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Powerboat Racing

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**PB2**

**CIRCUIT RULES**

**2014**

Sponsored by



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#### TERMINOLOGY

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

Throughout the book where H appears this denotes – Hydroplanes

Throughout the book where S appears this denotes - Sportsboats

**This rulebook has been published before the 2014 UIM Rulebook was available.  
It is the competitor's responsibility to check the relevant UIM class rules when they are available  
on the UIM Website [www.uimpowerboating.com](http://www.uimpowerboating.com)  
UIM Class Rules where relevant will supersede these rules**

#### CIRCUIT POWERBOAT RACING

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

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

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

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

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

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

Powerboat Race Training Days are available as a cheap and easy way to try your hand at racing and to sample the three types of boats that make up the sport. Please visit [www.powerboatgp.co.uk](http://www.powerboatgp.co.uk) for more information.

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

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

### Useful Contacts

Jeni Jelf Powerboat Racing Manager 02380 604238

[jeni.jelf@rya.org.uk](mailto:jeni.jelf@rya.org.uk)

Andrew Norton Powerboat Project Manager 02380 6044231

[andrew.norton@rya.org.uk](mailto:andrew.norton@rya.org.uk)

Becki Hooper Part Time Senior Administrator 02380 604239

[becki.Hooper@rya.org.uk](mailto:becki.Hooper@rya.org.uk)

Natalia Wiewiora-Hawkins Administrator 02380 604240

[natalia.wiewiora@rya.org.uk](mailto:natalia.wiewiora@rya.org.uk)

### HOW TO PARTICIPATE

#### DO YOU WANT TO RACE?

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

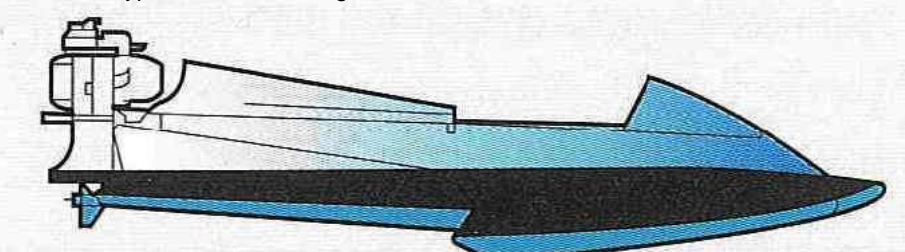
This book will help you to;

Select an RYA affiliated club (Section C)

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

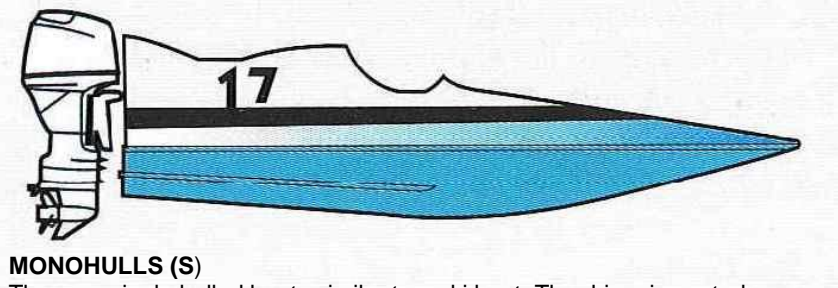
Obtain your racing licence (Section D)

The three types of Circuit racing boats are:



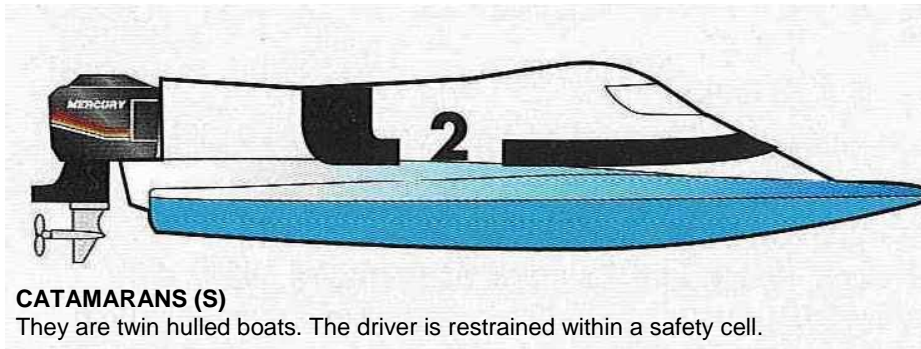
#### HYDROPLANES (H)

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



#### MONOHULLS (S)

They are single hulled boats similar to a ski boat. The driver is seated.



**CATAMARANS (S)**

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

**COST**

Compared to most other forms of motorsport, powerboat racing is not expensive – please visit [www.powerboatgp.co.uk](http://www.powerboatgp.co.uk) for more information on how to get involved.

**C. Circuit Powerboat Clubs in the UK**

<p><b>Essex Hydroplane Racing Club</b> Peripatetic</p>	<p>Club Secretary: John Masters, 58 Pettaugh Lane, Gosbeck, Ipswich, Suffolk IP6 9SE 01394 610202 07747 023785 <a href="mailto:johnmasters.scw@tiscali.co.uk">johnmasters.scw@tiscali.co.uk</a></p>
<p><b>Lancashire Powerboat Racing Club</b> Carr Mill Dam, St Helens, Lancashire At junction of A580/A571 at Helens just behind the Waterside Hotel <a href="http://www.lancashirepowerboat.com">www.lancashirepowerboat.com</a></p>	<p>Club Secretary: Graham Palfreyman, 26 Lynwood Ave, Aughton, Ormskirk, Lancs, L39 5BB, 01695 424724, 07976 237156 <a href="mailto:the.palfs@lineone.net">the.palfs@lineone.net</a> Race Secretary: Malc Hughes, 29 Wadeson Way, Croft, Warrington, WA3 7JP, 01925 765021, 07780 992515 <a href="mailto:m@lc39.co.uk">m@lc39.co.uk</a></p>
<p><b>Lowestoft &amp; Oulton Broad Motor Boat Club</b> Oulton Broad, Suffolk In Oulton Broad near junction of A146/A1117 <a href="http://www.lobmbc.org.co.uk">www.lobmbc.org.co.uk</a></p>	<p>Club Secretary: John Staveley, Woodford Villa, Honingham Road, Weston Longville, Norwich NR9 5JU TEL: 01603 881112 email <a href="mailto:johnstaveley@ic24.net">johnstaveley@ic24.net</a> Race Secretary: Sue Staveley Woodford Villa, Honingham Road, Weston Longville, Norwich NR9 5JU TEL: 01603 881112 email <a href="mailto:johnstaveley@ic24.net">johnstaveley@ic24.net</a></p>
<p><b>Midlands Powerboat Racing Club</b> Kingsbury Water Park, Bodymoor Heath, Warwickshire</p>	<p>Club Secretary: Ian Andrews, Hall Field Farm, Orton Lane, Austrey, Nr Atherstone CV9 3EA 07775 690321 <a href="mailto:ian_andrews69@hotmail.com">ian_andrews69@hotmail.com</a></p>
<p><b>Nottingham Powerboat Racing Club</b> Peripatetic  <a href="http://www.powerboatgp.co.uk">www.powerboatgp.co.uk</a></p>	<p>Affinity Partnerships Ltd, Millennium House, Lime Kiln Way, Lincoln, LN2 4US <a href="mailto:jason.brewer@powerboatgp.co.uk">jason.brewer@powerboatgp.co.uk</a> Tel: 01522 877411</p>
<p><b>Stewartby Watersports Centre</b> Stewartby, Bedfordshire. Just off A421 between Bedford and M1 Jct'n 13 <a href="http://www.stewartbypowerboat.com">www.stewartbypowerboat.com</a></p>	<p>Club Secretary: Sue Tassell, 59 The Links, Kempston, Bedford, MK42 7LT Tel: 01234 841217 Mob: 07970 406163 <a href="mailto:nigelandssue@stassell92.orangehome.co.uk">nigelandssue@stassell92.orangehome.co.uk</a> Race Secretary : Jenny Powell, 39 Derrys Hollow, Forest Edge, Ellistown, Leics, LE67 1FT. Mob : 07976 979515, <a href="mailto:m.powell6@ntlworld.com">m.powell6@ntlworld.com</a></p>
<p><b>Thundercat Racing (M2M)</b>- Thundercat Racing Ltd HQ, Microlink House, Brickfield Lane, Chandlers Ford, Southampton, SO53 4DP <a href="http://www.thundercatracing.co.uk">www.thundercatracing.co.uk</a></p>	<p>Club Secretary: Fiona Pascoe Tel: 02380 240388 Mob: 07795 618701 <a href="mailto:fiona@thundercatracing.co.uk">fiona@thundercatracing.co.uk</a> Race Secretary: Sophie Pascoe Mob: 07880 794014 <a href="mailto:sophie@thundercatracing.co.uk">sophie@thundercatracing.co.uk</a></p>
<p><b>Windermere Motor Boat Racing Club</b> On the A592, 1.7 miles south of B5285 junction. <a href="http://www.wmbrc.co.uk">www.wmbrc.co.uk</a></p>	<p>Club Treasurer: Alison Whalley Broad Leys, Ghyll Head, Windermere, Cumbria LA23 3LJ Mob: 07850 807039 email: <a href="mailto:alisonw@naylorwintersgill.co.uk">alisonw@naylorwintersgill.co.uk</a> Club Contact: Will Wood, Coach House Ings, Cumbria, LA8 9PY Mob: 07912 267887 <a href="mailto:willwood6@hotmail.co.uk">willwood6@hotmail.co.uk</a></p>

## D HOW TO OBTAIN A CIRCUIT POWERBOAT RACING LICENCE

### 1.1. What to do

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

### 1.2. Licences available are as follows:

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

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

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

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

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

Note: The OOD will require competitors to take a written/oral test prior to racing and demonstrate that they fully understand the racing rules particularly those relating to overtaking and rounding of race marks and race flag signals. The procedure governing the licence upgrade process as detailed in section D2 is mandatory.

- (b). **National Licence:** this licence is issued to:
- (i). successfully upgraded Provisional licence holders
  - (ii). Previous holders of National licences (issued within the last two years)
  - (iii). Previous competitors not having raced in the class applied for in the last 2 years but whose application is approved by the CRC Executive.
  - (iv). Foreign competitors resident within the UK who must have written permission from their own National Authority, provide proof of previous racing experience by the submission of a Powerboat Racing CV with their Licence Application Form and rescind any existing licence from another authority.
- (c). **International licence** – this licence is issued to:
- (i). Competitors who upgrade their National Licence to International status by competing in three national events to the satisfaction of the OOD who will then countersign the International Licence Upgrade Form. Competitors are reminded that these Upgrade forms must be presented to the OOD prior to the Drivers' Briefing.
  - (ii). Previous holders of International licences (issued within the last two years).
  - (iii). Previous holders of an international licence not having raced in the class applied for whose application is approved by the CRC Executive
  - (iv). Foreign competitors resident within the UK who must have written permission from their own National Authority to be issued with an international licence, provide a CV of their racing experience and submit their application to the CRC Executive.



- (d). **UIM Super Licence** – this licence is issued to:
- (i). All competitors who race in F1 and F2 must in addition to their UK International licence hold a UIM Super Licence.
  - (ii). UIM Super Licence application forms and procedure can be downloaded from the RYA website – [www.rya.org.uk](http://www.rya.org.uk) (go to Circuit Forms for competitors). Or you can obtain the procedure from the UIM website: [www.uimpowerboating.com](http://www.uimpowerboating.com)
  - (iii). Super Licences are granted subject to UIM Rule 120.08 and the approval of the CRC Exec.
  - (iv). UIM Super Licence applicants are reminded that an additional UIM medical examination is required and Super Licence Fee paid to the UIM and that the deadline for a Super Licence is four weeks before you require it.
- (e). **Event Licence & Training Licences** – issued by Race Organisers at Race Control to competitors. Event Licences will not be issued unless a competitor has previously held a powerboat racing licence in the last two years, undertaken an appropriate training course or has successfully completed an on water assessment by the OOD. Training Licences will be issued free of charge to class novice drivers for their initial training.
- (i). The OOD will require competitors to take a written/oral test prior to racing and demonstrate that they fully understand the racing rules particularly those relating to overtaking and rounding of race marks and race flag signals
  - (ii). An Event or Training Licence provides a competitor with a temporary Powerboat Racing licence valid only for the duration of the event at which it was issued and restricted to the class as authorised by the Event OOD and signed by the Race Secretary.
  - (iii). A Medical “Self Declaration” form must be completed and signed by the competitor prior to the issue of each Event or Training Licence.
  - (iv). For Basic races only: A maximum of 2 Event Licences per person can be issued in any one year. (This is at the discretion of the CRC).
  - (v). For National races only: A maximum of 2 Event Licences per season for qualified drivers; full medical required and immersion test required when applicable. Fee 50% of respective full national fee for first event, remaining 50% for second event.
  - (vi). A maximum of 1 (one) Training Licence can be issued to a novice driver for each individual class for their initial training.
- (f). **Powerboat Racing Licences for those under 18** – (i.e. those who are not yet 18 when they apply for their licence):
- (i). All competitors under the age of 18 are required to submit an RYA Certificate of Competence Form signed and completed with their Licence Application form on an annual basis.
  - (ii). RYA Officials who countersign a Certificate of Competence form are reminded that it is their responsibility to ensure that the named competitor has undergone a Powerboat Race Training programme, and in their opinion, is competent to participate in Powerboat Racing for the classes identified.
- (g). **Immersion Tests.** If you are racing in a class that requires an Immersion Test i.e. restraint and canopy boats, then you must have undertaken your test before applying for your licence. See RYA website for details of venues and dates when tests are being offered.
- (h). **What does the powerboat licence provide for you?**
- (i). All competitors are provided with Third Party Public Liability insurance whilst racing and during official practice. This cover only applies once the competitor has “signed on” at Race Control at the beginning of the event.
  - (ii). The RYA Powerboat Racing Department is now pleased to offer specialist insurance for Powerboat Racing to all RYA licensed Powerboat competitors. The RYA can now provide insurance for raceboats and their equipment both whilst in transit to and from RYA events and also can provide insurance cover for competitors’ boats whilst racing. Full details of these new policies will be available on the RYA website.
  - (iii). **Third Party Liability Insurance in the United Kingdom.** Payment of the licence fee automatically ensures that the holder is subject to the terms and conditions of the insurance effected on behalf of the insurers by the RYA for and on behalf of its recognised clubs and members jointly indemnified with the RYA in respect of legal liability for death or bodily injury to persons or damage to property following accident whilst taking part in any powerboat race approved by the RYA and organised by one of its recognised clubs.
  - (iv). The policies will also indemnify any holder whilst taking part in official practice as defined in the advance programme or by the race committee at the time of the event.
  - (v). The limit of indemnity is £10,000,000 on water and £10,000,000 on-shore for any one accident. For Excess Information please see relevant section.

(vi). **Overseas Third Party Liability Insurance** – This is automatically included with an international status licence. This means that holders of international licences participating in worldwide events, (excluding the United States of America and Canada), will automatically receive a cover note (insurance letter, or licence endorsement), to extend the conditions of the insurance applying to the UK – this insurance only comes in force if the race organiser's own insurance fails – the RYA cover is not the PRIMARY LAYER. **Competitors MUST purchase the organiser's own insurance at UIM recognised foreign events.** The limit of indemnity is £10,000,000 on-water only for any one accident when racing overseas. Competitors must provide their own insurance for races held in the United States of America and Canada.

(l). **What does the powerboat racing licence NOT provide for you?**

- (i). The RYA insurance policies do not cover competitor to competitor liability.
- (ii). The RYA policies do not cover Personal Accident and Death benefit.

(j). **The RYA strongly advises you to take out the following insurances before racing :**

- (i). Personal Accident and Death Benefit.
- (ii). Legal Expenses cover.
- (iii). Loss of Earnings insurance.
- (iv). Travel and Medical Insurance (when travelling to foreign events)
- (v). All Year Round Third Party Public Liability or Comprehensive cover on your boat/ski (outside of RYA organised Powerboat Racing events).
- (vi). Fire, Theft insurance cover on your own craft/trailer – check to see if your car policy covers trailing.
- (vii). Check all your insurance policies to ascertain whether you are covered whilst Powerboat Racing. It is imperative that you declare this.
- (viii). Always seek independent professional advice in insurance matters.

## **D2 APPLICATION FOR POWERBOAT LICENCES**

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

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

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

2.4. Family members may not countersign licence application forms.

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

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

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

## **D3 DRIVER IMMERSION TEST**

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

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

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

#### **D4 LICENCE VALIDITY AND AGE LIMITS**

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

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

4.3. Any variation to the age restrictions given in D9 must be determined by the CRC Exec or Circuit Racing Committee.

4.4 GT15 class - participants may train from 8 yrs. 6 months old. Competitors may be entitled to collect their test session signatures during this time. Competitors are not permitted to race at club or national level until they are 9 yrs. old.

#### **D5 LICENCE FEES**

Licence fees are set at the start of each season and details can be obtained from the RYA or the RYA web site [www.rya.org.uk](http://www.rya.org.uk)

#### **D6 DOCUMENTATION FEES**

6.1. Measurement certificate Fees - The fees for **2014** are as follows:

- (a). New registrations **£40**
- (b). Renewal of registration **£30**

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

#### **D7 PASSENGER PERMITS**

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

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

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

#### **D8 LICENCE UPGRADING**

8.1. Generally, In addition to providing compulsory third party insurance the issue of racing licences permits Clubs and the RYA to regulate the progression of competitors through the sport by requiring them to gain the necessary experience and demonstrate their competence before being allowed to apply for upgrading of their Licence. Licences are graded by class and status as set out in section D1 above.

To upgrade a licence the applicant must follow the process set out in sections 2, 3, 4 & 5 below. For further clarification see D10

##### **8.2. Provisional to National.**

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

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

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

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

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



**Definitions to be used in conjunction with D10**

**Club Race -**

3 x heats of 6 laps to constitute the minimum requirement for a Club Race. OOD's must use their discretion if a driver fails to complete the minimum required amount due to 'force majeure' and a signature should be given only if the driver has completed a reasonable amount laps to an acceptable standard.

**Test Session -**

3 x 10 minute sessions or total 30 minutes to constitute a minimum required time for a test session. OOD's to be reminded that signatures should only be given if the driver is competent.

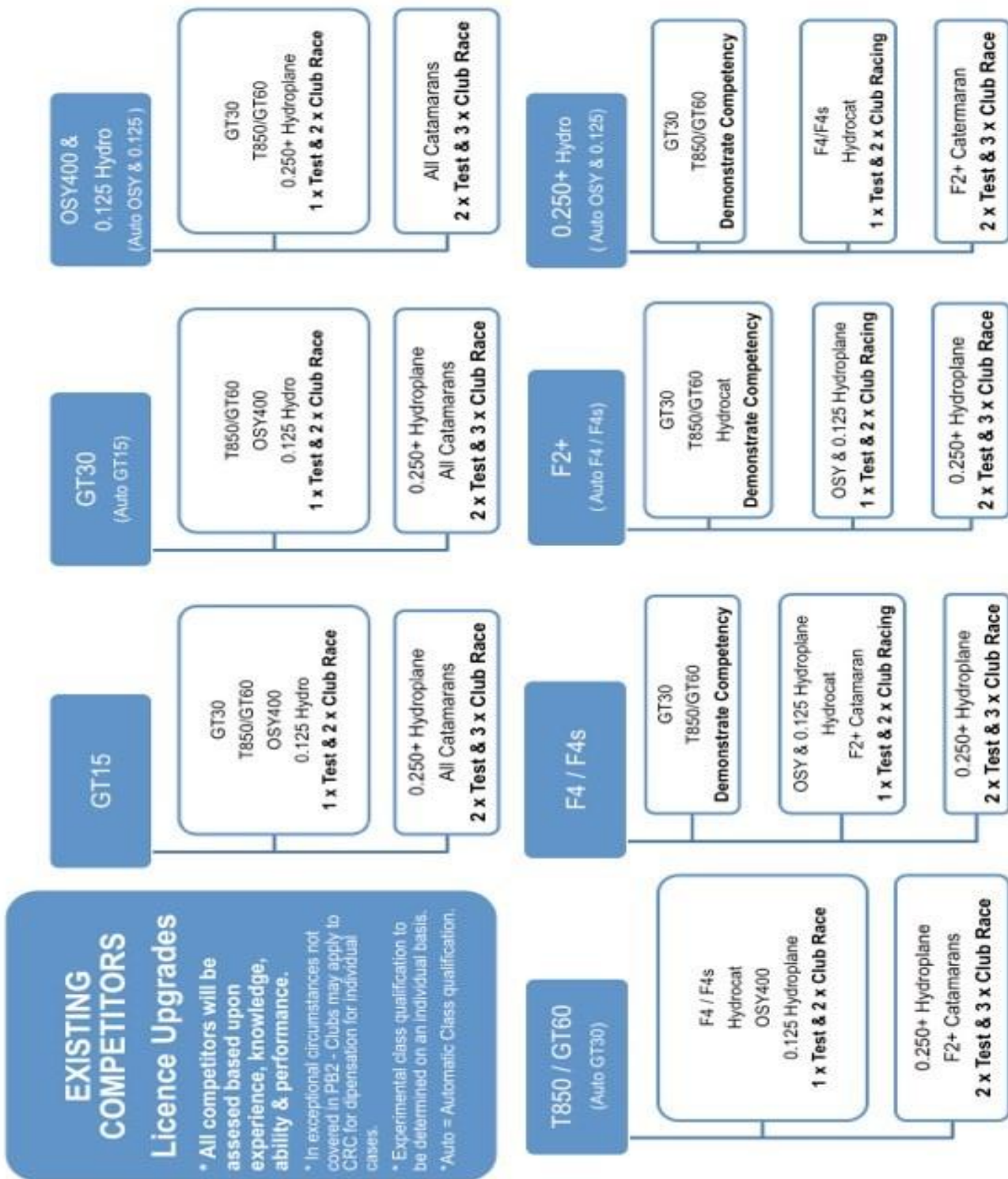
**Competency -**

3 x Laps at racing speed will constitute a minimum required time for a demonstration of competency. OOD's must closely observe the handling ability and only allow race participation if the driver is competent.

