race Control**

- RC1 Powerboat Racing Charter
- RC2 Using of Knives Notice
- RC3 Course Approval (Commissioner's form carries update section)
- RC4 Public Liability Document (sent event by event)

**Licence Documents**

- LA1 Licence Application Form
- LA2 What to Do with the Paperwork (office form)
- LA3 Licence Benefits Explanation Sheet
- LA4 Junior Racer's Certificate of Competence
- LA4A Adult Racer's Training Certificate
- LA5 Data Protection Form
- LA6 Equal Opportunities Form (do not use – not required for PB Racing - 2010)
- LA7 Therapeutic Use Exemption Form (TUE Form)
- LA8 Information Update form for Circuit Officials

**Guidance Papers**

- G1 Event Licences Memo 23.02.07
- G2 Guidance to Clubs for use of Medics at events – Jeremy Griffiths (Offshore)
- G3 Guide to Getting Media Coverage
- G4 Guidelines for Events Involving minors- Under 18's
- G5 Information required by MCA for events (not applicable)
- G6 Officials Guidelines & Procedures – (Offshore)
- G7 Major Incident Guideline Text 2008 (as PBR15)
- G8 Oral/Written Test Papers Memo 23.02.07 (Offshore)
- G9A Template Event Race Instructions – new form created 2010 for whole sport
- G9B Template Advance Notice – new form created 2010 for whole sport
- G10 Pre Event Summary Media Form
- G11 Post Event Summary Media Form
- G12 Team Profile Publicity Form  
Revised March 2011

(PB2CIRCUITMASTERSTATIONERYLIST2011)

**THESE RULES ARE FOR RYA NATIONAL RACING AND ARE NOT THE UIM 2012 RULES PLEASE SEE THE UIM WEBSITE FOR INTERNATIONAL RULES.**

## **TC.1 THUNDERCAT RACING UK SERIES REGULATIONS**

**ORGANISATION:** ThunderCat Racing UK believes in promoting a 'Win-Win' COMMUNITY environment.

M2M Racing Club Ltd is the affiliated non-profit club to the RYA (Our National Governing body) that works on a voluntary basis organising racing.

ThunderCat Racing Ltd is associated to M2M Racing Club Ltd dealing with the land based organisation of the ThunderCat P750 events; promoting, marketing and dealing with sponsorship.

**BRANDING:** ThunderCat Racing UK logo and website is to be shown in on all team clothing, either left or right front breast approx 7cm long . ThunderCat Racing embroidery logos are held at [www.swift-uk.com](http://www.swift-uk.com) and can be used by members with prior permission from HQ. Contact HQ for required logo format.

The ThunderCat Racing web address must be on all boats along both sides of the high-jacker (a minimum of 1m long, Ariel font - 'thundercatracing.co.uk')

In the event of a main investor entering the series ThunderCat Racing Ltd might need the cooperation of all teams to assist with further branding on all boats in a corporate position; this would be paid for by ThunderCat Racing Ltd and not by the teams. We ask for your assistance for the better of the sport and forwarding our aim to make racing cheaper for competitors. Decals and numbers for the cowling each year will be supplied by M2M Racing Club and invoiced on collection. These are compulsory and will cost max: £30

**1.02 CONDUCT & DRESS CODE:** ThunderCat Racing UK will assist the development of future sponsors and teams. A strict code of practice will be adhered to by teams including their ground crew, to forward the image and maintain a high level of professionalism within the community and sport yet keeping our family environment. Competitors and ground crew are expected to wear team clothing during race days and at Ceremonies and functions where stated. We ask for your cooperation in making the dry and wet pit area as professional, colourful as possible. If you wish to promote your sponsors further please contact ThunderCat Racing UK HQ.

**1.03 THUNDERCAT WEBSITE:** To maintain up to date coverage and knowledge of teams, events and news Thundercat HQ ask for all members to send in any articles (word doc) and photos (jpeg) to assist with the promotion and continuity of the site. Teams and Officials have a separate page for their profiles and are expected to update them during the season.

#### **1.04 CHAMPIONSHIP TITLES:**

RYA National Champions for Stock and Pro Stock – Pilot and Co-Pilot  
ThunderCat National Champions – Sponsored Team  
'Sirens of the Sea' Lady's trophy  
'White Out' surf Championship  
UIM European Championship  
UIM World Championship  
Various other trophies will be presented at the annual award ceremony.

#### **1.05 DESIGNATED DRIVER:**

Each team can designate an additional pilot as long as they are named on the event (venue) entry Form, been present at driver's briefing and have a RYA licence. Driver substitutes cannot be used at the RYA National Championship Finals of the season. The additional driver can only be used for two venues during the National championship series. In extreme cases only 'force Majeure' maybe used by the race committee if the driver submits in writing, requesting dispensation as he/she is unable to race thus the substitute driver can compete for up to a maximum of three consecutive venues within the season.

#### **1.06 RULE CHANGES:**

M2M Racing Club / ThunderCat Racing UK have the right at any time during the season; to amend the rules under the grounds of 'Safety'. Teams would be made aware of the change and notified either prior to the event or at Drivers Briefing with a Bulletin.

#### **1.07 FORCE MAJEURE:**

Ruling of 'Force Majeure' where the OOD / Race and Event Committee can call 'Force Majeure' to amend / change rulings, courses, officials, cancel races and/or the timetable when a situation arises that is contrary to standard practice and thus deviates from the Race Instructions and rules; this can only be sanctioned with the consent of the race and event committee under the grounds of safety or for the better of the sport and a bulletin must be posted and teams made aware of all changes.

#### **1.08 TEAM'S RESPONSIBILITY FOR THEIR EQUIPMENT**

It is the team's responsibility solely to make sure that their personal safety equipment is in date, in working order and correct. It is the responsibility of the team to make sure that their boat is in good working order, the engine is legal to the class competing in and to understand that P750 ThunderCat Racing is not a contact sport; the racing is about the quality of the driving and ability to win on the merit of the team rather than 'bully boy' tactics. At any time during the season the Scrutineer may call for your engine to be checked to see if it is within the tolerances of the class rules. The engine may be sealed and taken back to ThunderCat HQ for inspection.

#### **1.09 BAD BEHAVIOUR AT ANY TIME DURING THE WHOLE EVENT/VENUE**

Bad behaviour from any of the officials and team member's even friends at an event bringing the sport into disrepute may receive penalisation in the form of point deduction or fine (maximum £400) that will be donated to charity this would be decided by either the race / event committee. The officials /teams concerned must pay any outstanding fines within 14 days.

**Good safe racing and enjoyment of the sporting community, at any time if you have a query please contact or speak to Fiona Pascoe. 07795618701...**

**560 - INFLATABLE BOATS (P)**

**THUNDERCAT RACING (UIM Class: P750)**

- 560 TITLES & TEAMS
- 561 CLASSES & HULLS Diagrams A, B & C
- 562 MACHINERY
- 563 MODIFICATIONS
- 564 TECHNICAL
- 565 GENERAL RACING REGULATIONS AND RULES – Diagram D, E and F
- 566 ADDITIONAL REGULATIONS FOR SURF DISCIPLINE
- 567 ADDITIONAL REGULATIONS FOR CIRCUIT DISCIPLINE
- 568 ADDITIONAL REGULATIONS FOR LONGHAUL DISCIPLINE  
 Diagram G – Guidance to Surf Course  
 Diagram H – Guidance to Circuit Course

**Abbreviations and dossier of terms:**

RYA – Royal Yachting Association

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

Pre Scrutineering – At the beginning of the event or discipline

Safety Scrutineering – Carried out when required

Post Scrutineering – At the final heat of the discipline

Final Inspection – Inspected and measured to ensure legality

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

Co-Pilot – The second person in the boat. (Co-Driver)

**560.01 – TITLES / TEAMS**

UIM World Championship and UIM Continental Championships: ONLY in Stock (S) and Pro-stock (Pro) must include all 3 disciplines at a single event over the duration of a minimum of 7 days, including 2 lay-days. No single discipline will be recognised for any UIM Title. All three disciplines must enjoy equal points awarding system. Two of the three classes being Stock and Pro Stock must be contended at a UIM International event.

<b>WORLD AND EUROPEAN CLASSES</b>			
Rule:	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
UIM World & European Class	YES	YES	NO

## **560.02 - O.O.D.**

The UIM will approve the O.O.D. for all UIM titled events.

## **560.03 - PRIZE PRESENTATION**

Prize presentation at UIM Titled events must be attended by all participants. Only the O.O.D. can sanction a non attendance.

## **560.04 - MINIMUM BOATS NUMBERS AND NATIONAL AUTHORITIES**

A minimum of three boats will constitute a valid class. For a UIM Titled event the minimum number of boats per class must be six and a minimum of three different countries (National Authorities).

## **560.05 - LICENCE DETAILS**

All Pilots and Co-Pilots must hold a current International driving licence issued by their own National Authority for International championships and a National licence as per driver or co-drivers National Authorities rules and regulations to compete nationally. UIM Rules 120.01, 120.02, 120.03, 120.04, 120.05, 120.06, and 120.07 will apply. Note: Competitors taking prescribed medication must complete the UIM 'Therapeutic Use Exemptions TUE' Form. For further information go to the UIM website – Anti Doping or contact your National Authority.

## **560.06 - FINAL INSPECTION**

The organisers must ensure that at least the winning boat and engine are inspected and measured to ensure legality. It is optional to inspect or measure other boats in second and third place or any other boat. UIM Rules 321.05 will apply.

## **560.07 - TEAMS**

Team = designated Pilot and a co-Pilot can contest these championships. In the event of a co-Pilot being injured a replacement of the co-Pilot only is permitted in all disciplines if:

A doctor/Paramedic's certificate is produced stating that the injury *of the co-Pilot*.

The O.O.D. is satisfied with the doctor/paramedic's report.

The replacement co-driver has the complete current paperwork including a current international licence.

No co-Pilot can be changed during a heat, *or* leg.

The Pilot is the person in control of the engine, steering, throttle and gears

The Co-Pilot is the second person in the boat who is not the pilot



The Co-Pilot does not have to be of the same Nationality of the Pilot.

#### **560.08 - MINIMUM AGE**

Age refers at the date of the event.

TEAM	STOCK (S)	PRO STOCK (Pro)	MODIFIED (M)
Min Age of Pilot	16	17	18
Min Age of Co-Pilot	16	16	16

#### **560.09 – BEHAVIOUR**

No abuse of officials will be tolerated. Any pilot, co-pilot or team members found guilty by admission, or by the jury, will result in the pilot/co-pilot being disqualified from the heat or discipline or total event. Only the O.O.D. or the UIM Commissioner can take this action. After a finding of gross infringement of the rules or a gross breach of good manners or sportsmanship, not covered by the above rule, the O.O.D. and/or the Race Jury may exclude a competitor from a heat/discipline or the whole event.

#### **560.10 – PROTESTS**

All protests, jury formation, sanctions, appeals are to be as the Rules Group 400 (as with all other UIM classes).

#### **560.11 – PROTEST FEE**

The protest fee must be announced in the advance programme. Protest fee: maximum of 80 Euros or equivalent in host's currency.

#### **560.12 - ALCOHOL/DRUGS**

Alcohol or drug abuse will result in a total ban from the event (see rule 205.02.02 / 03). All drivers must sign the Appendix 2 - Acknowledgement and Agreement form of the Anti-Doping rules when first signing in at any UIM race site. Note: Competitors taking prescribed medication must complete the UIM 'Therapeutic Use Exemptions TUE' Form. For further information go to the UIM website – Anti Doping or contact your National Authority.

#### **560.13 – INSURANCES**

All drivers and co-drivers must abide by any mandatory medical and insurances carefully set out in the advance programme. Any costs charged by the organisers for supplying the same, must also be stipulated in the advance programme Max 90 Euros or equivalent in host's currency.

#### **560.14 – PENALTIES/YELLOW/RED CARDS**

Yellow/Red cards: see rules 406 these rules will be strictly enforced. They only apply to bad behaviour on the water. Other penalties are available for bad behaviour on land and racing infringements.

### **560.15 - DRIVERS BRIEFING**

Any driver/co-driver failing to attend any drivers briefing will be disqualified at the discretion of the O.O.D.

