



**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)**

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**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.

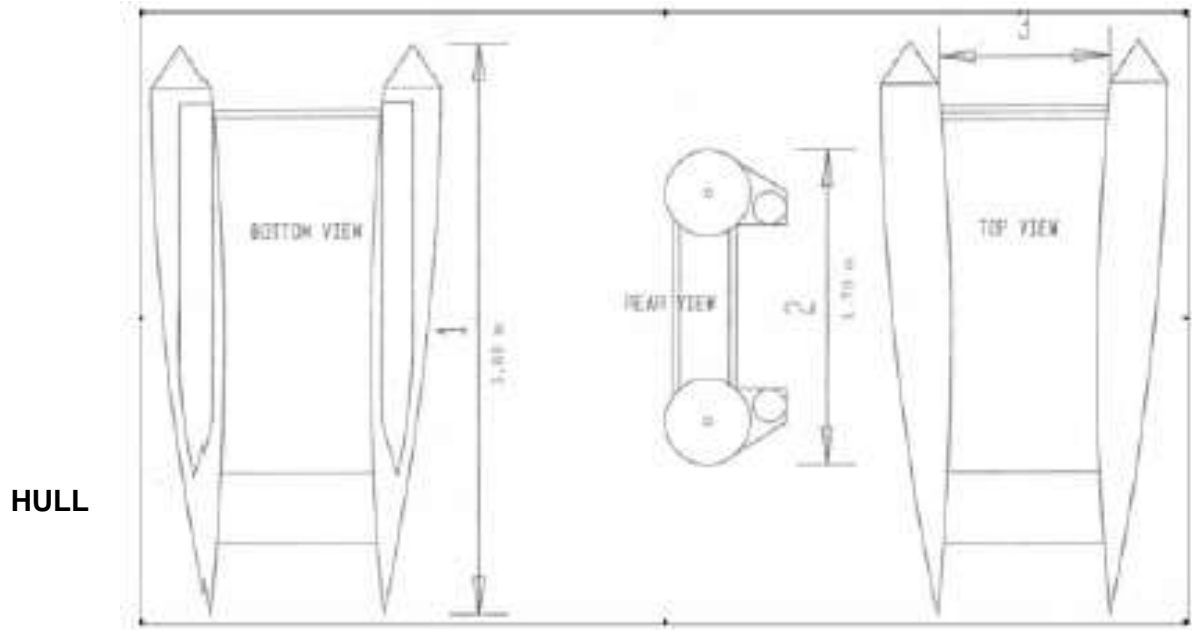
### **561.02 - HULL DESIGN**

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:

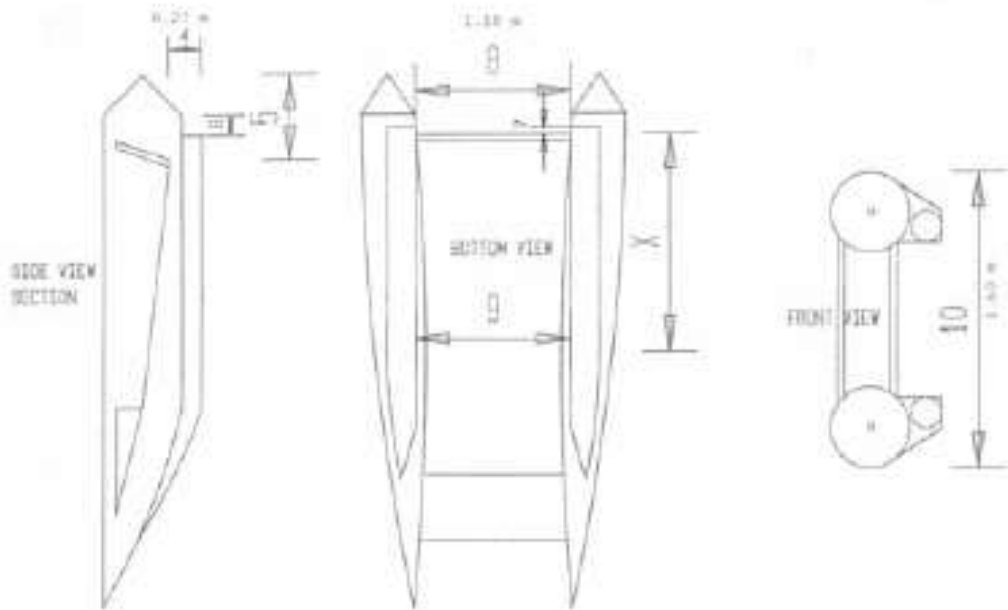
**SKETCHES:**

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

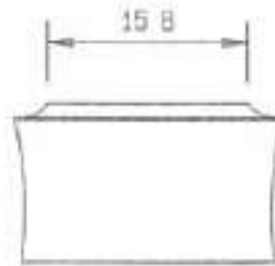
**HULL DIAGRAM A:**



**DIAGRAM B:**

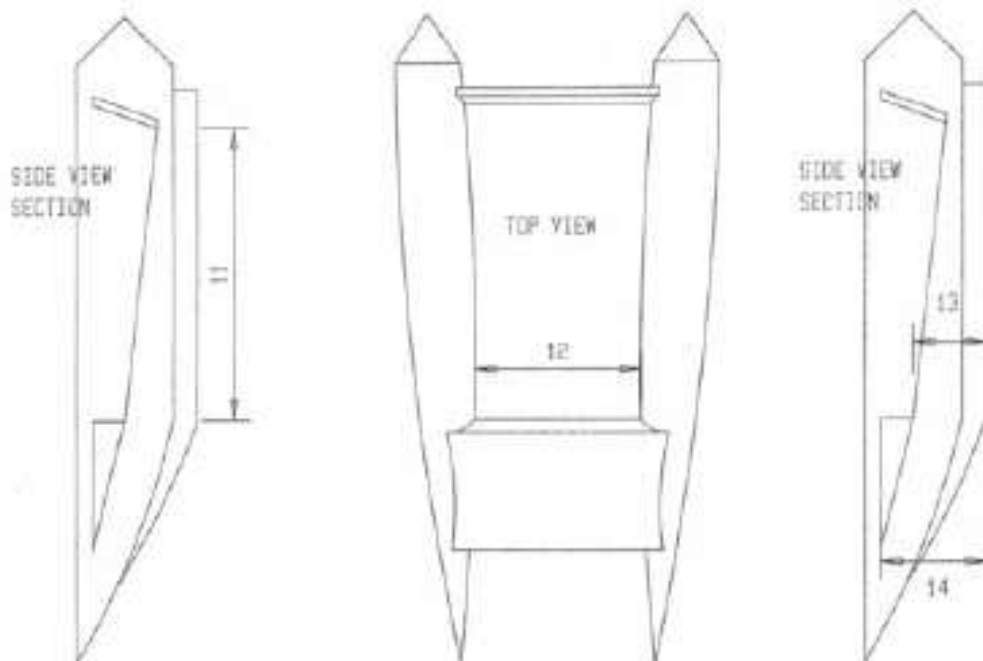
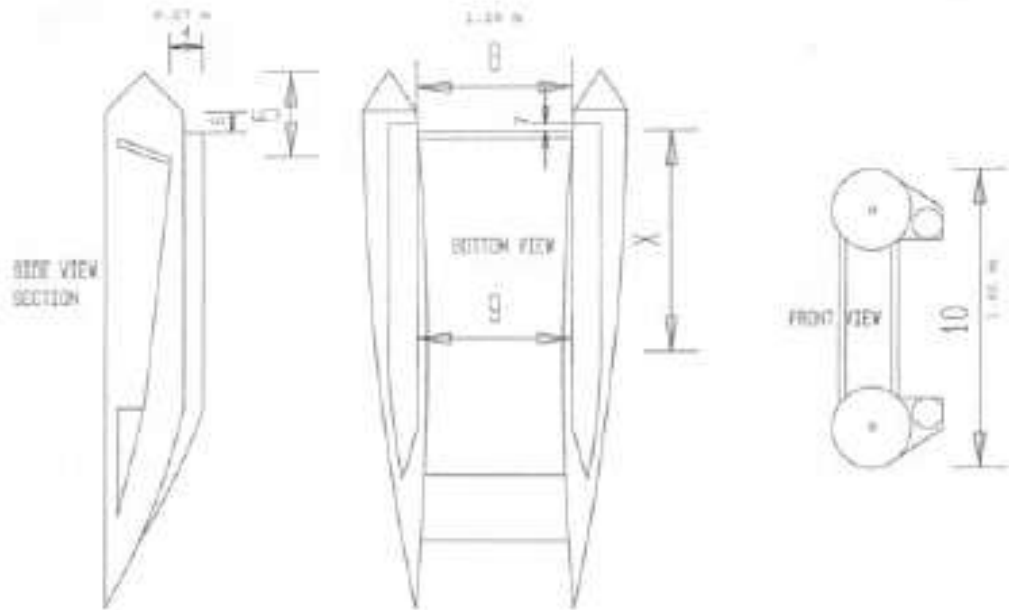


