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Record Holders Dave & Mike Deacon photo by Joy Rickman

PROCEDURE FOR LONG DISTANCE OFFSHORE ENDURANCE WORLD AND NATIONAL RECORDS

(LDOEW&NRBOOK) Feb 2007

1. INTRODUCTION

This booklet is for those attempting World and National Long Distance Offshore Endurance records.

The RYA Rules for these Records are very straightforward and are included in this booklet.

2. RECOGNISED AUTHORITIES

National Authority – the RYA is responsible for the ratification of all national records and performance certificates.

International Authority – the UIM (Union Internationale Motonautique) is responsible for examining, approving and ratifying all world records.

Note: All British world records are submitted through the RYA initially, who double-check the documentation and submit the final paperwork to the UIM.

3. ELIGIBILITY

Any Offshore record can be held in any of the following categories:

- a) Any motorised vessel up to 30 ft (9.14 metres) length overall, with any number of crew
- b) Any motorised vessel 30 ft (9.14 metres) up to 50 ft (15.24 metres) length overall, with any number of crew
- c) Any motorised vessel over 50ft (15.24 metres) up to 164 ft (50 metres) length overall, with any number of crew.
- d) In accordance with UIM rule 616.10 (Pleasure Navigation book 2005) the record can fall into one or more of the three preceding categories.
- e) Note: the fastest speed of any size motorised craft will also qualify for the Outright **National Record**.

It is not permitted to undertake any records single handed that require a duration at sea of more than six hours.

For full details of all UIM Long Distance Offshore Endurance Records – please refer to the UIM Pleasure Navigation rules, and these are 616 to 616.14 onwards. These will be found on the UIM website. (Go to Rules, Pleasure Navigation, and then print out the Pleasure Navigation rule book and Addendum).

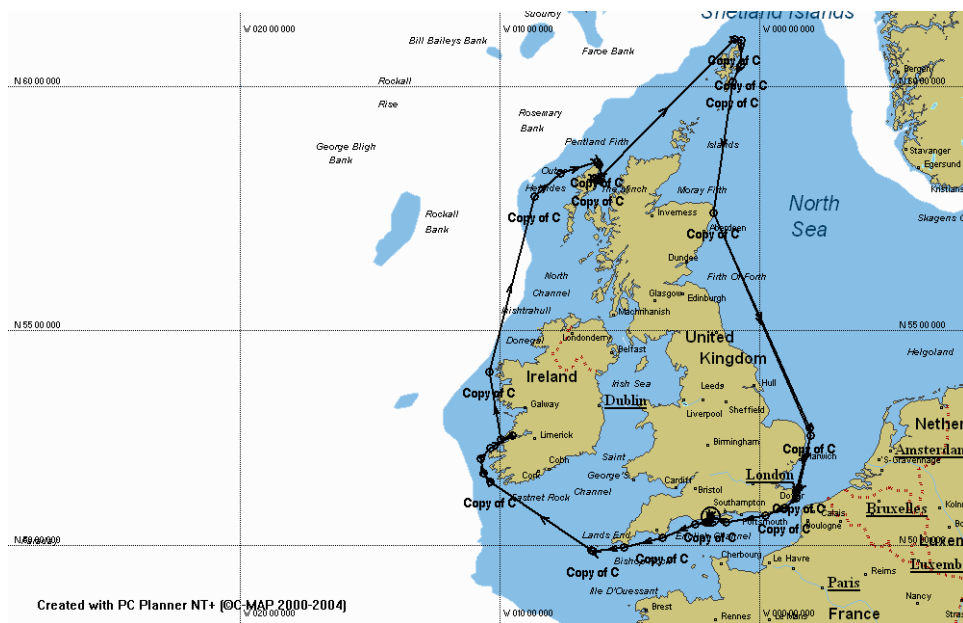
4. CURRENT RECOGNISED RECORD COURSES:

- a) Round Britain
- b) Round Britain and Ireland
- c) Round Ireland
- d) London-Monte Carlo or Monte Carlo-London
- e) London to Gibraltar
- f) Gibraltar to Monte Carlo
- g) Poole-Cherbourg
- h) Round the Isle of Wight
- i) Southern Islands – round Isle of Wight, Channel Islands, Scillies returning to the Isle of Wight (UIM application pending April 2006)
- j) Round the World
- k) Round the World Port to Port
- l) Round Anglesey
- m) Whitehaven, Round the Isle of Man, Whitehaven (new course to be ratified by UIM)
- n) London to St Petersburg & Ports (new course to be ratified by UIM)

5. **ROUND BRITAIN RULES (4a refers):**

- a) The distance round the mainland to be used for calculating the speed, as determined by the RYA/Admiralty, is 1362.8 nautical miles, 1568.3 statute miles, 2524 kilometres
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) An RYA approved official shall be responsible for all Timekeeping arrangements and to receive and transmit all relevant papers. The Timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming the circumnavigation.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

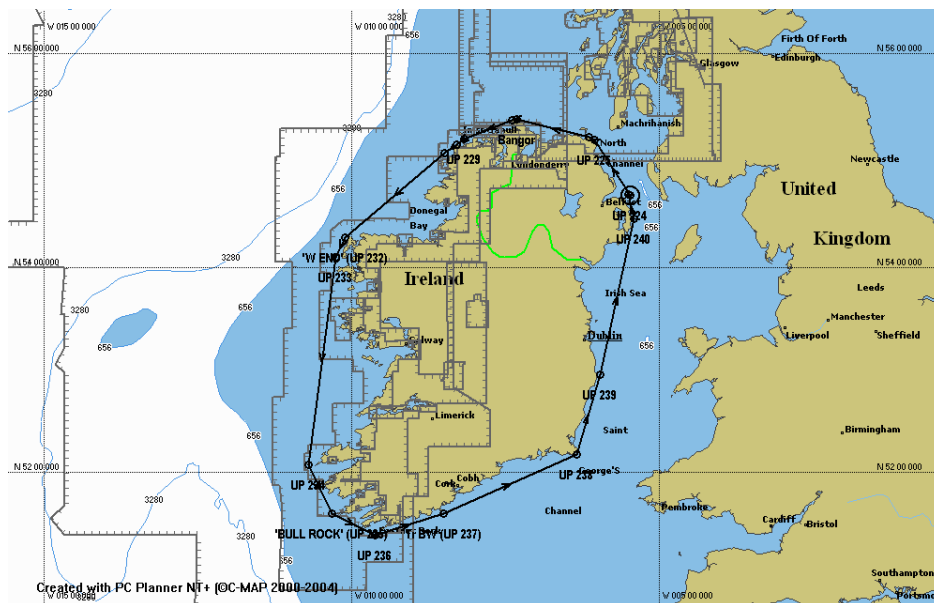
6. ROUND BRITAIN AND IRELAND RULES (4b refers)