### **560.16 - SAFETY EQUIPMENT**

**HELMETS:** For all racing helmets must be open faced or full faced motorbike helmets given to protect the skull base and cover the ears. At least 50% {area} of the helmet must be of fluorescent orange, red, yellow or international orange colour. The helmet colours must be bright enough to be clearly visible in the water. The wearer is entirely responsible for the efficiency of his helmet. The organisers are recommended to repeat this important rule in their advance programme and their race instructions. As per rule 205.07

**LIFEJACKETS:** The efficiency of the lifejacket is the sole responsibility of the wearer who must be assured that it conforms to the UIM rules and carries indelible confirmation of this. **Buoyancy:** A lifejacket must have a minimum of 7.5 kg solid buoyancy for a person weighing up to 60 kgs and 9 kgs of buoyancy for those over 60 kg. A back support is highly recommended. As per rule 205.06

**CARRIED SAFETY EQUIPMENT:** Safety equipment as specified in each discipline must be carried at all times. Failure to do so will involve penalties as described in the relevant discipline. The boat number must be marked on all safety equipment.

**EYE PROTECTION:** Eye protection is mandatory in disciplines Circuit and Surf. This protection can be goggles or helmet visor.

**CLOTHING:** All limbs must be covered at all times.

## **561 - CLASSES/HULLS**

### **561.01 – DISCIPLINES**

M Shape (Surf); Circuit and Longhaul

### **561.01 – HULLS**

<b>561 – HULLS</b>				
Number	Rule:	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.011	Engine Capacity	Up to 750cc	Up to 750cc	Up to 750cc
.012	Minimum hull length	3.8m	3.8m	4.0m
.013	Minimum hull width	1.7m	1.7m	1.7m
.014	Minimum hull weight	153kg	153kg	160kg

The above mentioned weights are the minimum weight of a complete rig, weighed directly after the race without driver or residual water, but including residual fuel. To reach the minimum weight, ballast can be added. This must be screwed or bolted securely to the inside of the boat, but not exceeding 10% of the weight of the complete rig without ballast.

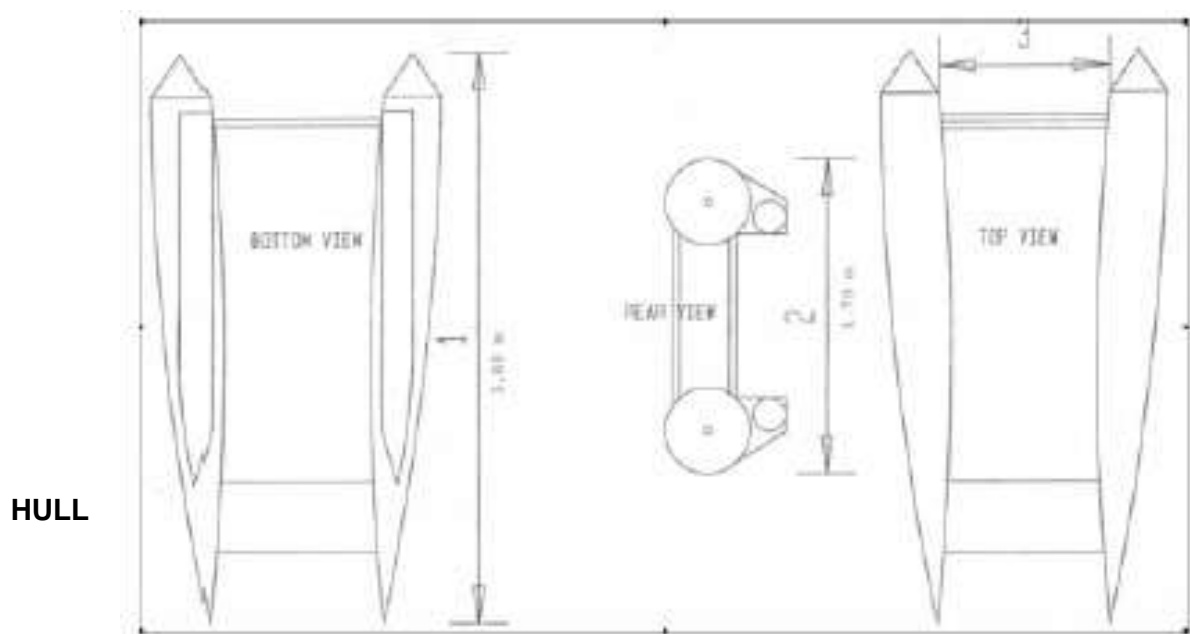
## 561.02 - HULL DESIGN

All boats must be of a tunnel hull design and conform to the original manufacturer's catalogue. All boats must be fitted with a serial number plate issued by the manufacturer on either the nose cone or preferably the transom, showing the Model, Make, Date of Manufacture and if possible the maximum allowed horsepower of any relevant engine. A minimum number of 2 boats must have been made, advertised for sale and are commercially available before the model can be accepted to race. All boats must conform to the following measurements:

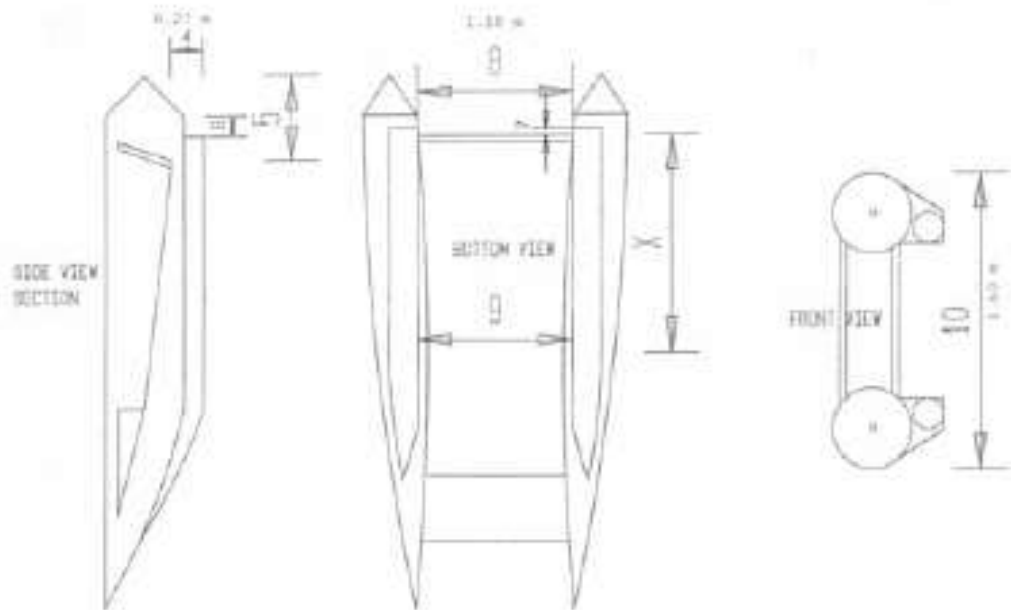
### SKETCHES:

Measurements Number 4: 0.26 to 0.27 m. Rear Transom to ground: Between Hi-jackers at rear measured at nearest points: Number 8: 1.05 to 1.10 m. Overall width front transom (measurement taken at back of nose cone). Other measurements to be added by agreement

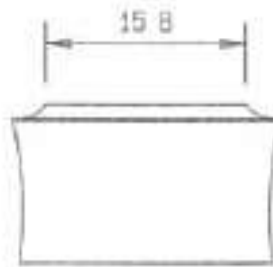
### HULL DIAGRAM A:



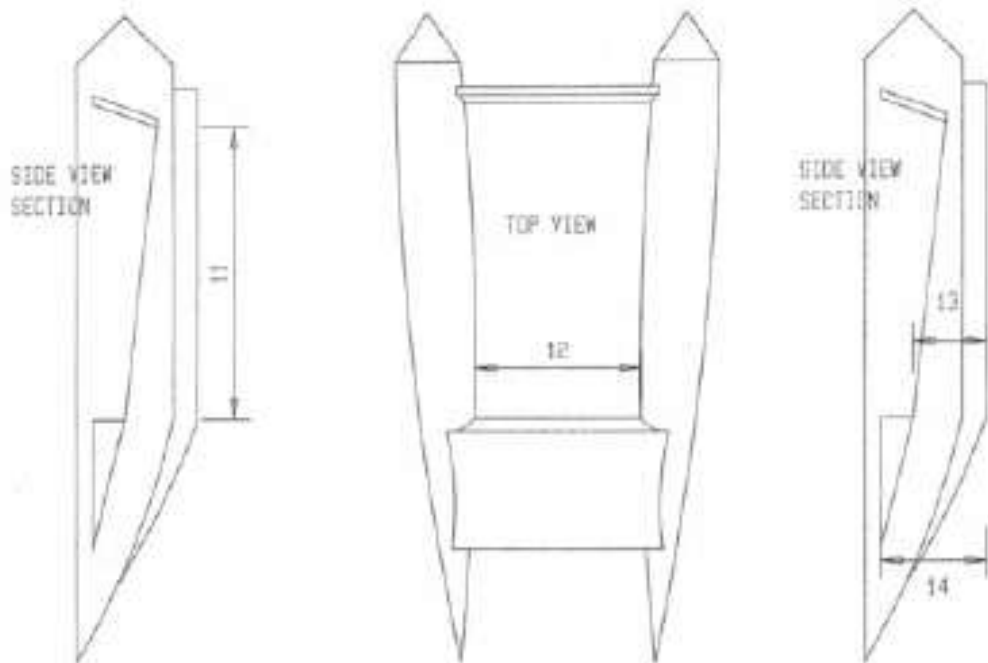
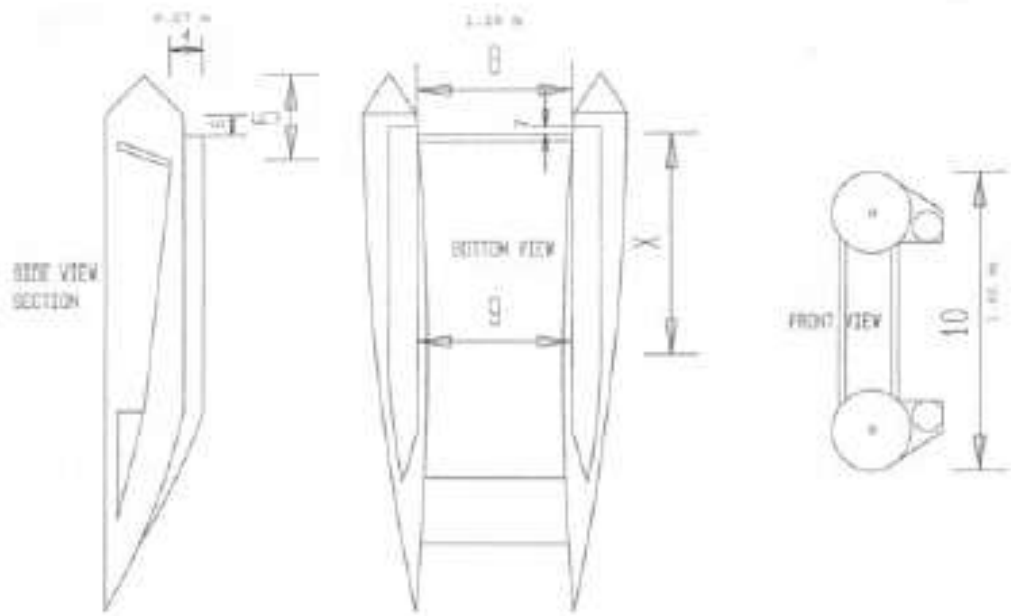
**DIAGRAM B:**



15 C



**HULL DIAGRAM C:**



### **561.03 - INFLATION OF HULLS**

They can only be inflated with atmospheric air and must have 3 independent compartments, except for pencil type boats where each pontoon must have 2 independent compartments. The boat must be able to float even if one compartment is not functioning. Flexible foam hijackers are allowed.

### **561.04 - DEFINITION OF HULLS**

All boats should be able to deflate, to collapse, foldable or to be able to be rolled up, so that no dismantled part has a length greater than 1/3 of the full length of the inflated boat. No aerodynamic appendages are allowed

### **561.05 - MODIFICATION**

Modifications above the waterline are allowed, these modifications will refer to foot straps, handles, loop patches only and not modifications that interfere with the original dimensions of the boat. A waterline is defined as the line taken when the boat is ready to race but without the driver/co-driver. The waterline will be below the bottom of the transom if a multi-hull type.