**D9. CLASS AGE RESTRICTIONS ,LICENCE LEVELS, UPGRADING AND RENEWALS**

Class		Provisional	National	Inter-national	
Level 1					
GT15	S	Training from 8 yrs 6 mnth) 9	9	10	Maximum age 16
GT30	S	14	14	14	
OSY400	H	14	14	16	Mixed Class min Age 16
Level 2					
T850	S	16	16	16	
F4	S	16	18	18	Immersion Test
F4s	S	(Training/Practice & Group Practice from 14 Yrs	Club & National Racing form 15 Yrs	16	Immersion Test
O125	H	16	16	16	
O250	H	17	17	18	
O350	H	17	17	18	
Inboard	H	17	18	18	
Level 3					
F2	S	18	18	18	Immersion Test
Supercat	S	18	18		Immersion Test
O500	H	18	18		
O700	H	18	18		
Formula	H	18	18	18	Immersion Test
All Classes		→	5 Events		
All Classes			→	3 Events	
To maintain National Licence		3 Races	1 Race		
To maintain International Licence			1 Race		

# D10 Licence Upgrade Pathway



## **E RYA BASIC JUNIOR TRAINING**

### **E1 INTRODUCTION**

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

### **E2 STAGE 1**

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

### **E3 STAGE 2**

3.1. Club racing takes place according to the race calendar at the various clubs. You will need to arrive at the time advised to help prepare the boat and to be scrutineered. You will need to attend the drivers' briefing along with a parent or guardian and then you will take part in Junior handicapped racing event in which trophies are presented for the first three places. Racing normally starts at..... with heats being held between senior racing. Racing normally finished by..... With a presentation shortly afterwards. You will be awarded a certificate of achievement and possibly a trophy.

3.2. It is a great day out for the whole family refreshments are normally available all day in the club house. If you have any questions please do not hesitate to contact (. . . .) and have a great time.

### **E4 - TRAINING RECORD**

Name	
Address and telephone numbers	
Date of Birth	
Parent/Guardian	
Present at training	
If not Name and Address of responsible person	
Any relevant medical conditions	
Location of Training	
Weather Conditions	
Introduction to boat	
Scrutineering of boat	
Controls and their effects	
1) Steering	
2) Gearshift	
3) Accelerator	

4) Kill Switch	
Jetty/Slipway safety	
Safety briefing	
What to do in the event of a capsize	
Flags and their meaning	
Outline of the course	
Safety equipment	
Childs clothing adequate	
Life jacket: - fits and secure	
Helmet: - fits and secure	
Course familiarisation: rescue boat outing	
Advice on hazards:-	
a) other buoys on course	
b) Right hander	
c) Fishermen	
d) Any other relevant hazards	

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

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

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

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

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

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

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

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

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

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

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

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

Trainers Overall Comments:-

Trainer's Signature:	Trainer's Name:
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Coordinator/Club Official Signature:	Coordinator/Club Official Name:
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Parent Signature:	Parent Name:
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Date:
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## **E5. TRAINERS' INSTRUCTIONS FOR ON WATER SESSION.**

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

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

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

Points to note:

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

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

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

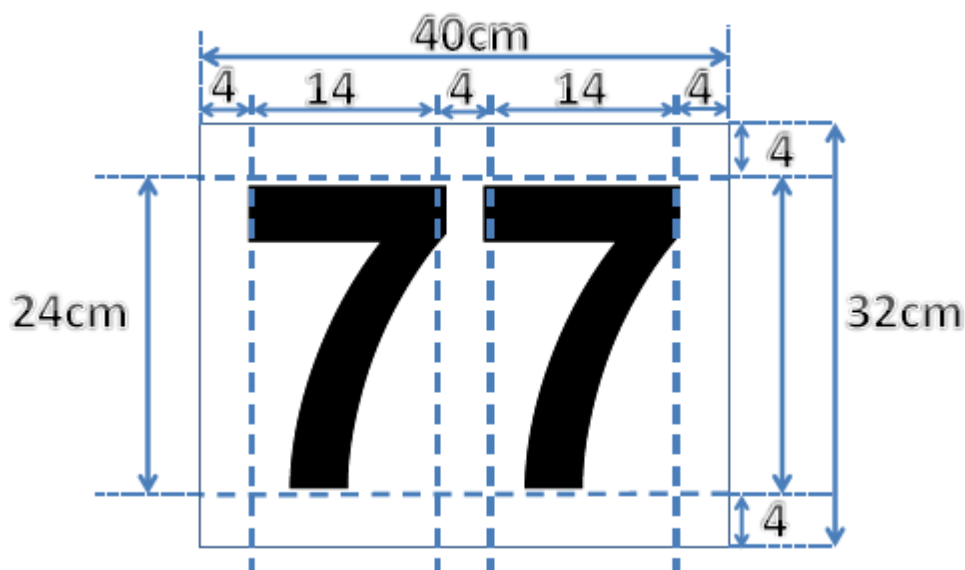
5.5. Get the Trainee to go out again, repeat as many times as there is time, but never more than six laps at a time. Give advice each time.



## F BOAT, EQUIPMENT AND PREPARATION

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

- 1.1. Every race boat must have a race number. The racing the number is allocated by the RYA. Race Number 1 will only be allocated to the previous year's class National Champion.
- 1.2. Should you wish to keep the same number in the coming season, please inform the RYA before the 31st March each year. If a driver changes from one class to another it is in their interest to inform the RYA as soon as possible and to obtain a different racing number.
- 1.3. Novice Hydroplane drivers for their first five events, must have a number board with a bright yellow background
- 1.4. Should two drivers of an international competition have the same number:
  - (a). The driver of the inviting nation will change his number following the instructions of the Technical Officer
  - (b). If none of the drivers is from the organizing nation, the driver who entered last will change his number following the instructions of the technical officer.
- 1.5. The race number may be fixed on a surface corresponding to the following measures and characteristics: the surface measures 32 x 40cm and the numbers must be black on a white surface on both sides of the hull in digits of 24 x 14cm.
- 1.6. The width of the stroke of the number should be at least 4cm
- 1.7. The space between the rectangular with the digits must be 4cm.
- 1.8. The white surface must surround the digits with 4cm
- 1.9. All Numbers must be plain and upright (no italics). No number shall begin with zero, e.g. for 2 digit numbers (sketch as shown below):



- (i). In case of a 3 digit numbers, the length of the surface must be modified consequently.
  - (ii). The race numbers may also be painted or glued to the slightly curved surfaces and on one vertical surface provided that the whole number is within 30 degrees from the vertical position. It is recommended to use two digits only
- 1.10. The race number must remain visible during the whole race.

## **F2 PADDLE**

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

2.2. **H** (Hydroplanes) Paddles must have a fluorescent finish, orange or yellow.

## **F3 BUOYANCY UIM Rule 503.01**

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

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

## **F4 WINDSHIELD UIM Rule 503.02**

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

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

## **F5 SPONSONS**

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

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

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

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

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

5.6. It is recommended that the sponson forward bulkhead be angled backwards at an angle of 10° to 20° from a vertical line between the sponson tips. See rule 509.02 in current UIM rule book for diagrams.

5.7 **H**. Hydroplanes must have a skeg fitted on the rear of l/h front sponson or a similar position on the inner air trap. The skeg must be fixed with a shear bolt or self returning. The skeg must not be retractable when racing.

## **F6 TOWING CLEAT**

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

## **F7 PAINTER/MOORING LINES**

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

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

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

## **F8 SHARP EDGES**

All sharp edges must be adequately protected or removed.

## **F9 STEERING GEAR**

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

9.2. Steering wheels and fittings must be strong enough to withstand rough handling during racing. Cracked, split or delaminated wheels shall not be used.  
Steering wheels must not spin on the internal boss, drum or shaft.  
Removable steering wheels must be demonstrated to the Scrutineer.

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

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

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

9.6. Steering cable should not be sheathed but can be routed through guides. All visible cable must be checked including moving from lock to lock.

9.7. **S** Pulleys must be of a minimum diameter of 2.1/2" ( 62.5mm)  
Pulleys must operate freely and shall be through bolted with positive locking.  
Pulleys with non-ferrous riveted pins are not permitted; pins may be replaced with positively locked steel bolts.  
Boats with excessive wear at pulley, fixing, steering bar etc. interfaces are not permitted

9.8. Pulleys must be bushed.

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

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

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

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

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

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

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

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

9.17. Tiller steering is not permitted except in P750 classes.

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

## **F10 CONTROL CABLES**

All control cables must be bolted down securely.

## **F11 FUEL TANKS**

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

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

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

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

## **F12 FUEL LINES**

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

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

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

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

## **F13 THROTTLE CONTROL**

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

13.2. Lever unit must be securely attached.

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

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

## **F14 KILL SWITCH**

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

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

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

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

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

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

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

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

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

## **F15 ISOLATOR SWITCHES FOR BOATS WITH ELECTRIC FUEL PUMPS OR STARTERS**

**UIM Rules 503.11 and 509.12** plus

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

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

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

#### 15.3. MOTOR SHUT OFF SWITCH *UIM 509.12*

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

#### F16 GEAR CONTROL

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

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

#### F17 SEATS

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

#### F18 MOUNTINGS AND TRANSMISSIONS

##### 18.1. Outboards

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

##### 18.2. Inboards

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

#### F19 ENGINE CONDITION

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

#### F20 EXHAUST SYSTEMS FOR INBOARDS

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

#### F21 PROPELLER SECURITY

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

#### F22 BATTERY STOWAGE

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

#### F23 STRUCTURAL STATE

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

#### F24 RACING VESTS *UIM Rule 205.06* plus

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

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

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

**UIM 205.06 Life Jackets (Racing Vests)**

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

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

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

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

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

24.9. The disposition of the solid buoyancy must be such as to ensure that an unconscious person shall float face up in the water,

24.10. All adjustable straps must be at least 40mm wide except in Junior Lifejackets where 25mm is acceptable and have a minimum breaking strain of 1000kg. The crutch straps must be attached at the front at the position of iliac crest and at the back in the sacral region. A recovering attachment must be placed either on the shoulders, or as a chest strap and made with strap of the same quality as indicated above,

24.11. Manufactured from fire resistant material and coloured orange (UK Rules bright yellow permitted),

24.12. The back must include a protective plate,

24.13. Alternatively the protective plate on the back may be a separate plate,

24.14. The compulsory collar must have rounded edges and extend above the bottom of the helmet. It must not exceed 180 degrees,

24.15. A racing lifejacket manufacturer must undertake to comply with the rules and print indelibly on the life jacket the following: "Conforms with the regulation for a person weighing a maximum of 60kg" or "for a person weighing over 60kg", in respect of the buoyancy,

**F25 PROTECTING HELMET**

25.1. It is mandatory to wear a helmet made to a minimum standard to include UN ECE22-05 or Snell M2000, or M2005 or Snell SA2000 or SA2005. Helmets must have temple protection and must be coloured fluorescent orange, Fluorescent Red, Fluorescent Yellow or international orange colour These helmet Colours must be bright enough to be clearly visible in the water.

**For children under the age of 18yrs it is mandatory that helmets conforming to Snell FIA CMR/CMS 2007 are used. These helmets must not be used by competitor's age 18 years and over.**

**Competitors under the age of 18 with a head circumference of more than 60cm must contact the RYA for further advice.**

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

25.3. Chin straps must be in good condition and operative.

25.4. Helmets must be devoid of dents or splits.

25.5. Helmet visors must be in good condition and devoid of cracks and easily detachable



- 25.6. The RYA recommends that full faced helmets are used at all times where practical. Open faced helmets are permitted unless otherwise stated in Class Specific Rules or Race Instructions.
- 25.7. All crew must each have their own hard hat or racing helmet, to be worn at all times in the craning area.

#### **F26 FUEL As UIM Rule 508**

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

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

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

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

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

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

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

##### **26.5. UIM 508.07 Lubricating Oil**

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

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

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

##### **26.7. UIM 508.09 Testing Procedures**

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

26.8. **UIM 508.11 Refuelling** - Refuelling is allowed only at places announced by the event organizer

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

#### **F27 GLASS FILTER BOWLS**

The use of glass filter bowls is prohibited.

### **F28 PROPELLER GUARDS**

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

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

### **F29 CLOTHING**

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

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

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

### **F30 TUNNEL 'SPOTS' AND LIFTING EYES**

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

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

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

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

### **F31 FLYWHEEL GUARDS**

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

### **F32 SLINGS, HOOKS AND LIFTING**

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

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

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

32.4. Drivers must provide their own slings.

32.5. All hooks must be of the closed type.

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

### **F33 BALLAST**

Must be fastened, to the inside of the hull, so that it cannot move during racing. All ballast must be fixed and be able to be presented to the scrutineers should it be required. The use of disposable liquid ballast is forbidden.

### **F34 BOAT NUMBER ON TRAILER**

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

### **F35 FIRE EXTINGUISHERS**

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

### **F36 RYA DECALS**

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

### **F37 COMPRESSED AIR AND GAS**

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

### **F38 INTERCOMMUNICATION**

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

### **F39 MEASUREMENT FORM AND CERTIFICATE**

39.1. Boats competing at National and International racing must, at every event, produce current measurement certificates. The certificate states the class or classes in which that boat may race. The RYA will keep a register of measurement certificates and renewals which will be circulated to Clubs. If a boat arrives without a current measurement and it is not on the current register then the boat can be measured on the day by an approved measurer for the appropriate fee.

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

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

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

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

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

### **F40 LOG BOOKS**

All boats competing at Club racing must hold an RYA Log book or measurement certificate, this must be given to the race secretary when signing in to the event.

The scrutineers will record any damage sustained to the boat during racing/practice incidents. When significant damage has been recorded by the scrutineer the log book will be returned to the RYA who will record details of the damage on a central data base. The log book will then be returned to the competitor.

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

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

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

### **F41 COMPUTERS, ECUs and TELEMETRY**

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

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

#### **F42 STARTER CONNECTIONS**

All electrical engine starter connections should be 12V. The only exception is the SST120 which has specific permission to connect to 24V

#### **F43 BOAT, EQUIPMENT AND PREPARATION**

The Delayed Operation Buoyancy Airbag System (Airbag) is mandatory for all composite F2 & Supercat Hulls. ,Only UIM approved & Homologated/Licensed systems may be used and installed.

#### **F44 COCKPITS**

Only UIM Approved / Homologated / Licensed cockpit builders may construct or upgrade cockpits. The strength of the cockpit must be recorded as the strength that is approved by the UIM and the cell number installed by the cockpit builder must be the same number that has been issued to them by the UIM and listed on their website. Construction of cockpits must be of the exact composition and lay-up of the original sample that the cockpit builder submitted to the UIM and gained approval from. Cockpit construction & upgrades must be carried out as per UIM rules. When a cockpit has been upgraded, an additional plate & cockpit number must be attached to the hull in question and the information on the measurement certificate updated. A letter of confirmation from the cockpit builder must be sent to the RYA if any upgrade or significant repair or alteration has been carried out.

## **G RACE RULES AND REGULATIONS**

### **G1 AUTHORITY**

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

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

### **G2 TERMINOLOGY**

Interpretation of Rules and Regulations

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

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

### **G3 DEFINITION OF EVENTS**

Competitive events are divided into:

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

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

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

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

### **G4 ORGANISING CLUBS**

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

### **G5 RYA OFFICIALS INDEMNITY FORM**

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

### **G6 OFFICER OF THE DAY (OOD)**

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

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

6.3. The appointment of an OOD is made by an organising club and approved by the CRC.

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

6.5. The role of the OOD is to control the overall event and to ensure that all rules and regulations are adhered to. In the absence of the OOD the Deputy OOD must assume responsibility.

### **G7 RYA APPROVED MEASURERS**

See list in Officials Section at the back of PB2.

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

### **G8 RYA TECHNICAL INSPECTOR**

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

## **G9 SCRUTINEERS**

9.1. A scrutineer must examine a boat with a view to confirming that it complies with the items on the official check lists supplied by the RYA and at their discretion, for any other items not so listed. They must refer any discrepancies to the Chief Scrutineer/OOD for decision. Where possible this should be carried out in good time before the start of a race.

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

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

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

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

## **G10 RYA COMMISSIONERS**

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

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

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

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

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

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

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

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

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

## **G11 ADVANCE PROGRAMME AND ENTRIES**

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



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

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

11.4. The entry closing date must be stated.

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

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

## **G12 ADVANCE PROGRAMME CONTENT**

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

### **12.2. SPECIAL RACING INSTRUCTIONS**

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

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

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

## **G13 ARRIVAL, SIGNING-IN and SIGN-OUT PROCEDURE**

On arrival for driver passenger and crew:

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

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

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

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

13.4. Pay any outstanding fees

13.5. Submit licence, measurement certificate (if applicable), RYA log book and scrutineering slip to the Race Secretary for the duration of the event.

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

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

### **13.7. Race Entry**

When entered into an event participants are reminded that they are subject to the direction and control of the Officer of the Day. However, it is the sole responsibility of each entrant to decide whether to start or continue to race/participate in an event.

### **13.8 Signing Out/Licence Collection**

Competitors are reminded that it is mandatory to sign-out at the end of the event and to be responsible for collecting their own paperwork from the race Secretary.

## **G12 PRE-RACE SCRUTINEERING**

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

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

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

12.3. Drivers must provide the Scrutineer with the current Measurement Certificate and when necessary the engine Homologation papers. Current Measurement Certificates are mandatory for all classes at National events.

Engine homologation papers are mandatory for OSY400, GT15, GT30, T850, F4, F4s and F2

12.4. Only after inspection of all the necessary items to the Scrutineer's satisfaction will the Scrutineer complete and sign the control slip. It is the Scrutineer's sole discretion whether or not to sign the slip.

12.5 Scrutineering does not constitute a condition survey of the craft. Once scrutineering has been passed it is the driver's sole responsibility to decide whether or not driver, crew and the equipment for crew and boat are fit to start or continue in any powerboat race. A boat that has passed scrutineering means that the required areas have been checked to the minimum standards during inspection and does not guarantee that these requirements will be met once the inspection has been completed. The condition & compliance of all equipment is the sole responsibility of the driver.

12.6. For all events, entries must pass scrutineering on each day before launching.

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

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

## **G13 DRIVERS BRIEFING**

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

13.2. The briefing must be held prior to practice or racing and the completed scrutineering sheets must be handed to the OOD prior to the briefing.

13.3. A roll call must be taken.

13.4. Drivers must attend for the duration of the Briefing, the attendance of a responsible crew member for each driver is recommended.

13.5. Junior competitors (under the age of 18 years) must be accompanied by their parent or nominated legal guardian

13.6. Drivers must answer to their names.

13.7. When a driver misses a briefing it is the driver's responsibility to apply to the OOD for a separate briefing. The OOD will hold a separate briefing at their convenience if it is decided the absence was caused by force majeure.

13.8. Drivers failing to comply with (2) (3) and (4) above, will be disqualified.

13.9. The Rescue Officer and Doctor/Paramedic should also attend.

13.10. A chart of the course should be prominently displayed at the location of signing in.

13.11. After the roll call, obtain assurance that all competitors:-

Understand English; exceptions must be briefed separately afterwards, through an interpreter have received, read and understood the Advance Regs, and special racing instructions; have already or will complete two laps of the course before racing

13.12. Use chart to ensure complete understanding of start and finish regulations and to point out water depths between 1.22m/4ft and 1.83m/6ft.

13.13. Run through procedures necessary if a race is stopped through 'Force Majeure'

13.14. Explain use of signal flags.

13.15. Confirm names of Protest Jury.

13.16. Wet Driver Rule applies to all classes unless otherwise provided for by the OOD at Driver's Briefing in accordance with G22.1.

