



POWERBOAT RACING

**CIRCUIT RULE
BOOK**

PB2 - 2011

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TERMINOLOGY

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

Throughout the book where H appears this denotes – Hydroplanes

Throughout the book where S appears this denotes - Sportsboats

CIRCUIT POWERBOAT RACING

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

PB2 should be used in conjunction with the 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.

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 engined classes.

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

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

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

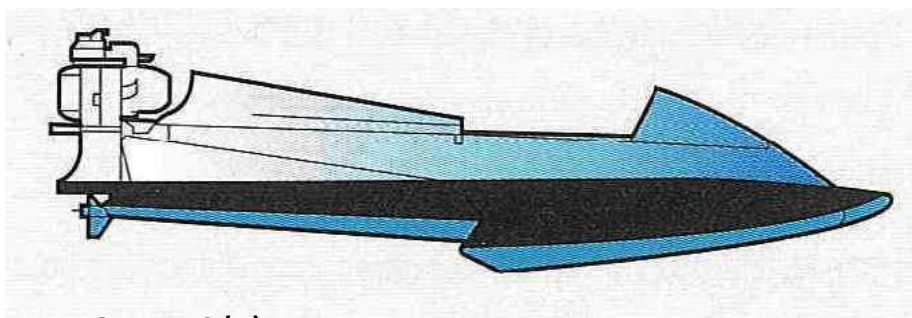
HOW TO PARTICIPATE

DO YOU WANT TO RACE?

If you want to race, the first stage is to join a Powerboat Club which is affiliated to the RYA. This book will help you to;

- a) Select an RYA affiliated club (Section C)
- b) Choose the appropriate class in which to race, guide you through boat registration and list the equipment required (Section F)
- c) Obtain your racing licence (Section D)

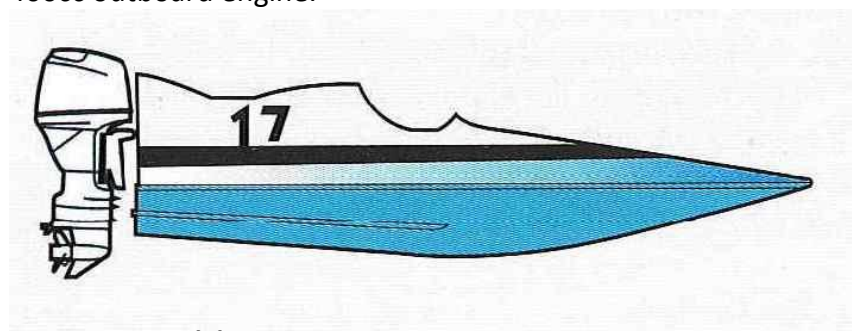
The three types of Circuit racing boats are:



HYDROPLANES (H)

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

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



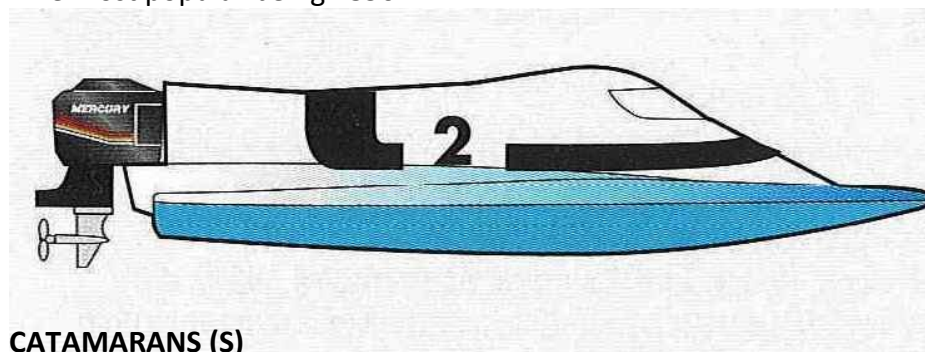
MONOHULLS (S)

They are single hulled boats similar to a ski boat.

The driver is seated

There are several classes with outboard engines starting from 850cc.

The most popular being T850.



CATAMARANS (S)

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

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

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

Circuit Powerboat Clubs in the UK

Essex Hydroplane Racing Club Peripatetic	Club Secretary: George Salhouse, 98 Shoebury Road, Thorpe Bay, Essex. SS1 3RL. Tel: 01702 588991 annegeorge1933@btinternet.com
	Race Secretary: Nina Sawyer, 12 Welbeck Drive, Langdon Hills, Basildon, Essex SS16 6BU. Tel: 01268-542227 Mob: 07876 338832 georgeandnina@talktalk.net
Lancashire Powerboat Racing Club Carr Mill Dam, St Helens, Lancashire At junction of A580/A571 at Helens just behind the Waterside Hotel www.lancashirepowerboat.com	Club Secretary: Graham Palfreyman, 26 Lynwood Ave, Aughton, Ormskirk, Lancs, L39 5BB, 01695 424724, 07976 237156 the.palfs@lineone.net
	Race Secretary: Malc Hughes, 29 Wadeson Way, Croft, Warrington, WA3 7JP, 01925 765021, 07780 992515 m@lc39.co.uk
Lowestoft & Oulton Broad Motor Boat Club Oulton Broad, Suffolk In Oulton Broad near junction of A146/A1117 www.lobmbc.co.uk	Club Secretary: John Staveley, Woodford Villa, Honingham Road, Weston Longville, Norwich NR9 5JU TEL: 01603 881112 email johnstaveley@ic24.net
	Race Secretary: Sue Staveley Woodford Villa, Honingham Road, Weston Longville, Norwich NR9 5JU TEL: 01603 881112 email johnstaveley@ic24.net
Midlands Powerboat Racing Club Kingsbury Water Park, Bodymoor Heath, Warwickshire	Race Secretary: Norma Moore, 43 Dimbles Lane, Lichfield, Staffs, WS13 7HW, Tel. 01543 415522, Mobile, 07767 857292 lennorma@lichfield33.freemove.co.uk
Stewartby Watersports Centre Stewartby, Bedfordshire. Just off A421 between Bedford and M1 Jct'n 13 www.stewartbypowerboat.com	Club Secretary: Sue Tassell, 59 The Links, Kempston, Bedford, MK42 7LT Tel: 01234 841217 Mob: 07970 406163 nigelandssue@stassell92.orangehome.co.uk
	Race Secretary : Jenny Powell, 39 Derrys Hollow, Forest Edge, Ellistown, Leics, LE67 1FT. Mob : 07976 979515, m.powell6@ntlworld.com
Thundercat Racing (M2M)- Thundercat Racing Ltd HQ, Microlink House, Brickfield Lane, Chandlers Ford, Southampton, SO53 4DP www.thundercatracing.co.uk	Club Secretary: Fiona Pascoe Tel: 02380 240388 Mob: 07795618701 fiona@thundercatracing.co.uk
	Race Secretary: Sophie Pascoe Mob: 07880 794014 sophie@thundercatracing.co.uk
UKFFORC Peripatetic www.ukformulafutureoffshoreraceclub.co.uk	Club & Race Secretary: Julie Pocknell, 43 Beamish Road, Poole, Dorset, BH17 8SB Tel: 01202 669941 secretary@ukformulafutureoffshoreraceclub.co.uk
Windermere Motor Boat Racing Club On the A592, 1.7 miles south of B5285 junction. www.wmbrc.co.uk	Club Secretary: Alison Whalley Broad Leys, Ghyll Head, Windermere, Cumbria LA23 3LJ Mob: 07850 807039 email: alisonw@naylorwintersgill.co.uk
	Race Secretary: Will Wood, Broad Leys, Ghyll Head, Windermere, Cumbria LA23 3LJ Mob: 07887 768244 willwood6@hotmail.co.uk