### **561.06 - SPLASH PLATE**

A splash plate may be fitted to the back of the transom as long as it complies with Rule 561.05 plus the following dimensions: If this plate runs the full length of the transom, ie. From pontoon to pontoon, then the width of this plate is restricted to 100 mm. If the width of this plate exceeds 100 mm then its length is restricted to 150 mm across the back of the transom, but may protrude as far back as the engine as required.

### **561.07 - MODIFICATION**

Modifications below the waterline: Planing batons and strakes may be attached to the planing surface of the hijackers. Construction spray strakes are permitted anywhere on the outside of the hijacker cover.

### **561.08 - WINDOWS**

Boat numbers can be painted or enclosed in two transparent covers, meeting the correct size and clearly visible.

Rule: 561.09

### **561.09 - RACE NUMBERS**

*Must be at the bow of the boat 24 cm x 4 cm with a 2 cm border round the number and on the engine cover must be 18 cm x 3 cm with a 2 cm border around the number. Their colour must be black letters on a white background.*

### **561.10 - RIGHTING ROPES**

All boats must be fitted with two designated righting ropes/webbing. These ropes/webbing must not share common use. They must be at least 10 mm thick [rope] and the webbing minimum 25 mm wide. All boats must be fitted with a 4 meter length of similar material as a designated bowline, spliced or stitched eye at the end. The bowline must be fixed to the nose cone in a pouch glued/fixed to the nosecone. Bowline must not be tied up in other ropes of the boat and must be easily accessible to be able to hook into the towing point on the bottom side of the nose cone. Towing

points must be in the middle of the nosecones. Any towing point must be capable of pulling 300 kg.

### 561.11 - SPONSORS

The GRP bow of boat must be available for event sponsor's decals; failure will result in not passing scrutineering – requirements must be stated in Advance race instructions and stickers supplied by organisers.

### 562 – MACHINERY

MACHINERY				
No.	RULE	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.1	Engines must be homologated using the UIM specifications. The only outboard engines allowed in these classes are:	1.Tohatsu 50 D2  2.Yamaha 50H per original homologation	1.Tohatsu 50 D2  2.Yamaha 50H per original homologation	1.Tohatsu 50 D2  2. Yamaha 50H modified according to the rules.
.2	No other engine will be permitted until 1st January 2013 or three years after the UIM (Cominsport Group) homologate a “low emission” compatible engine accepted by UIM Cominsport	YES	YES	YES
.3	Low idle – engines must be capable of functioning at low speeds	YES	YES	YES
.4	Water Pick-up – external water pick-ups wherever attached are forbidden.	NO	NO	YES
.5	Control Handle (Gear) – An efficient control handle giving forward, neutral and backward movement is mandatory. The control handle for a functioning reverse gear must be within easy reach of the driver.	YES	YES	YES
.6	KILL SWITCHES:  The manual starter must ensure a quick and easy start with no external aids. The engine must be fitted with a “kill switch”, operated with a	YES	YES	YES

lanyard no longer than 1.3 meters. The lanyard must be strong and very firmly fixed to the driver. A second “kill switch” lanyard must be firmly attached to the co-driver <i>at all times</i> . Lanyard failure / kill switch failure Will result in disqualification from the relevant heat/discipline.			
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**562.07 - IRREPAIRABLE DAMAGE/DAMAGED HULL/ENGINE/LOWER UNIT**

If a boat, engine, or any part thereof becomes irreparable through a racing incident on the water during a discipline, then: The hull may be replaced. The engine may be replaced. The engine can be re-built. The underwater unit may be replaced. All subject to official inspection and official authorisation before any attempt is made on replacement or repairs.

The hull, engine or any part thereof that is damaged beyond repair cannot be replaced during the actual heat being raced Exceptions: An irreparable hull can only be replaced by another if the O.O.D. decides another competitor was responsible for the damage caused only during a race or training on the water. Any damaged part of the engine can be replaced with similar except the cylinder block. Underwater units that are damaged beyond repair can be changed provided they have the same gear ratio and from a similar homologated engine.

All changes must be sanctioned and supervised by the scrutineer or an appointed official. All damaged parts including hulls must be kept in a secure place for any official inspection or pending possible protests. Any equipment subsequently found to be repairable will result in the driver being eliminated from the complete event. All costs pertaining to the stripping of additional equipment will be the responsibility of the competitor in question. A fee, as specified in the advance programme, must be paid to cover the inspection of any protested engines or equipment. These charges should be reasonable. When different disciplines are held on different days and no fully secure compound is available either overnight or days then all boats must be re-scrutineered before racing re-commences. Failures will result in the loss of all previously gained points.

**562.08 - GEARBOX**

The gearbox shall not be interfered with. Any normal wear and tear on the fin/skeg shall be limited to 5 mm and must be seen to be racing wear and tear, all fins/skegs will be measured and comply at Pre Scrutineering. If illegal the team will be disqualified from that heat or discipline. A stainless steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges.



## 563. - MODIFICATIONS

MODIFICATIONS				
No.	RULE	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.1	Replacement:	The replacement of nuts or the addition of lock nuts, drilling and wiring, split-pinning or keying is allowed provided the screw and pins are similar.	As per Stock rule	As per Stock rule
.2	Gear interlock	The gear interlock device on the starter may be removed.	As per Stock rule	As per Stock rule
.3	Steering:	The steering bar and brackets may be re-enforced and additional steering bar may be mounted. The steering bars must be able to tilt independently from the motor. Strengthening of transom bracket and lower leg are permitted.	As per Stock rule	As per Stock rule
.4	Engine locking	Engine locking brackets may be removed.	As per Stock rule	As per Stock rule
.5	Engine cowling	The engine cowling may be secured by means other than or in addition to the standard means.	As per Stock rule	May be altered to increase air flow and secured by means other than or in addition to the standard means.
.6	Telltale	Telltale cooling pipe may be replaced with another pipe or other characteristics.	As per Stock rule	As per Stock rule
.7	Splash plate	A splash plate may be fixed to the trunk of the motor as long as it is not rigid and that it is fitted above the cavitation plate.	As per Stock rule	As per Stock rule
.8	Crankshaft	The crankshaft may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufactures dimensions and weight for crankshaft. Holes maybe drilled in the crankshaft to reduce weight. It is not allowed to	As per Stock rule	No restrictions on welding

		reduce the diameter of the crankshaft		
.9	Propellers:	The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. The locking nut, spacer, adaptor, split pin, thrush washer/ washers are free for the securing of the propeller; Re-bushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification.	As per Stock rule	Are free
.10	Re-boring	Re-boring is allowed as per UIM homologation specifications. Parts must be as supplied by the original manufacturer. No aftermarket parts can be fitted. Oversize pistons can be fitted providing the total cc's does not exceed 750cc.	As per Stock rule	Allowed up to a max of 750cc
.11	Parts	No part of the engine can be changed with another manufacture's or pirate part, except for the tiller arm. Tiller arm bracket, gear change lever	As per Stock rule	Parts may be changed with another manufacturer
.12	Air box	Maximum of 1 x 6 mm hole may be drilled in the lowest part of the air box to allow water to drain from it.	As per Stock class	As per stock Class
.13	Spark plugs	Original complete spark plugs and HT leads may be replaced.	As per Stock rule	As per stock Class

.14	Auto lube & engine mounts	All auto lube and any relevant parts may be removed. Engine mountings may be replaced with rigid or rubber mounts with similar characteristics.	As per Stock rule	As per stock Class
.15	Throttle lever	Springs may be added to the throttle lever of the carburetors	As per Stock rule	As per stock Class
.16	Emulsion tubes	Emulsion tubes are to be standard "off the shelf" items and have the same pre-requisites as the jets. No modifications are allowed to these parts	As per Stock rule	
.17	Baffle plate	Baffle plate or other fuel surge preventative measures can be taken in carburetor fuel bowls.	As per Stock rule	As per stock Class
.18	Steering	It's allowed to change bearings with similar characteristics. Steering dampers may be fitted. Steering by a tiller arm is required.	As per Stock rule	As per stock Class
.19	Reeds	Standard reeds only as supplied by the manufacturer for the specific model of engine	Free	Free
.20	Machining:	No skimming, grinding or machining of any part is allowed. Only to meet the UIM homologation measurements.	As per Stock rule	Free
.21	Starters:	Electric starters are not allowed.	As per Stock rule	As per stock Class
.22	Thermostats:	Thermostats of the cooling circuit may not be removed.	As per Stock rule	
.23	Revolution limiters:	Rev Limiters, heat sensors and lighting coils must not be removed. Rev limiter wire connections must be continuous and must be soldered to achieve this. Anything that might restrict the rev limiter in its proper function will be classed as an infringement of this rule. Ignorance of the above will not be accepted as a defense and	Can be removed	Can be removed

		the competitor will be disqualified.		
.24	Jets:	Jets have to be to the UIM homologation specification.	Free	Free
.25	Weight of part:	A part, the weight of which is quoted in the homologation sheet, may be machined for the specific purpose of reaching the quoted weight only. It is not allowed to change the flywheel, but balance machining is allowed if the dimensions and weights are still correct	As per Stock rule	No restriction on weights quoted
.26	Measurements :	Measurements not quoted in the homologation sheet may not be altered in any form whatsoever. If details cannot be verified with the aid of the pictures in the homologation sheet, then the part in question must be compared physically to a similar, but stock part	As per Stock rule	Measurements not quoted in the homologation sheet may be altered
.27	Altering parts:	Only parts where the dimension is quoted in the homologation specification may be altered for the purpose of reaching that specific measurement. The shape of the parts cannot change. {eg. The shape of the cylinder head squish pan} The Block height measured from the centre line to the top of the block is allowed, all measurements according to UIM homologation papers	As per Stock rule	Parts may be changed by another manufacture
.28	Kill Switch:	It is not allowed to exchange kill switches from one manufacturer to another. The toggle type switch that can be activated without the insertion of the “curly cord” is forbidden.	As per Stock rule	It is allowed to exchange kill switches from one manufacturer to another. However, the toggle type switch that can be activated without the insertion of the “curly cord” is

				forbidden
.29	Exhaust trunk	No modifications	As per Stock rule	Holes may be drilled or cut into the exhaust trunk but no external appendages may be added
.30	Gear Box	See rule: 562.08	See rule:562.08	Bullet or racing gearboxes are allowed
.31	Protrusions	No protrusions other than standard are allowed.	As per Stock rule	As per Stock rule
.32	Exhaust box	No protruding expansion exhaust box	As per Stock rule	As per Stock rule
.33	External water pick-up	Not allowed	As per Stock rule	Are allowed

### **563.34 - FUEL**

Stock and Pro Stock Class: Fuel must be a commercially available grade of automobile unleaded fuel to a maximum of 102 octanes, freely available from any normal petrol station. To maximise the equality of competition and to simplify the checking of conformity, the organisers must arrange the supply of the same fuel for all competitors at all UIM titled events. It does not necessarily have to be free of charge.

Modified Class: Only fuel to a maximum of 102 octanes is allowed. This includes Avgas.

Banned Fuel: Special racing fuels; methanol; nitro-methane and the likes thereof, are expressly forbidden. The use of additives aimed at increasing the power of the engine is prohibited to either the fuel or the air intake. The use of nitrous oxide injection is also totally prohibited.

### **563.35 FUEL DETAILS AVAILABLE:**

The Pilot/Co-Pilot may not withhold the type of fuel/oil used if requested by race officials.

### **563.36 - OIL**

A sample sealed container of the oil used, will be supplied by the competitor with unbroken seal, and then held by the organisers for the duration of the event in the

event of fuel tests. It is a recommendation that Bio-degradable oil should be used to assist in the reduction of the environmental impact of the sport.

### 563.37 - FUEL TANKS

Only the original fuel tanks as supplied with the engine, collapsible fuel cells or approved marine manufacturers tanks are allowed.

### 563.38 - FUEL MIX

No driver may withhold the type of fuel/oil used and the mixing ratio if requested by officials.