13.17. After Pre Race Scrutineering no boats must leave the pits for the duration of the meeting other than to practice and race when instructed.

13.18. Re emphasise the importance of the sport being non contact and the importance of maintaining lane discipline during a start until passed the designated separation mark

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

13.20. Any Questions?

13.21. Synchronise watches.

#### **G14 PRACTICE/ QUALIFYING**

14.1. At a meeting, classes competing for National Championship points must have the same duration of practice. Practice also constitutes as qualifying.

14.2. Wherever possible all drivers must complete a minimum of one practice lap at full racing speed in order to start a National Championship race or heat. This only applies to Drivers who are unable to participate in Official practice.

14.3. Practice/Qualifying laps must be timed.

14.4 If through force majeure, times are not available, the grid positions will be determined by current National Championship Standings. See Rule H1 2.b.

#### **G15 STARTS**

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

15.1. To qualify as a starter for points, drivers must have attended the drivers briefing and must leave the start pontoon and complete a lap under the boats own engine power at least once at the commencement of one of the heats or re-run heats for their class at an event.

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

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

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

15.5. On leaving the start boats must not interfere with the racing line of other boats. Boats must maintain their lanes from the start to a predetermined point before the first turn mark or to a point as

described at drivers briefing, such point to be decided by the OOD and the drivers advised at the Drivers' Briefing.

15.6 The SST200 XS (Optimax) & the SST120 Engines will be split into 2 groups on the start grid. The SST200 XS will be in group 1 and will start as soon as the 1<sup>st</sup> set of lights are switched off / flag drop. The SST120 engines will be group 2 on the end of the grid and will start when the red lights have come on again and been switched off / flag drop. There should be approximately 6 seconds between the 2 engine groups starting.

There is only 1 British Championship class for F2, of which the SST200 XS & the SST120 Engines are both permitted to be used.

#### **G16 JETTY STARTS**

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

The above times may be shortened and advised by the OOD.

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

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

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

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

#### **G17 ROLLING STARTS**

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

#### **G18 RE-STARTS**

##### **Generally**

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

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

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

18.4. Disqualified drivers must not restart except as detailed in (6) below.

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

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

18.7. Grid positions are the race positions at the end of the lap prior to the stoppage.

##### **Racing in Heats**

18.8. In multi heat racing drivers may not join any restarts if they did not leave the jetty under their own power and commence racing during the original heat start.

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

- 18.10. **H** Both re-starts are for the original number of laps.  
Refuelling and assistance back to the pontoon is allowed.  
**S** The race must be re-started when after having deducted one lap for the stoppage the remaining laps are at least 20% of the original.  
Only those scored at the end of the previous lap may re-start. Those eligible must return directly to the start, no outside assistance and no re-fuelling.

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

### **Single Heat Racing**

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

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

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

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

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

### **G19 STARTING IN GROUPS**

19.1. Each group must race against the others.

19.2. The finishing order is determined by combined points.

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

### **G20 OVERTAKING PROCEDURE UIM Rule 312**

20.1. Rules of the Road

20.2. **312.01** All racing boats must take any action to avoid a collision at all times

20.3. **312.02** Overlap

An overlap is only established when two boats are approximately on the same course and the cockpit of the overtaking boat, if passing on the inside, is even with the cockpit of the overtaken boat. When overtaking from the outside, an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to alter course without contact.

20.4. **312.03** The leading boat has right of way until an overlap is established

20.5. **312.04** A safe overlap and overtaking manoeuvre is the responsibility of the overtaking boat

20.6. **312.05** After an overlap manoeuvre, the overtaken boat must give the overtaking boat room to negotiate turn buoys.

20.7. **312.06** The overtaking boat cannot force an overlap situation once the lead boat has started his turning manoeuvre.

20.8. **312.07** An overlap can be attempted from either side of the leading boat

20.9. **312.08** Overtaking. An overtaking boat shall keep clear of the boat which is being overtaken

20.10. **312.11** Passing Marks.

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

20.11. **312.12** Altering Course. When one of the boats is obliged to keep clear, the other shall not alter her course; to avoid risk of fouling a boat must not bear out of her course as to hinder another in passing to the right.

20.12. **314** Fouling Competing Boats. If a boat, in consequence of her neglect of any of these rules fouls another boat, or compels others to foul each other, she is disqualified.

## **G21 TURN AND COURSE MARKS OF THE COURSE**

21.1. Hitting a turn mark - no penalty

21.2. Missing a turn mark - one lap penalty

21.3. Travelling against the racing line - disqualification.

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

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

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

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

21.8 All Turn Marks of the course will be secured by rope of similar material that can be cut. Metal chain or similar is not permitted to be used.

## **G22 BOATS STATIONARY IN WATER**

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

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

22.3 In the case of a breakdown or accident drivers must remain in their boat with their helmets and racing vests on unless otherwise instructed by rescue personnel. Failure to comply with this rule will result in a minimum penalty of a yellow card and possible further disciplinary action may be taken.

## **G23 FINISH**

By passing the chequered flag or as described at drivers briefing.

## **G24 DEAD HEAT**

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

24.2. Hydroplanes. If there is a dead heat on points, the boat with the fastest heat time must be considered the winner. If there is still a tie, the boat's total race times of their three best heats must be the decider.

## **G25 FINISHING POINTS**

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

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

## **G26 AFTER FINISHING**



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

### **G27 COURSE CLOSED**

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

### **G28 FLAG SIGNALS**

Flag size - minimum 900mm x 600mm

28.1. The following flags must be carried by all rescue boats and all drivers must obey their signal:-  
RED FLAG Slow down/stop immediately and proceed with caution to the designated area as described at drivers briefing

YELLOW FLAG (stationary) CAUTION

YELLOW FLAG (waved) IMMEDIATE CAUTION

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

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

### **G29 WEIGHING**

29.1. An RYA approved Load Cell must be used for weighing racing boats at all meetings where weighing is required under RYA rules. The equipment must be available at all times during practice and racing for drivers to weigh their boats.

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

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

29.3. The weight of the boat means - Boat as it finishes the race, less driver less personal equipment and less excess water, but including any residual fuel.

Where driver weight is to be included, the driver is to be weighed separately in full race clothing.

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

29.5. Refusal to comply will result in disqualification.

### **G30 TECHNICAL INSPECTIONS**

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

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

30.3. The Inspectors and the OOD independently decide which engines to strip, their decision is final. Drivers must be informed. The Inspectors and the OOD decide the extent of dismantling, record their findings on form PBR37 or another form of written information if the PBR37 form is not available and on completion of their inspection submit copies to the RYA Commissioner and the OOD.

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

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

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

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

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

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

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

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

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

### **G31 RESULTS**

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

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

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

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

### **G32 PRIZEGIVING**

- a) Any driver finishing 1st, 2nd or 3rd. in the results must attend the prize giving. Failure to attend will result in all points for that event being removed but the position title will still apply. No points will be awarded. Podium position drivers must wear race overalls and be of smart appearance for prize giving unless otherwise agreed by the OOD. Competitors in lower positions will not be promoted and will only receive points for their actual finishing positions
- b) It is mandatory for all drivers to attend prize giving and all must wear race overalls and be of smart appearance. Failure to attend without prior arrangement could lead to points being removed in a similar way as described in (a).
- c) Competitors & crew in team wear of overalls may not open or consume alcohol at prize giving except in the case of an official podium alcohol prize being awarded.

### **G33 PROTESTS**

33.1. The names of the Jury must be announced at drivers briefing and posted in writing.

33.2. Protests must be on the RYA Protest Forms obtained from the Race Secretary.

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

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

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

33.6. For details and procedure see Section S.

### **G34 SANCTIONS**

- 34.1. Automatic. There are automatic sanctions for racing infringements, at the start, at marks etc.
- 34.2. The OOD, or Jury can disqualify from a heat or a meeting and penalise by one or more laps.
- 34.3. The OOD, or the RYA Commissioner can make submissions to the Jury which may result in the Jury imposing a sanction.
- 34.4. Yellow Cards see G35
- 34.5. **Gross breach of rules or Misconduct.** When the RYA / CRC Exec receives any official report alleging a gross breach of a rule, good manners or sportsmanship, or any official report alleging conduct that has brought the sport into disrepute, or any official report required by T1.3 or 5, it may conduct an investigation and, when appropriate, may call a hearing. The RYA / CRC may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the RYA's jurisdiction.

### **G35 YELLOW/RED CARDS**

- 35.1. Yellow or Red cards can be given for any offences on the water.
- 35.2. A Card may be given by the OOD, RYA Commissioner or the Jury.

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

- 35.3. The Yellow or Red Card should be recorded on the appropriate RYA form and given personally to the offending driver by the appointed officer. The appointed officer must be accompanied by one other race official when the penalty is issued. A copy of the card should be;
1. Retained by the Race Secretary,
  2. A copy given to the RYA Commissioner.
  3. A copy posted on the results board.
  4. A Copy must be sent to the RYA along with the Competitors Licence for penalty endorsement. The RYA will return the endorsed licence directly to the driver.
- 35.4 A Yellow Card is valid for 12 months. The accumulation of three Yellow cards will automatically constitute as a Red Card.
- 35.5 A Red card will result in immediate exclusion from all RYA Powerboat Racing Division competitions for the following two months of the current or following season. Any Cards still valid after two month exclusion are cancelled.
- 35.6. The RYA will copy Cards to all clubs and the UIM for International and super licence holders.
- 35.7. A driver may protest a Card. A driver may Appeal against a Card issued or confirmed by a Jury.

### **G36 INCIDENT REPORT FORMS**

- 36.1. An Incident Report Form MUST be completed, copied to the appointed RYA Commissioner and then sent to the RYA within 7 days when:
- (a). any personal injury has been sustained, on or off the water,
  - (b). any race, rescue, spectator or other boat has been damaged,
  - (c). following an incident, a race has been stopped,
  - (d). a driver, rescue or other person has been in the water as a consequence of, or the cause of an incident,
  - (e). or for any other reason which concerns the OOD/Commissioner.
- 36.2. If possible, the Medical Officer should complete the injury description.

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

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

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

### **G37 CLUB INTERNAL DISPUTES**

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

### **G38 CIRCUIT RACING COMMITTEE**

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

### **G39 POWERBOAT RACING SAFETY**

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

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

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

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

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

39.6. It is recommended that all racing drivers are reminded of their responsibility for the safety of rescue boats and their crews and of their obligation at all times to keep clear of rescue boats. In the event of an accident between a racing boat and a rescue boat. An RYA inquiry will be conducted to establish the facts following any such incident and appropriate action taken.

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

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

39.9. Rescue boats must be clearly marked.

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

39.11 Race Day Procedures:

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

- (f) The event medical officer must agree with the OOD a plan of action in the event of a medical emergency.

#### **G40 POINTS SCORING**

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

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

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

40.3 All classes will be awarded 1 point for pole position.

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

<b>The final RYA Championship Event points</b>			
<b>Position</b>	<b>Points</b>	<b>Position</b>	<b>Points</b>
1st.	20	11th	5
2nd.	17	12th	4
3rd.	15	13th	3
4th	13	14th	2
5th.	11	15th	1
6th.	10	16th	-
7th	9	17th	-
8th.	8	18th	-
9th.	7	19th.	-
10th.	6	20th.	-

#### **G41 CRANES**

41.1. Race boats being craned must be unoccupied.

41.2. The arrangements for craning must be so organised that on no account will the craned boats pass over the head of any person, any boat, any equipment.

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

41.4. Clubs must have adequate crane insurance.

**G42 PRACTICE AT INTERNATIONAL MEETINGS**

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

**G43 FIRE EXTINGUISHERS (Pits)**

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

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

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

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

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

**G44 AMBULANCES DOCTORS and PARAMEDICS**

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

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

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

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

44.5 Training/Testing: Refer to Rule G51

**G45 MEDICAL OFFICER**

National and Club racing must have at least a paramedic currently registered with the Health Professions Council. See website: <http://www.hpc-uk.org/> or a qualified medical doctor registered with the GMC. It is highly recommended that event doctors are experienced in contemporary trauma care, preferably in the pre-hospital setting.

**G46 RESCUE**

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

47.2. Rescue Boat

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

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

## **G47 NOISE**

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

### **47.1. Instrumentation**

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

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

### **47.2. Test Site**

- (a) Water should be calm.
- (b) Area around the microphone must be free of obstructions, e.g. buildings, boats, hills, large piers, breakwaters etc, for a minimum distance of 30m; (this is ideal condition, and should as far as practicable apply).
- (c). Two or three markers will be placed in line about 15m apart to mark the course the boat should follow.
- (d). The ambient sound level (including wind effect) due to sources other than the boat under test shall be at least 10 dBA lower than the boat noise.

### **47.3. Boat Operation**

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

### **47.4. Measurement**

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

### **47.5. Comments re Method etc**

- (a). Try to utilise someone trained in the use of the equipment, or appoint one person to undertake the measurements and try to organise some training for them.
- (b) Proper use of the instruments is essential; manufacturer's manuals and operation procedures should be studied in detail:
  - (i). particular reference to type of microphone,
  - (ii). orientation relative to ground plane and noise source,
  - (iii). effect of weather - (temperature, humidity, barometric pressure).
- (c) Microphone windscreen is used to minimise the effect of wind gusts and other changes in wind velocity which may occur.
- (d) Measurements should only be made when wind velocity is below 12mph (19kph).

- (e) Bystanders may have an appreciable influence on meter response when they are in the vicinity of the microphone; not more than one person other than the operator must be within 15m of the microphone, and that one person should be directly behind the operator.
- (f) It is suggested that a tolerance of 2 dB is allowed to provide for variations in water surface conditions, test site, temperature gradients, wind velocity gradients, and test equipment.
- (g) A log should be kept of all readings taken indicating water conditions, wind, and weather conditions at the time. Before each block of entries, it would be wise to note the date on which the meter was last calibrated.
- (h) A wind measuring gauge - this is not essential but desirable.

#### **47.6. Venues**

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

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

#### **G48 INDENTIFICATION OF OFFICIALS**

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

#### **G49 BAD WEATHER CANCELLATIONS**

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

#### **G50 TESTING & PRACTICE**

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

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

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

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

- 50.3. (a). The driver must have current RYA licence, either a season's licence or an event licence.
- (b). A restrained driver must have a current driver immersion certificate.

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

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

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

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

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

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

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



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

### **G51 CLUB RACING**

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

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

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

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

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

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

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

### **G52 DEMONSTRATIONS AND DISPLAYS**

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

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

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

### **G53 PROMOTIONAL ON WATER ACTIVITIES**

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

**53.2. Passenger Safety** – All passengers must wear a racing lifejacket, a protective helmet in accordance with RYA Rule F25. Passengers must also sign the medical self declaration form to confirm that they have no history of heart problems, no medication, no back or recent 'sporting' injuries, and must not have recently consumed any alcohol. If there is any doubt about the fitness of the passenger, the passenger must be referred to the event medical officer whose opinion shall be final. A predetermined signal must be agreed between passenger and driver to stop the boat, the driver must keep the boat a very safe distance, commensurate with the speed, from other boats, the bank, pier etc. and the maximum speed must be that appropriate for an apprehensive passenger never having been in a race boat before.

**53.3. Boat Safety** - The boat must be checked by the event scrutineers in accordance with class requirements, the seat must provide suitable lateral support with the passenger braced into the seat while gripping grab handles, the grab handles must be either directly in front of or on either side of the passenger to permit a secure hold when the passenger is properly seated, the driver must have mirrors

set to observe the passenger, a predetermined signal must be agreed between passenger and driver to stop the boat. The driver and passenger must be connected to the kill switch.

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

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

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

In the case of rule interpretation, where available, the CRC Executive, RYA Commissioner and the Officer of the Day must judge, bearing in mind the present rules, all cases not foreseen or seemingly inaccurately defined.

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

#### **G56 UNFORSEEN RULES**

In any rules not foreseen by this Rule Book (PB2), where available the CRC Executive, RYA Commissioner and the Officer of the Day are to make a judgement bearing in mind the spirit of the Sport. Any unforeseen rules in which a decision has been made must be reported to the CRC in writing.

#### **G57 NON-APPROVED RACES**

Any competitor or RYA Official who participates in a race which is not approved by the National Authority or the UIM (where applicable) shall automatically forego, for that event, any insurance benefits included with their licence or official position. In addition to this is RYA will with immediate effect suspend all such licence holders and officials from all future events and will notify the UIM of all such suspensions.

In the case of an international or UK Race/Meeting being organised by a club which is not recognised by the National Authority and which has not asked permission to organise such a meeting, the National Authority will notify the organising club that the driver and RYA officials may be suspended and notify the drivers and RYA officials that they may be suspended if they take part in international or UK race not approved by the local National Authority.

In all cases the local National Authority may request the UIM to extend any suspension or sanction is extended to other countries.

#### **G58 DOCUMENTATION FOR RYA**

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

- 58.1. Event summary forms
- 58.2. A record of all Event Licences and parental consent forms issued plus the appropriate fees
- 58.3. A record of any Passenger permits issued plus the appropriate fees
- 58.4. Incident Report Forms
- 58.5 Measurement Certificates & Log books that have been used to record damage
- 58.6. Licence withdrawal forms
- 58.7. Yellow or Red cards issued
- 58.8. Details of protests
- 58.9. Final results for Championship Events.

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

#### **G59 RIDING ON BOATS**

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

## **G60 CIRCUIT RACING POWERBOAT CLUBS**

### **ESSEX HYDROPLANE RACING CLUB**

Racing and practice sessions will be run at chosen venues TBA

### **LANCASHIRE POWERBOAT RACING CLUB**

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

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

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

### **MIDLANDS POWERBOAT RACING CLUB**

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

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

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

### **NOTTINGHAM POWERBOAT RACING CLUB**

Racing and practice sessions will be run at venues TBA.

### **STEWARTBY WATERSPORTS CLUB**

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

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

### **WINDERMERE MOTOR BOAT RACING CLUB**

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

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

## **H NATIONAL CHAMPIONSHIPS**

### **H1. Calendar**

1.1.(a). Clubs must apply in accordance with directions from the CRC for the following year for no more than one event for each class.

(b). Changes to dates and classes raced must not be made after the final calendar has been published.

### **1.2. Grid Positions**

(a). For the first heat, grid positions are determined by timed practice laps.

(b). If for force majeure or other reason, all timed practice for all boats cannot be recorded, the grid for the first heat shall follow the current National Championship points table for the class.

(c). For the first event of the season, the final points of the previous season.

(d). Drivers with no points must start at the end of the grid, their respective positions to be determined by the OOD, the OODs decision being final.

(e). For subsequent heats, the grid positions are the race positions at the end of the previous heat.

(f). For re-starts, see G18

### **H2 RYA NATIONAL/SPRINT CHAMPIONSHIP**

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

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

2.3. Drivers must compete in the last meeting of each annual series to qualify to be National Champion. Exemptions may be given in exceptional circumstances by the CRC Exec.

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

2.5. To be valid, an entry form and full entry fee must be received by the organising club at least 10 days before the start of the meeting. When less than 4 valid entries have been received by this time, the club must advise those that have entered that the class is cancelled and return their entry fees. When at least 4 valid entries are received but less than 4 appear on the day, the club must decide whether to race with the reduced field for normal points, or, cancel the class and equally divide the points between those attending; the non-attending drivers do not have entry fees returned. Clubs must refund entry fees if requested at least 10 days before the start of a meeting.

2.6. Only holders of British National or International Licences may compete at National Championship Events.

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

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

2.9. (a). Except for F2 and Supercats, heats of no more than 15 minutes each must be run for each class at each Meeting with the exception of GT15 which shall be no more than 10 minutes.

(b) The number of laps to be completed must be decided by the OOD.

(c) All Classes will compete in three heats where possible with all heat points to count.

(d) All final event points will count a tie shall be broken by counting 1<sup>st</sup> places, 2<sup>nd</sup> places, 3<sup>rd</sup> places etc if still tied the championship is shared.

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

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

### **H3 RACING ABROAD**

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

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

## I JUNIOR CLASS GT15 and GT30

### 11. GENERALLY See UIM Class specific rules

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

#### 1.2. 551.01

(a). Class	HP	Weight	Length	Width	Cockpit Depth	Age Min	Age Max
GT15 15hp	210kg	3.10m	1.35m	0.35m		9	16
GT30 30hp		250kg	3.50m	1.35m	0.40m	14	-

Weight is including Driver.

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

## I.2 HULL

### 552.01

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

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

## I.3 ENGINES

- Only low emission engines complying with 2006 EPA Regulations will be allowed. Only homologated engines will be used in GT15 & GT30
- The Following modifications are expressly not permitted:
  - No new openings are allowed for fitting steering bars etc
  - Alteration or modification of any powerhead components
  - Removal of material from the powerhead for any reason other than recognized (by the Manufacturer) repair
  - ECU/PCMs equipped with race data memory, must not have the memory erased or modified without the prior permission of the technical inspector.
  - Any information sourced by the technical inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.To repair a damaged cylinder block, only one cylinder may be bored to the manufacturer-supplied oversize. The remaining cylinders must remain at OEM size.