(sample course)

- a) The distance is 1787 nautical miles, 2056.46 statute miles, 3308.84 kilometres.
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

7. ROUND IRELAND RULES (4c refers)



(Sample course)

- a) The distance is 684.31 nautical miles, 787.5 statute miles, 1267 kilometres.
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

8. LONDON-MONTE CARLO AND MONTE CARLO-LONDON (4d refers)

- a) The distance is 2080 nautical miles, 2392 statute miles or 3850 kilometres. (Distance one way)
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The Start and Finish at London to be a transit line between Royal Pier, Gravesend and Tilbury Fort and the Start and Finish line at Monte Carlo to be due east of the Yacht Club de Monte Carlo and vice versa.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard or local rescue authorities, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

9. LONDON TO GIBRALTAR (4e refers)

- a) The distance is 1310 nautical miles, 1508 statute miles or 2426 kilometres. (Distance one way)
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The Start line at London to be a transit between, Gravesend Pier and Tilbury Fort (51.26.83N & 000.21.68E) and the Finish line at Gibraltar to be a transit line due south of Europa Point Lighthouse, (36.06.43N & 005.20.94E).
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt suitable communication shall be maintained with HM Coastguard or local rescue authorities, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

10. GIBRALTAR TO MONTE CARLO (4f refers)

- a) The distance is 773.60 nautical miles, 890.20 statute miles or 1433 kilometres. (Distance one way)
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The Start at Gibraltar to be a transit line due south of Europa Point Lighthouse, (36.06.43N & 005.20.94E). The Finish: Monte Carlo to be due east of the Yacht Club de Monte Carlo (43.44.18N & 007.25.97E).
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard or local rescue authorities, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

11. POOLE-CHERBOURG (4g refers)

- a) The distance to be used for calculating the speed, as determined by the RYA, is 71.958 statute miles, 62.53 nautical miles or 115.806 kilometres.

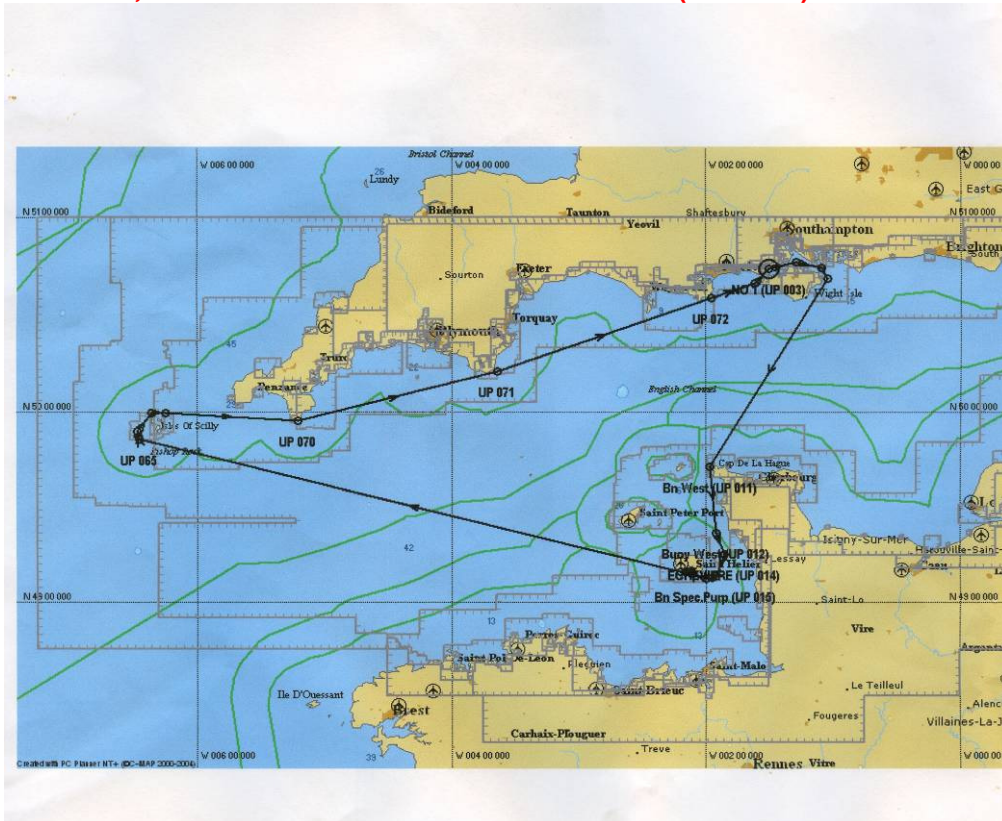
The record must be stated as the total time taken and the average speed in kilometres per hour and miles per hour.

- b) The Start/Finish line at Poole is between the Branksome Chine Outfall Buoy, 50° 42.21 'N, 01° 54.23 'W, to the brick building on the beach, all boats must pass to the north of the Branksome Chine Outfall buoy. The Start/Finish line at Cherbourg is the midpoint (49° 40.39 'N, 01° 39.42 'W) of the transit line between the breakwater ends of the Western entrance to Cherbourg outer harbour.
- c) RYA approved officials shall be responsible for all Timekeeping arrangements and to receive and transmit all relevant details and papers to the RYA. The Timekeeping details to be RYA approved at least seven (7) days before the attempt. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- d) Towing and any other outside assistance is not permitted.
- e) Free hulls and free propulsion.
- f) For the duration of individual attempts suitable communication shall be maintained with HM Coastguard or local rescue authorities. This can be through the use of satellite telephone communications equipment. For multi/group/event attempts suitable communication shall be maintained with the organisers and the organisers shall maintain suitable communication with HM Coastguard.
- g) A certificated liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA

12. ROUND THE ISLE OF WIGHT (4h refers)

- a) The distance round the island to be used for calculating the speed, as determined by the RYA, is 57.54 statute miles, 50 nautical miles or 92.6 kilometres.
- The records are for powerboats and stated as the total time taken and the average speed in kilometres per hour and miles per hour.
- b) The Royal Yacht Squadron flagpole to the South Bramble buoy is the Start and Finish Line.
- c) Attempts must not clash with other sail or power racing.
- d) A RYA approved official shall be responsible for all Timekeeping arrangements, for keeping the Secretary of the Royal Yacht Squadron fully informed and shall receive and transmit all relevant papers. The Timekeeping details to be RYA approved seven (7) days before the start.
- e) Towing and any other outside assistance is not permitted.
- f) The record is divided into several categories, the outright record with free hulls and free propulsion and for entries complying with the current racing rules of UIM offshore classes I, II & III, RYA Offshore National Production Classes (now Touring and GT), and BIBOA (British Inflatable Boat Owners' Association) classes.
- g) For the duration of individual attempts communication shall be maintained with HM Coastguard. For multi/group/event attempts suitable communication shall be maintained with the organisers and the organisers shall maintain suitable communication with HM Coastguard. A certificated liferaft suitable for the maximum number of persons on board shall be carried.
- For class attempts, race scrutineering and boat race measurement rules apply.
- h) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA

13. SOUTHERN ISLANDS – ROUND ISLE OF WIGHT, CHANNEL ISLANDS, SCILLIES, RETURNING TO THE ISLE OF WIGHT (4i refers)



- a) The distance round the island to be used for calculating the speed, as determined by the RYA, is 615.70 statute miles, 535 nautical miles or 990.80 kilometres.
- b) The records are for powerboats and stated as the total time taken and the average speed in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) An RYA approved official shall be responsible for all Timekeeping arrangements and to receive and transmit all relevant papers. The Timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded “own power” position before resuming the circumnavigation.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper’s responsibility.

14. **ROUND THE WORLD (4j refers)**



**UIM RULES FOR LONG DISTANCE OFFSHORE
MOTORBOAT WORLD SPEED RECORDS**

**See the “UIM Pleasure Navigation Rules and
Radio Controlled Rules”
current handbook for details**

**For rules online:
www.uimpowerboating.com**

**All other UIM Record rules can be found of the UIM website too.
These will be the most current and the ones that must be
adhered to.**

(Note: not printed in this book as they are extensive)

15. ROUND THE WORLD – PORT TO PORT (4k refers)



**UIM RULES FOR LONG DISTANCE OFFSHORE
MOTORBOAT WORLD SPEED RECORDS**

**See the “UIM Pleasure Navigation Rules and
Radio Controlled Rules”
current handbook for details**

**For rules online:
www.uimpowerboating.com**

**All other UIM Record rules can be found of the UIM website too.
These will be the most current and the ones that must be
adhered to.**

(Note: not printed in this book as they are extensive)

16. ROUND ANGLESEY (41 refers)



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*Proposed Anglesey Route
 4/2/07
 David Bellamy (Wmarror)*

- a) The established recorded distance is 66 nautical miles, 75.951 statute miles, 122.232 kilometres. It shall include the full length of the Menai Straits from Northwest Entrance gate through to Caernarfon Bar gate C1 and C2.
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour..
- c) The position of the Start and Finish Line to be Beaumaris Pier and buoy B10.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) The vessel shall have communications capable of maintaining contact with Holyhead Coastguard throughout the attempt and other monitoring stations along the route. Communications can be maintained by the use of satellite telephone communications equipment. A certificated liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB is recommended to be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.
- j) Caernarfon Harbour Master and Ynys Mon Maritime Officer must be contacted for concessions to exceed the speed limits along the Straits which are in place 12 months of the year. Due to other boating activity during the season this record can only be attempted during November to February, to ensure safety of all other water users.

17. WHITEHAVEN, ROUND THE ISLE OF MAN, WHITEHAVEN (NEW COURSE TO BE RATIFIED BY UIM) (4m refers)

- a) The distance round the island to be used for calculating the speed, as determined by the RYA, is tba statute miles, tba nautical miles or tba kilometres.
- b) The records are for powerboats and stated as the total time taken and the average speed in kilometres per hour and miles per hour.
- c) The position of the Start and Finish Line to be determined by the applicant who will be responsible for making proper application to the RYA for the attempt.
- d) An RYA approved official shall be responsible for all Timekeeping arrangements and to receive and transmit all relevant papers. The Timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming the circumnavigation.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

18. LONDON TO ST PETERSBURG (NEW COURSE TO BE RATIFIED BY UIM) (4n refers) Taking in individual records for: London to Oslo, Oslo to Copenhagen, Copenhagen to Stockholm, Stockholm to Helsinki, Helsinki to St Petersburg

Or reverse route:

ST PETERSBURG TO LONDON (NEW COURSE TO BE RATIFIED BY UIM) (4n refers) Taking in individual records for: St Petersburg to Helsinki, Helsinki to Stockholm, Stockholm to Copenhagen, Copenhagen to Oslo, Oslo to London



- a) The distance is tba nautical miles, tba statute miles or tba kilometres. (Distance one way) for London to St Petersburg. The port to port distances are: London to Oslo tba, Oslo to Copenhagen tba, Copenhagen to Stockholm tba, Stockholm to Helsinki tba, Helsinki to St Petersburg tba.
- b) The record must be stated as the total time taken and the average speed achieved in kilometres per hour and miles per hour.
- c) The Start and Finish at London to be a transit line between Royal Pier, Gravesend and Tilbury Fort and the Start and Finish line at St Petersburg tba.
- d) The Timekeepers shall be approved specifically for each attempt. The timekeeping details to be RYA approved seven (7) days before the start. Failure to do so may result in the RYA refusing to ratify or time an attempt.
- e) When a tow or other outside assistance is obtained, the attempt shall return to the last officially recorded "own power" position before resuming.
- f) Free hulls and free propulsion.
- g) For the duration of the attempt communication shall be maintained with HM Coastguard or local rescue authorities, this can be by use of satellite phone. A certified liferaft suitable for the maximum number of persons on board shall be carried.
- h) A 406 emergency EPIRB must also be carried at all times, full details of this must be registered with the appropriate authority.
- i) Safety equipment commensurate with this type of extended endurance cruising must be carried, details of which must be lodged with the RYA. This is the skipper's responsibility.

19. APPLICATION

To compete for a Long Distance Offshore Endurance Record, application must be made on the form in this booklet and sent at least 30 days before the proposed attempt to the RYA with the respective Fee. Failure to do so will result in a double application fee and/or application may be refused.

20. FEES

Notification of Attempt£375 (inc. VAT)

Ratification of National Record £100 (inc. VAT)

Ratification of World Record UIM current charge + RYA admin. fee.