D HOW TO OBTAIN A CIRCUIT POWERBOAT RACING LICENCE

D1 WHAT TO DO

1. All applicants must be current members of an RYA affiliated circuit racing powerboat club.
2. To obtain a licence application contact the RYA or down load the form from the powerboat racing section of the RYA web site
3. 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.
4. Send the form to your club, together with four recent passport sized photographs and the appropriate fee.
5. Your club will verify and countersign the application form and forward it to the RYA.
6. All approved licences will be returned to the race secretary of your affiliated club.

Licences available are as follows:

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

Note: The Officer of the Day 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 Must be complied with.

2. **NATIONAL LICENCE** – this licence is issued to:
 - a) Successfully upgraded Basic (Provisional) licence holders
 - b) Previous holders of National licences (issued within the last two years)
 - c) Foreign competitors who are resident within the UK and wish to take a UK national licence must:
 - i) Have written permission from their own National Authority.
 - ii) Proof of previous racing experience by the submission of a Powerboat Racing CV with their Licence Application Form.

3. **INTERNATIONAL LICENCE** – this licence is issued to:
 - a) Competitors can 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.
 - b) Previous holders of International licences (issued within the last two years).
 - c) Foreign competitors who are resident within the UK, who wish to take an International licence must have written permission from their own National Authority to be issued with an International licence. They must also provide a CV of their racing experience will be taken into consideration by the Circuit Racing Committee prior to the licence being approved.

4. **UIM SUPER LICENCE** – this licence is issued to:
 - a) All competitors who race in F1 and F2 must in addition to their UK International licence hold a UIM Super Licence.
 - b) UIM Super Licence application forms and procedure can be downloaded from the RYA website – www.rya.org.uk (go to Circuit Forms for competitors). Or you can obtain the procedure from the UIM website: www.uimpowerboating.com
 - c) UIM Super Licence applicants are reminded that an additional UIM medical examination is required and that the deadline for a Super Licence is four weeks before you require it.

5. **EVENT LICENCE** – issued by Race Organisers at Race Control to competitors. Event Licences will not be issued unless a competitor has previously held a powerboat racing licence in the last two years, undertaken an appropriate training course or has successfully completed an on water assessment by the OOD.

Note: The Officer of the Day 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

- a) An Event Licence provides a competitor with a temporary Powerboat Racing licence valid only for the duration of the event at which it was issued and restricted to the class as authorised by the Event OOD and signed by the Race Secretary.
- b) A Medical "Self Declaration" form will have to be completed and signed by the competitor prior to the issue of each Event Licence.

- c) **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).
 - d) A competitor can offset the cost of **ONE** Event Licence when applying for a full Powerboat Racing licence. Both of which have to be issued in the current year.
 - e) **For National races only:** A maximum of 2 Event Licences per season for qualified drivers, full medical required, immersion test required, if applicable. Fee 50% of respective full national fee for first event, remaining 50% for second event.
6. **POWERBOAT RACING LICENCES FOR THOSE UNDER 18** – (i.e. those who are not yet 18 when they apply for their licence):
- a) All competitors under the age of 18 are required to submit an RYA Certificate of Competence Form signed and completed with their Licence Application form on an annual basis.
 - b) RYA Officials who countersign a Certificate of Competence form are reminded that it is their responsibility to ensure that the named competitor has undergone a Powerboat Race Training programme, and in their opinion, is competent to participate in Powerboat Racing for the classes identified.
7. **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.**
8. **WHAT DOES THE POWERBOAT RACING LICENCE PROVIDE FOR YOU?**
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.

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.

THIRD PARTY LIABILITY INSURANCE IN 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 to 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.

The policies will also indemnify any holder whilst taking part in such official practice as may be defined in the advance programme or by the race committee at the time of the event.

The limit of indemnity is £5,000,000 on water and £10,000,000 on-shore for any one accident, with an excess of £1,000 and £2,500 respectively. Payable by the organising club/competitor.

OVERSEAS THIRD PARTY LIABILITY INSURANCE – This is automatically included with an international status licence.

This means that holders of international licences participating in worldwide events, (excluding the United States of America and Canada), will automatically receive a cover note (insurance letter, or licence endorsement), to extend the conditions of the insurance applying to the UK – **this insurance only comes in force if the race organiser’s own insurance fails – the RYA cover is not the PRIMARY LAYER. Competitors MUST purchase the organiser’s own insurance at UIM recognised foreign events.**

The limit of indemnity is £5,000,000 on-water only for any one accident when racing overseas. Competitors must provide their own insurance for races held in the United States of America and Canada.

9. WHAT DOES THE POWERBOAT RACING LICENCE NOT PROVIDE FOR YOU?

- a) **The RYA insurance policies do not cover competitor to competitor liability.**
- b) **The RYA policies do not cover Personal Accident and Death benefit.**

The RYA strongly advise that you take out the following insurances before racing:

- c) Personal Accident and Death Benefit.

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

D2 LICENCE UPGRADING

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

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


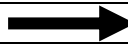
2. **Basic to National.** Five endorsements are required; these will consist of two test/training sessions and three club races under the direct supervision of the OOD.

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.

3. **National to International.** Three endorsements are required or a special dispensation from the CRC Exec when there are insufficient National rounds.

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

D3 CLASS AGE RESTRICTIONS ,LICENCE LEVELS, UPGRADING AND RENEWALS

Class		Basic	National	Inter-national	
Level 1					
J250/JT250	S	9	9	10	Maximum age 16
GT15	S	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	
S850	S	16	18	18	Immersion Test
F4S	S	16	16	14	Immersion Test
O125	H	16	16	16	
O250	H	17	17	18	
O350	H	17	17	18	
Inboard	H	17	18	18	
Level 3					
NS2000/Super	S	18	18	18	Immersion Test
SL250	S	18	18	18	Immersion Test
O500	H	18	18		
O700	H	18	18		
Formula	H	18	18	18	Immersion Test
All Classes			5 Events		
All Classes				3 Events	
To maintain National Licence		3 Races	1 Race		
To maintain International Licence			1 Race		

D4 APPLICATION FOR POWERBOAT LICENCES

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.