### 553.11 - MACHINERY FOR JUNIOR CLASSES

For junior-classes GT-15 engines do not allow "blue printing", it must be race condition "as manufactured". All inside surfaces of power head, crankcase, boost and transfer passages in cylinders must be "as cast" with no signs of polishing, grinding and sandblasting. Repainting any parts of power head is prohibited.

#### **I.4 MODIFICATION ALLOWED**

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

**I.5.** Exchange or replacement of the engines PCM (electronic unit) may be demanded by the OOD/scrutineer/ RYA Commissioner at any time during a race event.

**I.6.** It is highly recommended that cut resistant overalls are used in all non cockpit classes

**I7 IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA**

## **J OSY400 (NATIONAL SERIES)**

### **J.1 HULL**

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

##### 1.1. Except:

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

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

1.3. Minimum weight of hull & driver 180kg.

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

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

1.6 Only current UIM Homologated Engines will be permitted for use.

### **J.2 ENGINE**

Yamato 102 - 202 -202S – 302

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

### **J.3 SOLE MODIFICATIONS ALLOWED**

#### **UIM528.10**

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

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

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

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

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

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

3.7. Broken parts may be repaired by welding or use of plastic compound, if all contours remain the same. In addition to that, in the area of the crank shaft journals, where the crank shaft assembly is bedded a repair is permissible according to the following procedure. The crankshaft journal must be machined in that area to a smaller diameter. A steel bushing can be pressed onto the machined crankshaft journal. This steel bushing must have exactly the same contour as the material which is replaced by the bushing (outer, diameter, length). This repair assumes, that no changes to the weight and to the contour of the crankshaft assembly can be made.

3.8. Any water flow restrictions are permitted.

3.9. No polishing or removal of metal on any internal passages or carburettor, intake manifold, or tuned exhaust system.

3.10. No polishing or balancing of reciprocating or rotating parts.

- 3.11. Any type of thrust bracket adjustment is allowed providing no alterations are made to the motor and may not be adjustable while boat is moving.
- 3.12. The tilt lock lever may be removed and the spacer on the tilt bracket bolt
- 3.13. The holes in steering bar may be drilled larger for attaching steering cable.
- 3.14. Any device may be used to hold spark lever in advance position.
- 3.15. Spray shield may be modified to use throttle cable, and for choking carburettor. Where a hole is in the side it must not exceed 30mm in diameter or equivalent area.
- 3.16. The propeller shaft may be turned down or replaced to fit any propeller.  
The Propeller is free
- 3.17. The use of non-Yamato parts are forbidden
- 3.18. Measurements not quoted in the homologation sheet may not be altered. If a detail cannot be verified with the aid of pictures in the homologation sheet, the part in question can be compared to corresponding stock part. In such comparison it is only possible approximately to use comparable measurements as the manufacturing tolerances are not available.
- 3.19. The driver is responsible for the condition of the engine as raced. Errors on the part of one manufacturer, mechanic or previous owner is no excuse.
- 3.20. Shorting switch is mandatory (i.e. jack plug)
- 3.21. Oversize pistons allowed to first over-bore only (max. bore size: 2.622 or 66.59mm e.g. 66.50+0.09mm) . Port edges can have sharp edges removed.
- 3.22. Any type, size or make of nut, bolt, screw, washer may be used except for butterfly screw which must be standard.
- 3.23. Painting – it is permissible to paint part any part of engine and accessories any colour.
- 3.24. Any holes can be drilled to safely attach engine to the hull.
- 3.25. Apart from the above provisions, it is absolutely forbidden to make any alterations to the engine manufacturers standard components either by removal or addition of material. In particular this includes components being subjected to any form of machining , grinding, hand tooling, reworking, reshaping, fettling, polishing etc. unless it is specifically permitted.
- 3.26. Plug caps may be changed.

#### **J.4**

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

**J.5 IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA**



## **K OUTBOARD HYDROPLANES**

1. (a). For boats with 'O' series engines up to 700cc.  
(b). Hull as per UIM 522.01 for O125, O175, O250 & O350 the hull must only be of Hydroplane type with a maximum sponson length of 60% of the total length of the hull. Cabover only up to 350 (driver in prone position only).  
For classes O500+ the hull design is free.  
(c). Fuel, see F27
2. It is highly recommended that cut resistant overalls are used in all non cockpit classes
3. From the 1 January 2012 all new build hydroplanes must conform to UIM Rules

## **4. HYDROCATS**

- 4.1 The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1 January 2012.
- 4.2. The use of an on board air supply is highly recommended.
- 4.3. All new build boats from 1 January 2012 must comply with UIM rules.
- 4.4. From 1 January 2013 all Hydrocats will be required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

## **L FORMULA 4**

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

Weight above does not include Driver.

- 1.2. The hull weight must be a minimum of 250kgs
- 1.3. Measurements are taken while the boat is ashore.
- 1.4. The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull.
- 1.5. Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.
- 1.6. The width of the boat is measured at the widest part of the hull.
- 1.7. The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1<sup>st</sup> January 2012.
- 1.8. The use of an on board air supply is highly recommended.
- 1.9. All new build boats from 1<sup>st</sup> January 2012 must comply with UIM rules.
- 1.10. Only current UIM Homologated Engines will be permitted for use.

## **L.2 HULL**

- 2.1. From 1<sup>st</sup> January 2013 all F4 boats will be required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.
- 2.2. UIM F4S Class is approved to race in this category and must comply with UIM Rules at all times.

## **L.3 ENGINES**

- 3.1. A catamaran class using 870cc sports engines.
- 3.2. Engine capacity from 750cc to 870cc inclusive. UIM homologated engines up to 1000cc are permitted. When there is sufficient support for the 1000cc engine it will be granted a National Championship  
A list of homologated engines is available from the RYA.

## **L.4 MODIFICATIONS**

- 4.1. Only engines proposed by CRC are allowed. (Contact RYA office for list)
- 4.2. Naturally aspirated engines only.
- 4.3. All parts and replacement parts must be original manufacture unless approved and listed.
- 4.4. (a). Engines can be rebored, up to 870cc as per UIM rule 541.  
(b). Wiseco pistons can be used.  
(c). Pistons must not be modified.
- 4.5 (a). Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm.  
(b). No polishing of internal channels.  
(c). Repairs are allowed by welding or bonding providing internal shapes are maintained as standard.
- 4.6. Reed valves as homologation but reed petal material is free.
- 4.7. (a). Carburettors to homologation sheet.  
(b). Jets can be changed.  
(c). Must use original air box.  
(d). Engine cowl must be original size and have original inlet hole size only.

- (e).It is allowed to fit electric fuel pump, none of original fuel delivery system can be removed.
- 4.8 (a).Ignition as homologation sheet.  
(b).Ignition timings can be altered but not firing order.
- 4.9. (a).Cylinder head one piece, welding reworking of squish allowed.  
(b).Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head.  
(c).Minimum head volume including plug hole 28cc.
- 4.10.(a).Flywheel. Standard flywheel.  
(b).Centre boss can be welded to outer disc.  
(c).Rope wheel can be removed.
- 4.11(a).Gear box must have forward neutral and reverse gears.  
(b).Gear ratio as homologation sheet.  
(c).Exhaust must exit through propeller.
- 4.12. (a). Propeller maximum four blades.  
(b). Through hub exhaust only
- 4.13. (a). Fuel. Standard or Premium pump petrol only.  
(b). No additives are allowed apart from lubricating oil on UIM list.  
(c). Nitrous oxide injection is not allowed.

If not listed check with engine inspector for clarification.

**L.5 IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA**

## M F4s

1.1	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
	60	350kgs	3.90m	1.4m	-	15	-

(16 Intl)

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

1.3 The F4s Rules relating to Hulls, Engines, safety equipment etc.. will at all times follow the UIM Rules.

1.4 Measurements are taken whilst the boat is ashore

1.5 The length must be measured as the overall length of the hull between perpendiculars at the foremost and aftmost rigid part of the hull including deformable pickle-forks if so designed and equipped.

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

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

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

1.9 The use of an onboard air supply is highly recommended.

## M.2 HULL

2.1 Only Catamaran form is permitted UIM 542.01

2.2 F4s Safety Cell rating is currently a minimum of 3000nm and will comply at all times with the UIM 509 Rules.

2.3 Any appendage intended to lift the boat by aerodynamic effect is prohibited. Hydrofoils are not allowed.

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

## M.3 ENGINES

3.1 Only homologated engines conforming to EPA regulations are admissible.

## M.4 MODIFICATIONS

4.1 All studs, screws, nuts, bolts and their washers are free as well as the method of locking them;

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

4.3 The trim tab may be altered or removed to accommodate a propeller;

4.4 The cooling must be provided by the water pump;

4.5 Thermostats and pressure valves of the cooling system may be removed; **NOT Permitted in F4s UIM 543.11**

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

- 4.7 The swivel bracket may be altered for the purpose of installing a power trim and/or a power lift and the dampers (shock absorbers) may be altered or removed;
- 4.8 The rubber mounts of the motor may be altered, removed or replaced;
- 4.9 Revolution counters, water temperature gauges, water pressure gauges and similar instruments, can be installed;
- 4.10 Revolution limiters may be removed; **NOT Permitted in F4s UIM 543.11**
- 4.11 The gear interlock device on the starter may be removed;
- 4.12 Spark plugs are free;
- 4.13 Original carburettor jets may be replaced for another size; **NOT Permitted in F4s UIM 543.11**
- 4.14 Springs may be added to the throttle lever of the carburettors;
- 4.15 Re boring is allowed, but only piston assemblies supplied by the manufacturer of the motor may be used within the cc limit of the class. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet; **Last sentence NOT Permitted in F4s UIM 543.11 & 502.02**
- 4.16 A part which is dimensioned in the homologation sheet may be machined for the purpose of reaching that specific measure; **NOT Permitted in F4s UIM 543.11**
- 4.17 A part may be machined to attain the weight quoted in the homologation sheet without altering other criteria given for the part in question. It is not allowed to change the flywheel but balancing machining is allowed if the dimensions and weights provided for on the homologation sheet are respected **NOT Permitted in F4s UIM 543.11**
- 4.18 Measurements not quoted in the homologation sheet shall only be checked by visual comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the inspected part and the reference part must be accepted;
- 4.19 The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. If this is done the opening left after the connector and around the fuel hose must be sealed to prevent extra air entering inside of cover;
- 4.20 Electric fuel pumps may be added provided the fuel still runs through the original fuel system and no parts are removed or blocked off; **-NOT Permitted in F4s UIM 543.11**
- 4.21 No parts may be added to the motor unless specified in this rule;
- 4.22 It is allowed to extend the starter cord of a rewind starter so that the starting handle can be reached from the cockpit.

#### **M5. 543.11 - MODIFICATIONS NOT PERMITTED ON LOW EMISSION ENGINES**

- 5.1. Blueprinting of the powerhead is not permitted, equivalent to F2/SST 120 classes.
- 5.2 Alteration or removal of any powerhead components is not permitted.
- 5.3 Electrical components and control system performance must remain standard

The following rules are NOT applicable to low emission engine:

543.10 Section: 5, 10, 13, 16, 17 and 20.

502.02 Section: 3 and 2, last sentence not valid (Only adjustments to meet dimensions in the

homologation sheet are allowed).

**M.6 IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA**

## **N T.850 NATIONAL SERIES**

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

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

Weight above is including Driver.

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

1.3. Minimum Hull Weight 250kgs

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

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

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

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

## **N.2 HULL**

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

**As from 1 January 2013 all boats in this class must have sufficient cockpit side impact protection.**

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

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

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

## **N.3 ENGINES**

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

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

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

(b) Naturally aspirated engines only.

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

(d) Engines can be re-bored, up to 870cc as per UIM rule 541. Wiseco pistons can be used.

(e) Pistons must not be modified.

(f) Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm.

(g) No polishing of internal channels.

(h) Repairs are allowed by welding or bonding - providing internal shapes are maintained as standard.

(i) Reed valves as homologation but reed petal material is free.

(j) Carburettors to homologation sheet.

(k) Jets can be changed.

(l) Must use original air box.

(m) Engine cowl must be original size and have original inlet hole size only.

(n) It is allowed to fit electric fuel pump, non of original fuel delivery system can be removed.

(o) Ignition as homologation sheet.

(p) Ignition timings can be altered but not firing order.

(q) (i) Cylinder head one piece, welding reworking of squish allowed.

(ii) Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head.

(iii) Minimum head volume including plug hole 28cc.

(r) (i) Flywheel. Standard flywheel.

- (ii). Centre boss can be welded to outer disc.
- (iii). Rope wheel can be removed.
- (s) .(i). Gear box must have forward neutral and reverse gears.
  - (ii). Gear ratio is free.
- (t). Exhaust must exit through propeller.
- (u). (i). Propeller maximum four blades.
  - (ii). Through hub exhaust only.
- (v). (i). Fuel Standard or Premium pump petrol only.
  - (ii). No additives are allowed apart from lubricating oil on UIM list.
  - (iii) Nitrous oxide injection is not allowed.
- (w). It is permissible to tack weld the web to the pin on a Yamaha 70 crankshaft to stop movement between the two.
- (x). The Yamaha 90 engine is permitted but only in standard form, with reed petal material steel as standard.
- (y) It is highly recommended that cut resistant overalls are used in all non cockpit classes

**N.4IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA**



## **O F2**

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

Weight above is including Driver.

1.2. Measurements are taken while the boat is ashore.

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

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

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

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

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

1.8 All new build boats from 1<sup>st</sup> January 2012 must comply with UIM rules.

1.9 The SST200 XS (Optimax) & the SST120 Engines will be split into 2 groups on the start grid. The SST200 XS will be in group 1 and will start as soon as the 1<sup>st</sup> set of lights are switched off / flag drop. The SST120 engines will be group 2 on the end of the grid and will start when the red lights have come on again and been switched off / flag drop. There should be approximately 6 seconds between the 2 engine groups starting.

There is only 1 British Championship class for F2, of which the SST200 XS & the SST120 Engines are both permitted to be used.

1.10 Only current UIM Homologated Engines will be permitted for use.

## **O.2 HULL**

From 1<sup>st</sup> January 2012 crash boxes are highly recommended and will be mandatory from 1<sup>st</sup> January 2015

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

From 1<sup>st</sup> January 2012 air bags are mandatory in composite F2 boats and highly recommended for all other boats.

## **O.3 ENGINES**

3.1. A catamaran class using 2000cc sports engines

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

3.3. Only Mercury SST120 & SST200 are permitted.

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

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

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

4.2. Maximum engine displacement 2050cc

4.3. All cowling and engine graphics and colours shall be as OEM , with updating to later models allowed only as a complete OEM design.

4.4. Engine wiring can be changed to a 24-volt starting system

- 4.5. Gearcases may have their outside surfaces re-profiled, however they must meet the minimum dimensional requirements of the Engine Specification sheets. The outside surfaces of the gearcases may be either painted or unpainted. If they are painted, the colour of the paint must be the same as the original motor colour. If the gearcases are unpainted, any surface finished is acceptable.
- 4.6. It is permissible to remove, or render inoperable, the engine fuel primer system and plug holes opened-up by removing the system.
- 4.7. A maximum of 3 damaged cylinders may be re-sleeved using sleeves from any manufacturer. Sleeve material and the machined port opening's shape and dimensions must all be as original equipment.
- 4.8. Reeds may be of any material or design.
- 4.9. Cylinder block exhaust port outlet openings may be remachined to the maximum dimensions shown in the Specification Sheet. Only machined openings are acceptable, machined in the same manner as the originals (prior to assembly) in situ hand grinding or blending of any sharp or misaligned edges is not permitted.
- 4.10. An outboard motor is defined as a complete internal combustion power and propulsion unit that can be attached to a boat and which can be lifted bodily from the hull as one unit. Batteries used for ignition and starting, tachometer, throttle control and steering arrangement are accepted.
- 4.11. A manufacturer of outboard motors for F2 Racing is the one who filed specifications and is responsible for the original design and manufacture of the following: crankshaft, connecting rod, cylinder head, cylinder, crankcase, gears and valving arrangement, and who complied with such other requirements as provided by these rules.
- 4.12. Motors must be the product of a recognized manufacturer engaged in the production of outboard motors offered for sale to the general public.
- 4.13. There shall be no alterations of parts with exception of spark plugs, carburetor jets, and propellers, or specific parts approved by the Technical Commission. The intention is to race the engine exactly as manufactured and without special performance boosting accessories
- 4.14. No special parts or interchange of parts will be allowed, unless approved by the commission
- 4.15. The trim tab, thrust and locking washers may be altered or removed from the lower unit to permit the use of any propeller, thrust washer or nut.
- 4.16. Cylinder head and power head attaching studs may be substituted for bolts.
- 4.17. Electronic engine RPM limiting devices may be over-ridden or rendered inoperative.
- 4.18. Engines (outboard) as referred to in these rules shall be defined as outboard models which:
- (a). Are manufactured in annual or model year quantities of more than 25 units
  - (b). Are not necessarily intended for sale and to be used by the general non-racing public.
  - (c). Are not necessarily advertised through the same media, in the same publications and given the same prominence as the manufacturer's other engines.
  - (d). Are not necessarily distributed through the manufacturer's normal channels.
  - (e). Accessory gearcase, as submitted by the manufacturer, may be used in these engines provided that they are built in a total quantity of no less than 25.
- 4.19. Exhaust stacks not contained in the driveshaft housing will not be permitted
- 4.20. Engines may only be run in the configuration that they were homologated in by the technical committee.

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

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

5.1. Only such parts shall be permitted as are standard production OEM parts used on the motor as the purchaser may obtain it from the dealer as a stock item or electrical or electronic products as approved by the technical commission, and published and available to the general public through dealers. These products cannot provide any performance advantage over original OEM parts.

5.2. No replacement part for current production motors shall be considered standard production until this part appears on current production motors which can be purchased from the dealers

5.3. Any replacement part for motors no longer in production shall be approved only after the part being replaced is no longer available for the motor model from the manufacturer or is specifically approved by the commission

5.4. Final approval of non-OEM electrical or electronic parts approved for use in F-2 shall not be given until all provisions of the rule have been complied with, and until such time as the manufacturers have built at least 250 units of the part submitted for homologation.

5.5. For non-OEM electrical or electronic parts, the manufacturer must follow the same rules as specified for motor manufacturer registration with respect to submission of specifications to the commission and the time period for which the parts are approved.

## **O.6 MOTOR MODIFICATIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**0.7 SST.200 ENGINE MODEL UIM Blue pages F2 8.5**

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

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

7.3. Maximum engine displacement 2550cc

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

**0.8 IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA**

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

### **P1. GENERALLY**

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

### **P2 HULL**

From 1<sup>st</sup> January 2012 crash boxes are highly recommended and will be mandatory from 1<sup>st</sup> January 2015

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

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

From 1<sup>st</sup> January 2012 All new Build boats must fully comply with UIM Rules.

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

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

**P3 Measurement Certificates** are required as per National Championship Rules.

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

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

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

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

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

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

**1.6. IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA**

## **Q.2 ENGINE ELIGIBILITY**

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

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

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

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

## **R PROTESTS & APPEALS**

### **R1 INTRODUCTION**

#### **1.1. PROTESTS**

Protests between Competitors and between Competitors and Race Officials are part of the sport. They are a valuable method of determining conflicts between parties during an event and seeking clarification of the rules.

#### **1.2. EXPENSES**

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

#### **1.3. LIABILITIES**

(a). No claim for damages arising from an infringement of the Powerboat Racing Rules or the Racing Instructions may be adjudicated upon by any Race Committee, Jury or Appeal Panel, but such a claim shall be subject to the jurisdiction of the courts.

(b). The findings of fact and decisions of Juries are relevant only for the purposes of the Powerboat Racing Rules and may not be referred to in any proceedings for damages without the written consent of all the parties to the protest.

#### **1.4. AUTOMATIC PENALTIES**

Certain UIM / RYA rules enable an OOD, RYA Commissioner, Jury or appeal panel to impose automatic sanctions.

#### **1.5. HEARING**

A competitor must not be denied the right of a hearing if he believes an injustice has been done.

### **R2. PROTESTS**

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

(a). The Jury, having been appointed by the organising committee, is an entirely separate body from the Race Officials; it cannot be replaced, disbanded or its composition altered. Its decisions cannot be altered by the Event Organisers.

(b). The Jury must: convene when required and hear properly constituted protests; submissions for redress and submissions from the OOD, Race Officials and RYA Commissioner; decide facts and apply relevant sanctions, and when necessary, submit its case in writing to an Appeal Panel.