Round the World Record..... Price on Application

21. OFFICIALS REQUIRED AND EXPENSES

Officials:

Scrutineer and Timekeeper, see Round Britain Rules for details

Expenses:

RYA Officials may claim up to £50 a day subsistence plus up to 36p a mile car allowance. This will be reviewed on an annual basis.

Note: Telephone the RYA Office to have suitable officials nominated who are needed for Attempt.

22. NOTIFICATION OF NEW RECORDS TO THE RYA

Details of attempts must be transmitted to the RYA at the earliest possible time, if at all possible, same day.

REQUIRED DOCUMENTATION PRIOR TO THE ATTEMPT:

- **Completed Application Form – with payment attached**
- **A Measurement Certificate for the boat (to prove eligibility)**
- **A passage plan**
- **Confirmation that passage plan has been circulated to the relevant authorities, ie, coastguard, harbour masters etc.**

REQUIRE DOCUMENTATION ON COMPLETION OF THE ATTEMPT:

- **A statement by the Skipper giving details of vessel, the crew and the course followed. This must include a declaration that the UIM rules have been followed, signed by the Skipper and at least one other member of the crew.**
- **A report must also be made by the official observer giving details of the timing and verifying the accuracy of all observations.**
- **Supporting electronic data to be supplied from GPS on craft from the start of the attempt to its conclusion.**
- **Colour photograph of craft.**

23. ALL RECORDS LISTINGS

ROUND BRITAIN RECORDS (4a refers):

UP TO 30 FEET (9.14 METRES)	
03/07/1988	ESTABLISHED 539 Assault Squadron, Royal Marines - Hull, Delta 7.65M Rigid Inflatable - 2 x 140 Suzuki outboards. 90 Hours, 35 minutes and 50 seconds, 17.31 mph
25-27/06/1993	WAS "Team Brownridge", a group of Metropolitan policemen, the team leader, being Steve Brownridge from Buckinghamshire. Craft used, Rapier 29, powered by one 240 hp Yamaha diesel engine. 63 hours, 32 minutes and 25 seconds
25-27/07/2001	WAS: Mike Deacon, Chris Strickland, Jan Falkowski in Hot Lemon III, Hull: Scorpion RIB, Engine: single Yanmar 300 hp, 42 hours, 54 minutes 25 seconds
15-16/06/2003	WAS: Tony Jenvey, Hull: Revenger 29' 10", Engine: 2 x Yanmar 320hp, 33 hours 11 minutes and 04 seconds
11-12/08/2005	IS CURRENTLY: Mike Deacon & Dave Deacon, in Hot Lemon, Hull: Scorpion RIB, Engine: 2 x Yanmar 315 HP, 31 hours 22 minutes and 46 seconds

30 FEET (9.14 METRES) TO 50 FEET (15.24 METRES)	
07/08/1997	ESTABLISHED at a time of 50 hours and 38 minutes, in a boat called "Big Rib", driven by Roger Fletcher
23-24/08/2001	WAS: Peter Dredge & Ian Sanderson in (Sunseeker XS Racing), Hull: Sunseeker, Engines: twin Yanmar 420 hp, 39 hours, 50 minutes and 0 seconds
6-7/08/2002	WAS: Mike Deacon, Dave Deacon, Chris Strickland, Jan Falkowski in Hot Lemon IV, Hull: Scorpion 33' RIB, Engine: Yanmar 320 hp x 2 in 37 hours, 49 minutes and 50 seconds
11-12/08/2005	IS CURRENTLY: Neil McGrigor, Tony Jenvey, Jeremy Watts and John Guille, in Bradstone Challenger, Hull: Ice Marine, 46ft, Engines: 2 x 1000 HP, 27 hours 10 minutes

50 FEET/15.24 METRES AND OVER	
11/07/1992	WAS Drambuie Tantalus - 50' 2½"/15.29M - Scarab Monohull, 4 x 650 hp Caterpillar 3176 diesel engines. 44 hours, 03 minutes and 30 seconds, 35.60 mph
21-22/09/2002	IS CURRENTLY: "Record", Hannes Bohinc and Multi-national team, 80 ft monohull of Fabio Buzzi design, 4 x 1500 hp engines, 30 hours, 51 minutes, 40 seconds

OUTRIGHT (NATIONAL ONLY)	
11-12/08/2005	IS CURRENTLY: Neil McGrigor, Tony Jenvey, Jeremy Watts and John Guille, in Bradstone Challenger, Hull: Ice Marine, 46ft, Engines: 2 x 1000 HP, 27 hours 10 minutes

ROUND BRITAIN AND IRELAND (4b refers)

UP TO 30 FEET (9.14 METRES)	
25.02.05.- 02.03.05.	WAS: W Jon Aldiss, Endurance/Long Distance World and National 19.02 MPH

30 FEET (9.14 METRES) TO 50 FEET (15.24 METRES)	
3-8.6.00.	WAS: Alan Priddy, Endurance/Long Distance World and National 16.31MPH
10.07.05. 13.07.05	CURRENTLY: Chris Strickland, Endurance/Long Distance World and National at a speed of 28.38 MPH

50 FEET/15.24 METRES AND OVER	

OUTRIGHT (NATIONAL ONLY)	

ROUND IRELAND RECORDS (4c refers): (Awaiting to be established in all classes)

UP TO 30 FEET (9.14 METRES)	

30 FEET (9.14 METRES) TO 50 FEET (15.24 METRES)	

50 FEET/15.24 METRES AND OVER	

OUTRIGHT (NATIONAL ONLY)	

LONDON-MONTE CARLO AND MONTE CARLO-LONDON RECORDS (4d refers):

UP TO 30 FEET (9.14 METRES)	

30 FEET (9.14 METRES) TO 50 FEET (15.24 METRES)	
20.07.06.	CURRENTLY: "Seahound V" – Chris Strickland, crew: John Puddifoot, Gordon Compton and Jan Falkowski. Scorpion 9.2M RIB, 2 x Yanmar 4.163 litre engines, 61 hours 12 minutes 48 seconds, at a speed of £39.076 MPH Note: this beats the 50 feet and over record of Hannes Bohinc.

50 FEET/15.24 METRES AND OVER	
28.06.92.	WAS: Ultimaratio – 15.9M - Dr Rolf Versen, Hull by Hanse Werfte of Bremerhaven. Engines, 2 x 600 hp V8 MAN diesels. 89 hours, 18 minutes and 17 seconds, 26.78 mph.