15 C



**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	<b>KILL SWITCHES:</b>  The manual starter must ensure a quick and easy start with no external aids. The engine must be fitted with a "kill switch", operated with a lanyard no longer than 1.3 meters. The lanyard must be strong and very firmly fixed to the driver. A second "kill switch" lanyard must be firmly attached to the co-driver <i>at all times</i> . Lanyard failure / kill switch failure Will result in	YES	YES	YES

	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	As per Stock rule	As per Stock rule

		pins are similar.		
.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 reduce the diameter of the crankshaft	As per Stock rule	No restrictions on welding
.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	As per Stock rule	Are free

		whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification.		
.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 leaver	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 the competitor will be disqualified.	Can be removed	Can be removed
.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,	As per Stock rule	Measurements not quoted in the homologation sheet may be altered

		but stock part		
.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	As per Stock class	As per Stock class

		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.		
.3	Conrods	It is allowed to reduce the overall weight of the Conrods by removing the flashing on the shank of all three rods to attain the weight specified provided for in the homologation specifications	As per Stock class	As per Stock Class
.4	Electrical components	It is forbidden to remove any excess wiring; heat sensors modify coils, to rewire coils or other components, to tamper with CDI units or to add any electrical components (starter etc.) or any other part that is not standard original part.	It is allowed to remove any excess wiring i.e. heat sensors, rev limiters, low oil sensors etc. It is forbidden to modify coils, to rewire coils or other components, to tamper with CDI units or to add any electrical components (starter etc.) or any other part that is not standard original part.	As per Pro Stock
.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	As per Stock Class	No restrictions

		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.		
.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	Costs may not be claimed in the case of a mandatory inspection by race authority. The maximum costs that may be claimed, by a driver from a protestor, should the equipment found to be legal, are as follows:  LABOUR: Time may only be claimed to a maximum of six hours at a rate to be determined	As per Stock Class	As per stock Class

		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.		
.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 then no re-run is required. If the second re-start/run race is stopped before 2/3 has</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>

		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 <i>destroys/damages/destroys</i> 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 <i>destroys/damages</i> 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-run and maybe disqualified from the whole event if seen by the OOD as reckless and dangerous driving.	As per Surf.	As per Surf.

.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	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,



		<p>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.</p>		<p>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.</p>
.14	Minimum & Maximum of boats	<p>There will be minimum 3 and maximum 12 boats to make a race.</p> <p>In the event of the entry exceeding 12 boats, then eliminating heats will be run as follows:</p> <p>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.</p>	As per Surf.	<p>There is no maximum; but the evaluation for safety must be in the event risk assessment.</p>
.15	Awarding Final points	<p>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 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.</p>	As per Surf.	<p>The same points are awarded for the overall finishing positions.</p>

.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 acknowledgement	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-start is for the full amount of laps with no re-fuelling or changing set-ups.	As per Surf.	The race will be live (Start) when the Green flag drops.
.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	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

		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.		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 laps. If a restart / re-run is required of 6 or 4 laps only 1 equalizer lap is required.	As per Surf.	Not applicable
.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 POSTIONS FOR INTERNATIONAL EVENTS**

The first heat of any UIM championship has to be authorised by the organisers. At all UIM titled events the following will apply. 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