## 564 – TECHNICAL

TECHNICAL				
No.	RULE	STOCK (S):	PRO STOCK (PRO):	MODIFIED (M):
.1	Pistons	Where a dimension is quoted on a piston, metal may be removed to reach a specific weight, provided the dimensions are maintained. Should there still be an excess of weight, this may be removed from the inside of the piston i.e. the inside of the skirt or the area where the gudgeoned pin goes through	As per Stock class	N/A
.2	Flywheel	Holes maybe drilled in the flywheel to reduce weight. It is not allowed to reduce the outside diameter or to reduce the thickness at any point. A part, the weight of which is quoted in the homologation sheet, may be machined for the specific purpose of reaching the quoted weight only. It is not allowed to change the flywheel, but balance machining is allowed if the dimensions and weights are still correct.	As per Stock class	As per Stock class
.3	Conrods	It is allowed to reduce the overall weight of the Conrods by removing the flashing on the shank of all three rods to attain the weight specified provided for in the homologation specifications	As per Stock class	As per Stock Class
.4	Electrical componen	It is forbidden to remove any excess wiring; heat sensors	It is allowed to remove any excess	As per Pro Stock

	ts	modify coils, to rewire coils or other components, to tamper with CDI units or to add any electrical components (starter etc.) or any other part that is not standard original part.	wiring i.e. heat sensors, rev limiters, low oil sensors etc. It is forbidden to modify coils, to rewire coils or other components, to tamper with CDI units or to add any electrical components (starter etc.) or any other part that is not standard original part.	
.5	Head Volume	It is allowed to encroach into the squish pan area in the skimming process as long as the minimum combustion chamber is maintained. It is not allowed, should this minimum be exceeded, to remove the metal within the squish pan area to regain the lost volume. Measurement of the head volume will be taken with the head removed from the block.	As per Stock Class	No restrictions
.6	Ports	When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening; the 10mm measurement is not including the liner. Should the modified port window be smaller than the passage, the passage may not be tampered with and must meet the UIM homologation tolerance.	As per Stock Class	No restrictions

.7	Head Volume  Measuring procedure	The head volume is measured off the block, using a glass plate of minimum 3 mm thick. A burette calibrated in 50 cc increments to be used with a paraffin/oil mix of 50/50. All head volumes to be taken with a B8HS10NGK Plug correctly fitted. The head is measured with no gasket. All old gasket material is allowed to be cleaned off. It is also allowed to clean all carbon deposits in the head. The glass plate must be sealed with a thin layer of marine grease	As per Stock Class	No restrictions
.8	Throttle advance	On various models, it is allowed to change the position of the throttle cable link pin on the advance cam. It is not allowed to modify the cam itself or change the radius on the cam.	As per Stock Class	As per stock Class
.9	Cost of inspection	<p>Costs may not be claimed in the case of a mandatory inspection by race authority. The maximum costs that may be claimed, by a driver from a protestor, should the equipment found to be legal, are as follows:</p> <p>LABOUR: Time may only be claimed to a maximum of six hours at a rate to be determined by their local class association or National Authority. Any excess will be borne by the owner of the equipment. The above cost excludes the cost of gaskets required or lubes which may only be changed as per the recommended grade in the workshop manual. Freight charges, where applicable, will be charged as per the standard international rates.</p>	As per Stock Class	As per stock Class



.10	Technical inspections	The O.O.D. or official scrutineer will be in charge. Only the following may attend the post-race engine inspections regardless of a protest being lodged. The O.O.D - UIM commissioner - Measuring Officer - Driver and his mechanic (or representative) - Protestor or his representative - Any other person the O.O.D. requires, with his permission. Note that in the case of a protest, the protestor's duty is to ensure that the inspection complies with his protest requirements. He may not however physically inspect the parts himself and should not be allowed within a 5m radius of the equipment.	As per Stock Class	As per stock Class
.11	Standard Part	In the circumstances where weights and measurements are not quoted nor listed in the homologation sheets then comparative parts maybe used to determine legality.	As per Stock Class	As per stock Class
.12	Fuel	See rules 563.33 fuel regulations. Oil to be supplied by competitor unless otherwise specified	As per Stock Class	To a max of 102 octanes is allowed this includes AV Gas.
.13	Over blended or spark eroded engines	Engines not conforming to UIM and manufacturers homologation specification with regard to the blend rule and that have had tract widening done by any method inclusive of spark eroding, will only be allowed to compete in the modified class.	As per Stock Class	As per stock Class

.14	Post race inspection	The post race inspection is to be a complete inspection and is not to be limited to any specific area. Post race inspection should mainly be about speed and power enhancing matters.	As per stock Class	As per stock Class
.15	Failure to appear	Any competitor refusing to have his racing equipment inspected for legality at any reasonable time during the whole event will be disqualified.	As per Stock Class	As per stock Class
.16	Non OEM parts	In the case where original parts are not available, permission must be obtained from the UIM Cominsport to use substitute components. Such a request must be in writing. Any outboard motors that have superseded engine parts listed by the manufacture, supplied from the factory and confirmed in writing by the UIM Cominsport may be used. It is not allowed to interchange parts from one homologated model to another. (Only D2 parts can be used in a Tohatsu D2 engine and the same with the Yamaha H 50)	As per Stock Class	Parts may be changed with another manufacturer.

## 565 – RACING REGULATIONS AND RULES

RACING REGULATIONS AND RULES				
No.	Rule	M'Shape (Surf)	Circuit	Longhaul
.1	Course:	<p>Shown diagrammatically in diagram D as a guide only. Starts can be from the beach or deep water starts.</p> <p>Note: There does not have to be breaking Surf in order to engage this discipline. Although it must take place on a suitable beach.</p>	<p>Shown diagrammatically in Diagram E. This is a guide only, the course can change shape due to the size of the water available. The start is from a pontoon (Jetty) unless not available. Course and size must be shown in the advance race instructions</p>	<p>Should be run over a maximum distance of 150kms to a minimum of 80kms. Minimum lap distance of 10kms and should be area bound.</p> <p><u>Ultra Longhaul:</u></p> <p>Over 150kms. The organising National Authority will provide an extended list of extra rules for the event, including race regulations that should be read in conjunction with the UIM Rules.</p>
.2	Wet Driver:	<p>If any Pilot or Co-Pilot lands in the water or a boat get stuck on the beach during racing, the race will be stopped immediately, even before the red flag is flown. All competitors must stop, then clear the course and proceed to the start line with extreme caution stated in Drivers Briefing. No re-fuelling, or changing set-up and get ready for an immediate re-run. Maximum 2 re-runs. The boat causing the stoppage is not allowed in any re-runs of that heat. Penalties are carried forward to any re-run/start of that heat. Any boat that gets stuck on the beach may only re-start with the O.O.D.'s permission. If more than 2/3 of the race or re-start/run race has been completed</p>	<p>As per Surf. All restarts and re-runs take place from the jetty/pontoon.</p>	<p>Only if required by the OOD the Red Flag will be raised; the race will not stop if someone goes into the water in this discipline.</p>

		then no re-run is required. If the second re-start/run race is stopped before 2/3 has been completed then 50% of the points are awarded irrespective of the laps scored.		
.3	Racing buoys	If a competitor misses or rides over a buoy and crosses the racing line on the inside of the course, he will be disqualified from that heat at the OOD's discretion.	As per Surf.	Deviation of the set course markers will result in disqualifications.
.4	Hitting a Buoy	If a competitor hits a buoy they will receive a 3 point penalty that shall be deducted from that heat, or when double points are being awarded a 6 point penalty will occur per incident.	As per Surf.	Not applicable
.5	Missing Buoys / deviation from the course.	If a driver misses a buoy, he cannot re-take it and is disqualified from that heat or any re-starts/re-runs of that heat.	As per Surf.	Deviation of the set course markers will result in disqualifications.
.6	Damaging buoys	If a competitor destroys/damages/destroys a buoy he will be disqualified from that heat <i>and any restart of that heat</i> . The competitor <i>must</i> pay the organiser the cost of a replacement which sum must be in the advance programme. If not in the advance programme, then the competitor can refuse to pay without penalty.	As per Surf.	If a competitor destroys/damages a buoy he will be disqualified from that race. The competitor <i>must</i> pay the organiser the cost of a replacement which sum must be in the advance programme. If not in the advance programme, then the competitor can refuse to pay without penalty.
.7	Bumping	Deliberate bumping of buoys or of another competitor is strictly forbidden and will result in the disqualification from that heat or re-start/re-	As per Surf.	As per Surf.

		run and maybe disqualified from the whole event if seen by the OOD as reckless and dangerous driving.		
.8	Crashing	If one boat lands on another, the offending boat or boats will be disqualified from that heat.	As per Surf.	As per Surf.
.9	Close Driving & tail gaiting	A boat that follows dangerously close to another boat may receive a yellow card or on repetition during the discipline, may be disqualified from that discipline.	As per Surf.	As per Surf.
.10	T Bone	If any boat collides midship with another {T-Bone} this will result in immediate disqualification from that heat of the offending boat.	As per Surf.	As per Surf.
.11	Shore Bouys	There should be a minimum of 10 meters between the shore buoys and the shore with sufficient water depth to race approximately 0.5m. The must also be evaluated in the Event risk assessment.	As per Surf.	As per Surf.
.12	Race distance	All heats including the final will be 9 laps for all classes unless stated in the Advance Race Instructions or at the OOD / Race Committees discretion due to weather conditions. The option to reduce to 6 laps and increase the heats can be implemented but the final should always be 9 laps	As per Surf.	Rule 564.1 longhaul

.13	Race Finish / Time  Allowance.	After finishing a heat all boats must proceed around the next buoy beyond the finish buoy/line and wait for the Red flag in order to proceed back to the shore or as explained in Drivers Briefing by the OOD. Boats failing to do this will be disqualified from that heat. Any boat failing to complete 2/3 of the race (completed laps “rounded up”) when the winner crosses the finish line will not score in that heat. Boats running out of fuel before the finish line will not score in that heat and may invoke further penalties.	As per Surf.	A boat must cross the finish line on the water, under its own power, or by paddle power, to receive an elapsed time for the leg. Boats not completing the leg/race will receive the last boats time, plus a penalty of 10(ten) minutes. The cut-off time for the last competitor to cross the line is 1.5 x the first boat’s time in that specific class. All safety procedures will be kept in place until all boats are accounted for.
.14	Minimum & Maximum of boats	There will be minimum 3 and maximum 12 boats to make a race.  In the event of the entry exceeding 12 boats, then eliminating heats will be run as follows:  All boats must be divided up into equal groups and each group will contest two qualifying heats with normal points awarded. The top 12 boats from either of the qualifying heats will contest the final. The final heat for all classes will be 9 laps. If eliminating heats are run, then the final heat will be awarded Double points.	As per Surf.	There is no maximum; but the evaluation for safety must be in the event risk assessment.
.15	Awarding Final points	The total points for the qualifying heats plus the final heat will be added together to determine the drivers final placing for positions 1-2-3 to	As per Surf.	The same points are awarded for the overall finishing positions.