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 suitably qualified medical doctor forms and lists of fees are available from the RYA.

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

Family members may not countersign licence application forms.

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

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

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

D5 DRIVER IMMERSION TEST

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

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

Details can be found on the Powerboat Racing Section of the RYA website www.rya.org.uk

D6 LICENCE VALIDITY AND AGE LIMITS

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

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

To maintain a National or International Licence, the applicant must have raced in the class specified on the licence within a 2 year period from date of issue. A competitor may be required to undertake a re evaluation of their racing ability if they have not been active in the sport for more than 2 years.

Super Licences are granted subject to UIM Rule 120.08 and the approval of the CRC Exec.

Any variation to the above must be determined by the CRC Exec or Circuit Racing Committee.

The minimum age for JT250 is 9 and the maximum 16.

The minimum age for OSY400 is 14

The minimum age for T850 and S850 is 16

The minimum age for NS2000 and SL250 is 18

D7 LICENCE FEES

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

D8 DOCUMENTATION FEES

Measurement certificate Fees - The fees for 2011 are as follows:

New registrations for boats with safety cells £45

Renewal of registrations for boats with safety cells £30

New registrations for boats without safety cells £30

Renewal of registrations for boats without safety cells £25

Homologation Papers Are available from the RYA Fees for 2011 £20

Record fees are set by the RYA details of which can be found in the record section of this rule book

D9 PASSENGER PERMITS

1. For racing passengers not holding a current powerboat driving licence. Issued at the discretion of the organising club.
2. Minimum age for Basic races is 15, Nationals 17.
3. Passengers are not permitted to take control of the boat at any time unless in extreme circumstances. This permission is only granted for the purpose of a passenger safely returning the boat to the pits in the case of an emergency

D10 PROMOTIONAL ON WATER ACTIVITIES

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.

Passenger Safety – All passengers must wear a racing lifejacket, a protective helmet in accordance with RYA Rule F26. Passengers must also sign the medical self declaration form to confirm that they have no history of heart problems, no medication, no back or recent ‘sporting’ injuries, and must not have recently consumed any alcohol. If there is any doubt about the fitness of the passenger, the passenger must be referred to the event medical officer whose opinion shall be final. A predetermined signal must be agreed between passenger and driver to stop the boat, the driver must keep the boat a very safe distance, commensurate with the speed, from other boats, the bank, pier etc. and the maximum speed must be that appropriate for an apprehensive passenger never having been in a race boat before.

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

D11 **DEMONSTRATIONS AND DISPLAYS**

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. The required rescue craft must be in place. The required fee must be received by the RYA prior to the demonstration. The water must be approved by the Water Approvals Committee in accordance with the rules in section J of this rule book.

E

RYA BASIC JUNIOR TRAINING

E1

Introduction

Junior power boating is available to boys and girls age 9 to 16 years of age at affiliated clubs around the country.

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.

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 they will not be allowed on the water at the same time as you to start with. 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**

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.

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	

1st 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	

2nd 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	

3rd 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	

4th stage – Objective as for 3rd 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.	

5th stage – Objective as for 4th 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.	

6th stage - Objective as for 5th 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:
----------------------	-----------------

Coordinator/Club Official Signature:	Coordinator/Club Official Name:
--------------------------------------	---------------------------------

Parent Signature:	Parent Name:
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Date:

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.

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.
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:

- Do not leave them out long if they do not get it fairly quickly, they may hate it.
 - 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.
 - If they are erratic or dangerous flag them in straight away for a calm but firm talking to.
 - They may just need reminding about getting on the plane – some do not like that they can not see when the nose comes up.
 - Repeat as much as necessary, if they are not quite up to full speed or hesitant about getting on the plane.
 - Do not leave them out too long each time.
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.
 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. 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**

As UIM Rule 206.02

Every race boat must have a race number. The racing the number is allocated by the RYA.

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.

For J250 type hull only - A vertical number board, as illustrated, must be fixed as close to the transom as possible with correct sized numbers. The material must be easily deformable, but not into sharp shards or other dangerous shapes. Plywood or hardboard of max. 4mm or Correx are acceptable.

Novice Hydroplane drivers for their first five events, must have a number board with a bright yellow background

UIM
206.02

Numbers

A Race number is allocated to every driver by his National Authority.

Should two drivers of an international competition have the same number:

1. The driver of the inviting nation will change his number following the instructions of the Technical Officer
2. 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.

The race number may be fixed :

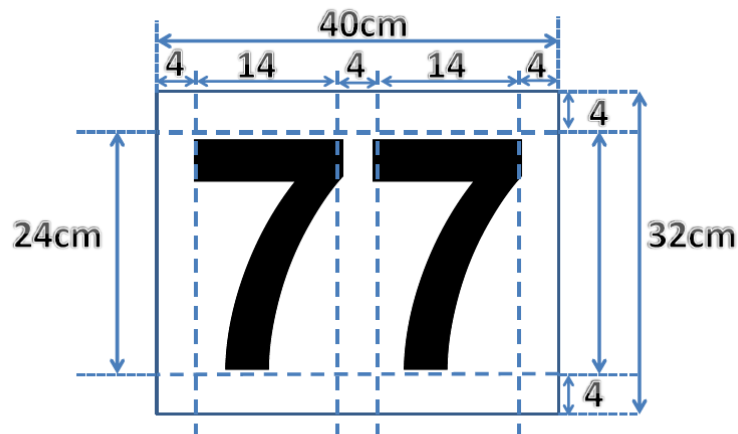
1. On a surface corresponding to the following measures and characteristics: the surface measures 32 x 40cm and the numbers must be black on a white surface on both sides of the hull in digits of 24 x 14cm.

The width of the stroke of the number should be at least 4cm

The space between the rectangular with the digits must be 4cm.

The white surface must surround the digits with 4cm

All Numbers must be plain and upright (no italics). No number shall begin with zero, eg for 2 digit numbers (sketch as shown below):



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

2. 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

The race number must remain visible during the whole race.

F3

PADDLE

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.

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

F4

BUOYANCY

As UIM Rule 503.01

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 0.055m³ 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/m³

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

F5

WINDSHIELD

As UIM Rule 503.02

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.

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

F6 SPONSONS

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

1. 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.
2. The deformation should start at a force of minimum 140 kg.
3. 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.
4. The pickle-fork must be detachable, approximately 350mm long and must provide access to inspect the fasteners.
5. It is recommended that the sponson forward bulkhead be angled backwards at an angle of 10° to 20° from a vertical line between the sponson tips.

See rule 509.02 in current UIM rule book for diagrams.