(c). Composition: Chairman, RYA Commissioner, when there is one appointed to the event and at least two and at most four other members. The Chairman and at least one of the 'other' members can be from the organising club. The appointment of the Jury is the responsibility of the organising club. Representatives of other clubs do not have the right to be appointed.

Members should be as broadly based as possible. The Chairman must appoint either a member of the Jury or another disinterested person to be secretary to take and draft the minutes of the meeting.

(d). Judgement: Decisions by the Jury shall be reached by simple majority of votes. In the case of equal votes, the Chairman's vote will be the casting vote.

#### **2.2. THE PROTEST**

(a). The Protest must be in writing on the RYA Protest Form, signed by the Protestor and handed to the Race Secretary.

(b). The Protest must be lodged in time.

(c). The Protest must be accompanied by the protest fee of **£100**

(d). A correctly lodged Protest shall not be refused.

(e). The Protestor cannot withdraw his/her Protest.

(f). The Jury must hear the Protest as soon as practical, immediately if possible, while everything is fresh in the minds of the parties and witnesses and ideally before the end of the event.

#### **2.3. PRESENTATION OF THE PROTEST**

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

(a). Against eligibility i.e. validity of an entry, or the rules or handicap must be lodged before Drivers' Briefing.

(b). Against other competitors - must be lodged within 30 mins

(c). Posting of the Protestee's relevant race results.

(d). Against the results - must be lodged within 30 mins of the time of the provisional results being posted.

#### **2.4. REPRESENTATIVES**

(a). When the Race Officials is one of the parties, it is normally represented by the OOD or the Assistant OOD.

(b). The Protestor must represent himself unless incapacitated.

(c). The Jury must allow an interpreter when appropriate.

(d). The Protestee must be notified promptly.

(e). All parties must be given reasonable notice of when and where the hearing is to take place and that they are expected to attend.

(f). A protest may not be heard if the protestee or protestor have not been notified or are not in attendance. This does not apply if either party has been notified and has made an informed decision not to attend. In the case of the Protestee or Protestor not being notified as per mentioned in (e) then the Jury Chairman must refer the protest back to the RYA with an explanation. The RYA must then make arrangements for the hearing to take place as soon as possible. The hearing should take place with as many jury members from the original composition as possible but this is not necessary if it is not practical.

## **2.5. THE HEARING**

- (a). The Hearing must be held in private and where there are no distractions which could prejudice the proceedings.
- (b). Minutes must be taken by the secretary appointed pursuant to Rule S2.1.(c)
- (c). Clear the room of all except the Jury and minute taker.
- (d). Examine the Protest which must:
  - (i). Be on the RYA Protest Form, in writing and signed by the Protestor;
  - (ii). Give the date, time and position of any incident;
  - (iii). Provide a description of any incident with a diagram and any photographic/video evidence where appropriate;
  - (iv). State the rule/regulation infringed if known;
  - (v). Be lodged in time - in very exceptional circumstances the Jury may extend the time;
  - (vi). Be accompanied by the Protest fee of £100 (or such lesser amount as may be specified in the race instructions).
- (e). When these pre-requisites have been met the Jury must declare the Protest valid and hear the Protest. When they have not been met the Jury must dismiss the Protest as invalid and return the fee.
- (f). When the Protest is valid, call the Protestor and Protestee; both must be present throughout the hearing and questioning of each other and all witnesses.
- (g). The following procedure should be used:
  - (i). Read out the Protest;
  - (ii) The Protestor states his case;
  - (iii). The Protestor is questioned by the Protestee. The Protestee must confine himself to testing the Protestor's case through questions, he must not at this time seek to state his case.
  - (iv). It is permissible, and in cross-protests may be more convenient, for the Protestee to defer his questions until he states his case;
  - (v). The Protestor is questioned by the Jury;
  - (vi). The Protestee states his case and is questioned by the Protestor.
  - (vii). The Protestee is questioned by the Jury;
  - (viii). Any Jury member witness to the incident states his evidence and is questioned by both parties and the Jury;
  - (ix). Call the Protestor's witnesses, if any, one at a time;
  - (x). The witness makes his statement and is questioned by the Protestor, then Protestee and Jury, then leaves the room and is not permitted to give further evidence unless recalled by the Jury;
  - (xi). Call the Protestee's witnesses and proceed as for the Protestor;
  - (xii) The Protestor then the Protestee make their final statements and then both withdraw from the room.

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

## **2.6. THE DECISION**

- (a). After discussion, the Jury must decide the facts, state the rules which apply and determine any appropriate penalties.
- (b). The facts, rules and sanctions must be recorded in writing in the minutes of the hearing by the secretary appointed pursuant to Rule S2.A.3.
- (c). Call the Protestor and Protestee and read out the facts, rules and penalties and if requested by the Protestor and/or Protestee provide copies signed by the Jury Chairman.

## **2.7. RE-OPENING A HEARING**

- (a). A hearing may be re-opened when the Jury decides it may have made a significant error or when material new evidence becomes available within a reasonable time.
- (b). When a hearing is re-opened, the majority of the original Jury should be present, including the Chairman. Additional Jurors up to the original number and as broadly based may be appointed.



### **R3. APPEAL**

#### **3.1. THE APPEAL**

- (a). Parties to a Protest Hearing may not be satisfied with the Jury's decision. They may, solely on a question of the interpretation of the rules, appeal to an RYA Appeal Panel.
- (b). The appeal must be in writing and accompanied by the fee of £500.
- (c). The parties to the Appeal and those submitting rejoinders are advised to be concise in their statements and to remember it is not the function of an Appeal Panel to seek to establish facts or resolve conflicts outside the racing rules.
- (d). An Appeal, once lodged, cannot be withdrawn unless the Powerboat Racing Manager [PRM] receives written notice from the appellant that he accepts the original decision. If the Appeal is withdrawn before the papers are sent to the Appeal Panel, half the fee may be returned, otherwise the fee is not returned.
- (e). From the time the Appeal is lodged any penalties imposed by a Jury are suspended until the Appeal is decided. When an Appeal against the removal of points and trophies is dismissed, any points or trophies gained during this period are forfeited.
- (f). All submissions to Appeal Panels shall be in writing, photographic or video.  
No parties to the original hearing, witnesses or observers shall be present.

#### **3.2 COMPOSITION**

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

#### **3.3 PROCEDURE**

- (a). Appeals must be received within ten days by the Race Committee of the event, and at the same time a copy must be sent to the PRM.
- (b). Within two working days of receiving the Appeal the PRM must copy the Appeal to the other party who then has ten days from receipt of the Appeal for any rejoinder to be received by the PRM.
- (c). The Race Committee must within four days of the expiry date for any rejoinder, send to the PRM:
  - (i). The Protest Form;
  - (ii). Minutes of the Jury hearing;
  - (iii). The official diagram and any other diagrams and photographic and video evidence that were seen by the Jury;
  - (iv). The appellant's additional supporting evidence;
  - (v). Any rejoinders;
  - (vi). The Appellant's Appeal fee.
- (d). Race Committees are strongly advised to keep copies of all Appeal papers and evidence sent to the PRM.
- (e). Unless there are exceptional circumstances, the Appeal Panel must meet within twenty one days of the receipt by the PRM of notice of Appeal.
- (f). **THE APPEAL DECISION IS FINAL**

#### **3.4 PENALTIES**

The RYA may uphold change or reverse the Protest Jury's decision; declare the protest invalid, or return the protest for the hearing to be reopened or for a new hearing and decision by the same or a different protest.

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

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

1.1. A competitor, team member or official shall not commit gross misconduct, including a gross breach of a rule, good manners or sportsmanship, or conduct bringing the sport into disrepute.

1.2. Where any member of the Jury, from his own observation or a report received from any source, considers that a competitor, team member or official may have broken rule T1.1, the Jury may call a hearing. The Jury shall promptly inform the competitor, team member or official in writing of the alleged misconduct and of the time and place of the hearing. If the competitor, team member or official provides an acceptable reason for being unable to attend the hearing, the Jury shall rearrange it.

1.3. The Jury shall conduct the hearing following the procedures set out in rule S2. If the Jury decides that the competitor, team member or official has breached rule T1.1 the Jury shall either:-

- (a). Warn the competitor, team member or official; or
- (b). Impose a penalty by excluding the competitor or team member and, where appropriate, disqualifying the boat involved, from a race or the remaining races or all races in the series, or by taking other action within its jurisdiction.

1.4. The Jury shall report any penalties to the RYA, the Organising Club, the competitor/boat owner, team member or official and to the national authorities of the competitor/boat owner, team member or official, as appropriate.

1.5. If the competitor, team member or official does not provide an acceptable reason for being unable to attend the hearing and does not attend, the Jury may conduct the hearing without the competitor, team member or official being present. If the Jury does so and penalises the competitor, team member or official the Jury shall include in its report to the national authorities made under rule T1.4. the facts found, the decision and the reasons for it.

1.6. If the Jury decides not to conduct the hearing without the competitor, team member or official being present or if the hearing cannot be arranged for a time and place when it would be reasonable for the competitor, team member or official to attend, the Jury shall gather all available information and, if the allegation appears to have merit, make a report to the RYA and to the national authorities of the competitor/boat owner, team member or official, as appropriate.

## **S.2 ACTION BY RYA**

2.1. When the RYA receives any official report alleging a breach of rule T1.1, or any official report required by T1.4 or 6, it may conduct an investigation and, when appropriate, may call a hearing. The RYA may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the RYA's jurisdiction.

2.2. The RYA shall promptly report a disqualification under rule T2.1 to the national authorities of the person and/or the owner of the boat disqualified, as appropriate. If the disciplinary action taken by the RYA pursuant to Rule T2.1 includes disqualification from taking part in an International event then the RYA shall promptly report a disqualification under rule T2.1 to the UIM.

## **S.3 MEDICAL EXAMINATION/ ALCOHOL & DRUG TESTING**

**3.1.** Any competitor refusing a medical examination when required to attend by the Medical Officer, OOD or Rescue Officer following an incident or accident will be disqualified from the day's events.

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

### **An appointed Race Official may also conduct alcohol and drug tests.**

3.3. Drivers, officials and crew members found to have more than 0.10 micrograms of alcohol in 100 millilitres of breath (0.10 on the analysing machine) will be immediately disqualified or suspended from the day's events. Further Disciplinary action may also be taken.

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

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

### Banned substances and banned methods

- 4.1. A competitor must not take a substance and must not use a method banned by the current edition of the World Anti Doping Agency (WADA) list of Doping Classes and Methods. This is available from the RYA by written request or viewed on the WADA website [www.wada-ama.org](http://www.wada-ama.org).
- 4.2. Doping Control is governed by the UIM Anti-Doping Regulations, which are available from the RYA by written request or viewed on the UIM web site [www.uimpowerboating.com](http://www.uimpowerboating.com).
- 4.3. No competitor may protest another competitor for an infringement of this rule.

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

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

5.2. The RYA can also approach "UK Anti-Doping" and request they carry out tests on competitors. A comprehensive and informative document entitled "Athletes Guide Edition 5" is available from WADA, which contains detailed information on the current list of prohibited drugs. This can be obtained from [www.wada-ama.org](http://www.wada-ama.org).

5.3. Competitors taking drugs for medical reasons that contravene the list of prohibited substances are required to carry a Therapeutic Use Exemption (TUE) form detailing the medication being taken, prescribed or non-prescribed. The TUE Form is available from the RYA. It will also be enclosed with all Licence Application Forms.

## **S.6 PENALTIES**

Anti Doping violations when proven are subject to fixed penalties, which, in the case of a first time offence, is suspension from the sport for 2 years.

## **T CIRCUIT WATER APPROVAL**

### **T1 APPROVAL**

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

### **T2 AMENDMENTS**

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

### **T3 RE-VALIDATION**

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

## T4 APPROVED WATERS

4.1. Water approval is valid to the date stated.

4.2. The numbers given under each class are the maximum permitted.

The table on the following page is correct as of, April 2014 but could be subject to amendment by the CRC at any time.

Course Approved	JT250	GT15	GT30	T850	S850 /F4	NS2000 /F2	Supercats	OSY400	O/B	I/B	Club Mixed/ H/Cap	UKFFORC				Rescue & Patrol Boats	
												S250	F400	E900	E1500		
Barrow National Circuit	20	20	20	18	15	10+5	10+5	10	10	16	18					2 Rescue + 2 Patrol	
Cardiff National Circuit	24	24	24	24	24	24	24	24	24	-	N/A	15 All Classes – Full Course only				2 Rescue + 4 Patrol	
Carr Mill National & international	20	20	24	18	15	10+5	10+5	10	10	10	24 mx 17ft					2 Rescue + 2 Patrol	
Coniston Water	Record Attempts																
Kingsbury National & international	14	14	14	12	12	-	-	14	12	10	12 Max 17ft					2 Rescue + 2 Patrol	
Oulton Broad National & International	24	24	24	24	24	12	12	16	16	16	18					2 Rescue + 2 Patrol	
Stewartby Club & National & Sprint	20	20	20	24	20	16	16	24	20	20	18		15 All Classes – Whole Lake only				2 Rescue + 2 Patrol
Stewartby International	24	24	24	24	20	20	20	-	-	20	N/A					2 Rescue + 2 Patrol	
Water Registered but not approved																	
Grangewater	6	6	6	6	6	-	-	6	6	-	N/A					2 Rescue + 2 Patrol	
Holmepierpont	24	24	24	24	24	18	18	20	20	20	N/A					3 Rescue + 2 Patrol	
London Dock	24	24	24	22	22	18	18	20	20	20	N/A					2 Rescue + 3 Patrol	
Milton Keynes (Willen Lake)	20	20	20	16	16	15	15	20	15	-	N/A					2 Rescue + 3 Patrol	
Rother Valley	20	20	20	16	16	15+3	15+3	20	15+3	-	N/A					2 Rescue + 3 Patrol	
Southport	20	20	20	20	18	15	15	18	18	15	N/A					2 Rescue + 3 Patrol	
Stockton	20	20	20	16	16	14	14	15	12	12	N/A					2 Rescue + 3 Patrol	
Windermere	-	-	-	24	20	20	20	-	-	20	N/A					2 Rescue + 4 Patrol	

## U WORLD AND NATIONAL RECORDS

### Foreword

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

### U1 INTRODUCTION

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

1.2. There are two distinct categories of Record Attempts:

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

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

Contact: Alison Whalley - 07850 807039 for entry forms

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

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

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

### U2 NOTIFICATION

In the unlikely event of there being an "individual" circuit record request (outside of the Records' Week) an application form, which can be obtained from the RYA, shall be completed and returned to the RYA together with the appropriate fee(s) at least 4 (four) weeks before the proposed attempt. Note: Coniston is the main water for record attempts and permission is granted for the end of October/November time slot only. If other homologated waters should be added to the record base list at a future date then this form and procedure will apply.

### U3 FEES

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

3.2. Notification fee to RYA

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

### U4 ON SUCCESSFULLY ATTAINING A RECORD:

4.1. A set of homologation papers (RYA/UIM official record document), will be filled out by the RYA Officials – these are the same set as for national or world attempts. The correctly completed and signed paperwork is then submitted to the RYA office for ratification (if a national record, or UIM for a world record), along with the corresponding fee, photograph of the boat (if required) and a copy of the measurement certificate (if required). These must be submitted as a matter of urgency; for world

attempts this must be in sufficient time for the RYA to submit all necessary papers to the UIM no later than four weeks after the event, UIM 615.04.

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

4.3. Ratification – by the UIM:

- (a). International Record:
  - (i). Painted Certificate
  - (ii). Copy of Painted Certificate
  - (iii). Hand Written Certificate
  - (iv). Homologated only, no certificate
- (b). National Record only

The national certificate is hand written and usually signed by the Princess Royal, the RYA President.

**Note:** the above certificates are not to be confused with those issued to competitors by the WMBRC on the successful completion of an attempt – this is a memento only, given out by the organising club.

#### **U5 PERFORMANCE CERTIFICATES**

In addition to National and World records, Performance Certificates can be made available by the organisers of individual events when the fee and types of certificate will be determined by them. These are not available at Coniston due to the local bye laws, as previously explained.

#### **U6 LICENCE REQUIREMENTS**

The minimum licence status is as follows:

6.1. Clubman - Basic Licence.

6.2. National Record - Those wanting to attempt a National Record must apply to the RYA for a Licence Application Form and obtain a National Licence and pay the respective fee to the National Authority.

6.3. International (World) Record - Those wanting to attempt a World Record must apply to the RYA for a Licence Application Form and obtain an international Licence, in the respective class, and pay the relevant fee to the National Authority.

6.4. If you require a licence, please telephone the Powerboat Racing Department on: 02380 604239/240. [www.rya.org.uk](http://www.rya.org.uk)

#### **U7 ELIGIBILITY**

7.1. Sportsboats. No qualifications required for weight restricted national classes, except Clubman. Clubman is a Class for the drivers regularly competing at Club level, but whose boats do not necessarily conform to a National Class. Entrants must prove that they have satisfactorily completed at least 12 heats. It is NOT a Class for 'One-Off' Specials, and entrants attention may be drawn to Records advance regulations, Rule 6d (eligibility).

7.2. Hydroplanes. There are no restrictions on the eligibility of hydroplanes attempting National or International records. An event organiser can determine the classes to be attempted in any particular event and can determine, so far as accepting an entry is concerned, the eligibility of an entry where some prequalification is required.

#### **U8 RECOGNISED CLASSES**

8.1. World Records. All International classes and world records contained in the current UIM rules.

8.2. National Records. All International classes contained in the current UIM rules, all National classes contained in the current RYA rules, unlimited inboard immersed propeller, unlimited outboard immersed propeller, 'pump fuel' hydroplane classes, offshore gas turbine experimental, unlimited waterjet, steam and outright ladies. Details of current records can be obtained from the RYA.

8.3. Performance Certificates. Performance certificates may be issued by organizing clubs for different classes subject to prior approval by the CRC

## **U9 OFFICIALS REQUIRED AND EXPENSES**

The following RYA Officials are the minimum requirement to organise and observe an official, individual record attempt:

- 9.1. Officer of the Day
- 9.2. Timekeepers (2)
- 9.3. Chief Observer
- 9.4. Timekeeper Observers (2)
- 9.5. Measurer

9.6. It is recommended that the OOD is appointed first so that he can be responsible for ensuring that all arrangements, including those for rescue, are provided.

9.7. A rescue service is mandatory at all record attempts.

9.8. The Attempts Organising Committee or OOD is responsible for deciding whether or not an ambulance is required. It is recommended that an ambulance is provided for 'weekend' or 'week' attempts organised to cater for multiple attempts from eligible all-comers.

9.9. RYA officials may claim expenses for subsistence plus car allowance, per mile. Check current costs with RYA office.

See RYA Approved Officials section of PB2.

## **U10 COURSE APPROVAL**

At the present time the only approved water for record attempts is:

10.1. Coniston Water

10.2. A club must apply to the RYA if it wishes to seek approval for other venues.

Note: Always check with the RYA to ascertain whether any new courses have been added.

## **U11 PRESENT RECORDS**

An up-to-date list of current national records is held by the RYA and world records by the UIM. A combined list is maintained by a member of the Powerboat Records Committee (PRC). Records for the classes listed may be attempted, subject to driver and boat eligibility. Note: the world records list is maintained by the UIM and can be found on their website, [www.uimpowerboating.com](http://www.uimpowerboating.com). The national records list (short and long distance) is maintained by Mike Ward.

## **U12 NOTIFICATION OF NEW RECORDS TO THE RYA**

12.1. Successful individual attempts must be telephoned through or emailed to the RYA at the earliest possible time, by the officials who had overseen the record. **NO LATER THAN 48 HOURS.**

12.2. Properly completed record application sheets and other papers must be delivered to the RYA within three days of the attempt (UIM Rule 615.04).

## **U13 MEASUREMENT**

It is recommended that a measurer for the appropriate class, together with two observers, be on site so that the necessity for sealing and measuring away from the Record Site within 48 hours for UIM records (UIM Rules 607.04) does not have to be implemented.

## **U14 CLAIMING A RECORD**

14.1. It is incumbent upon the record holder to claim the record and pay for its ratification. All records established or broken are to be claimed and payment made for such to the National Authority/UIM. Remember this is history in the making.

14.2. For full details of the record's process please refer to the The Procedure for Clubs & Individuals wishing to establish Water Speed Records, [www.rya.org.uk](http://www.rya.org.uk), or telephone the RYA office on 02380 604239/240

Email:

[becki.hooper@rya.org.uk](mailto:becki.hooper@rya.org.uk)

[natalia.wiewiora@rya.org.uk](mailto:natalia.wiewiora@rya.org.uk)

**NB: The importance of the *UIM Record Rules 600 Series* is stressed. It is vitally important that organizers familiarise themselves with all the appropriate rules. Either refer to current UIM Circuit rule book or their website: [www.uimpowerboating.com](http://www.uimpowerboating.com).**

## **V TERMS OF REFERENCE AND CONSTITUTION**

### **V1 THE RYA CIRCUIT RACING COMMITTEE**

#### **1.1. OBJECTIVES**

To promote all forms of powerboat competition, training and safety both nationally and internationally and oversee an orderly development of the sport in accordance with the Royal Yachting Association (RYA) and the Union Internationale Motonautique (UIM) rules.