		12 position. Position 13 downwards will be awarded points as from the qualifying heats. Position 15 and remainder of the finishers in the heats all receive 1 point.		
.16	Burst hull or helmet loss	If a boat should burst or deflate rapidly during a race for any reason, that driver must cease racing and remove the boat from the race course. If a driver or co-driver loses his helmet, they must immediately stop racing and return to the pit area. Further penalties may be invoked if enquiries lead to a failure due to any error by the person incurring the loss.	As per Surf.	As per Surf.
.17	Flags	All flag signals except the green flag will conform to the UIM Rule 304.02.  National authorities may have exceptions but must notify teams at Drivers Briefing and in the Advance Race Instructions.	As per Surf. P750 use the Yellow and Green Flags for starting the Circuit class	As per Surf, but no 'last lap' flag is used if not a circuit longhaul.
.18	Flag acknowledgment	All competitors must acknowledge all flag signals to the official giving the signal. Failure may lead to the loss of 2 points at the discretion of the OOD.	As per Surf.	As per Surf.
.19	Race Starts	Rule: 566 start lap plus 9 laps	Rule: 567 start lap plus 9 laps	Rule: 5638
.20	Race Live	The race will be live when the green flag drops. The heat is live when the last running boat crosses the start/finish line for the first time. If the last boat has not passed the start/finish line, then the re-	As per Surf.	The race will be live (Start) when the Green flag drops.

		start is for the full amount of laps with no re-fuelling or changing set-ups.		
.21	Race finish	The race finishes when the lead/1 <sup>st</sup> boat crosses the finishing line. Boats must go to the designated Finishing Muster area as described in Drivers Briefing. Drivers failing to do this can be penalised or disqualified by the OOD. Boats that have not completed 66% of the race (full laps rounded up) when the winner crosses the finish line will not score any points for that heat.	As per Surf.	A boat must cross the finish line under power or by paddle. Once a boat has crossed the finish line, it may not cross back and re-enter the race/leg until the finish line is officially closed. Re-entering will result in disqualification.
.22	Safety equipment	Paddles x 2 Designated righting rope/webbing x 2 Designated Bowline. Kill switches x 2	As per Surf.	Rule: 567.4
.23	Eliminating heats	In the event of there being more than 12 boats, elimination heats will be run as follows:  The drivers will be divided up into equal sections and each section will run 2 qualifying heats with points to count. The top qualifiers will go forward into the final heat consisting of maximum 12 boats. Points for the final heat count double	As per Surf:	Not applicable
.24	Laps	All heats will be a start lap plus 9 laps for all classes unless stated in the Advance Race Instructions or at the OOD / Race Committees discretion. The option to reduce to 6 laps and increase the amount of heats can be implemented but the equalizer must then be reduced to one lap per heat and the final should always be 9 laps with two equalizing	As per Surf.	Not applicable



		laps. If a restart / re-run is required of 6 or 4 laps only 1 equalizer lap is required.		
.25	Outside assistance	No person shall provide or receive outside assistance from the air, water or by radio during the race. Failure to observe this rule will result in disqualification from the race.	As per Surf.	As per Surf.  A handheld GPS can be used

### 565.29 GENERAL RACING RULINGS:

#### GRID POSITIONS FOR INTERNATIONAL EVENTS

The first heat of any UIM championship has to be authorised by the organisers. At all UIM titled events the following will apply. The grid positions for the first heat / leg of which ever discipline is run first will allocate pole position to the previous equivalent Championship overall winner if they are competing within the event. (Example World Champion takes pole position). All other Pilots will have their positions draw by a random method (out of a hat) at Drivers Briefing; If there are more than 12 boats in a class, the teams will be divided into groups; the teams should be evenly split into groups irrespective of nationality. E.g. Position 1 into Group 1 - Position 2 into Group 2 - Position 3 into Group 1 etc following the same allocation process until all teams placed. Only the driver's names are taken into account when forming the grid positions. Any co-drivers names are discounted. After the first discipline has been completed the second and third disciplines initial pole position will be decided by the previous discipline's overall results. The grid positions for the second heat in that discipline will be as they finish in the first heat. The grid positions for the final heat will be the aggregate positions (points) of the previous heats of that discipline. In the event of a tie to decide the final grid position, then the fastest time recorded on the day in previous heats by the boats involved will break the tie.

#### 565.30 - START POSITIONS

To select pole position and a draw is required it must take place at Drivers Briefing. The seeding and start positions: Please see the separate disciplines.

#### 565.31 - DANGEROUS DRIVING

Dangerous or reckless driving will lead to disqualification from that heat or discipline. Intentionally causing damage to another boat or bodily harm to a competitor will result in disqualification from that discipline or the whole event. Further penalties may be applied.

#### 565.32 - OVERLAP

- I. If overtaking on the inside an overlap is only established when two boats are approximately on the same course, and the boats are parallel to each other.

- II. When overtaking from the outside an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to change direction without contact.
- III. The lead boat has the right of way until an overlap is established.
- IV. A safe overlap is the responsibility of the overtaking boat.
- V. An overlap can occur from left or right.
- VI. An overlap may not be established on the inside of the actual race course.

**565.33 – OVERTAKING**

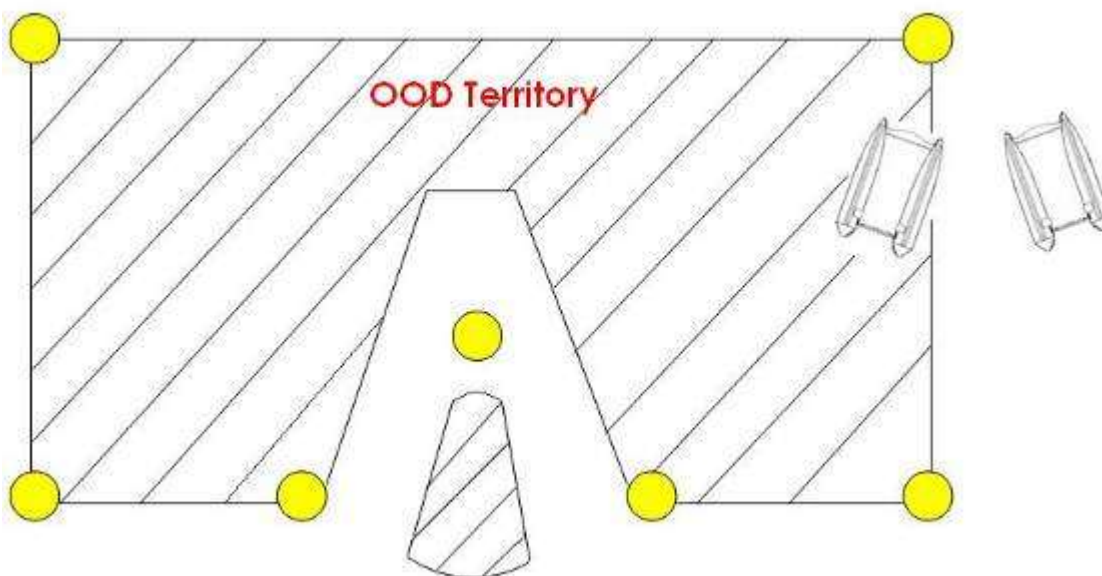
An overtaking boat shall keep clear of the boat that is being overtaken.

**565.34 – PASSING MARKS**

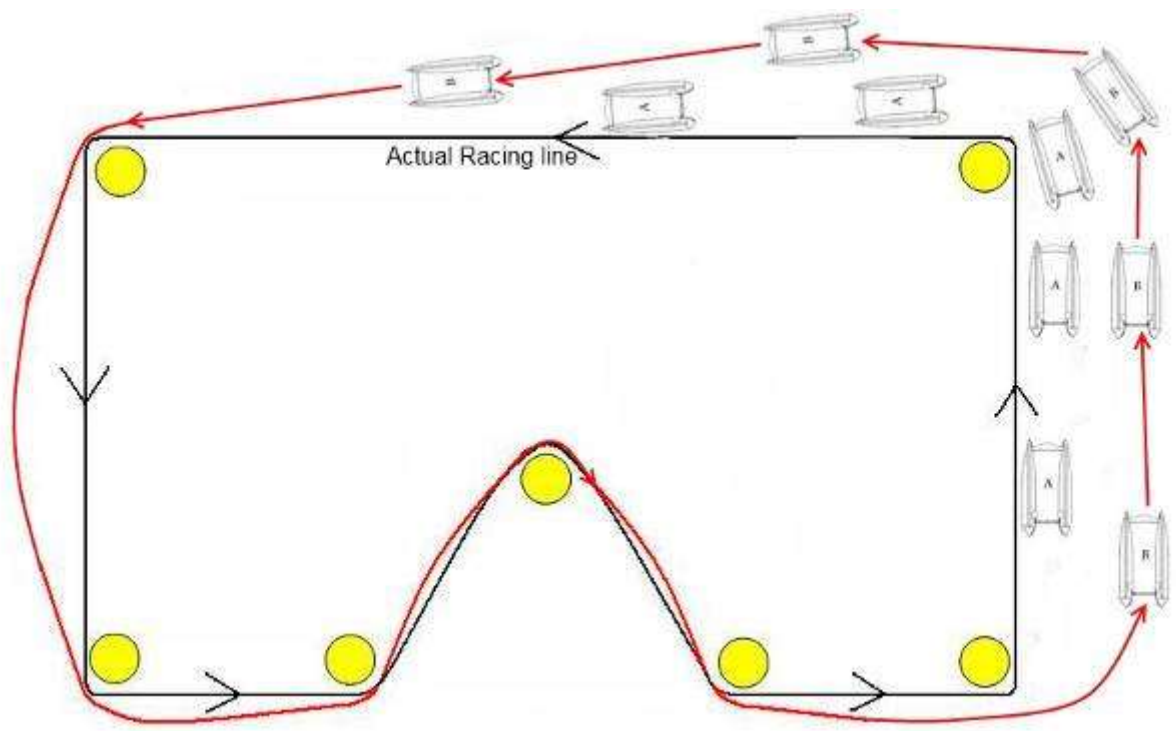
When trying to overtake a boat on the inside, the pilot must anticipate the possible direction of the boat he is trying to overtake and must take all necessary action to avoid a collision.

- I. When passing a turn buoy and an overlap has been established, both boats must maintain a safe distance from each other and from the turn buoy.
- II. Once an overlap has been established the overtaking boat must give the overtaken boat room to clear any course markers.

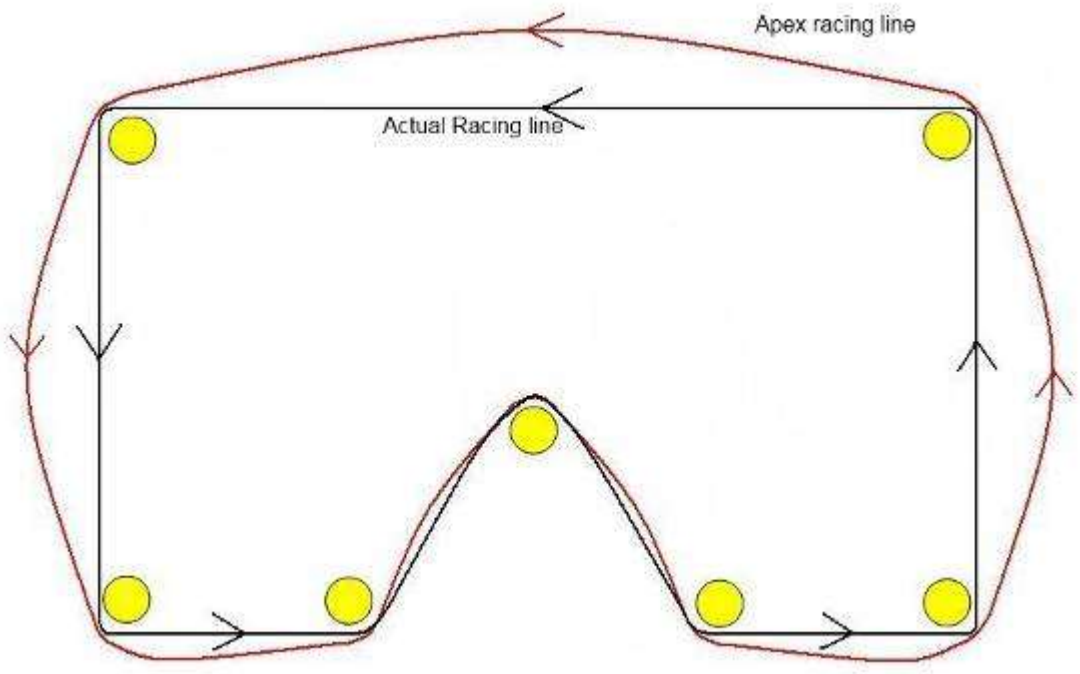
**DIAGRAM D: OOD Territory** – area in which a race boat can cross but loses its 'right of way' to other racers (must give way in this area).



**DIAGRAM E: Over Taking**



**DIAGRAM F: Racing Lines**



## **566 – M SHAPE / SURF DISCIPLINE**

### 566.1 - START M SHAPE (SURF)

The Race is 9 (nine) laps plus a start lap. The start will be explained at Drivers Briefing and will be as follows:

#### Option 1: BEACH WET START

Both pilot and co-pilot will be out of their boat, the kill switch may be plugged in. On the drop of the starter's green flag, the race will start. Both hands of the driver must be on the anti-hogging rope. Both feet of the driver and co-driver must remain on the ground at all times up to the green flag drop. The pilot must have both feet on the floorboard of his boat before he can start his engine. The co-pilot cannot start the engine at the start. Failure to abide by any of these rules will result in a 2 point penalty deducted and being moved to the lower end of the grid. Due to surf conditions, the start may be changed during the discipline after consultation between the O.O.D. and the race committee.