F7 TOWING CLEAT

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

F8 PAINTER/MOORING LINES

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

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.

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

F9 SHARP EDGES

All sharp edges, must be adequately protected or removed.

F10 STEERING GEAR

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.
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.
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.
 4. Cables running fore and aft through the cockpit must be shielded.
 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.
 6. Sheathed steering cables are not be permitted.
 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
 8. Pulleys must be bushed.
 9. Pulley yokes must not, under tension, clamp onto the wheel.
 10. Pulley attachment must not be by hook. Attachment hooks must be of steel and must be closed.
 11. All shackles, attachment-fittings, bottle and stretching screws must be of steel and secured with lock wiring.
 12. Steering bars must be of adequate strength and fit for purpose
 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.
 14. Rudder assemblies, glands, keys etc must be in good condition and secure with locked nuts and/or tight split pins.
 15. Rack and pinion steering must be in good mechanical condition with no excessive backlash. Casings should also be checked.
 16. Engine and/or rudder must operate with full and free movements in the correct sense.
 17. Tiller steering is not permitted.
 18. All non cell catamarans must have breakaway steering and are restricted to club racing only.
 19. It is Highly recommended that steering cables are, replaced annually using new equipment. With new ,unused wire suitable for the boat and engine.

F11

CONTROL CABLES

All control cables must be bolted down securely.

F12

FUEL TANKS

1. Must be secure in all directions and must not leak
2. Must have sensible filling and venting arrangements and must not be

close to any hot parts such as exhaust manifolds.

3. Must be insulated or isolated from the engine, etc, preferably by bulkheads.
4. **S** There must be an easily accessible means of shutting the fuel supply off from the tank(s).

F13

FUEL LINES

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

Lines must be in good condition with proper connectors.

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.

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

F14

THROTTLE CONTROL

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.
2. Lever unit must be securely attached.
3. Control unit, especially foot control, must be properly connected, work freely and must not be in a position where it can be fouled.
4. Control unit must be within easy reach of the driver in his normal position.

F15

KILL SWITCH

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.
2. The device must be clearly visible, as must be the link to the driver.
3. Path and length of the cord must ensure disconnection of the plug whatever direction of ejection.
4. Kill switch cord and attachments must be adequate and must actually cut the engine and fuel pump completely when operated.
5. No device may be fitted to render the kill switch inoperative.
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)
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.
8. Kill switches must be tested at scrutineering and must be working at all times during a race. practice or trials.
9. Kill switch lanyard connections are not required on boats with reinforced cockpits.

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

1. As UIM Rules 503.11 and 509.12 plus
 1. Isolating switches must be included in all electrical circuits.
2. UIM Rule 503.11 – Electrical Isolation
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).

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.

This switch must be marked with a red flash + and the “On/Off” positions shown.

3. Motor Shut off switch

UIM
509.12

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.

Lanyard connection to the life vest is required to shut off the fuel on boats with electric fuel pumps.

F17 **GEAR CONTROL**

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.

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

F18 **SEATS**

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

F19 **MOUNTINGS AND TRANSMISSIONS**

1. **Outboards**

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

2. **Inboards**

1. Engine mountings must be sound, and the mounting bolts securing to the hull must be pinned or lock-nutted.
2. Where an outdrive is fitted, the outdrive ring connection to the transom

- and the unit to the ring must be secure
3. All moving parts likely to cause damage if broken must be suitably shielded
For shafts in excess of one foot in length the shielding must not allow more than 1/2in clearance at either end.
 4. Bearers must not be saturated with oil.

F20 ENGINE CONDITION

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

F21 EXHAUST SYSTEMS FOR INBOARDS

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

F22 PROPELLER SECURITY

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

F23 BATTERY STOWAGE

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

F24 STRUCTURAL STATE

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

F25 RACING VESTS

As UIM Rule 205.06 plus

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.
2. It is recommended that an efficient belt cutter should be affixed to the vest using Velcro or similar.
3. Drivers and crew must sit as for racing and demonstrate for the scrutineer that the vest is correctly sized and fitted.

UIM 205.06 Life Jacket (Racing Vests)

Each person aboard a race boat must wear an efficient life jacket during the race and practice conforming with the following rules:

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;

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

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;

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);

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

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

Manufactured from fire resistant material and coloured orange (UK Rules bright yellow permitted);

The back must include a protective plate;

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

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

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.

Flotation overalls are a permitted alternative to lifejackets.

F26

PROTECTING HELMET

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.

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

Chin straps must be in good condition and operative.

Helmets must be devoid of dents or splits.

Helmet visors must be in good condition and devoid of cracks and easily detachable (i.e. not bolted down).

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.

All crew must each have their own hard hat or racing helmet, to be worn at all times in the craning area.

F27

FUEL

All classes to be in accordance with the UIM Rule 508

UIM

508.01

1.

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

UIM

508.02

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

2.

Racing engine Fuel (F1 R Classes)

UIM

508.03

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

3. UIM

Alcohol based Fuel

508.05

1. The fuel must be methanol (CH₃OH) or Ethanol (C₂ H₅ OH)
2. The fuel may contain water (H₂O)

4. UIM

Additives

508.06

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

5. UIM

Lubricating Oil

508.07

1. 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
2. The use of environment-friendly oil is recommended in pre-mixed fuel/oil.

6. UIM
508.08 Random Testing of Competitors' Fuel
1. 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.
 2. The entire installed fuel system may be dismantled, removed from the boat and inspected.
 1. competitors own fuel may be checked This will be part of pre race scrutineering
 2. The presence of illegal fuel at any time will result in the driver being immediately disqualified up to that point.
- 7.UIM
508.09 Testing Procedures
1. 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
 2. 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 $0,830\text{kg/dm}^3$
- 8.UIM
508.11 Refueling
- Refueling is allowed only at places announced by the event organizer
- 9.UIM
508.12 Starting Aids
- No chemical starter aids are permitted on the start pontoon except for alcohol based fuels.
- F28 **GLASS FILTER BOWLS**
The use of glass filter bowls is prohibited.
- F29 **PROPELLER GUARDS**
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.
(S) An engine with the propeller fixed must not be started out of the water.
- F30 **CLOTHING**
It is mandatory that drivers and passengers wear adequate clothing providing full limb coverage.
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.
Clothing including shoes must not have any ends, loops, folds etc which could

become caught and delay a driver and/or passenger leaving a boat.

F31

TUNNEL 'SPOTS' AND LIFTING EYES

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.
2. The lifting eye must be highlighted in orange paint.
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.
4. Monohulls with restrained drivers to have the first 600mm of the bow painted fluorescent orange all round.