1.2. To oversee the safety management requirements of the sport and to ensure best practice is upheld at all times.

#### **2. Authority**

2.1 The authority of the Circuit Racing Committee (CRC) is delegated by the Powerboat Racing Committee (PBRC) to pursue the objectives above; however this delegation may be withdrawn.

2.2 The Committee has the authority:

“To determine the policy and strategy for the sport of Circuit racing under the rules of the RYA and the UIM.” The Powerboat Racing office is responsible for administering this policy and strategy.

2.3 To create and dissolve sub-committees and working groups for specific purposes.

#### **3. The Committee**

3.1 Chairman: Chairman is to be proposed by active RYA affiliated Powerboat Racing clubs/associations, approved annually by standing members of the Committee and appointed annually by the PBRC Chairman. Term is for a maximum period of four years in five years. The CRC Chairman is a member of PBRC. (The club whose member is elected Chairman has the right to appoint a replacement voting member).

3.2 Vice Chairman: One of the voting members, elected annually the CRC.

3.3 Standing Members. The committee comprises one voting representative from each RYA affiliated Club and association acknowledged and minuted by the Committee as having taken an active part in racing within the previous two years.

3.4 Executive: The Committee may elect an Executive of at least three members to manage the day to day work of the Committee. Any decisions to be ratified by the full Committee at the next full meeting.

3.5 Corresponding Members. Selected by the Committee, appointed for their special knowledge, experience or ability appropriate to the objectives of the Committee. Reporting to the Committee by written report and attending meetings at the invitation of the Executive.

3.6. Powerboat Racing Manager: Attending when time and work permits.

#### **Annex**

#### **4. Meetings**

1. Frequency: At least four times a year.

2. Voting. Standing members only with Chairman's casting vote. When the Chairman is a standing member the Chairman has an additional casting vote.

With the approval of the Committee, new Clubs and associations actively engaged in racing may be represented for a probationary year by a non-voting representative. After a year of attendance the representative will have the right to vote.

Clubs no longer taking an active part in racing may continue to have a non-voting member for two years.

3.Elections: The Vice Chairman is elected by written proposals from the RYA Affiliated Powerboat Clubs. The proposals shall be included in the agenda for the meeting at which the election is due.

4.Minutes: The committee is self-minuting and Chairman approved. Items for PBRC attention are to be identified by side-lining. Side-lining is decided by the committee or Chairman. Sent by the RYA office to the CRC delegates and the PBRC; and made available electronically to all RYA managers.

\*\*\*\*\*

Glossary of terms:



'active' = a club/organisation who has been involved in organising and running a powerboat racing event within the previous 24 months of the election.

## **V2 POWERBOAT RACING COMMITTEE (PBRC)**

The RYA devolves to the PBRC the authority to:

2.1. To promote all forms of powerboat competition nationally and internationally and to control an orderly development of the sport in accordance with the Royal Yachting Association (RYA) and Union Internationale Motonautique (UIM) rules.

2.2. To co-ordinate the work of the Powerboat Racing Committee (PBRC), sub committees, working groups and panels to ensure that they are correctly briefed and carrying out their responsibilities.

2.3. To maintain contact with RYA non-powerboat committees and regions to ensure the work of the PBRC and its sub committees are as widely known as possible.

2.4. To oversee the safety management requirements of the sport and to ensure best practice at all times.

## **3 Authority**

3.1 The Powerboat Racing Committee is authorised to act on Council's behalf in pursuit of the objectives above. The Committee also has authority to:

3.2 Administer and direct powerboat racing and records and carry out the business of a National Authority with the UIM.

3.3 Annually to approve or appoint, RYA delegates to elected or appointed positions within the UIM.

3.4 Annually to agree and ratify any sub committees elections including their chairman

3.5 To create and dissolve sub-committees for specific purposes.

## **4. The Committee**

4.1 Chairman. Appointed annually by RYA Council upon the recommendation of the PBRC. Term. Not more than five years in any period of six.

4.2 Deputy Chairman to be a member of the PBRC and appointed as and when required by the Chairman.

4.3 Standing Members. The Chairman of the Jet Sport Racing Committee (JRC), Circuit Racing Committee (CRC), Offshore Racing Committee (ORC), and Powerboat Records Committee (PRC), or their deputies by approval of PBRC Chairman. UIM representative to be appointed and approved annually by PBRC. One annually approved member from the PBRC Youth and Media Group. One annually approved member of the RYA Powerboat Racing Medical Panel and one annually approved Safety Representative from the Safety Working Group. All the above are the only voting members of the PBRC.

4.4 Corresponding Members. Selected by the Chairman with the approval of the committee, appointed for their special knowledge, experience or ability appropriate to the objectives of the committee. Attending meetings at the invitation of the Chairman or at the request of the corresponding member and to receive and submit papers.

4.5 RYA Powerboat Racing Manager in attendance.

## **Annex**

### **5. Meetings:**

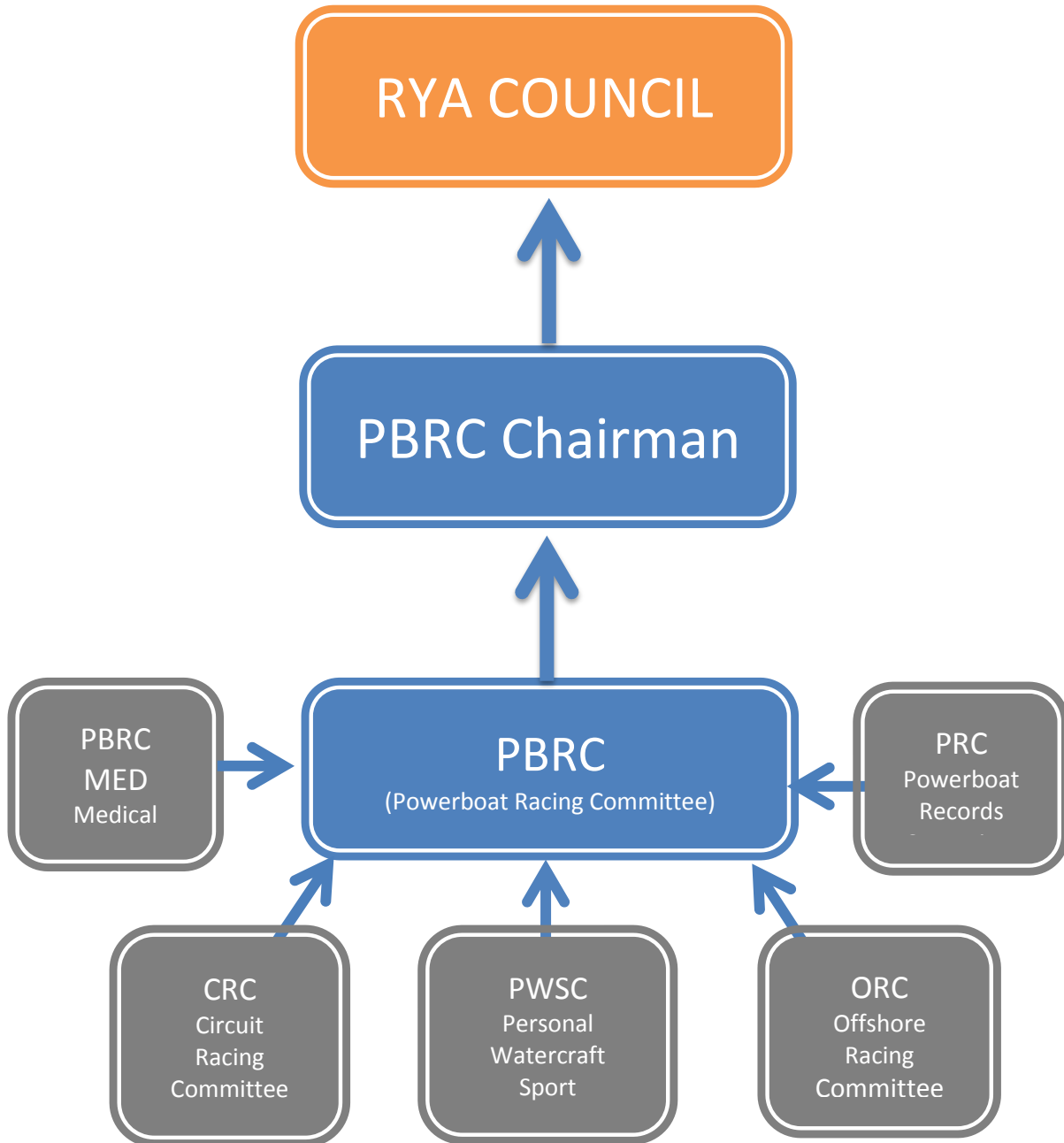
5.1. Three or four times a year.

5.2. Agendas and papers. Agendas are Chairman approved and sent with all necessary papers by the RYA office to all members to be received at least two weeks before meetings. Sub-committee sidelined minutes to be agenda items.

5.3. Voting. Standing members only with Chairman's casting vote. When the Chairman is Standing member the casting vote is additional.

5.4.Minutes. BY RYA member of staff. RYA Council items to be sidelined or underlined as appropriate. Sidelining and underlining to be decided by the Chairman. Sent to the PBRC and RYA Council by the RYA office and made available electronically to all RYA Managers.

**V5  
POWERBOAT RACING COMMITTEE STRUCTURE**



## **W . UIM & RYA Class: P750 – THUNDERCAT RACING**

1. RYA TITLES & TEAMS
2. CLASSES & HULLS Diagrams A, B & C
3. MACHINERY
4. MODIFICATIONS
5. TECHNICAL
6. GENERAL RACING REGULATIONS AND RULES – Diagram D, E and F
7. ADDITIONAL REGULATIONS FOR SURF DISCIPLINE
8. ADDITIONAL REGULATIONS FOR CIRCUIT DISCIPLINE
9. ADDITIONAL REGULATIONS FOR LONGHAUL DISCIPLINE  
Diagram G – Guidance to Surf Course  
Diagram H – Guidance to Circuit Course

### **Abbreviations and dossier of terms:**

*UIM – Union Internationale Motonautique; World Governing body of powerboat racing*

*RYA – Royal Yachting Association; National Governing Body*

*Pre Scrutineering – At the beginning of the event*

*Safety Scrutineering – Carried out when required or between each discipline*

*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. (The same as a Driver)*

*Co-Pilot – The second person in the boat. (The same as a Co-Driver)*

*Please note there are further definitions throughout the rules.*

**RYA PB1 & PB2 RULES : [www.rya.org.uk/programmes/powerboatracing](http://www.rya.org.uk/programmes/powerboatracing) then select 'racing rules'**

**UIM RULES: [www.uimpowerboating.com](http://www.uimpowerboating.com), click to RULES - then CIRCUIT – P750**

Other UIM & RYA rules apply but do not supersede class specific rules:

*Code of Ethic*

*Anti-doping.*

*Environmental Code.*

*Group 100 rules.*

*Group 200 Rules*

*Group 400 Rules*

## **1. – RYA TITLES & TEAMS**

<b>RYA CLASSES</b>			
<b>Rule:</b>	<b>STOCK (S):</b>	<b>PRO STOCK (PRO):</b>	<b>MODIFIED (M):</b>
RYA British Championship Classes	YES	YES	YES

### **1.1 – O.O.D (Officer of the Day)**

The RYA will approve the O.O.D for all RYA titled events. Main Officials should have experience in P750 Racing where possible. (Rescue Officer, Timing and Technical etc.)

### **1.2 - PRIZE PRESENTATION**

Prize presentation at UIM & RYA titled events must be attended by all participants. Only the O.O.D can sanction a non-attendance.

### **1.3 - MINIMUM BOATS NUMBERS AND NATIONAL AUTHORITIES**

A minimum of three boats will constitute a valid class.

### **1.4 - LICENCE DETAILS**

All Pilots and Co-Pilots must hold a current national race licence for P750 Class issued by their own National Authority or an international licence if it's required. 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.

### **1.5 - FINAL INSPECTION**

The organisers should 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 & RYA Rules will apply.

### **1.6 - TEAMS**

Team = the 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 report is produced stating that the condition of the Co-Pilot does not allow him to continue racing due to an injury or other condition.

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 license.

No Co-Pilot can be changed during a heat, race 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.

In the event of a change of Co-Pilot any accumulated points will still be valid and points will continue to be awarded as per the original entry.

The event of a new pilot being required will constitute a new entry and any previously accumulated points will be frozen. New points from zero (0) will only be awarded from the time that the new entry is active.

### **1.7 - MINIMUM AGE**

Age refers at the date of the event.

<b>TEAM</b>	<b>STOCK (S)</b>	<b>PRO STOCK (Pro)</b>	<b>MODIFIED (M)</b>
Min Age of Pilot	16	17	18
Min Age of Co-Pilot	16	16	16

### **1.8 - 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 RYA/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.

### **1.9 - PROTESTS**

All protests, jury formation, sanctions, appeals are to be as the Rules Group 400 (as with all other UIM classes). A Team / Pilot can only protest another Team / Pilot if they are in the same race.

### **1.10 – PROTEST FEE**

The protest fee must be announced in the advance programme. Protest fee: **£100**

### **1.11 - ALCOHOL/DRUGS**

Alcohol or drug abuse will result in a total ban from the event and could result in further disciplinary action Note: Competitors taking prescribed medication must complete the UIM 'Therapeutic Use Exemptions TUE' Form. For further information go to the UIM or WADA website – Anti Doping or contact your National Authority.

### **1.12 – INSURANCES**

All Pilots and Co-Pilots must abide by any mandatory medical and insurances carefully set out in the advance programme and be aware of the excess that could be chargeable.

### **1.13 – PENALTIES/YELLOW/RED CARDS**

Yellow/Red cards: (see UIM rules 406& RYA Rules) these rules will be strictly enforced. They only apply to bad behaviour on the water at the O.O.D's and UIM/RYA commissioner's discretion. Other penalties are available for bad behaviour on land and racing infringements.

**1.14 - DRIVERS BRIEFING** Any Pilot/co-Pilot failing to attend any drivers briefing without prior consent from the O.O.D will be disqualified at the discretion of the O.O.D

### **1.15 - SAFETY EQUIPMENT**

**HELMETS:** For all racing helmets must be 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. All helmets must conform to RYA regulations on colour & minimum standards.

**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 UIM rule 205.06 & RYA Rules.

**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 the Circuit and Surf discipline and advised for Long-haul. This protection can be goggles or helmet visor.

**CLOTHING:** All limbs must be covered at all times. Gloves optional

## **2 - CLASSES/HULLS**

### **2.1 - DISCIPLINES**

M Shape (Surf); Circuit and Long-haul

### **2.2 – HULLS**

<b>2.2 – HULLS</b>				
<b>Number</b>	<b>Rule:</b>	<b>STOCK (S):</b>	<b>PRO STOCK (PRO):</b>	<b>MODIFIED (M):</b>
.011	Engine Capacity	Up to 750cc	Up to 750cc	Up to 750cc
.012	Minimum hull length	3.8m	3.8m	3.8m
.013	Minimum hull width	1.7m	1.7m	1.7m
.014	Minimum hull weight	153kg	153kg	153kg

The above mentioned weights are the minimum weight of a complete rig, weighed directly after the race without crew and their personal equipment or residual water, without fuel tanks. 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.

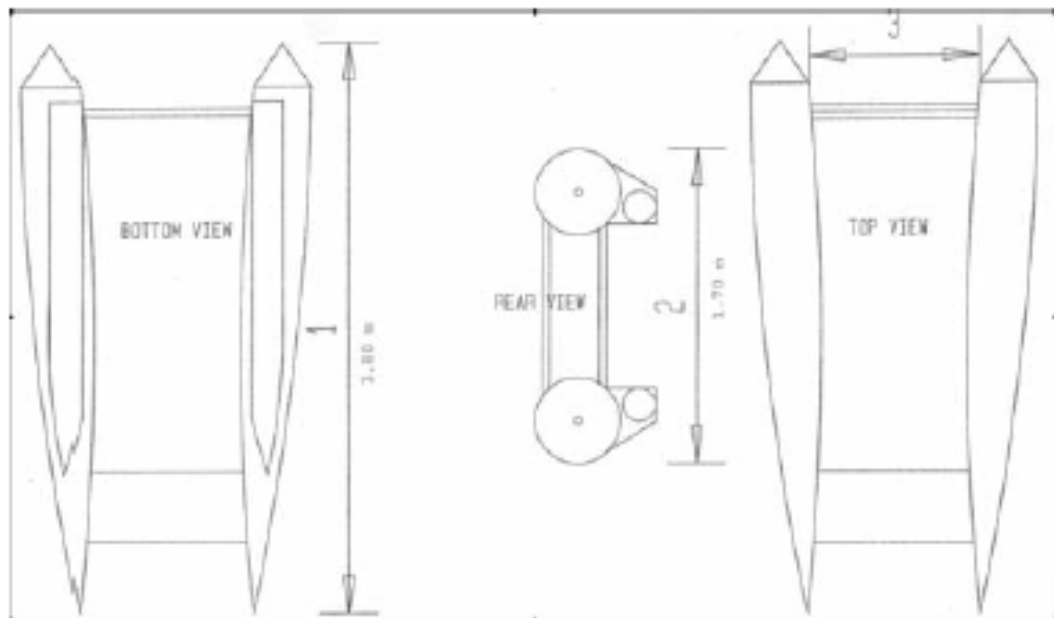
### **2.3 - HULL DESIGN**

All boats must be of a tunnel hull design and conform to the original manufacturer's catalogue. THE FLOORBOARDS CAN BE SUPPLIED BY AN ALTERNATIVE MANUFACTURE BUT MUST CONFORM TO RULE 2.2. 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:

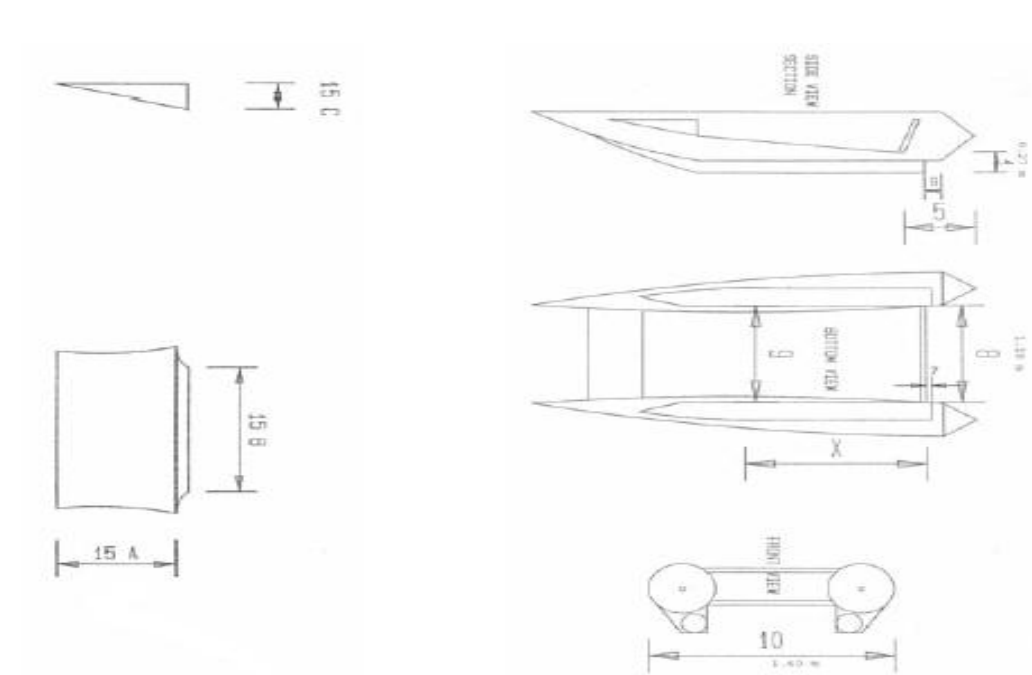
#### **SKETCHES:**

Measurements Number 4: minimum of 0.26m. Rear Transom to ground: Between Hi-jackers at rear measured at nearest points: Number 8: Minimum of 1.05m. Overall width front transom (measurement taken at back of nose cone). Other measurements to be added by agreement

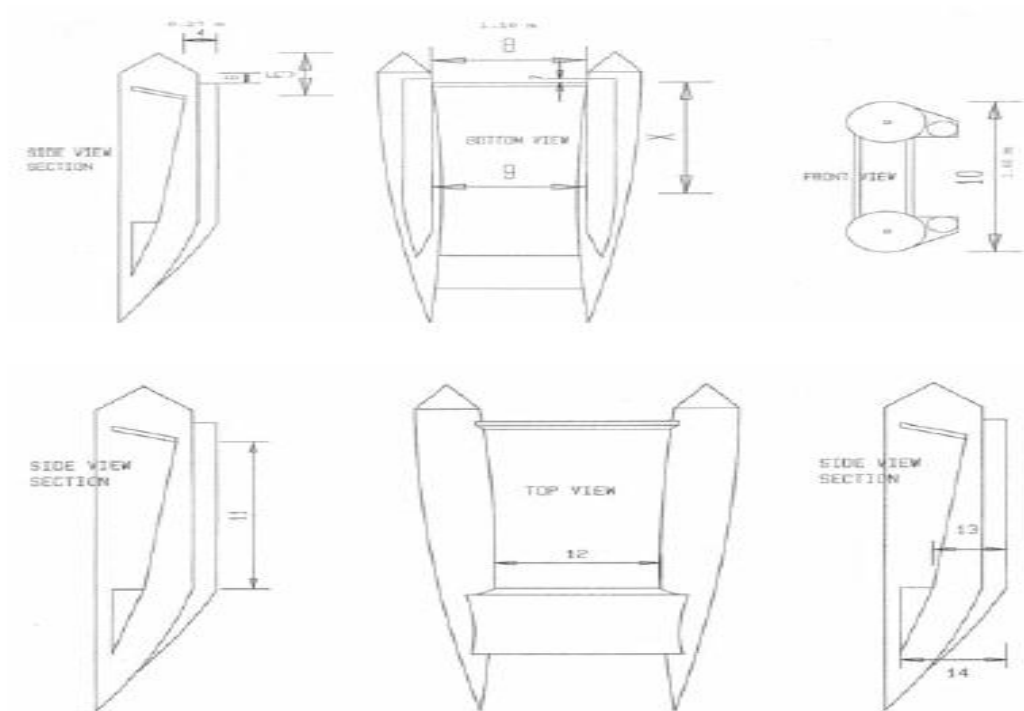
#### **HULL DIAGRAM A:**



**HULL DIAGRAM B:**



**HULL DIAGRAM C**



#### **2.4 – 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.

#### **2.5 - 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 including floorboards. No aerodynamic appendages are allowed

#### **2.6 – MODIFICATION ABOVE THE WATERLINE**

Certain 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 Pilot/Co-Pilot. The waterline will be below the bottom of the transom if a multi-hull type. No part of the hull can be used for water ballast.