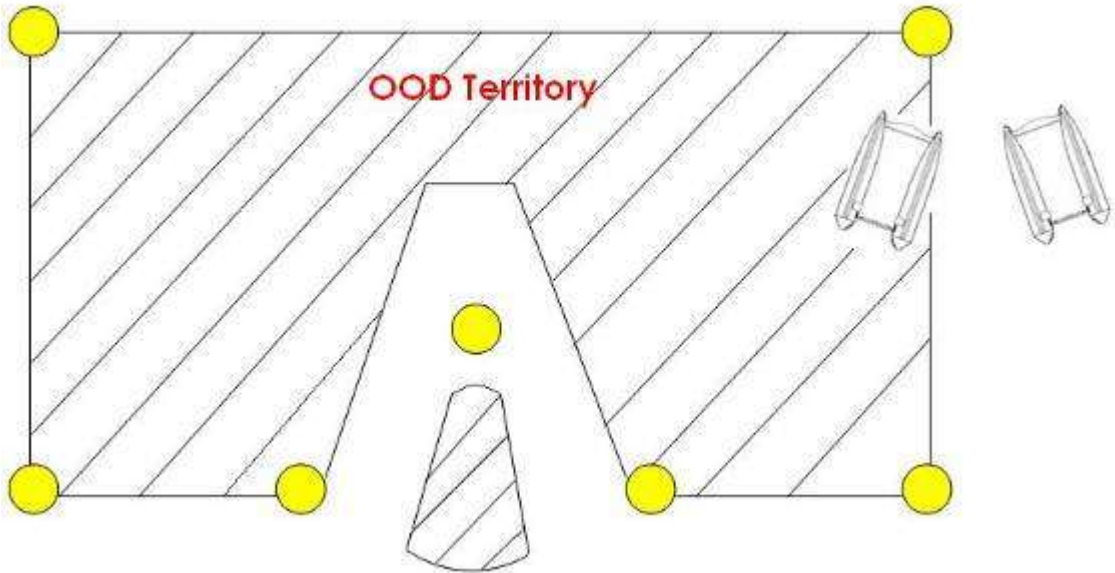
An overtaking boat shall keep clear of the boat that is being overtaken.

#### 565.34 – PASSING MARKS

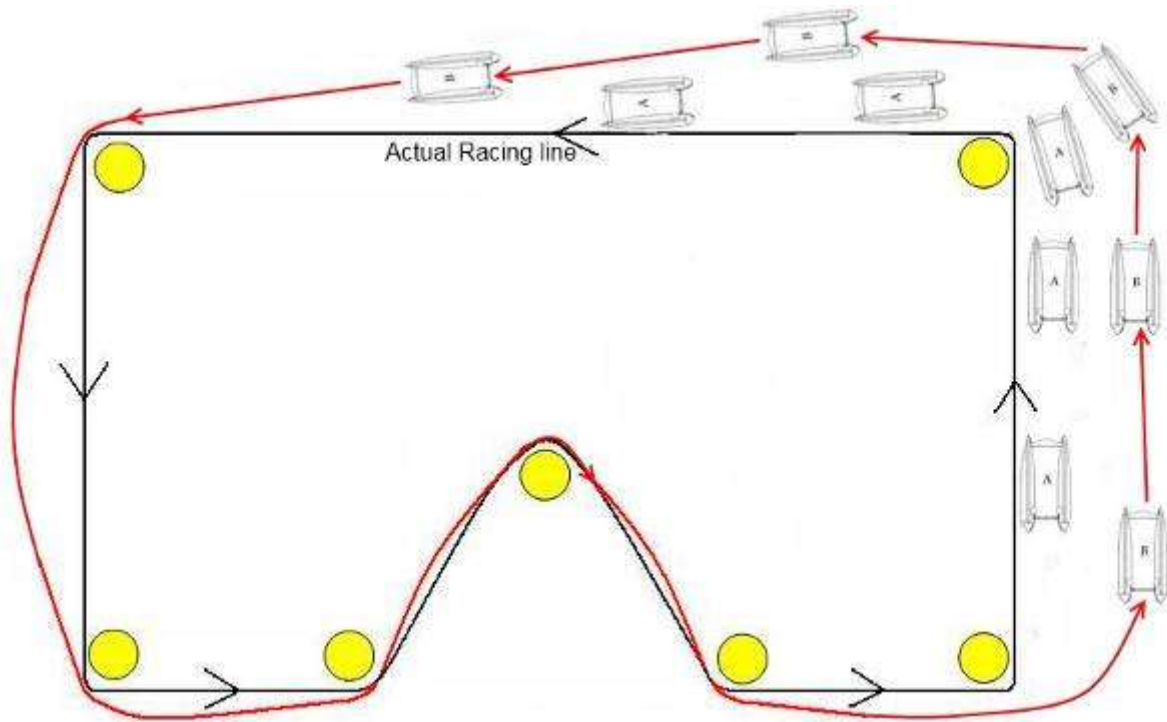
When trying to overtake a boat on the inside, the pilot must anticipate the possible direction of the boat he is trying to overtake and must take all necessary action to avoid a collision.

- 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.