F32

FLYWHEEL GUARDS

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

F33

SLINGS, HOOKS AND LIFTING

1. Slings and hooks must have current certificate/s and be so marked - to at least double the lifted weight.
2. The angle of the sling at the lifting point must be less than 90 degrees.
3. Drivers are entirely responsible for slings used on their boats.
4. Drivers must provide their own slings.
5. All hooks must be of the closed type.
6. Where a combined weight of the boat and driver is required it is mandatory that they must be weighed separately, the driver being weighed on approved scales.

F34

PROTECTIVE STRUCTURES

Reinforced cockpits are mandatory in many classes and where required must be UIM approved for International racing and CRC approved for National and Club racing. A list of approved makers is available from the RYA. Seat restraints where required in class rules must be fitted in accordance with requirements below:

The following criteria are recommended:-

1. Fitting retaining straps to the top backrest of safety harness eye bolting towards rear of boat and mounted on centre section sides.
2. Leg strap mountings should be fitted to cockpit sides and not to the floor.
3. Cockpit buoyancy situated behind backrest with additional backrest fitted (foam filled).
4. An air supply with appropriate delivery system.
5. Drivers are reminded of the need for rescue personnel to effect resuscitation. They are to provide clothing, helmets and equipment so designed as not to provide a hindrance to effective rescue.
6. Six point fixing harness with single lever (NASCAR Type) release.

7. Fully operational air bag system.
8. It is strongly recommended that crash boxes should be fitted.

F35 **BALLAST**

Must be fastened so that it cannot move during racing

F36 **BOAT NUMBER ON TRAILER**

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

F37 **RYA DECALS**

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

F38 **COMPRESSED AIR AND GAS**

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

F39 **INTERCOMMUNICATION**

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

F40 **MEASUREMENT FORM AND CERTIFICATE**

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.

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.

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

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.

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

1. Receive new boat
2. Telephone RYA for the relevant measurement form
3. Ask RYA for a circuit hull registration number

4. Ask RYA for a race number if intending to race nationally
5. Burn/Drill circuit hull registration number in boats transom.
6. Paint or fix Race number on boat.
7. Present to Measurer to be checked.
8. Measurer to complete measurement form.
9. Competitor to send completed form plus the correct payment to RYA.
10. RYA issue Measurement Certificate - allow one week for this process.
11. Annually, competitors retaining boats and engines must send their Measurement Certificates to the RYA for re-registration with the correct fee.
12. Re-measurement is required after change of ownership and after alterations to any of the measurements or weights taken from the certificate.

F41 RYA APPROVED MEASURERS

See list in Officials Section at the back of PB2.

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

F42 RYA TECHNICAL INSPECTOR

Technical inspectors are appointed by the CRC Exec. The CRC Exec in conjunction with the Technical working group sub committee will maintain a list and appoint Inspectors as required to meetings during and at the end of the season.

Inspectors where possible must not undertake any work or duty at a meeting which compromise their appointment.

F44 COMPUTERS AND TELEMETRY

Other than as a standard homologated part of an engine, not permitted on board during racing.

G RACE RULES AND REGULATIONS

G1 AUTHORITY

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.

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:

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

G4 OFFICER OF THE DAY

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.

All Officers of the Day (OOD) must be on the list of Approved Officials (see officials section and updates on the RYA Website).

The appointment of an Officer of the Day is made by an organising club.

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

G5 ORGANISING CLUBS

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

G6

RYA OFFICIALS INDEMNITY FORM

All officials and helpers must complete and sign the form at the start of every meeting, before taking up their duties.

Please note-non compliance with the insurance requirements covering clubs and drivers may void the RYA insurance cover.

If in doubt please check with the RYA.

G7

COMMISSIONERS FOR CIRCUIT EVENTS

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

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

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.

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

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.

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

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.

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.

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

G8

ADVANCE PROGRAMME AND ENTRIES

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.
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.
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.
4. The entry closing date must be stated.
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.
6. A copy of the Advance Regulations must be prominently posted.

G9

ADVANCE PROGRAMME CONTENT

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

SPECIAL RACING INSTRUCTIONS

1. 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.
2. No change may be made which could affect the eligibility of an entrant to race.
3. No changes may be made on the race day without the approval of the Officer of the Day and the Race Committee.
4. Must include any additional rules or amendments to deal with local conditions and circumstances.

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

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

G10

ARRIVAL and SIGNING-IN PROCEDURE

On arrival for driver passenger and crew:

1. Drivers/Crew must, without delay, obtain parking instructions from the organisers and park boat and vehicle where instructed.
2. The boat must not be launched until all Scrutineering and entry requirements are satisfactorily completed and Briefing attended.

To establish a competitor has arrived and is entering:

3. Driver and passenger to report to Race Control as soon as they arrive on site or Control opens and:
4. complete any outstanding entry forms
5. complete and pay for any Event Licences and Passenger Permits
6. pay any outstanding fees
7. hand in licence
8. After completion of the above, Control to issue driver, passenger and crew with:
9. identification/passes etc
10. Scrutineering Control slip (the Slip to have tick boxes or similar for the Scrutineer to indicate that the checklist has been completed, Measurement Certificate and Homologation papers are in order and whether or not a Restraint Disclaimer must be completed
11. any additional regulations

Pre-Race Inspection:

12. As early as possible within the scheduled time for Inspections, drivers to complete race preparation and place helmet(s) and race vest(s) on foredeck to indicate to the Scrutineers that all is ready for inspection. Driver and passenger must be present and dressed ready for racing.
13. Provide the Scrutineer with the current Measurement Certificate and when necessary the engine Homologation papers. Current Measurement Certificates are mandatory for all classes at National events. Engine homologation papers are mandatory for OSY400, JT250, T850, S850 and S2000
14. Only after inspection of all the necessary items to the Scrutineer's satisfaction the Scrutineer will complete and sign the Scrutineering Control Slip. It is the Scrutineer's sole discretion whether or not to sign the Slip.

Sign-In:

15. As soon as the Scrutineering Control Slip has been signed, driver and passenger to go to Race Control, sign the RYA Indemnity Sheet and when appropriate complete a Restraint Disclaimer.
16. The driver's Entry is now complete and launching, at the Organiser's discretion and as provided in the programme may now take place.

A REMINDER FOR DRIVERS:

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

G11

SCRUTINEERS DUTIES and POWERS

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

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.

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

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.

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.

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

G12

PRE-RACE SCRUTINEERING

1. For two day events, all entries must pass the scrutineers on each day before launching.
2. RYA Technical Inspectors appointed to an event - where possible, should not be involved in pre-race scrutineering.
3. All boats involved in incidents/capsize must pass the scrutineers before resuming racing.

G13

RYA DRIVERS/PASSENGERS INSURANCE INDEMNITY FORM

1. Drivers must complete and sign the form BEFORE launching their boats for practice and racing.
2. All competitors under 18 on the day of the race must submit written consent of their parent or guardian to their taking part in the race and confirming their acceptance of the rules governing the race and the dangers associated with powerboat racing

G14

DRIVERS BRIEFING

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

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.