29.07.2001	CURRENTLY: : "Record" – Hannes Bohinc, and Multi-national team, 80 ft monohull of Fabio Buzzi design, 4 x 6000 hp engines, 63 hours, 14 minutes and 05 seconds. Note: Seahound V, has beaten the overall time of this record.
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OUTRIGHT (NATIONAL ONLY)	

LONDON TO GIBRALTAR RECORDS (4e refers)

ENDURANCE RECORDS 2006 - LONDON TO GIBRALTAR - WORLD				
DATE	CLASS	DRIVER'S NAME	NATIONALITY	MPH
20-22.7.06	ENDURANCE/LONG DISTANCE – 30-50FT & OUTRIGHT (TBC) ESTABLISHED	CHRIS STRICKLAND, JOHN PUDDIFOOT, JAN FALKOWSKI, GORDON COMPTON	UK	37.65

GIBRALTAR TO MONTE CARLO (4f refers)

ENDURANCE RECORDS 2006 - GIBRALTAR TO MONTE CARLO- WORLD				
DATE	CLASS	DRIVER'S NAME	NATIONALITY	MPH
22.7.06	ENDURANCE/LONG DISTANCE – 30-50FT & OUTRIGHT (TBC)	CHRIS STRICKLAND, JOHN PUDDIFOOT, JAN FALKOWSKI, GORDON COMPTON	UK	41.95



Chris Strickland, Jan Falkowski, John Puddifoot & Gordon Compton

POOLE - CHERBOURG RECORDS (4g refers):

UP TO 30 FEET (9.14 METRES)	

30 FEET (9.14 METRES) TO 50 FEET (15.24 METRES)	
14.6.96.	WAS: Tony Dowley in Fullers Logistics/Chereau in the unlimited class at a speed of 69.15 MPH
14.6.96.	CURRENTLY: Mark Pascoe in Vulture Ventures in the unlimited class at a speed of 82.42 MPH

50 FEET/15.24 METRES AND OVER	

OUTRIGHT (NATIONAL ONLY)	

(Note: the record is held chronologically - Tony Dowley set the record before Mark Pascoe on the same day).

For further Record Runs, they will now fall into the following categories:

Up to 30ft (9.14M), 30ft to 50ft (9.14 to 15.24), 50ft and over (15.24 to 50M)

PREVIOUS AND CURRENT ISLE OF WIGHT RECORDS (4h refers):

ROUND THE ISLAND – (IOW COURSE)

WORLD (FASTEST LAP)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED	MIKE & DAVID DEACON	GB	1H 11M 15S	48.45
2.8.99.	UNLIMITED	ROS NOTT	GB	51M 10S	67.47
16.6.00.	UNLIMITED	HENNING BLAAUW	GB/SA		75.30
26.7.01.	UP TO 30FT & UNLIMITED	JOHN PUDDIFOOT	GB		78.8
24.8.03.	UNLIMITED	MARIO INVERNIZZI (NEVER CLAIMED)	ITA	37M 16S	88.55
28.8.05.	30-50FT & UNLIMITED	CHRIS PARSONAGE TBC	GB	32M 22S	106.73
28.8.05.	UP TO 30FT	IAN BLACKER	GB	40M 51S	84.57

WORLD ENDURO (FASTEST 5 LAPS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED BIBOA	MIKE & DAVID DEACON	GB	6H 25M 34S	45.75
23/24.7.01.	30-50FT	SUNSEEKER XS RACING TEAM	GB	5 LAPS	68.51

WORLD ENDURO (FASTEST 10 LAPS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED BIBOA	MIKE & DAVID DEACON	GB	13H 4M 58S	43.98
23/24.7.01.	30-50FT	SUNSEEKER XS RACING TEAM	GB	10 LAPS	63.79

WORLD ENDURO (6 HOURS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
23/24.7.01.	30-50FT	SUNSEEKER XS RACING TEAM	GB	6 HOURS	68.68

WORLD ENDURO (12 HOURS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED BIBOA	MIKE & DAVID DEACON	GB	12 HOURS	43.73
23/24.7.01.	30-50 FT	SUNSEEKER XS RACING TEAM	GB	12 HOURS	62.35

WORLD ENDURO (18 HOURS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED BIBOA	MIKE & DAVID DEACON	GB	18 HOURS	42.40
23/24.7.01.	30-50 FT	SUNSEEKER XS RACING TEAM	GB	18 HOURS	54.765

WORLD ENDURO (24 HOURS) 2001

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
23/24.7.01.	30-50 FT	SUNSEEKER XS RACING TEAM	GB	24 HOURS	52.745

NATIONAL (FASTEST LAP)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED	MIKE & DAVID DEACON	GB	1H 11M 15S	48.45
2.8.99.	UNLIMITED	ROS NOTT	GB	51M 10S	67.47
16.6.00.	UNLIMITED	HENNING BLAAUW	GB/SA		75.30
26.7.01.	UP TO 30FT & UNLIMITED	JOHN PUDDIFOOT	GB		78.8
28.8.05.	30-50FT & UNLIMITED	CHRIS PARSONAGE	GB	32M 22S	106.73
28.8.05.	UP TO 30FT	IAN BLACKER	GB	40M 51S	84.57

CLASS RECORDS

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
28.8.05.	I	CHRIS PARSONAGE	GB	32M 22S	106.73
23.6.96.	II	CHARLES BURNETT III & PETER J DREDGE	GB		84.68
23.6.96.	TOURING	JON FULLER & TONY DAVIS	GB		67.05
23.6.96.	III 2 LITRE	PETER LITTLE & DAVE ARTHUR	GB		67.49
23.6.96.	III 2 LITRE	MARK MUMFORD & JOHN MUMFORD	GB		69.78
23.6.96.	III 1.3 LITRE	IAN CUTLER & LAWRENCE BELLAMY	GB		54.62
23.6.96.	III 4 LITRE	MARK MULVANEY & DAVE VOYCE	GB		73.29
28.8.05.		IAN BLACKER (established)	GB	40M 51S	84.57
28.8.05.	V24	CLIFF SMITH (established)	GB		69.77
28.8.05.	HONDA 225	ROB LISTER (established)	GB		61.43
28.8.05.	RIB F1	ANDY WILBY (established)	GB		60.37