#### **2.7 - 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, i.e. 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.

#### **2.8 – MODIFICATION BELOW THE WATERLINE**

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.

#### **2.9 - WINDOWS**

Boat numbers can be painted or enclosed in two transparent covers, meeting the correct size and clearly visible. Rule: 561.09

#### **2.10 - RACE NUMBERS**

Must be at the bow of the boat a minimum of 18 cm x 3cm 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.

#### **2.11 - 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.

#### **2.12 - 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. Cowling stickers may be supplied by the event organisers but must supply with the correct boat number registered and agreed when entering championship.



### 3 – MACHINERY

<b>MACHINERY</b>				
<b>No.</b>	<b>RULE</b>	<b>STOCK (S):</b>	<b>PRO STOCK (PRO):</b>	<b>MODIFIED (M):</b>
3.1	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 UIM homologation	1.Tohatsu 50 D2 2.Yamaha 50H per original UIM homologation	1.Tohatsu 50 D2 2. Yamaha 50H Both modified according to the rules.
3.2	No other engine will be permitted until the UIM (Cominsport Group) homologate a “low emission” compatible engine for P750 style racing .Introduced min. 3 years after homologation.	YES	YES	YES
3.3	Low idle – engines must be capable of functioning at low speeds	YES	YES	YES
3.4	Water Pick-up – external water pick-ups wherever/however attached.	Are forbidden	Are forbidden	Free.
3.5	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
3.6	<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 Pilot. A second “kill switch” lanyard must be firmly attached to the Co-Pilot at all times. Lanyard failure / kill switch failure Will result in disqualification from the relevant race/heat or long-haul discipline. Refer to Rule: 563.29	YES	YES	YES

#### 3.7 - 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 authorization 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 OOD 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.

### 3.8 – GEARBOX

Gearbox must not be interfered with or modified in Stock and Pro Stock Classes. Any normal wear and tear on the fin/skeg shall be limited to 5mm and must be seen to be racing wear and tear; all fins/skegs will be measured and must comply at Pre Scrutineering of each discipline. If illegal the team will be disqualified if unable to change prior to that heat or Long-haul discipline. A stainless steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges.

### 4. - MODIFICATIONS

<b>MODIFICATIONS</b>				
<b>No.</b>	<b>RULE</b>	<b>STOCK (S):</b>	<b>PRO STOCK (PRO):</b>	<b>MODIFIED (M):</b>
4.1	Replacement:	The replacement of nuts or the addition of lock nuts, drilling and wiring, split-pinning or keying is allowed provided the screw and pins are similar.	As per Stock Class	As per Stock Class
4.2	Gear interlock	The gear interlock device on the starter may be removed.	As per Stock Class	As per Stock Class
4.3	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 Class	As per Stock Class
4.4	Engine locking	Engine locking brackets may be removed.	As per Stock Class	As per Stock Class
4.5	Engine cowling	The engine cowling may be secured by means other than or in addition to the standard means.	As per Stock Class	May be altered to increase air flow and secured by means other than or in addition to the standard means.
4.6	Tell-tale	Tell-tale cooling pipe may be replaced with another pipe or other characteristics.	As per Stock Class	Free
4.7	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 Class	As per Stock Class
4.8	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 Class	As Per Stock Class
4.9	Propellers:	The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. The locking nut, spacer, adaptor, split pin, thrush washer/ washers are free for the securing of the propeller; Re-bushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. No spacing out of propeller to allow venting. Propeller must enter gearbox housing by a minimum of	As per Stock Class	Free

		1mm. Transgression of this rule will lead to disqualification.		
4.10	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 Class	Allowed up to a max of 750cc
4.11	Ports	When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm not including liner, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet. Should the modified port window be smaller than the track, the track may not be tampered with.	As Stock Class	Free
4.12	Parts	No part of the engine can be changed with another manufacture's or pirate part, except for the tiller arm bracket, gear change lever	As per Stock Class	Parts may be changed with another manufacture
4.13	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	FREE
4.14	Spark plugs	Original complete spark plugs and HT leads may be replaced.	As per Stock Class	As per stock Class
4.15	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 Class	As per stock Class
4.16	Throttle lever	Springs may be added to the throttle lever of the carburetors Tohatsu D1 Throttle cam can be used on the Tohatsu D2 Engine.	As per Stock Class	Free
4.17	Emulsion tubes	Emulsion tubes are to be standard "off the shelf" items and have the same prerequisites as the jets. No modifications are allowed to these parts	As per Stock Class	FREE
4.18	Baffle plate	Baffle plate or other fuel surge preventative measures can be taken in carburetor fuel bowls.	As per Stock Class	FREE
4.19	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 Class	As per Stock Class

4.20	Reeds	Standard reeds only as supplied by the manufacturer for the specific model of engine	Reeds only are free. The stoppers must not be removed.	Free
4.21	Machining:	Skimming, grinding or machining is allowed as long as it meets the UIM homologation measurements.	As per Stock Class	Free
4.22	Starters:	Electric starters are not allowed.	As per Stock Class	As per Stock Class
4.23	Thermostats:	Thermostats of the cooling circuit may not be removed.	As per Stock Class	FREE
4.24	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 defence and the competitor will be disqualified.	Can be removed	Can be removed
4.25	Jets:	Jets have to be to the UIM homologation specification.	Free	Free
4.26	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 Class	No restriction on weights quoted
4.27	Measurements:	Measurements not quoted in the homologation sheet may not be altered in any form whatsoever. If details cannot be verified with the aid of the pictures in the homologation sheet, then the part in question must be compared physically to a similar, but stock part for the relevant engine For the Tohatsu D2engine exhaust port only: There is a casting mark on the inside of the engine exhaust port that does vary in size from engine to engine. This casting mark can be reduced no less than 0.5mm this will be considered to be a breach of the technical rules and can be disqualified.	As per Stock Class	Measurements not quoted in the homologation sheet may be altered
4.28	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 e.g. 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 Class	Parts may be changed by another manufacture

4.29	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 Class	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
4.30	Exhaust trunk	No modifications	As per Stock Class	Holes may be drilled or cut into the exhaust trunk but no external appendages may be added
4.31	Gear Box	See rule 3.8	See rule: 3.8	Bullet or racing gearboxes are allowed in this class only.
4.32	Protrusions	No protrusions other than standard from manufacture are allowed	As per Stock Class	As per Stock Class
4.33	Exhaust box (Exhaust Housing)	No protruding expansion exhaust box	As per Stock Class	As per Stock Class
4.34	External water pick-up	Not allowed	As per Stock Class	Are allowed

#### 4.35 - FUEL

**Stock and Pro Stock Class:** Fuel must be a commercially available grade of automobile unleaded fuel to a maximum of 99 octane, 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.

#### 4.36 - FUEL DETAILS AVAILABLE:

The Pilot/Co-Pilot may not withhold the type of fuel/oil used if requested by race officials.

#### 4.37 - 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. No power enhancing oil is allowed.

#### 4.38 - FUEL TANKS

Only the original fuel tanks as supplied with the engine, collapsible fuel cells or approved marine manufacturers tanks are allowed.

#### 4.39 - FUEL MIX

No Pilot / Co-Pilot may withhold the type of fuel/oil used and the mixing ratio if requested by officials.

### 5 – TECHNICAL

**If the following information is unclear or does not specifically mention that you may do something assume you cannot until you have contacted the RYA or P750 Committee for clarification.**

<b>TECHNICAL</b>				
<b>No. 5</b>	<b>RULE</b>	<b>STOCK (S):</b>	<b>PRO STOCK (PRO):</b>	<b>MODIFIED (M):</b>
5.1	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
5.2	Flywheel	It is not allowed to reduce the outside diameter or to change the flywheel. Weight reduction can only be done by drilling holes in the starter gear ring, only by a maximum of 8mm diameter and maximum depth of holes of 4mm. Balance machining by drilling holes in the area stated is allowed if the dimensions and weights are correct.	As per Stock Class	FREE
5.3	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
5.4	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.	FREE
5.5	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
5.6	Head Volume Measuring procedure and modification of engine Ports	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 the spark Plug as used and correctly fitted. The head is	As per Stock Class	No restrictions

		<p>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</p> <p>When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm not including liner, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet. Should the modified port window be smaller than the track, the track may not be tampered with.</p>		
5.7	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	Free
5.8	Cost of inspection	<p>Costs may not be claimed in the case of a mandatory inspection by race authority. The maximum costs that may be claimed, by a driver from a protestor, should the equipment found to be legal, are as follows:</p> <p>LABOUR: Time may only be claimed to a maximum of six hours at a rate to be determined by their local class association or National Authority. Any excess will be borne by the owner of the equipment. The above cost excludes the cost of gaskets required or lubes which may only be changed as per the recommended grade in the workshop manual. Freight charges, where applicable, will be charged as per the standard international rates.</p>	As per Stock Class	As per Stock Class
5.9	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
5.10	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

5.11	Fuel	See rules 563.34 fuel regulations. Rule 563.36 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.
5.12	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
5.11	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
5.12	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
5.13	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 unless specified. Only D2 parts can be used in a Tohatsu D2 engine except for the D1 throttle cam.	As per Stock Class but for the Tohatsu D2 engine the D1exhaust tube may be used in this class.	Parts may be changed with another manufacturer.

## 6 - RACING REGULATIONS AND RULES

<b>RACING REGULATIONS AND RULES</b>				
<b>No.6</b>	<b>Rule</b>	<b>The M 'Shape (Surf)</b>	<b>Circuit</b>	<b>Long-haul</b>
6.1	Race Course / Starts:	Shown diagrammatically in diagram D as a guide only. Starts for this discipline should be Beach Wet Start or Beach Le Mans. Note 1 : Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most suited to the current conditions should be used. Note 2: There does not have to be breaking Surf in order to engage in this discipline, although it should take place on a suitable beach. If the water conditions are flat then the O.O.D should brief the drivers to maintain their lanes.	Shown diagrammatically in Diagram E. This is a guide only, the course can change shape due to the size of the water available. Course size should be shown in the advance race instructions.  Starts for this discipline should be flag or jetty start from pontoon or beach.  Note 1 : Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most	Should be run over a maximum distance of 150kms to a minimum of 80kms. Minimum lap distance of 10kms and should be area bound. The organisers must provide a boat/s prior to the race to show teams the course by water, explaining any safety issues. <u>Ultra Long-haul:</u> 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



			suited to the current conditions should be used.	Rules. This event can be staged over several days having individual legs.  Starts for this discipline can be any form of start procedure listed as per the P750 Rules.
6.2	Wet Driver: (man overboard)	If any Pilot or Co-Pilot lands completely in the water or a boat gets stuck on the beach during racing, the race will be stopped immediately, even before the red flag is flown. All competitors must stop, then come off the plane, clear the course and proceed to the start line with extreme caution or as stated in Drivers Briefing. No re-fuelling, or changing set-up and get ready for an immediate re-run. 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 OOD's permission. If more than 2/3 of the race or re-start/run race has been completed then no re-run is required. Restart can be from the beach or deep water start.	As per Surf except all restarts and re runs take place from the jetty/pontoon or beach and rule 564D.05 (Re-Run) will apply.	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.
6.3	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 O.O.D's discretion.	As per Surf.	Deviation of the set course markers or passing the wrong side will result in disqualification.
6.4	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
6.5	Missing Buoys / deviation from the course.	If a Pilot misses a buoy, he can re-take it if he has not crossed the racing line on the inside of the course. The boat in question does not have the right of way when re-entering the course and must give-way to any competitor already on the correct course.	As per Surf.	Deviation of the set course markers or passing the wrong side will result in disqualifications.
6.6	Damaging buoys	If a competitor destroys or damages a buoy he will be disqualified from that heat and any restart of that heat. The competitor must pay the organiser the cost of a replacement which sum must be in the advance programme.	As per Surf.	As per Surf.
6.7	Bumping	Deliberate bumping of another competitor is strictly forbidden and will result in the disqualification from that heat or re-start/re-run and possible disqualification from the whole discipline if seen by the O.O.D as reckless and dangerous driving. Other UIM penalties may also be given. Involuntary bumping due to conditions will be penalised by 3 points.	As per Surf.	As per Surf.

6.8	Crashing	If one boat lands on another, the offending boat or boats will be disqualified from that heat/race.	As per Surf.	As per Surf.
6.9	Close Driving Tail-Gaiting, Zigzagging or Snaking	A boat that is considered to be following dangerously close or directly behind another competitor will be penalised. This also applies to boats snaking or repeatedly changing lanes in front of another competitor. Penalties applied may include Disqualification and or Yellow / Red Cards.	As per Surf.	As per Surf.
6.10	T Bone	If any boat collides mid-ship with another (T-Bone) the offending boat will result in immediate disqualification from that heat / race. Other UIM penalties may also be given.	As per Surf.	As per Surf.
6.11	Shore Buoys	There should be a minimum of 10 meters between the shore buoys and the shore with sufficient water depth to race approximately 0.5m. This must also be evaluated in the Event risk assessment.	As per Surf.	As per Surf.
6.12	Race distance / Laps	All heats including the final will be 9 laps + a start lap for all classes unless stated otherwise in the Advance Race Instructions or at the OOD / Race Committees discretion. The option to reduce to 6 laps can be implemented but the final should always be 9 laps  In the case of force majeure laps, race distance & heats may be altered by the OOD. Every effort should be made to implement the required amount of laps as per the rules.	As per Surf. The option to reduce to 6 laps 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.  In the case of force majeure laps, race distance and heats may be altered by the OOD. Every effort should be made to implement the required amount of laps as per the rules.	Long-haul  In the case of force majeure laps & race distance may be altered by the OOD. Every effort should be made to implement the required amount of laps as per the rules
6.13	Race Finish / Time Allowance.	The race finishes when the lead (1 <sup>st</sup> Place) boat crosses the finishing line. Any boat that has not completed 2/3rds of the race (full laps rounded up) when the winner crosses the finishing line will not score any points for that heat. All boats must cross the finish line on the water either by their own power or paddle power to be classified and eligible for points. Boats must proceed around the buoy beyond the start /finish line to the designated muster area as described at drivers briefing and wait for the red flag to be shown from the shore as the signal to return. Pilots failing to do this can be penalised or disqualified by the O.O.D.	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.  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 or as per Drivers Briefing.  Once a boat has crossed the finish line, it may not cross back and re-enter the race/leg until the finish line is officially closed. Re-entering will result in disqualification.  All safety procedures will be kept in place until all

				boats are accounted for.
6.14	Minimum & Maximum of boats	There will be minimum 3 and maximum 12 boats to make a race. In the event of the entry exceeding 12 boats, then eliminating heats will be run. -See 'Large Entry / Eliminating Heats'	As per Surf.	There is no maximum; but the evaluation for safety must be in the event risk assessment.
6.15	Awarding Final points	The total points for heats plus the final heat will be added together to determine the Pilots 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.	As per Surf.	The same points are awarded for the overall finishing positions.
6.16	Burst hull or helmet loss	If a boat should burst or deflate rapidly during a race for any reason, that driver must cease racing , remove the boat from the race course and continue to shore in a safe manner. If a Pilot or Co-Pilot loses his helmet, a red flag will be shown and the boat in question will be disqualified from the heat. Further penalties may be applied.	As per Surf.	As per Surf.
6.17	Flags	All flag signals except the green flag will conform to UIM Rule 304.02 & RYA Rules 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 long-haul.
6.18	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.
6.19	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.
6.20	Safety equipment	Paddles x 2 Designated righting rope/webbing x 2 Designated Bowline. Kill switches x 2	As per Surf.	As Per discipline Rules
6.21	Large Entry / Eliminating heats	In the event of there being more than 12 boats entered in the same class eliminating heats will be run as per 564B.30 & follows :  1)Boats must be divided up into equal groups (where possible) and each group should contest a minimum of 3 heats with normal points awarded.  2)The final 12 from all of the groups & heats combined will be determined by the highest points. In the case of equal points then highest eliminating heat positions will	As per Surf:	Not applicable

		<p>be used. If there is still a tie then overall average times will used.</p> <p>The final heat should be 9 laps and double points will be awarded. Grid positions for the final heat will be determined as per the process detailed in (2).</p>																																						
6.22	Outside assistance	<p>No person shall provide or receive outside assistance from the air, water or by radio during the race.</p> <p>There shall be no outside assistance allowed in a re-run / start unless the OOD has allowed an assistant to hold boats on the start.</p> <p>If an engine has not fired on the start line then original crew assistance may be given providing that the OOD has allowed an assistant on the original start. If the crew, any officials, spectators or boats are judged to be at risk at any-time then the OOD may order the offending boat/s to withdraw from the start line.</p> <p>Failure to observe this rule will result in disqualification from the race.</p>	As per Surf.	As per Surf. A handheld GPS can be used																																				
6.23	Definition of a 'Race'	When the green flag is dropped and the checkered flag is raised.	As per Surf	As per Surf																																				
6.24	Definition of a 'Heat'	Part of a number of races that provide an elimination process to get to the Final race of either the circuit or surf disciplines	As per Surf	Not applicable																																				
6.25	Definition of a 'Leg'	Not applicable	Not applicable	Leg: is a section of an Ultra Long-haul, if an event is staged over a period of days																																				
6.26	Definition of a 'Group'	Group: When there are more than 12 boats in a class, the class must be split into groups for the eliminating heats.	As per Surf	Not applicable																																				
6.27	Points System ALL DISCIPLINES	<table border="1"> <thead> <tr> <th>Position</th> <th>Points</th> <th>Position</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>1<sup>st</sup></td> <td>20</td> <td>9<sup>th</sup></td> <td>7</td> </tr> <tr> <td>2<sup>nd</sup></td> <td>17</td> <td>10<sup>th</sup></td> <td>6</td> </tr> <tr> <td>3<sup>rd</sup></td> <td>15</td> <td>11<sup>th</sup></td> <td>5</td> </tr> <tr> <td>4<sup>th</sup></td> <td>13</td> <td>12<sup>th</sup></td> <td>4</td> </tr> <tr> <td>5<sup>th</sup></td> <td>11</td> <td>13<sup>th</sup></td> <td>3</td> </tr> <tr> <td>6<sup>th</sup></td> <td>10</td> <td>14<sup>th</sup></td> <td>2</td> </tr> <tr> <td>7<sup>th</sup></td> <td>9</td> <td>15<sup>th</sup> +</td> <td>1</td> </tr> <tr> <td>8<sup>th</sup></td> <td>8</td> <td></td> <td></td> </tr> </tbody> </table>			Position	Points	Position	Points	1 <sup>st</sup>	20	9 <sup>th</sup>	7	2 <sup>nd</sup>	17	10 <sup>th</sup>	6	3 <sup>rd</sup>	15	11 <sup>th</sup>	5	4 <sup>th</sup>	13	12 <sup>th</sup>	4	5 <sup>th</sup>	11	13 <sup>th</sup>	3	6 <sup>th</sup>	10	14 <sup>th</sup>	2	7 <sup>th</sup>	9	15 <sup>th</sup> +	1	8 <sup>th</sup>	8		
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8 <sup>th</sup>	8																																							

## **6.28 - GRID POSTIONS FOR NATIONAL & INTERNATIONAL EVENTS / FINAL CHMPIONSHIP POINTS**

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 / race or leg (Ultra Long-haul) 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 in front of the teams.