1. A roll call must be taken.
2. Drivers must attend for the duration of the Briefing, the attendance of a responsible crew member for each driver is recommended.
3. Junior competitors(under the age of 18 years) must be accompanied by their parent or nominated legal guardian
4. Drivers must answer to their names.
5. 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.
6. Drivers failing to comply with (2) (3) and (4) above, will be disqualified.
7. The Rescue Officer and Doctor/Paramedic should also attend.
8. A chart of the course should be prominently displayed at the location of signing in.
9. 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;
10. 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.
11. Run through procedures necessary if a race is stopped through 'Force Majeure'
12. Explain use of signal flags.
13. Confirm names of Protest Jury.
14. Wet Driver Rule applies to all classes unless otherwise provided for by the OOD at Driver's Briefing in accordance with G23.1.
15. After Pre Race Scrutineering no boats must leave the pits for the duration of the meeting other than to practice and race when instructed.
16. 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
17. Any Questions?
18. Synchronise watches.

G15

PRACTICE

1. At a meeting, classes competing for National Championship points must have the same duration of practice.
2. HYDROPLANES -
Wherever possible all drivers must complete two practice laps at full racing speed.

G16

STARTS

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

1. To qualify as a starter, drivers must have attended the Drivers Briefing and To QUALIFY AS A STARTER, DRIVERS MUST HAVE ATTENDED THE DRIVERS BRIEFING AND must either cross the start line or leave the start pontoon and complete a lap under the boats engine power at least once at the commencement of one of the heats or re- run heats for their class at an event.
2. When two classes are running together in a heat, the faster class must start first with the slower class start timed to provide a 1/2 lap gap after the slower class have reached racing speeds. (Unless as specified at drivers briefing)
3. For jetty starts boats must be held steady, crews must not lift or push. All jetty starts will be "dead engine" unless otherwise specified.
4. For jetty/beach starts, the finish line must be marked by an air inflatable chequered buoy.
5. For rolling/clock starts, the start/finish line must be marked by an air inflatable chequered buoy
6. Practice laps should be timed. If through force majeure, times are not available, driver's names may be drawn at random for grid positions. For National Championship races see Rules H1 2.b (S) and H2.3c (H).
7. On leaving the start boats must not interfere with the racing line of other boats. Boats must maintain their lanes from the start to a predetermined point before the first turn mark or to a point as described at drivers briefing, such point to be decided by the OOD and the drivers advised at the Drivers' Briefing.

STARTING SIGNALS AND PENALTIES

G17

JETTY STARTS

1. Audible/visual signals at 2 minutes, 1 minute and 30 seconds. Then red light on/ start flag raised.
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.
3. An aborted start is indicated by leaving on the red light/raising a red flag.
4. Disqualification for running an engine during the 30 seconds before the red light on/flag raise.
5. One lap penalty for starting or leaving the pontoon when the red light on/flag raised during period 5 to 12 seconds before start.

G18 **CLOCK and ROLLING STARTS**
Clock and rolling starts will be fully described by the OOD at drivers briefing if applicable

Disqualification from heat for early starts.

G19 **RE-STARTS**
Generally

1. A stopped race is a race interrupted by the OOD after the start.
2. The stopping of a race is the sole decision of the OOD and officials specifically mandated by the OOD.
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.
4. Disqualified drivers must not restart except as detailed in (5) below.
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.
6. Any penalty incurred in a race which has been stopped is taken forward into any restart of that race.
7. Grid positions are the race positions at the end of the lap prior to the stoppage.

Racing in Heats

8. A maximum of two restarts is permitted in all classes.
9. **(H)** Both re-starts are for the original number of laps.
Refuelling and assistance back to the pontoon is allowed.
(S) The race must be re-started when after having deducted one lap for the stoppage the remaining laps are at least 20% of the original.
Only those scored at the end of the previous lap may re-start. Those eligible must return directly to the start, no outside assistance and no re-fuelling.
10. If after two restarts there have been no completed laps the heat is void with no points.

Single Heat Racing

11. Eligible drivers may join restarts (back of grid) even if not in previous starts.
12. The race must be restarted when after having deducted one lap for each stoppage the remaining laps are at least 20% of the original total.
13. Eligible drivers must return directly to the start, no outside assistance, no refuelling.
14. The number of laps to be scored are those at the end of the lap prior to stoppages.
15. Laps scored from the original start and all restarts must be aggregated for final positions.

- G20 **STARTING IN GROUPS**
1. Each group must race against the others.
 2. The finishing order is determined by combined points.
 3. Where numbers exceed water approval limits Race Organisers must either start in groups or use qualifying heats to reduce the number of boats to the water approval limit.

G21 **OVERTAKING PROCEDURE**

UIM Rule 312 applies

1. Rules of the Road

UIM 312

2. All racing boats must take any action to avoid a collision at all times

312.01

3. Overlap

312.02

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.

4. The leading boat has right of way until an overlap is established

312.03

5. A safe overlap and overtaking manoeuvre is the responsibility of the overtaking boat

312.04

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

312.05

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

312.06

8. An overlap can be attempted from either side of the leading boat

312.07

9. 312.08 Overtaking-

An overtaking boat shall keep clear of the boat which is being overtaken

10. 312.11 Passing Marks

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.

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.

Overlapping while overtaking does not give priority to the boat overtaking on the inside.

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.

12. 314 **Fouling Competing Boats**
If a boat, in consequence of her neglect of any of these rules fouls another boat, or compels others to foul each other, she is disqualified.

G22 TURN AND COURSE MARKS OF THE COURSE

1. Hitting a turn mark - no penalty
2. Missing a turn mark - one lap penalty
3. Travelling against the racing line - disqualification.
4. Where two turn buoys are positioned at a mark, no racing penalty for hitting, dislodging, damaging or destroying one of the buoys.
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.
6. All Turn Marks must be made of flexible material and be air inflatable.
7. It is also recommended that all other marks should be made of flexible material and be air inflatable.

G23 BOATS STATIONARY IN WATER

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

G24 FINISH

By passing the chequered flag or as described at drives briefing

G25 DEAD HEAT

1. **Sportsboats**
Points shared (eg: for an equal 2nd. place , 2nd. and 3rd place points are shared)
2. **Hydroplanes**
If there is a dead heat on points, the boat with the fastest heat time must be considered the winner.
If there is still a tie, the boat's total race times of their three best heats must be the decider.

G26 FINISHING POINTS

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.