NATIONAL ENDURO (FASTEST 5 LAPS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED BIBOA	MIKE & DAVID DEACON	GB	6H 25M 34S	45.75
23/24.7.01.	30-50FT	SUNSEEKER XS RACING M	GB	5 LAPS	68.51

NATIONAL ENDURO (FASTEST 10 LAPS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED BIBOA	MIKE & DAVID DEACON	GB	13H 4M 58S	43.98
23/24.7.01.	30-50FT	SUNSEEKER XS RACING TEAM	GB	10 LAPS	63.79

NATIONAL ENDURO (6 HOURS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
23/24.7.01.	30-50FT	SUNSEEKER XS RACING TEAM	GB	6 HOURS	68.68

NATIONAL ENDURO (12 HOURS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED BIBOA	MIKE & DAVID DEACON	GB	12 HOURS	43.73
23/24.7.01.	30-50 FT	SUNSEEKER XS RACING TEAM	GB	12 HOURS	62.35

NATIONAL ENDURO (18 HOURS)

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
24/25.7.99.	UNLIMITED BIBOA	MIKE & DAVID DEACON	GB	18 HOURS	42.40
23/24.7.01.	30-50 FT	SUNSEEKER XS RACING TEAM	GB	18 HOURS	54.765

NATIONAL ENDURO (24 HOURS) 2001

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
23/24.7.01.	30-50 FT	SUNSEEKER XS RACING TEAM	GB	24 HOURS	52.745

SOUTHERN ISLANDS – ROUND THE ISLE OF WIGHT, CHANEL ISLANDS, SCILLIES, RETURNING TO ISLE OF WIGHT (NEW COURSE 2006) (4i refers):

ENDURANCE RECORDS 2006 - SOUTHERN ISLANDS (NEW COURSE) - WORLD

DATE	CLASS	DRIVER'S NAME	NATIONALITY	MPH
20.7.06	ENDURANCE/LONG DISTANCE Not accepted – out of time	MATT SULLIFANT & MIKE CONNER NOT CONFIRMED NO PAPERWORK RECEIVED - 20 HOURS	UK	Speed TBA
5.11.06.	ENDURANCE/LONG DISTANCE UP TO 30FT (OFFICIALLY ESTABLISHED)	DAVE DEACON & MIKE DEACON 9 HOURS, 57 MINUTES, 36 SECONDS	UK	61.82

ENDURANCE RECORDS 2006 – SOUTHERN ISLANDS (NEW COURSE) - NATIONAL

DATE	CLASS	DRIVER'S NAME	NATIONALITY	MPH
20.7.06	ENDURANCE/LONG DISTANCE Not accepted – out of time	MATT SULLIFANT & MIKE CONNER NOT CONFIRMED NO PAPERWORK RECEIVED - 20 HOURS	UK	Speed TBA
5.11.06.	ENDURANCE/LONG DISTANCE UP TO 30FT (OFFICIALLY ESTABLISHED)	DAVE DEACON & MIKE DEACON 9 HOURS, 57 MINUTES, 36 SECONDS	UK	61.82



Dave & Mike Deacon (photo by Paul Lines)

WORLD CIRCUMNAVIGATION RECORD (4j refers)



The Cable & Wireless “Adventurer”, left Gibraltar on 19th April 1998 and returned on 3rd July 1998, achieved a World Record of:

74 DAYS 20 HOURS 58 MINUTES 30 SECONDS

GLOBAL CIRCUMNAVIGATION:

Departure Gibraltar

@ 15.01.15 GMT on 19/04/98

Arrival Gibraltar

@ 11.59.30 GMT on 03/07/98

PORT TO PORT WORLD RECORDS (4k refers):

GIBRALTAR TO MONTE CARLO (Previous)

Cable & Wireless "Adventurer"

Departure Gibraltar

@ 15.01.15 GMT on 19/04/98

Arrival Monte Carlo

@ 05.00 GMT on 21/04/98

GIBRALTAR TO MONTE CARLO (Currently):

DATE	CLASS	DRIVER'S NAME	NATIONALITY	TIME H:M:S	SPEED IN MPH
17.10.00. - 18.10.00.	UNLIMITED	ALAN PRIDDY	GB	35 HRS 39 MINS	24.95
29-31.7.01.	UNLIMITED	HANNES BOHINC	AUSTRIAN	18 HOURS	TBA
22.07.06.	30-50FT	CHRIS STRICKLAND	GB	21 HRS, 13 MINS, 08 SECS	41.95

MONTE CARLO TO PORT SAID (Currently):

Cable & Wireless "Adventurer"

Departure Monte Carlo

@ 04.57 GMT on 22/04/98

Arrival Port Said

@ 21.04 GMT on 25/04/98

SUEZ TO MALE (Currently):

Cable & Wireless "Adventurer"

Departure Suez

@ 16.00 GMT on 27/04/98

Arrival Male

@ 05.00 GMT on 05/05/98

MALE TO SINGAPORE (Currently):

Cable & Wireless "Adventurer"

Departure Male

@ 19.10 GMT on 06/05/98

Arrival Singapore

@ 02.16 GMT on 11/05/98

SINGAPORE TO HONG KONG (Currently):

Cable & Wireless "Adventurer"

Departure Singapore

@ 00.14 GMT on 13/05/98

Arrival Hong Kong

@ 02.57 GMT on 16/05/98

HONG KONG TO YOKOHAMA (Currently):

Cable & Wireless "Adventurer"

Departure Hong Kong

@ 16.22 GMT on 16/05/98

Arrival Yokohama

@ 17.35 GMT on 21/05/98

YOKOHAMA TO HONOLULU (Currently):

Cable & Wireless "Adventurer"

Departure Yokohama

@ 12.22 GMT on 22/05/98

Arrival Honolulu

@ 14.44 GMT on 31/05/98

HONOLULU TO SAN DIEGO (Currently):

Cable & Wireless "Adventurer"

Departure Honolulu

@ 19.19 GMT on 01/06/98

Arrival San Diego

@ 07.03 GMT on 07/06/98

SAN DIEGO TO BALBOA (Currently):

Cable & Wireless “Adventurer”

Departure San Diego
Arrival Balboa

@ 01.30 GMT on 08/06/98
@ 07.57 GMT on 15/06/98

COLON TO KINGSTON (Currently):

Cable & Wireless “Adventurer”

Departure Colon
Arrival Kingston

@ 21.33 GMT on 16/06/98
@ 02.27 GMT on 18/06/98

KINGSTON TO MIAMI (Currently):

Cable & Wireless “Adventurer”