If there are more than 12 boats in a class, the teams will be divided into groups; the teams should be evenly split (where possible) 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 Pilot'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 case of equal points (tie) for the final grid positions then highest heat positions will be used. If there is still a tie then the fastest average heat race times for the discipline in question will be used. If a 'tie' situation still continues the relevant final positions in the first complete heat will determine the position on the final grid.

Final Championship or Discipline points will be awarded as per UIM rules. In the event of a tie in the points then the highest discipline or heat results will be used to determine the final positions. If a further tie continues then highest placed result in the Surf & Circuit finals will be used.

## **6.29 - 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 at the O.O.D's discretion. Further penalties may be applied.

## **6.30- 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.

## **6.31 – OVERTAKING**

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

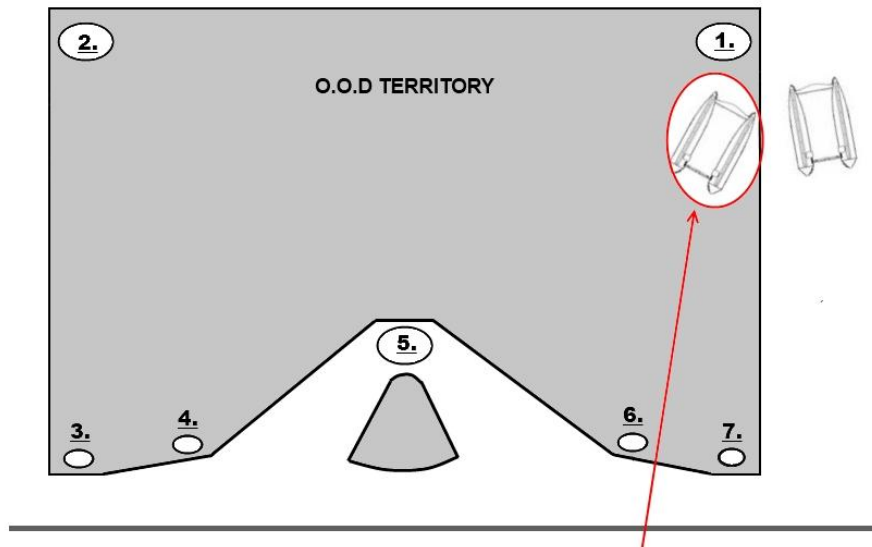
## **6.32 – PASSING MARKS**

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.

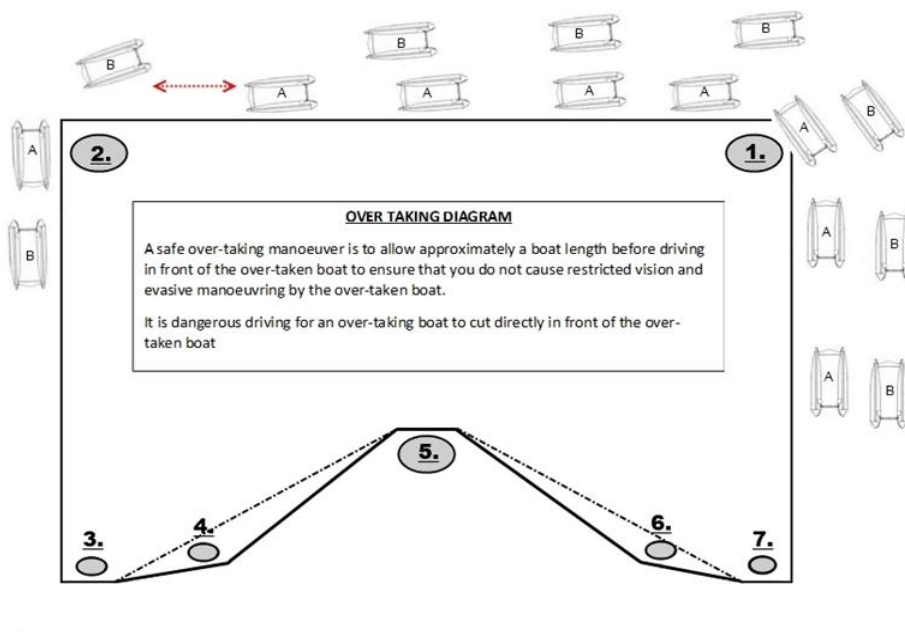
**DIAGRAM D:**

**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).

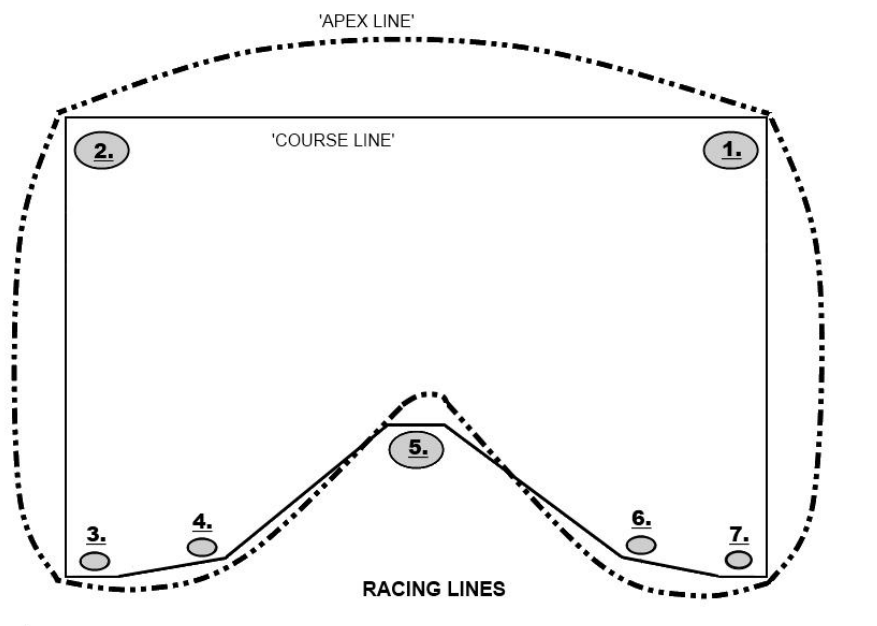


Can be in O.O.D Territory but loses all rights and must give way to raceboats on the course line.

**DIAGRAM E: Over Taking**



## **DIAGRAM F: Racing Lines**



## **7 - M SHAPE / SURF DISCIPLINE**

### **7.1 - 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 Pilot and Co-Pilot must remain on the ground at all times up to the green flag drop. The Pilot and Co-pilot must have both feet on the floorboard of his boat before the pilot 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 O.O.D 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 Pilots should be lined up in such a way that they run an equal distance to their boats. Kill cords must be held at full arm's length in the air by the Pilot, the Pilot 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 O.O.D 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 O.O.D has the right to give dispensation due to safety/medical reasons to the Pilot 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

Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most suited to the current conditions should be used.

### **7.2 - START LINE**

Any Pilot not on the start line when the green flag is raised may not start that heat or any re-start of that heat. Any Pilot 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 Pilot at the start. Only Pilots that were on the start line and failed to start can take part in any re-start of that heat. Any Pilot or Co-Pilot 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.

### **7.3 - RESTARTS (SEE ALSO WET DRIVER RULE 564B.02)**

Definitions: Re-start refers to re starting the race prior to the heat going live and goes back to the original starting grid of that heat. Re-run is once the heat has gone live. Re-run of a heat/final can take place from the beach or in deep water with a pace boat. If a deep water /Pace boat is used, 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 Pilot 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.

## **8 - CIRCUIT DISCIPLINE**

### **8.1 - START: CIRCUIT.**

The race is 9 (nine) laps plus a start lap (part of the long lap), followed by a short lap which is the first of the 9 (nine) laps, you cannot use either of these laps, nor the last lap as an equalising lap. The start, all Pilots must maintain their lane to and through the completion of the first turn. Pilots must not change lanes in front or behind other Pilots until they have passed and rounded the first buoy. Failure to comply with this rule will result in a 2 (two) point penalty being applied or disqualification from that heat at the O.O.D's discretion.

### **8.2 - FLAG OR JETTY START FROM PONTOON : CIRCUIT**

Starts will utilise two flags system with both Pilots and Co-Pilots in their boats. Both flags are raised and on dropping the first flag, the engine can be started in neutral. On dropping the second flag, forward gear may be engaged and the race starts. All drivers must complete a "part of 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.

Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most suited to the current conditions should be used.



### **8.3 - EQUALISER LAPS**

Each driver must complete 2 laps of the equalizer circuit during each 9 lap heat between lap 2 and 8. 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. Boats taking extra equaliser laps within the permitted time will not be penalised.

### **8.4 - RESTARTS (If the last boat hasn't completed the start lap)**

Return to the Start line and resume the original grid positions for a restart procedure.

### **8.5 - RE-RUN**

Return to the Start line and resume the original grid positions for a restart procedure. If more than 2/3 of the race has been completed (full laps rounded up) and all boats have completed ALL of their equalizer laps, there will be no Re-run 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 any points or enter into any restart.

### **8.6 - COURSE / RACING LINES**

The main circuit course and the equaliser lap is specifically detailed in diagram H. Boats deviating from the set course by taking the wrong turn mark will be disqualified and other penalties may apply if considered a dangerous manoeuvre.

## **9. LONG-HAUL DISCIPLINE**

### **9.1 - TIMES**

All Long-haul events will be run on timing.

### **9.2 - LONG-HAUL STARTS**

Dependent on the discipline (Inland, Offshore or Ultra) the start procedure can be Surf (564C), Circuit (564D) or Deep water starts. This needs to be clarified by the O.O.D 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:**

1. 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.
2. 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 O.O.D at Drivers briefing.

Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most suited to the current conditions should be used.

### **9.3 - SAFETY EQUIPMENT**

In a Long-haul 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 Long-haul including the option to allow props and other maintenance equipment on the boat. All equipment including water must come back complete.

**Circuit Long-haul:** 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 1lt and 2 x energy bars (glucose or similar).

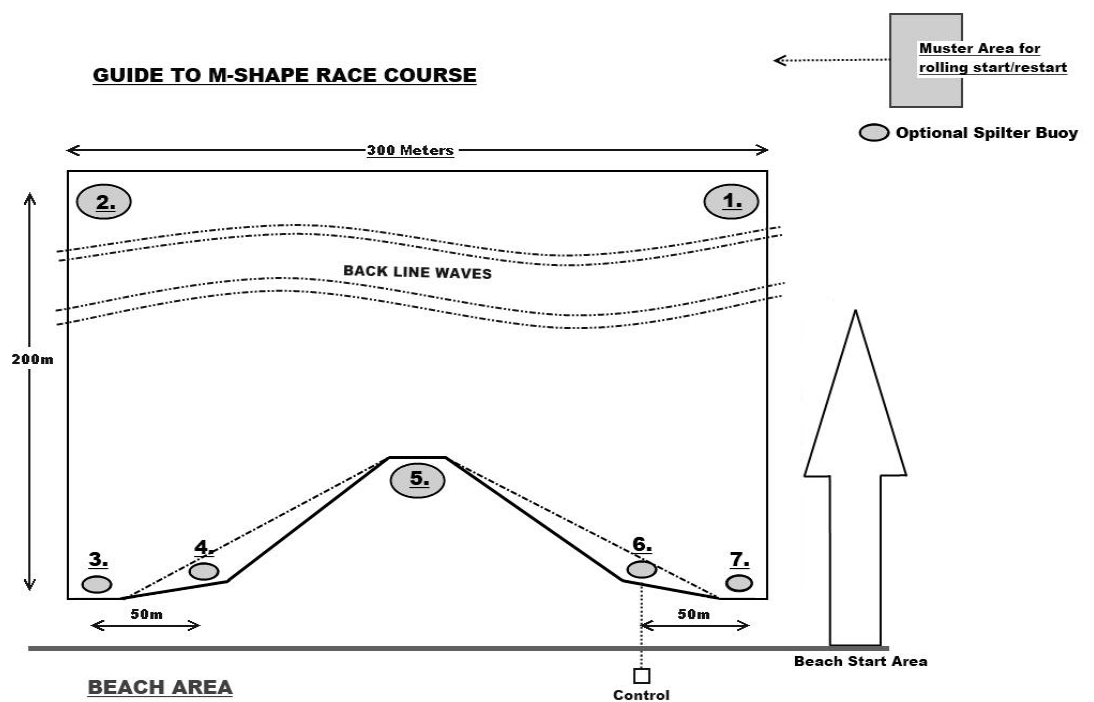
**Ultra Long-haul:** The organizers may require competitors to carry the above plus any of the following: Pencil flares x 6 (in date), 1 m x 3 m ID sheet for boats whose pontoons are not red, yellow or orange in

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.

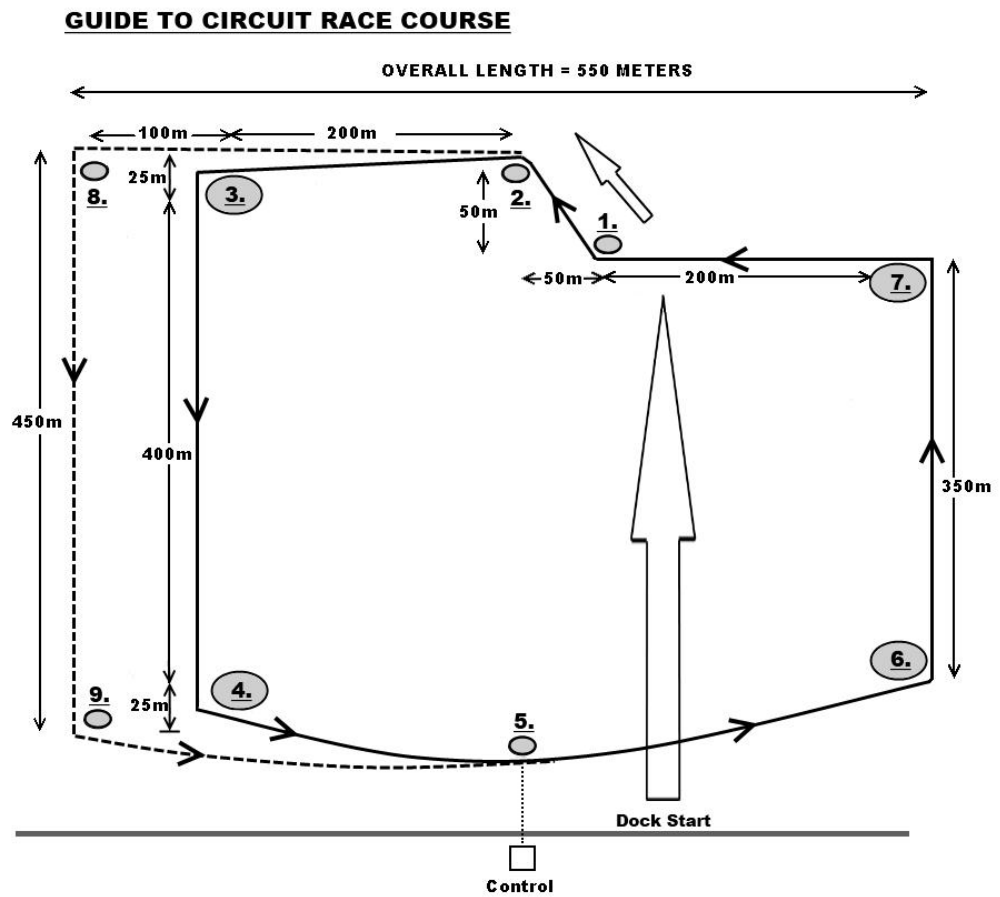
#### 9.4 - BEACH STOPS

Not doing the required number of beach stops will result in disqualification. Boats are to beach as per the O.O.D instructions at Drivers Briefing. 'High-speed' drops are not allowed onto the beach; a 10 minute penalty can be given by the O.O.D 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-Pilot 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- Pilot 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 O.O.D to be advised at Drivers Briefing. 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**



**Addendum to Above P750 Rules – Thundercat Championship. Please see Thundercat Series rules for other requirements:**

THUNDERCAT RACING - P750 CLASS									
RYA NATIONAL CHAMPIONSHIP RACES DURING THE DAY - START LAP PLUS 6 LAPS									START / 9
MORNING	Heat 1	Heat 2	Heat 3	BREAK	AFTERNOON	Heat 4	Heat 5	Heat 6	FINAL
GROUP A	1	2	3						THE TOP 12 BOATS OVERALL
					GROUP C	4	5	6	
GROUP B	1	2	3						
					GROUP D	4	5	6	

1. Groups will be randomly be selected at Drivers Briefing (example: A & B) for the mornings racing
2. At Drivers Briefing further groups will then be re selected for the afternoons racing. (example: C & D)
3. After each heat the points will be added to their individual running total during the day
4. After the last race the points are individually added up to confirm their position for the final
5. Positions 1 - 12 will race the final and thereafter will take the points for 13 place thereafter.
6. The final race is for double points then worked back at the end of the event to single points.

SINGLE POINTS							
1st	20	5th	11	9th	7	13th	3
2nd	17	6th	10	10th	6	14th	2
3rd	15	7th	9	11th	5	15th	1
4th	13	8th	8	12th	4	PLUS 15th	1

## INSURANCE EXCESS - IMPORTANT NOTICE

### **Y. Insurance Excess**

Competitors, Clubs, Officials & Event Organisers all need to be aware of the following insurance excesses that you will be liable for in the event of a claim.

#### **On Water :**

**GBP 1000 (one thousand pounds)** any one claim or series of claims arising out of any one Event except in respect of any accident involving any outboard or inboard motor boat, sports boat, hydroplane or personal watercraft being lifted by means of crane or winching device when the following Excess shall apply.

**Insurance Excess increases with Vessel Value According to the table below.**

#### **Vessel Value Excess**

Vessel Value	Excess
GBP 0-19,999	GBP 1000
GBP 20,000-59,999	GBP 2000
GBP 60,000- 179,999	GBP 4000
GBP 140,000- 499,999	GBP 7000
GBP 500,000(maximum)	GBP 9000

#### **On Land :**

GPB 2500 (two thousand five hundred pounds)

### **Z . RISK STATEMENT**

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

**By participating in or becoming involved with Powerboat Racing organised by RYA Affiliated clubs either as a participant, team member or otherwise individuals agree and acknowledge that:**

- (i) they are aware of the inherent risk involved in the sport and accept responsibility for exposing themselves to such inherent risk , including risks to their person, their property, drowning, hypothermia, collision injuries burns and other physical injuries as well as possible death**
- (ii) they have satisfied themselves that they have the necessary skill and knowledge to take part in the event and deal with the conditions that may arise in the course of a race**
- (iii) they will not participate in the event whilst under the undue influence of alcohol, drugs or whilst otherwise unfit to participate**
- (iv) they are responsible for the safety of themselves their crew their boat and their property whether afloat or ashore**
- (v) the management of their boat including insurance is solely their responsibility**
- (vi) scrutineering does not constitute a condition survey of the boat and it is solely their responsibility to decide whether or not to start or to continue in any powerboat race.**
- (vii) ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility**
- (viii) the provision of a race management team, patrol boats and other volunteers by the event organisers does not relieve them of their responsibilities**
- (ix) the provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances**
- (x) to be bound by the conditions of the Race Entry Form, Racing Instructions and the General Competition Rules of the UIM and the RYA**
- (xi) they will accept the decisions of the organising committee and officials nominated by the organising committee**

## **INDEMNITY**

Participants in the event will be required on signing on to the event to save harmless and keep indemnified:

- (a) The owners of the premises at which the event is held;
- (b) The organising club, the sponsors and the RYA and their respective officials, servants and agents; and,
- (c) The other boat owners, drivers, passengers or mechanics engaged in the meeting , (together with the "Indemnified Parties") **AGAINST** all actions, claims, costs, expenses and demands in respect of loss of or damage to the property of or personal injury sustained to the Indemnified Parties to the extent caused by the participants, their crew, their boat, their mechanics, support team, representatives or agents.

**IMPORTANT NOTE:** Persons under the age of 18 must have written authority signed by either Parent or Guardian.

**THE RESPONSIBILITY FOR A TEAM'S DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS THEIRS ALONE**

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