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

G27 AFTER FINISHING

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

G28 COURSE CLOSED

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

G29 FLAG SIGNALS

Flag size - minimum 900mm x 600mm

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

G30 POST RACE MEASURING

1. The RYA approved Load Cell must be used for weighing racing boats at all meetings where weighing is required under RYA rules. The equipment must be available at all reasonable times during practice and racing for drivers to weigh their boats. The organiser must pay the hire charge determined by the CRC.
2. The margin of error allowed is +/- 2kg. The accuracy of the weighing equipment cannot be protested.
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
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.
5. Refusal to comply will result in disqualification.

G31 POST RACE INSPECTIONS

1. The CRC Chairman and the appointed CRC Technical Representative will appoint Technical Inspectors to each National Championship round.
2. Technical Inspectors attending a race meeting in their official capacity

- must declare their presence to the Officer of the Day.
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 and on completion of their inspection submit copies to the RYA Commissioner and the OOD. The OOD must immediately take action and if required inform the Jury if non compliance with the rules exists
 4. Details of sealing and dismantling carried out during the season must be entered on the Measurement Certificate.
 5. All engine checking must be post race and all costs must be borne by the entrant.
 6. The system of checking engines is not intended to deprive competitors of pre-race protests regarding engine eligibility.
 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.
 8. The National Championship winners must have their engines stripped at the last meeting or when the championship is decided.
 9. Boats and engines subject to checking must not leave the pits until half an hour after the final results have been posted.
 10. In the absence of a National Technical Inspector a club may carry out post race engine inspections.
 11. Note an engine is deemed to include all parts, mid sections and gear boxes
 12. Refusal by a competitor to comply with Technical Inspection will result in disqualification.

G32 RESULTS

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.
2. Results are final half an hour after posting, subject only to any proper Protest, Disciplinary Hearing or Appeal.
3. The time of posting should be marked on the results.
4. When sanctions have been applied the results must show the driver(s) penalised and the rule(s) infringed.

G33 PRIZEGIVING

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

G34

PROTESTS

1. The names of the Jury must be announced at drivers briefing. Protests must be on the RYA Protest Forms obtained from the Race Secretary.
2. All protests must be made within 30 minutes of the results being posted.
3. Protests against the rules or eligibility of an entry must be lodged before drivers briefing, otherwise within half an hour of the posting of results in which the incident or circumstance occurred.
4. The time of handing in must be entered on the form.
5. For details and procedure see Section S.

G35

SANCTIONS

1. Automatic. There are automatic sanctions for racing infringements, at the start, at marks etc.
2. The OOD, Race Committee and Jury can disqualify from a heat or a meeting and penalise by one or more laps.
3. The OOD, Race Committee and Commissioner can make submissions to the Jury which may result in the Jury imposing a sanction.
4. Yellow Cards see G36
5. **Gross breach of rules or Misconduct**
When the RYA / CRC Exec receives any official report alleging a gross breach of a rule, good manners or sportsmanship, or any official report alleging conduct that has brought the sport into disrepute, or any official report required by T1.3 or 5, it may conduct an investigation and, when appropriate, may call a hearing. The RYA / CRC may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the RYA's jurisdiction.

G36

YELLOW CARDS

1. Yellow cards can be given for any offences on the water.
2. A Card may be given by the OOD, RYA Commissioner or the Jury.
Note: The OOD, Commissioner or Race Committee may make submissions to a Jury which may result in the Jury issuing a Card, and, the Jury may issue a Card as a sanction following a protest hearing.
3. Must be on the RYA form, given personally to the offending driver by the appointed officer before the results are announced or posted, the officer being accompanied by one other race official. A copy of the card must be retained by the Race Committee, a copy handed immediately to an event RYA Commissioner and within 24 hours of the completion of the meeting a copy posted under separate cover with the driver's licence to the RYA. The RYA will either endorse the licence or issue an endorsed replacement; the licence will be returned to the driver via his club.
4. Notice of the Card must be posted.
5. A Card is valid for 12 months. The penalty for a driver with three valid

Cards is immediate exclusion from all RYA Powerboat Racing Division competitions for the following two months of the current or following season. Any Cards still valid after two month exclusion are cancelled.

6. The RYA will copy Cards to all clubs and the UIM for International and super licence holders.
7. A driver may protest a Card. A driver may Appeal against a Card issued or confirmed by a Jury.

G37

INCIDENT REPORT FORMS

1. An Incident Report Form MUST be completed, copied to the appointed RYA Commissioner and then sent to the RYA within 7 days when:
 2. any personal injury has been sustained, on or off the water.
 3. any race, rescue, spectator or other boat has been damaged.
 4. Following an incident, a race has been stopped.
 5. A driver, rescue or other person has been in the water as a consequence of, or the cause of an incident.
 6. Or for any other reason which concerns the OOD/Commissioner.
 7. If possible, the Medical Officer should complete the injury description.
 8. 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.
 9. When anyone has been taken to hospital, PBR17 must be completed as soon as possible and sent to the RYA within 48 hours.
 10. The OOD must sign the form after it has been completed.

G38

CLUB INTERNAL DISPUTES

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

G39

CIRCUIT RACING COMMITTEE

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

G40

POWERBOAT RACING SAFETY

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

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.
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.
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.
8. Inboard hydroplanes and outboard hydroplanes must not race together.
9. Rescue boats should be clearly marked. Day-Glo lettering and a permanently displayed flag are recommended.
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.
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)

G41

POINTS SCORING

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

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.
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.

3. Pre entry points - One championship point will be awarded for pole position in each class (not Hydros)

Drivers will be awarded 5 Championship pre entry points if they start an event but unfortunately do not complete a heat.

For Hydroplane classes.

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

For Sportsboat classes.

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

The final RYA Championship points for each round to be

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

- G42 **CRANES**
1. Race boats being craned must be unoccupied.
 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.
 3. The craning area should be cordoned off and marshalled.
 4. Clubs must have adequate crane insurance.
- G43 **PRACTICE AT INTERNATIONAL MEETINGS**
National licence holders must not practice at the same time as international drivers.
- G44 **FIRE EXTINGUISHERS (Pits)**
1. Must be inspected, in date and in good working order.
 2. Must be an adequate number and must be conveniently sited in all parts of the pits area.
 3. All appropriate officials should know how to use them.
 4. Fire Extinguishers must be appropriate to the type of fire risk eg: Fuel fires/Electrical fires etc.
 5. Drivers should be informed at the drivers meeting of the procedure to be followed in the case of fire.
- G45 **AMBULANCES DOCTORS PARAMEDICS**
1. It is mandatory for an ambulance and a doctor/paramedic to be in attendance at all meetings when racing is taking place
 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.
 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.
 4. St. John Ambulance and the British Red Cross are such approved organisations.
- G46 **MEDICAL OFFICER**
National and Club racing must have at least a paramedic currently registered with the Health Professions Council. See website: <http://www.hpc-uk.org/> or a qualified medical doctor registered with the GMC.
- G47 **DOCTOR**
For UIM International events a Doctor is mandatory.
- G48 **RESCUE**
1. The Chief Rescue Officer must attend the Drivers Briefing.
 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). 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.