#### Option 2: BEACH LE MANS

At the discretion of the OOD Le Mans starts maybe used whilst racing from the beach. This will depend on weather conditions and will be notified at Driver's briefing. Le-Mans: Boats must be held in a line on the water by the Co-Pilot; the boats must be at least 2 metres apart. The Drivers should be lined up in such a way that they run an equal distance to their boats. Kill cords must be held at full arms length in the air by the Driver, the Driver cannot start the engine until the Co-Pilot is in the boat, the Co-Pilot cannot start the motor. Motors can be started in or out of gear. Any team jumping the start by starting his engine before the green flag is dropped or does not have both feet on the ground will be moved to the end of the grid and given a 2 point penalty. A boat handler is permitted to assist with the holding of the boat in difficult conditions at the OOD discretions, in the event of a boat not starting the boat must withdraw from the water before the lead boat of the starting boats complete a full lap. The team can be disqualified if the assistant is still in the water when the first of the leading boats rounds the start/finish buoy for the first time.

The OOD has the right to give dispensation due to safety/medical reasons to the Driver to allow the Co-Pilot to run instead, but the Pilot must hold the kill cord in the air and cannot put it in till both crew are in the boat.

#### Option 3: DEEP WATER STARTS

Muster area will be defined either in race instructions or explained at the Drivers Briefing; Two minutes before the start of the race the start boat will raise and continue to display a 'Yellow Flag', the boats must proceed to line up side by side. The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet; when the start boat has crossed the fleet for the second time it will turn to face the racing line, the yellow flag will go down and the green raised, the boats must keep 20m behind the start boat until the green flag drops

### 566.2 - START LINE

Any driver not on the start line when the green flag is raised may not start that heat or any re-start of that heat. Any driver that fails to start when the green flag is dropped may only enter the racecourse when it is safe to do so. This is only allowed if the leading boat has not completed one lap. One back-up crew per team is allowed to assist at the start provided he is positioned opposite the driver at the start. Only drivers that were on the start line and failed to start can take part in any re-start of that heat. Any driver/co-driver jumping the start either by starting his engine early or not observing the feet on the ground rule, will receive a two point penalty deducted and be moved to the lower end of the grid. A second offence will mean disqualification from that heat.

### 566.3 - RESTARTS (SEE ALSO WET DRIVER RULE 565.2)

Definitions: Re-start refers to re starting the race prior to the heat going live. Re-run is once the heat has gone live. Re-run of a heat/final will be done either with a pace boat (all boats must muster at the area of buoy 2 (second turn buoy) and a green flag will be used, all boats must keep their positions as per the previous lap and follow each other closely. Boats are not allowed to overtake or change positions until the green flag is dropped. The official will monitor grid positions prior to the re-run. Any driver changing positions during the run up to the starter or when under starter's orders will be given a 2 (two) point penalty or from the beach if the water is in good condition and a green flag will be used. All boats must keep their grid positions as per the previous lap. The official will monitor grid positions prior to the re-run. Any accumulative penalties will be carried over into any Re-starts / Re-runs. Laps will be reduced from 9 to 6 to 4 respectively.

## **567 - CIRCUIT DISCIPLINE**

### 567.1 - START: CIRCUIT.

The race is 9 (nine) laps plus a start lap (long lap), followed by a short lap which is the first of the 9 (nine) laps, you cannot use either of these laps as an equalising lap. The start, all drivers must keep their line to and through the first turn. Drivers must not change lanes in front or behind other drivers until they have passed and rounded the first buoy, or they will receive 2 (two) penalty points or disqualified from that heat at the OOD's discretion.

### 567.2 - FLAG OR JETTY START FROM PONTOON. CIRCUIT

Starts will utilise two flags system with both drivers and co-drivers in their boats.

Both flags are raised and on dropping the first flag, the engine can be started in neutral. As an alternative start procedure the organisers can use the: Dead-engine start (engine not on) as per rules 307.01, 307.02, 307.03, 307.04, but only if it is stated in the advance programme. On dropping the second flag, forward gear may be engaged and the race starts. All drivers must complete a "long lap" as the start lap, followed by a short lap as the first of the 9 laps. This does not count as one of the compulsory equaliser laps. If a boat jumps the start for the first time, a two point penalty deduction will be given and moves to the end of the pontoon. If the same

boat jumps the start again, they will be disqualified from that heat. If another different boat also jumps the start after a previous jumped start, that boat will then be moved to the end of the grid next to the first offender.

#### 567.3 - EQUALISER LAPS

Each driver must complete 2 laps of the equalizer circuit during each 9 lap heat. Failure to do 2 laps will result in disqualification from that heat. Equalizer laps must be completed after the first lap and before the start of the final lap. If the laps are reduced to 6 or 4 only 1 equalizing lap is required

#### 567.4 - RESTARTS

Return to the Start line and resume the original grid positions for a restart procedure unless

If more than 2/3 of the race has been completed (full laps rounded up) and all boats have completed their equalizer laps, by all the boats running, there will be no restart and the results will be taken in the order that the boats last passed the finishing buoy/line. The boat causing the stoppage doesn't score or go into any restart.

### **568- LONGHAUL DISCIPLINE**

#### 568.1 - TIMES

All Longhaul events will be run on timing.

#### 568.2 - LONGHAUL STARTS

Dependent on the discipline (Inland, Offshore or Ultra) the start procedure can be Surf (566), Circuit (567) or Deep water starts. This needs to be clarified by the OOD at Drivers Briefing.

#### DEEP WATER STARTS

Muster area will be defined in race instructions and explained at the drivers briefing, two minutes before the start of the race the start boat will raise and continue to display a 'Yellow Flag', the boats must proceed to line up side by side. The start boat will then proceed across in front of the fleet and then returns back across the front of the fleet; when the start boat has crossed the fleet for the second time it will turn to face the racing line, the yellow flag will go down and the green raised:

Optional starts:

a) Boats must form a line out from the official starter boat with each boat side by side and in line with the starter's boat. The starter should wait until the boats settles into a line formation before asking that all kill switches be raised in the air by the pilots prior to starting the race with the drop of the green flag.

b) If the sea-state is rough a 'Rolling – start will need to be used, the boats are to keep 20 m behind the start boat until the green flag drops. The start will be explained by the OOD at Drivers briefing.

### 568.3 - SAFETY EQUIPMENT

In a longhaul event the following safety equipment is the minimum requirement and must be carried at all times. All equipment should be clearly marked with the boat number. The advance race instructions must state what equipment is required dependent on the type of longhaul including the option to allow props and other maintenance equipment on the boat.

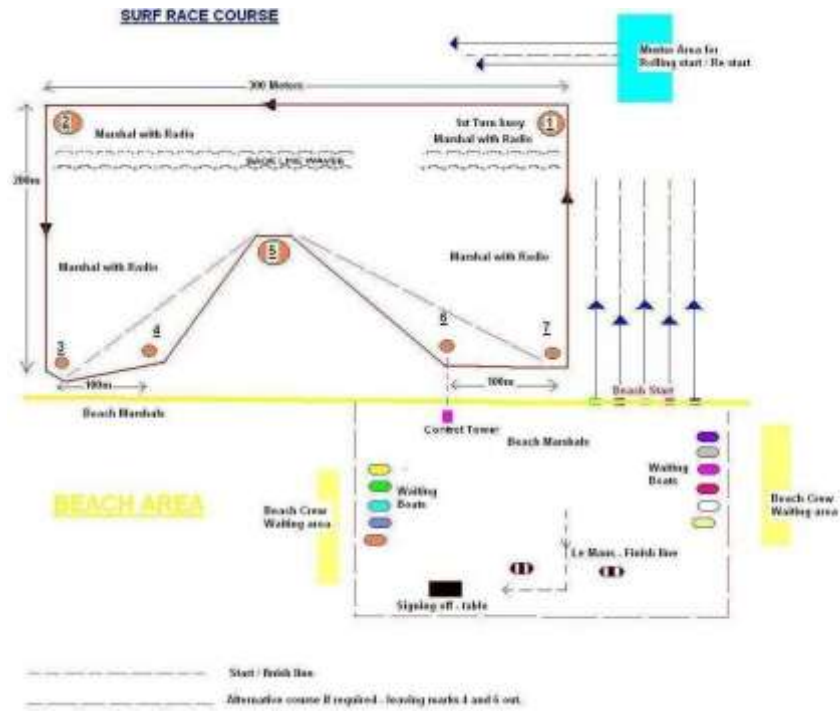
Circuit Longhails: Toolkit – flip kit with a minimum of: easy start spray, number 7 flexible socket, 3 x dry spark plugs, spark plug spanner, Phillips screw driver – all to be kept in a dry sealed container. First Aid kit, paddles x 2 (two) attached to the boat, orange flag min 0.6 x 0.4 m and means of hoisting to indicate retirement, VHF radio or mobile phone in waterproof case – fully charged, emergency water 2 x 1 lt and 2 x energy bars (glucose or similar).

Ultra Longhails: The organizers may require competitors to carry the above plus any of the following: Pencil flares x 6 (in date), 1 m x 3 m ID sheet for boats whose pontoons are not red, yellow or orange in colour, Anchor 1.5 kg with chain 2 m (min 4 mm thick), anchor rope x 30 m, a drogue anchor, space blankets x 2, emergency water x 2lt, 1000ft flares x 2.

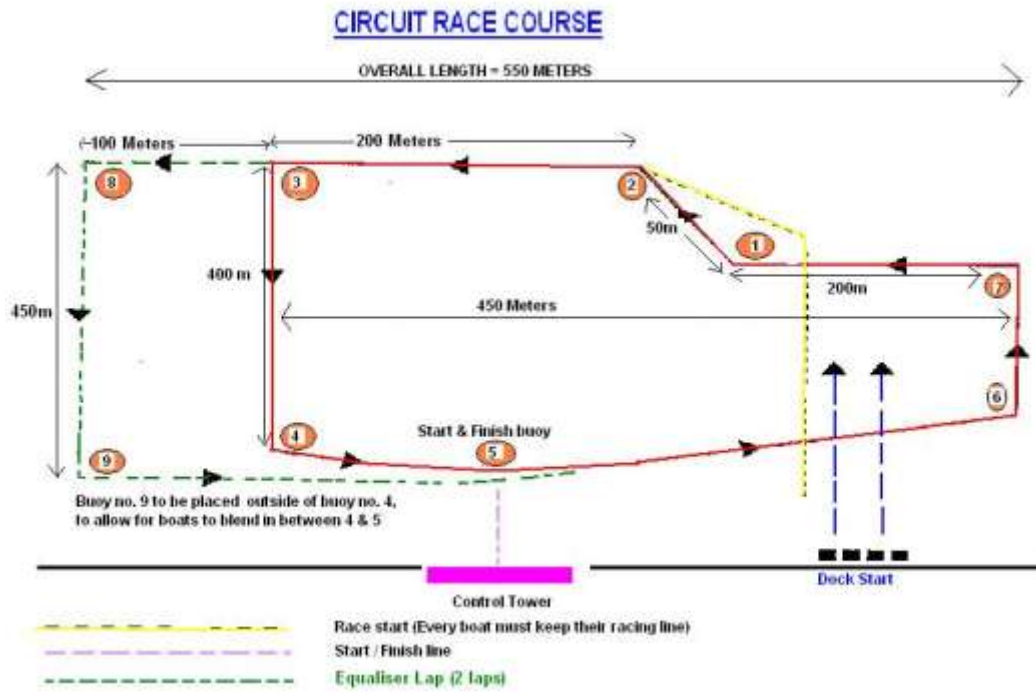
### 568.4 - BEACH STOPS

Not doing the required number of beach stops will result in disqualification. Boats are to beach as per the OOD instructions at Drivers Briefing. 'High-speed' drops are not allowed onto the beach; a 10 minute penalty will be given by the OOD if team is deemed dangerous. At all beach stops the motor must be shut-down and the boat must remain in the waterline, the co- driver must not leave the boat till the engine must be killed until such time that the co-pilot has returned. Not shutting-down the engine at beach stops will result in a 10 minute time penalty. The Co- Driver must leave and enter via the side of the boat only, entry or exit via the stern or bow of the boat will result in a 10 minute penalty. Back-up crews may assist at the discretion of the OOD. No interference by any competitor or his back-up crew with another competitor on a beach stop is allowed. Any obstruction of any kind will be penalised with a disqualification from the race.