Departure Kingston
Arrival Miami

@ 21.47 GMT on 18/06/98
@ 11.50 GMT on 20/06/98

MIAMI TO NEW YORK (Currently):

Cable & Wireless “Adventurer” (Currently):

Departure Miami
Arrival New York

@ 11.50 GMT on 20/06/98
@ 09.30 GMT on 23/06/98

NEW YORK TO HORTA (Previous) (Currently):

Cable & Wireless “Adventurer”

Departure New York
Arrival Horta

@ 09.30 GMT on 23/06/98
@ 06.51 GMT on 30/06/98

NEW YORK TO HORTA (Currently):

Current: Alan Priddy Outright

26.5.01. (awaiting details)

HORTA TO GIBRALTAR (Currently):

Cable & Wireless “Adventurer”

Departure Horta
Arrival Gibraltar

@ 12.10 GMT on 30/06/98
@ 11.59.30 GMT on 03/07/98

See over for Alan Priddy & crew’s Port to Port records, established in “Spirit of Cardiff”

A full account of this dramatic and sometimes dangerous voyage can be read in a book called “Challenging Poseidon”



(Note Alan Priddy and his team set different Port to Port records to that of Cable and Wireless Adventurer")

THE UIM HAS RATIFIED THE FOLLOWING PORT TO PORT RECORDS:

LOCATION	DEP. DATE	DEP. TIME	ARR. DATE	ARR. TIME	SPEED MPH	SPEED KPH
Gibraltar to Valletta	07/04/2002	10.00	13/04/2002	07.14	8.24	13.26
Valletta to Port Said	13/04/2002	07.14	15/04/2002	07.21	23.48	37.78
Port Said to Jeddah	16/04/2002	05.30	18/04/2002	17.51	15.11	24.32
Jeddah to Aden	18/04/2002	21.19	20/04/2002	16.02	20.37	32.78
Aden to Salalah	20/04/2002	20.02	22/04/2002	03.25	22.56	36.30
Salalah to Mangalore	22/04/2002	08.00	25/04/2002	21.04	16.92	27.22
Mangalore to Galle	26/04/2002	07.07	27/04/2002	14.16	22.79	36.67
Galle to Sabang	28/04/2002	03.30	30/04/2002	03.18	22.87	36.80
Sabang to Singapore	30/04/2002	05.15	01/05/2002	22.41	16.92	27.22
Singapore to Kota Kinabalu	06/05/2002	10.14	08/05/2002	04.24	20.36	32.76
Kota Kinabalu to Subic Bay	08/05/2002	09.00	10/05/2002	00.17	17.15	27.59
Subic Bay to Naha	10/05/2002	04.21	12/05/2002	11.48	17.77	28.59
Naha to Choshi	13/05/2002	01.00	19/05/2002	08.41	7.96	12.82
Choshi to Muroan	20/05/2002	21.35	22/05/2002	02.57	16.51	26.58
Muroan to Petropavlovsk-Kamchatskiy	22/05/2002	08.30	25/05/2002	17.22	14.96	24.08
Petropavlovsk-Kamchatskiy to Adak Island	27/05/2002	03.30	30/05/2002	02.13	15.57	25.06
Adak Island to Kodiak	30/05/2002	22.40	03/06/2002	05.29	15.44	24.85
Kodiak to Telegraph Cove	04/06/2002	00.00	06/06/2002	23.42	16.95	27.28
Telegraph Cove to Eureka	07/06/2002	16.30	09/06/2002	22.37	16.57	26.67
Eureka to San Diego	11/06/2002	15.30	14/06/2002	01.59	14.95	24.06
San Diego to Cabo San Lucas	14/06/2002	18.30	16/06/2002	17.30	18.61	29.95
Cabo San Lucas to Acapulco	16/06/2002	19.30	18/06/2002	11.44	21.23	34.17
Acapulco to Quetzal	18/06/2002	21.45	21/06/2002	01.50	12.28	19.76
Quetzal to Panama Balboa	21/06/2002	16.31	24/06/2002	16.08	13.77	22.17
Panama Colon to Port Antonio	27/06/2002	11.09	03/07/2002	00.39	5.063	8.149
Port Antonio to Fort Lauderdale	05/07/2002	19.19	07/07/2002	16.06	18.98	30.54
Fort Lauderdale to Wilmington	08/07/2002	02.09	09/07/2002	07.13	19.76	31.8
Wilmington to Halifax	09/07/2002	20.15	12/07/2002	12.39	17.01	27.37
Halifax to St Johns	12/07/2002	20.15	14/07/2002	00.06	20.89	33.61



Alan Priddy & Crew

Spirit of Cardiff

(Note – other records pending)

ROUND ANGLESEY RECORD – (4l refers)

<u>ENDURANCE RECORDS 2007 - ROUND ANGLESEY (NEW COURSE) - WORLD</u>				
DATE	CLASS	DRIVER'S NAME	NATIONALITY	MPH
4.2.07.	ENDURANCE/LONG DISTANCE UP TO 30FT	IAN GREENWOOD & DAVID MANNING	UK	47.885

<u>ENDURANCE RECORDS 2007 - ROUND ANGLESEY (NEW COURSE)- NATIONAL</u>				
DATE	CLASS	DRIVER'S NAME	NATIONALITY	MPH
4.2.07.	ENDURANCE/LONG DISTANCE UP TO 30FT	IAN GREENWOOD & DAVID MANNING	UK	47.885



Ian and David with "Black Jack"

SUPPORTING PAPERWORK REQUIRED FOR ALL ATTEMPTS



RECORD ATTEMPT APPLICATION FORM

For those attempting a Record, complete this form and send it to the RYA Powerboat Racing Manager, RYA House, Ensign Way, Hamble, Hants, SO31 4YA, together with the current Application Fee (listed earlier in the book), at least 30 days before the proposed attempt. Cheques to be in favour of the RYA.

STATE TYPE OF ATTEMPT TO BE UNDERTAKEN.....
(e.g. Round Britain, Round Britain & Ireland, London-Monte Carlo, Poole-Cherbourg, Round the Island)

NAME OF APPLICANT.....

ADDRESS.....

.....POST CODE.....

TELEPHONE: DAY.....EVENING.....FAX.....

MOBILE..... EMAIL.....

DATE PROPOSED ATTEMPT.....

SCRUTINEER.....TIMEKEEPER.....

BOAT NAME..... HULL MAKE.....

LENGTH..... WIDTH.....