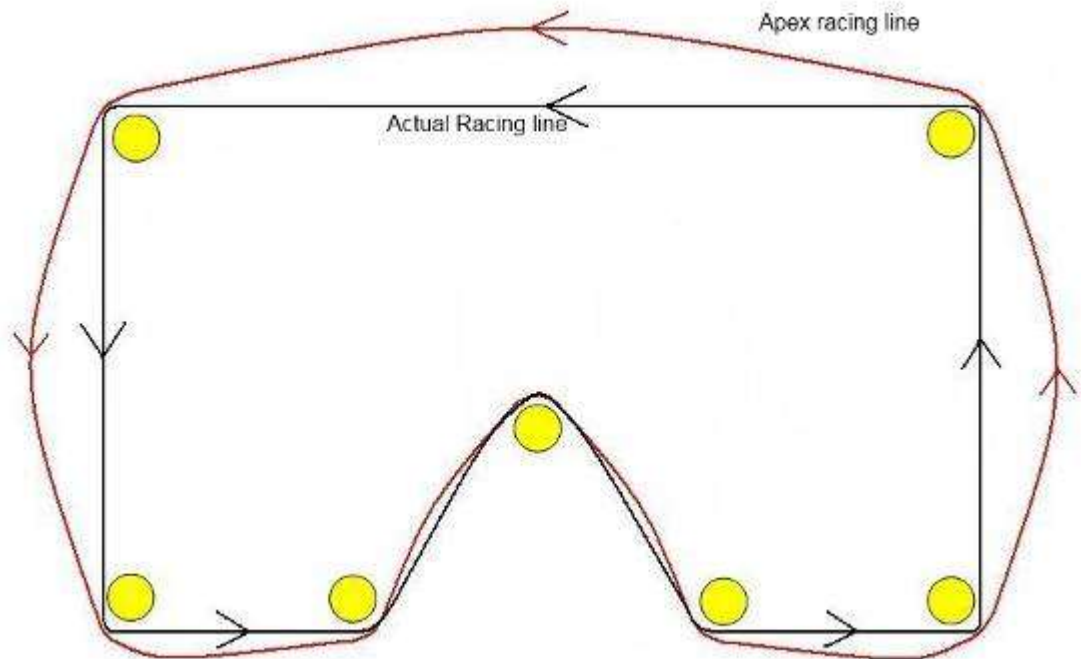
**DIAGRAM D: OOD Territory** – area in which a race boat can cross but loses its 'right of way' to other racers (must give way in this area).



**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 Longhauls: 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

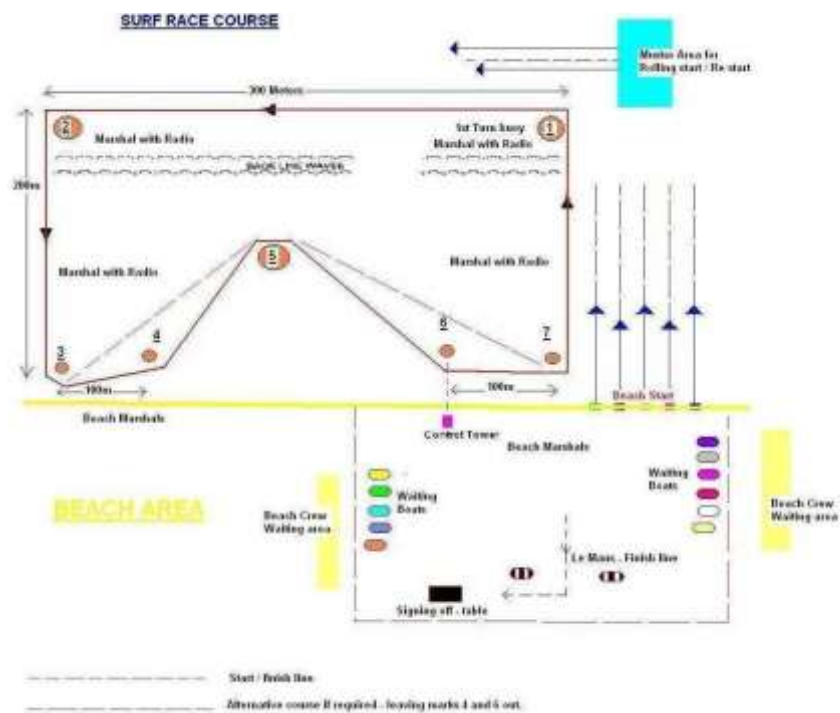
be kept in a dry sealed container. First Aid kit, paddles x 2 (two) attached to the boat, orange flag min 0.6 x 0.4 m and means of hoisting to indicate retirement, VHF radio or mobile phone in waterproof case – fully charged, emergency water 2 x 1 lt and 2 x energy bars (glucose or similar).

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**