**DIAGRAM G: Guide to Surf Course Layout**



**DIAGRAM H: Guide to Circuit Course Layout**







**RYA APPROVED OFFICIALS**

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Baker Glenn 8 Green Close, Ringmer, Lewes, BN8 5LG RYA Ref: 000025276	01273 813475 (h) 07801 969169 (m)	<a href="mailto:caburnjb@hotmail.com">caburnjb@hotmail.com</a>	M2M T/Cat		✓ Safety Officer T/Cat Only	✓ T/Cat Only			
Baker Jackie 8 Green Close, Ringmer, Lewes, BN8 5LG RYA Ref: 920088904	01273 813475 (h)	<a href="mailto:caburnjb@hotmail.com">caburnjb@hotmail.com</a>	M2M T/Cat	✓ T/Cat Only		✓ T/Cat Only			
Bird Samantha 1 Riverdale, Carlton Colville, Lowestoft, Suffolk, NR33 8WE RYA Ref:	01502 561715 (h)	<a href="mailto:samandscott@hotmail.co.uk">samandscott@hotmail.co.uk</a>	LPRC		✓				
Barnard John 251 Victoria Road, Oulton Broad, Lowestoft, Suffolk, NR33 9LP RYA Ref: 0119724	01502 582825 (h)		LOBMBC			✓			
Block Brian 8 Walberswick Way, Oulton Broad, Lowestoft, Suffolk, NR32 3EJ RYA Ref: 920010588	01502 515903 (h) 07754 477228 (m)	<a href="mailto:brian.block@hotmail.co.uk">brian.block@hotmail.co.uk</a>	LOBMBC			✓			
Blowers Derek, 25 Kings Garth, Stamford Bridge, York, YO4 1BH RYA Ref: B788481	01759 373192 (h) 01759 373192 (f)	<a href="mailto:Derek520@btinternet.com">Derek520@btinternet.com</a>	EHRC			✓			
Bryant Malcolm		Contact through Club	LOBMBC		✓				

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Buck Melvyn, 30 Kevington Drive, Oulton Broad, Lowestoft, NR32 3JL RYA Ref: 0132060	07883 025615 (m)		LOBMBC		✓				
Bullard Richard, 26 Dell Road East, Lowestoft, Suffolk, NR33 9LB RYA Ref: 0130842	01502 582178 (h)		LOBMBC				✓		
Chambers Adam		Contact through club	LOMBRC		✓				
Clark Roy, 65 Woodbury Road, Walderslade Woods, Chatham, Kent. ME5 9HT. RYA Ref: 86416	01634-862727 (h)	<a href="mailto:royclark3@btinternet.com">royclark3@btinternet.com</a>	EHRC			✓			
Crane Peter, 53 Park Lane, New Duston, Northampton NN5 6QA RYA Ref: 0094245	01604 757873 (h) 07870 801387 (m)	<a href="mailto:Crane-pl@sky.com">Crane-pl@sky.com</a>	SWSC		✓				
Curtis Malcolm, 17 Thornham Close, Pakefield, Lowestoft, Suffolk, NR33 7HJ RYA Ref: 009001329	07800 698791 (m)	<a href="mailto:malcolm.curtis@aviva.co.uk">malcolm.curtis@aviva.co.uk</a>	LOBMBC	✓	✓			✓	
Dawes Ray (Dr) RYA Ref: 000139192	08454 226679 (w) RYA Med. Panel	<a href="mailto:ray@ospreyrescue.com">ray@ospreyrescue.com</a>	OSPREY						Dr

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Day Robin 26 The Street, Carlton Colville, Lowestoft NR33 8JW RYA Ref: 920169575	01502 569295 (h) 07786 911104 (m)		LOBMBC		✓				
Dillon Denis Irish Sailing Association, 3 Park Road, Dun Laoghaire, Co Dublin, Ireland RYA Ref: 920268076	00 353 (0) 87 6690560 (w)	<a href="mailto:denis.dillon@sailing.ie">denis.dillon@sailing.ie</a>	ISA						
Edwards Nigel, 59 The Links, Kempston, Bedford, MK42 7LT RYA Ref: 009016567	01234 841217 (h) 07980 236828 (m)	<a href="mailto:nigeland sue@stassell92.orangehome.co.uk">nigeland sue@stassell92.orangehome.co.uk</a>	SWSC			✓			
Elliott Dave, 3 Fernley Villas, Mayfield Grange, Cramlington, Northumberland, NE23 2AG RYA Ref. 920089503	01620 716105 (h) 07790 245347 (m)		SWSC			✓			
Evans Doug, 181 Dunkinfield Road, Hyde, Cheshire, SK14 4QD RYA Ref: 920063622			LPRC				✓		
Fell Andy Foxes, 53 North Lane, Buriton, Petersfield, GU31 5RS RYA Ref: 920063325	07825 686861 (m)	<a href="mailto:andy.fell@btinternet.com">andy.fell@btinternet.com</a>	M2M		✓ T/Cat Only				

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Gadsden Ian, Lady of the Lake, 124 Bridge Road, Lowestoft, Suffolk RYA Ref: 009015937	01502 574740 (h)		LOBMBC		✓				
Goodfellow Andy RYA Ref:		Contact through club	SWSC			✓			
Goodman Geoff, 26 Ribchester Way, Tarbock, Prescott, Merseyside, L35 1RW RYA Ref: 009072335	0151 489 1522 (h)		LPRC	✓ Club Only	✓	✓			
Goodman Malcolm, 26 Ribchester Way, Tarbock, Prescott, Merseyside, L35 1RW RYA Ref: 920015049	0151 489 1522 (h)		LPRC		✓	✓			
Groves Ronnie, 5 Rayners Crescent Middlesex, UB5 6PB RYA Ref: 009018478	07778 997383 (m)		SWSC/ EHRC			✓ E & 508			
Hampson Sally, Walthew House, 8 Walthew Green, Roby Mill, Skelmersdale, WN8 0QT RYA Ref: 0131154	01695 633226 (h) 07919 381822 (m)	<a href="mailto:sahampson@aol.com">sahampson@aol.com</a>	WMBRC	✓ Club only	✓		✓		
Henderson Doug (Dr) 13 Corton Road, Lowestoft, Suffolk, RYA Ref: 920169579			LOBMBC						Dr RYA Panel

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Hill Phil, The Stables, Plains Road, Wetheral, Carlisle, Cumbria, CA4 8LA RYA Ref: 920042710	01228 562483 (h) 01228 562483 (f) 07884 363396 (m)	<a href="mailto:philiphill4@hotmail.com">philiphill4@hotmail.com</a>	BPRC	✓ Club Only	✓	✓	✓		
Hogg Phil 11 Laurel Drive, Bradwell, Gt Yarmouth, Norfolk RYA Ref: 920169584	01493 669317 (w)		LOBMBC		✓				
Howes Ron, 17 Hillcrest, Chedgrave, Norwich, Norfolk, NR14 6HX RYA Ref: 000025054	01508 520213 (h) 07765 878317 (m)		LOBMBC			✓			
Hudson Gill The Anchorage, 5 Pulford Road, Bebington, Wirral, CH63 2HN RYA Ref: 000134309	0151 645 2140 (h) 07934 474012 (m)	<a href="mailto:ghudson@nhs.net">ghudson@nhs.net</a>	M2M			✓ T/Cat Only	✓ T/Cat Only		
Hudson Les The Anchorage 5 Pulford Road, Bebington, Wirral, CH63 2HN (RYA Ref. 000095458)	0151 645 2140 (h) 0151 649 5747 (w) 0151 649 2826(wf) 07803 868428 (m)	<a href="mailto:les.hudson@btinternet.com">les.hudson@btinternet.com</a>	M2M	✓ T/Cat Only	✓ Safety Officer T/Cat Only		✓	✓	Offshore Comm.
Hughes Malcolm, 29 Wadson Way, Croft, Warrington, Cheshire, WA3 7JP RYA Ref: 009022693	01925 765021 (h)	<a href="mailto:m@lc39.co.uk">m@lc39.co.uk</a>	LPRC	✓ Club Only	✓	✓			Technical Official Engine Inspector

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Hurst Robin, 56 Tassell Road, Bury St Edmunds, Suffolk, IP32 7LN RYA Ref: 920151050	07736 873041 (m)	<a href="mailto:robin.hurst@talktalk.net">robin.hurst@talktalk.net</a>	RYA Official						Cheshire Water Festival
Jelf Colin Partridge Mount Farm, Water Lane, Ulcombe, Maidstone, Kent ME17 1LL RYA Ref: 920013746	01622 851898 (h) 07958 133880 (m)	<a href="mailto:colinjelf@live.co.uk">colinjelf@live.co.uk</a>	SWSC			✓			Technical Official Engine Inspector
Jelf Jennifer Partridge Mount Farm, Water Lane, Ulcombe, Maidstone, Kent ME17 1LL RYA Ref: 920284588	01622 851898 (h) 07958 133880 (m)	<a href="mailto:jenijelf@aol.com">jenijelf@aol.com</a>	SWSC	✓	✓			✓	CRC Chair
Jones Julie Thundercat Racing HQ, Microlink House, Brickfield Lane, Chandlers Ford, Hants SO53 4DP RYA Ref: 920246349	07501 722941 (m)		M2M				✓		Lap Counter T/Cat Only
Jones Mick		Contact through club	LPRC		✓				
Keay Susan, The Barns, Great North Road, Great Ponton, Grantham, Lincs NG33 5AQ RYA Ref: 000085822	07798 702897 (m)	<a href="mailto:susan.keay@btinternet.com">susan.keay@btinternet.com</a>	SWSC	✓	✓	✓ Offshore E & 508		✓	UIM Comm CRC
Kew Malcolm, 2 Montgomery Close, Coventry, CV3 4FS RYA Ref: 920019231	02476 306874 (h)		MPRC		✓				

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Lawton Pam Thundercat Racing HQ, Microlink House, Brickfield Lane, Chandlers Ford, Hants SO53 4DP	07801 938999 (m)		M2M						
Lewis Martin RYA Ref: 920014586		Contact through club	WMBRC		✓				
Loveys Barry 1 Prospect Place, Lowestoft, NR33 7DA RYA Ref: 920285429	07762 492516 (m)	<a href="mailto:barry@loveys99.freeseve.co.uk">barry@loveys99.freeseve.co.uk</a>	LOBMBC			✓			
Marshall Alan, 43 Meadow Drive, Prestbury, SK10 4EY RYA Ref: 920062425	0161 477 6645 (w) 07900 430650 (m)	<a href="mailto:alan@paragonprinting.co.uk">alan@paragonprinting.co.uk</a>	WMBRC		✓				CRC
Mooney Tim, 27 New Street, Pemberton, Wigan, Lancs WN5 8BY	01942 731002 (h) 07825 373924 (m)	<a href="mailto:timmoon79@hotmail.com">timmoon79@hotmail.com</a>	LPRC	✓	✓				
Morse Adrian, 60 Moxon Way, Ashton in Makerfield, Wigan WN4 8SW RYA Ref: 920091148	01942 206913 (h)	<a href="mailto:morses@blueyonder.co.uk">morses@blueyonder.co.uk</a>	LPRC			✓			
Morse Geoff, 2 Gerddi Mair, St Clears, Carmarthenshire, SA33 4ET RYA Ref: 000118941	01994 230388 (h)	<a href="mailto:geoff.morse@virgin.net">geoff.morse@virgin.net</a>	LPRC	✓ Club Only	✓	✓		✓	
Morse Ruth, 60 Moxon Way, Ashton in Makerfield, Wigan WN4 8SW RYA Ref: 920091149	01942 206913 (h) 07768 555246 (m)	<a href="mailto:morses@blueyonder.co.uk">morses@blueyonder.co.uk</a>	LPRC	✓	✓		✓	✓	