DECK COLOUR..... HULL COLOUR.....

ENGINES MAKE..... MODEL.....

HORSEPOWER..... NUMBER.....

I have read the rules governing Record Attempts and agree to be bound by them and assume all liability for any and all loss or damage which may be caused arising out of or in connection with this attempt..

IMPORTANT NOTE: The event organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/skipper or crew, as a result of their taking part in the event. Moreover, every owner warrants the suitability of his craft and experience of himself and crew for the event.

It is also the owner's responsibility to obtain appropriate and adequate insurance.
I agree to transmit the result of this attempt to the RYA at the earliest possible time.

I ENCLOSE THE APPROPRIATE APPLICATION FEE (listed on page 4)

SIGNED..... DATE.....

Important Note: When making the attempt it is the onus of the skipper to keep a recorded log from start to finish including all those points at which he/the crew stopped to refuel. This

must be signed by the skipper and one member of crew and must be submitted with the completed paperwork after the attempt has taken place. It is crucial that a full record be maintained and submitted, otherwise the attempt may be invalidated.

SPECIMEN LETTER – to be sent to RYA

BY REGISTERED TIMEKEEPER OF RECORD

(FOR TIMING THE START OF THE ATTEMPT)

Date:

Timekeeper's Name
Timekeeper's Address

Attn: Powerboat Racing Department
RYA
RYA House
Ensign Way
Hamble
Hampshire
SO31 4YA

Dear Sirs,

Re: Name of the Attempt and the date it started

I confirm that (name of boat), skippered by (name skipper), was timed across the official start line at (state place) on (state date).

The official start time: (state time) on the (state date) was recorded by me by (state timekeeping device, i.e. clock, watch etc. and its location).

The time was also recorded by (state whom, e.g. Harbour Authority, Coastguard). *Only give this information if applicable.*

I confirm that the above information is a true and accurate statement.

Yours faithfully,

Sign name
Print name
Print title (i.e. Timekeeper)

SPECIMEN LETTER – to be sent to RYA

BY REGISTERED TIMEKEEPER OF RECORD

(FOR TIMING THE FINISH OF THE ATTEMPT)

Date:

Timekeeper's Name
Timekeeper's Address

Attn: Powerboat Racing Department
RYA
RYA House
Ensign Way
Hamble
Hampshire
SO31 4YA

Dear Sirs,

Re: Name of the Attempt and the date it finished

I confirm that (name of boat), skippered by (name skipper), was timed across the official finish line at (state place) on (state date).

The official finish time: (state time) on the (state date) was recorded by me by (state timekeeping device, i.e. clock, watch etc. and its location).

The time was also recorded by (state whom, e.g. Harbour Authority, Coastguard). *Only give this information if applicable.*

I confirm that the above information is a true and accurate statement.

Yours faithfully,

Sign name
Print name
Print title (i.e. Timekeeper)

SPECIMEN LETTER – to be sent to RYA

BY SKIPPER OF THE RECORD

Page 1.

Date:

Skipper's Name
Skipper's Address

Attn: Powerboat Racing Department
RYA
RYA House
Ensign Way
Hamble
Hampshire
SO31 4YA

Dear Sirs,

Re: Name of the Attempt and the date it started and finished

In accordance with the rules I would confirm the following:

VESSEL DETAILS: (Give written details, i.e. name of vessel, dimensions, manufacturer and the address then give specific boat details):

Name of owner:
Name of vessel:
Builder:
Type:
Length overall:
Engines:
Transmission Type:

CREW DETAILS:

Name of Skipper:
Age:
Address:

Name of first crew member:
Age:
Address:

Name of second crew member:
Age:
Address:

Name of third crew member:
Age:
Address:

COURSE DETAILS: (sample wording below)

“As skipper of the above named vessel, I would confirm that the course followed throughout the duration of the record attempt/s, was in accordance with the vessel’s log previously submitted and now enclosed and signed for your attention. As skipper, I would confirm that this is a true and accurate record of the vessel’s course undertaken during the record attempt/s.

Furthermore, I would confirm that the record attempts were undertaken in full compliance of the long distance rules as set out in Pleasure Navigation Rules Group 600.

RECORD CERTIFICATE REQUIREMENTS world – tick relevant box:

- Painted Certificate
- Further copies of painted certificate - state how many
- Certificate (written only no painting)
- Homologation of record (no certificate)

Yours faithfully,

Signature of Skipper

Print name

Print title

Signature of witness, print name, print title, (by another crew member for accuracy of detail)

Required enclosures:

Copy of electronic log from start to finish of attempt,

Copy of chart with ‘port of call’ marked.

Copy of current measurement certificate (if applicable),

Copy of Scrutineer’s Certificate of compliance.

Photograph of vessel and crew in “action”.

All documents to be signed by skipper and witnessed by crew member.

SPECIMEN FORM



FOR LONG DISTANCE, OFFSHORE ENDURANCE ATTEMPTS

SCRUTINEER'S CERTIFICATE OF COMPLIANCE

The issuing of this certificate merely confirms that the vessel and its equipment comply with the specific rules for Long Distance Offshore Endurance Attempt/s - scrutiny does not constitute a condition survey, it is the responsibility of the Owner/Master to decide whether the vessel is seaworthy and whether to undertake the Attempt.

Name of Owner/Entrant.....

Name of Vessel.....

Builder..... Hull Type.....

Hull Ident. No.....Length O/A.....

Date of Inspection..... Place of Inspection.....

Make of Engines.....No. installed.....

Type.....Rated Horsepower.....

Engine Nos. Port.....Starboard.....Centre.....

Transmission type.....Type of Steering.....

Radio 1. Installed: Make..... Type.....

2. Hand held Make..... Type.....

GPS.....

Flares: Smoke.....Red h/h.....Red para.....Other.....

Liferaft: Make.....Size.....

Serial No.....

Inspected to:.....Certificate No. & Date:.....

(The equipment noted above shall be retained on board and maintained in operational order, throughout the attempt.)

Charts (for area of record) checked

Comments/Recommendations:

Scrutineer's Signature..... Date:.....

IMPORTANT NOTE:

The event organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/skipper or crew, as a result of their taking part in the event. Moreover, every owner warrants the suitability of his craft and experience of himself and crew for the event. It is the skipper's responsibility to assess his/her ability and that of the crew and the ability, suitability and seaworthiness of the craft and to decide to start or to continue any of these challenges.

It is also the owner's responsibility to obtain appropriate and adequate insurance.