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Munro Kelly		Contact through club	LOBMBC		✓				
Newman Michael, 2 Thornbury, Dunstable, Beds, LU5 4NN RYA Ref: 0120927	01582 606620 (h)		SWSC			✓			
Newton Andy	Osprey	Contact through club	LPRC		✓				
Noone Jim, c/o Endon House 127 Barugh Lane Barugh Green Barnsley S75 1LJ RYA Ref: 009007035	0113 245 6303 (w) 07775 838025 (m)	<a href="mailto:jim.noone@ukanalytical.com">jim.noone@ukanalytical.com</a>	WMBRC	✓ Duties Under Super- vision at Record Week	✓	✓			Technical Official Engine Inspector PRC Chair
Ogden Carl RYA Ref: 000136622		Contact through Osprey	OSPREY		✓ Osprey				
Owen Bill, 2 Hazlehurst Grove, Ashton in Makerfield, Wigan, WN4 8RH RYA Ref: 920005398	01942 203277 (h) 07836 737342 (m)	<a href="mailto:mrbill271@blueyonder.co.uk">mrbill271@blueyonder.co.uk</a>	LPRC	✓ Club Only	✓	✓			CRC Del
Pacey Mike Lowestoft Haven & Marina, School Road, Lowestoft, Norfolk RYA Ref: 920015836	07523 212929 (m)	<a href="mailto:Mike@maritimesupport.co.uk">Mike@maritimesupport.co.uk</a>	LOBMBC			✓			
Pascoe Fiona, Thundercat Racing HQ, Microlink House, Brickfield Lane, Chandlers Ford, Hants SO53 4DP RYA Ref: 920051439	07795 618701 (m)	<a href="mailto:fiona@m2mracing.com">fiona@m2mracing.com</a>	M2M T/cat	✓ T/Cat Only	✓ T/Cat Only				CRC Del

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Pascoe Sophie Thundercat Racing HQ, Microlink House, Brickfield Lane, Chandlers Ford, Hants SO53 4DP RYA Ref: 009010217	07880 794014 (m)	<a href="mailto:sophie@m2mracing.com">sophie@m2mracing.com</a>	M2M T/cat				✓ T/Cat Only		Lap Counter
Powell Jenny 39 Derrys Hollow, Forest Edge, Ellistown, Leics, LE67 1FT RYA Ref:	07976 979515 (m)	<a href="mailto:m.powell6@ntlworld.com">m.powell6@ntlworld.com</a>	SWSC						Race Sec.
Powell Martin 39 Derrys Hollow, Forest Edge, Ellistown, Leics, LE67 1FT RYA Ref: 920246374	07980 864302 (m)	<a href="mailto:m.powell6@ntlworld.com">m.powell6@ntlworld.com</a>	SWSC	✓	✓				
Reynolds Bob, 43 Lilac Grove, Rising Brook, Stafford, ST17 9ED RYA Ref: 920008060	01785 220708 (h) 07929 176397 (m)	Contact for Immersion Testing bookings	Osprey		✓ Osprey				Osprey Contact
Ridd Jon Thundercat Racing HQ, Microlink House, Brickfield Lane, Chandlers Ford, Hants SO53 4DP RYA Ref: 920097807	07795 618705 (m)		M2M T/Cat			✓ T/Cat Only			
Rix Peter, 77 Caldecott Road, Oulton Broad, Lowestoft, Suffolk, NR32 3PH RYA Ref: 000098068	01502 582074 (h) 07970 528590 (m)	<a href="mailto:rixyracing59@hotmail.com">rixyracing59@hotmail.com</a>	LOBMBC			✓			

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Sawyer George, 12 Welbeck Drive, Langdon Hills, Basildon, Essex, SS16 6BU RYA Ref: 000098184	01268 542227 (h)	<a href="mailto:georgeandnina@talktalk.net">georgeandnina@talktalk.net</a>	EHRC	✓ Club Only	✓	✓ Offshore E & 508		✓	Engine Inspector Technical Official
Sawyer Nina, 12 Welbeck Drive, Langdon Hills, Basildon, Essex, SS16 6BU RYA Ref: 920013254	01268 542227 (h) 07876 338832 (m)	<a href="mailto:georgeandnina@talktalk.net">georgeandnina@talktalk.net</a>	EHRC			✓ Offshore E			Race Sec.
Shrimpton Scott 1 Riverdale, Carlton Colville, Lowestoft, Suffolk, NR33 8WE RYA Ref:	01502 561715 (h)	<a href="mailto:samandscottt@hotmail.co.uk">samandscottt@hotmail.co.uk</a>	LPRC		✓				Chair-man of SWG
Solomon Richard, 6 Lumley Road, Kendal, Cumbria, LA9 5HT RYA Ref: 000S27710	01539 721772 (h) 07811 323076 (m)	<a href="mailto:rmsolomon@btconnect.com">rmsolomon@btconnect.com</a>	WMBRC	✓ Club Only/R ecords week.	✓		✓		Safety Auditor
Stacey Phil, Pudneys Farm, Rayne, Braintree, Essex, CM77 6DN RYA Ref: 000051898	01371 850326 (w) 01371 851330 (f) 07860 370877 (m)	<a href="mailto:Philip.Stacey@btinternet.com">Philip.Stacey@btinternet.com</a>	EHRC					✓	PBRC Chair/ UIM Rep/ Comm
Stanton John		<b>Contact through club</b>	LPRC		✓				
Stanton Mike, Church View Farm, Mutford Wood Lane, Carlton Colville, Lowestoft, NR33 8HD RYA Ref: 000090405	01502 516262 (h) 01502 565946 (w)		LOBMBC	✓ Club Only	✓	✓			

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Staveley John, Woodforde Villa, Honingham Road, Weston Longville, Norwich, NR9 5JU RYA Ref: 009108950	01603 881112 (h)	<a href="mailto:johnstaveley@ic24.net">johnstaveley@ic24.net</a>	LOBMBC	✓	✓			✓	CRC Del.
Stevens John, 37 Sunnyside Road, Clevedon, North Somerset, BS21 7TL RYA Ref: 920126905	01275 873669 (h) 07768 741799 (m)	<a href="mailto:fltiming@talktalk.net">fltiming@talktalk.net</a>	SWSC/ EHRC				✓		
Stopforth Nigel The Old Forge, 12 Beccles Road, Oulton Broad, Suffolk, NR33 8QX RYA Ref: 920055306	01502 501476 (h) 07802 940641 (m)	<a href="mailto:nigel.stopforth@inviron.co.uk">nigel.stopforth@inviron.co.uk</a>	LOBMBC			✓			
Tassell John, 92 Forest Hill, Maidstone, ME15 6TH RYA Ref: 009011263	07930 268151 (m)	<a href="mailto:johntass@talktalk.net">johntass@talktalk.net</a>	SWSC	✓	✓	✓		✓	
Tassell Sue, 59 The Links, Kempston, Beds, MK42 7LT RYA Ref: 920137143	01234 841217 (h) 07970 406163 (m)	<a href="mailto:nigellandsue@stassell92.orangehome.co.uk">nigellandsue@stassell92.orangehome.co.uk</a>	SWSC						Club Sec
Turner Barry, 50 Coney Hill, Beccles, Suffolk, NR34 7AY RYA Ref: 000108274	01502 715350 (h) 01502 712370 (w) 01502 711689 (f)	<a href="mailto:b_turner_00@yahoo.co.uk">b_turner_00@yahoo.co.uk</a>	LOBMBC	✓	✓	✓			Tech. ChairMan CRC Co-opt.
Turner Kevin 59 Oulton Street, Oulton, Lowestoft, Suffolk, NR32 3BA RYA Ref: 920014790	01502 565016 (h) 07787 796498 (m)		LOBMBC						Engine Inspector  Technical Official

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Turner Wayne 50 Coney Hill Beccles, Suffolk, NR32 7AY RYA Ref: 920096847	01502 715350 (h) 01502 712370 (w) 01502 711689 (f)	<a href="mailto:b_turner_00@yahoo.co.uk">b_turner_00@yahoo.co.uk</a>	LOBMBC			✓			technical official Engine Inspector
Twigg Mike, 41 Breeze Hill, Benllech, Tyn-y-Gongl, Gwynedd, LL74 8XA RYA Ref: 000076168	01248 853327 (h) 07967 252421 (m)	<a href="mailto:mike.twigg@tameside.gov.uk">mike.twigg@tameside.gov.uk</a>	WMBRC				✓	✓	PRC Rep.
Walsh Ted, Broad Leys, Ghyll Head, Windermere, Cumbria, LA23 3LJ RYA Ref: 920000450	07766 913801 (m)	<a href="mailto:racechair@wmbrc.co.uk">racechair@wmbrc.co.uk</a>	WMBRC				✓		
Ward Jason	MPRC		MPRC			✓			
Ward Mike, 19 Orchard Close, Blundeston, Lowestoft, Suffolk, NR32 5AF RYA Ref: 920151051	01502 731195 (h)	<a href="mailto:mike@yamato.ndo.co.uk">mike@yamato.ndo.co.uk</a>	LOBMBC						PRC Records Keeper
Watts Cliff, 51 Mount Pleasant Road, Clapham, Bedford MK41 6BU RYA Ref: 000085867	01234 268162 (h)		SWSC				✓		
Whalley Alison, 9 Brookhouse Gdns, Parkin Lane, Apperley Bridge Bradford, W Yorks BD10 0NH RYA Ref: 009008133	07850 807039 (m)	<a href="mailto:gensec@wmbrc.co.uk">gensec@wmbrc.co.uk</a>	WMBRC	✓ Club Only	✓		✓		Record Sec.

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm' r	Other
Whittle Keith 4 Links View Road, Hampton Hill, Hampton, Middlesex TW12 1LA (RYA Ref: 920004491)	0208 9774491 (h) 02392 637222 (w) 07768 311580 (m)	<a href="mailto:kwhittle111@yahoo.co.uk">kwhittle111@yahoo.co.uk</a>	SWSC			✓ Approved Offshore E			
Williams Ken		Contact through club	LPRC		✓				
Williams Stuart, 101 Fairfield Road, Stockton Heath, Warrington, Cheshire, WA4 2BU RYA Ref: 009002943	01925 266240 (h)		LPRC			✓	✓		
Wilson Ian (Dr) RYA Medical Panel		Contact through RYA office	Osprey						Osprey Dr.
Wood Robert 196 Mottram Road, Stalybridge, Cheshire SK15 2RT RYA Ref: 920021297	0161 330 1989 (w) 0161 303 2189 (h) 0161 343 1905 (f)	<a href="mailto:robert.wood@jdwengineering.co.uk">robert.wood@jdwengineering.co.uk</a>	WMBRC	Club Racing OOD		✓			
Woodford Ches		<a href="mailto:ches@ospreyrescue.com">ches@ospreyrescue.com</a> <a href="mailto:ches@c-j-w.com">ches@c-j-w.com</a>			✓ Osprey				
Wright Ian 240 Hamilton Lane, Scraptoft, Leicester, LE7 9SD RYA Ref: 920011605	0116 2419116 (h)	<a href="mailto:ianf.wright@btopenworld.com">ianf.wright@btopenworld.com</a>	MPRC	✓	✓				

**ISA – IRISH POWERBOAT RACING OFFICIALS**

Name & Address	Tel. Numbers	Email:	Club/ Org	OOD	Rescue Officer	Scrutineer/ Measurer	Timek'r	Comm'r	Other
Brunty Ken		Contact through ISA	ISA		✓ Safety	✓ Asst Scrut			
Devoy Kelly Ann		Contact through ISA	ISA						DEMO Secretary
Dillon Denis ISA Motorboat Development Officer, ISA, 3 Park Road Dun Laoghaire, Co Dublin, Ireland RYA Ref:	00 353 (0) 87 6690560 (m)	denis.dillon@sailing.ie	ISA						Main Contact
Harnedy Teresa		Contact through ISA	ISA				✓		
KBSR Safety Team		Contact through ISA	ISA		✓				
Kelly Allan		Contact through ISA	ISA			✓ Scrutineer			
McCarthy Pat		Contact through ISA	ISA	✓ Training					
McManus Paddy		Contact through ISA	ISA	✓					
McMullen Dave		Contact through ISA	ISA						Launch Asst
O'Driscoll Pat		Contact through ISA	ISA						Pit Marshal
O'Reighly David		Contact through ISA	ISA						Pontoon Marshal