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

G49

NOISE

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

Instrumentation

- 1. 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.
- 2. A microphone suitable for the meter and for diffuse field (Random Incidence) response. It must be used with an acceptable windscreen (to be acceptable, the screen must not affect the microphone response more than 1dB for 20-4000Hz range or 1 1/2 dB for 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).

Test Site

- 1. Water should be calm.

2. 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).
3. Two or three markers will be placed in line about 15m apart to mark the course the boat should follow.
4. 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.

Boat Operation

1. The boat must pass as close as possible to the placed markers at wide open throttle.
2. Boats must be equipped as for racing conditions

Measurement

1. 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.
2. 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.
3. The sound level meter should be set for fast response (where available) and A" weighting network.
4. 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.
5. 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).

Comments re Method etc

1. 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.
2. Proper use of the instruments is essential; manufacturer's manuals and operation procedures should be studied in detail:
 - particular reference to type of microphone.
 - orientation relative to ground plane and noise source.
 - effect of weather - (temperature, humidity, barometric pressure).
3. Microphone windscreen is used to minimise the effect of wind gusts and other changes in wind velocity which may occur.
4. Measurements should only be made when wind velocity is below 12mph (19kph).
5. 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.
6. 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.
 7. 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.
 8. A wind measuring gauge - this is not essential but desirable.

Venues

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

1. Instrumentation and recommendation for use as for Powerboats
2. 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.
3. 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.
4. It is strongly recommended that for a venue where regular practice sessions prevail, a noise limit considerably below 95 dBA at the boundary should be aimed at, to prevent noise nuisance.

G50 INDENTIFICATION OF OFFICIALS

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

G51 BAD WEATHER CANCELLATIONS

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

G52 TESTING & PRACTICE

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

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

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
2. Drivers and Officials signing on forms must be completed.
3. The driver must have current RYA licence, either a season's licence or an event licence.
A restrained driver must have a current driver immersion certificate.
4. Any number of drivers can participate in a session but the maximum of boats on the water will be determined by the OOD and rescue officer at any one time. 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.

5. No overtaking is permitted and minimum safety distance of 50 metres between boats is recommended.
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 PB2/01 G47. When a single rescue boat is used, the minimum crew is three, one being a diver appropriately equipped.
7. The safety boat must be ready and on station before any participating race boat leaves the pits
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
9. If no ambulance on site, there must be immediate access to a telephone.

G53 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.

G54 INTERPRETATION OF THE RULES

The RYA 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.

G55 NON-APPROVED RACES

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

G56 DOCUMENTATION FOR RYA

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

1. Event summary forms
2. A record of all Event Licences and parental consent forms issued plus the appropriate fees
3. A record of any Passenger permits issued plus the appropriate fees
4. Incident Report Forms
5. Licence withdrawal forms
6. Yellow cards issued
7. Details of protests
8. Final results.

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

G57 RIDING ON BOATS

Only licenced drivers and licenced passengers may travel in racing boats.

Mechanics are NOT allowed.

G58

UNFORSEEN RULES

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

ESSEX HYDROPLANE RACING CLUB

Racing and practice sessions will be run at chosen venues TBA

LANCASHIRE POWERBOAT RACING CLUB

1. 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

1. 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.

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

STEWARTBY WATERSPORTS CLUB

1. Extended practice for Stewartby Club members will be incorporated into their club racing weekends.

2. 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

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

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

H1

National Championships

1. Calendar
 - a) Clubs must apply by 30 June for the following year for no more than one event for each class.
 - b) The CRC will approve dates at the first meeting after 30 June after which clubs may for 3 months, without penalty, withdraw dates, after this time calendar fees are not returned.
 - c) Changes to dates and classes raced must not be made after the final calendar has been published.

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. For the first event of the season, the final points of the previous season. Drivers with no points must start at the end of the grid, their respective positions to be determined by the OOD, his decision being final.
 - c) For subsequent heats, the grid positions are the race positions at the end of the previous heat.
 - d) For re-starts, see G19

H2 NATIONAL HYDROPLANE CHAMPIONSHIP

1. Generally
 - a) In a class a driver may enter and practice more than one boat. The boats must carry different racing numbers and at least 15 minutes before the start of the first race the driver must declare in writing to the OOD, the boat to be raced.
 - b) When a hull, block or crankcase are replaced, any points previously gained are forfeited. When a change takes place after timed practice or after starting a heat, the next start must be from the end of the grid for that class. No changes will be permitted in the last 15 minutes before a race starts. To continue racing after a change a driver may have to submit a new entry,
 - c) Damaged hulls shall be withdrawn until re-approved by the scrutineer.
 - d) To be valid, an entry form and full entry fee must be received by the organising club at least 7 days before the start of the meeting. When less than 3 valid entries have been received by 7 days before the start of the meeting, the club must advise those that have entered that the class is cancelled and return their entry fees within 7 days.
When at least 3 valid entries are received but less than 3

appear on the day, the club must decide whether to race with the reduced field for normal points, or, cancel the class and equally divide the points between those attending; the non-attending drivers do not have entry fees returned.

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

- e) There shall be four heats, three to count. Heat points 25% reducing, event points are 20, 17, 15, 13, 11, 10 etc.
- f) All event points shall count. A tie shall be broken by counting first places, second places, third places etc. if still tied the Championship is shared.
- g) Race number 1 may not be used except by the previous year's Champions. When more than one number 1 are raced together the home driver changes, then the last to enter changes.

2. OSY400

When there are no event points from one of the calendared rounds of the Championship, the event points from the Sprint Championship are included. The Sprint Championship will not be counted alone towards the National Championship. One championship point will be awarded for Pole position.

3. Outboard Hydroplanes

- a) For boats with 'O' series engines up to 700cc.
- b) The Hull is free. Fuel, see F27
- c) Grid positions - 'O' series catamarans on inside, then 'O' series hydroplanes, then stock entries. The positions within each section to be as H2.3c
- d) Handicap The starting grid will be split into groups as follows:-
 - Group 1 125cc and 175cc.
 - Group 2 250cc and 350cc Konig/kony
 - Group 3 250 cc and 350cc VRP/GRM Motors and all remaining pro riders
 - Group 4 Hydrocats with Konig/Konny (500cc and 700cc).
 - Group 5 Hydrocats with VRP/GRM etc.

Handicapping by group is to be based on practice lap times of the fastest boat in each group. Handicaps should be set after practice and set for the rest of the meeting.

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

H3 NATIONAL SPORTSBOAT CHAMPIONSHIP

- 1. For the Circuit driver's championship a series of class

championships will be run resulting in British National Class Champions at the end of the season.

2. To hold a National Championship a class must have at least three boats registered by April.15th
3. 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.
4. Clubs must apply for Championship rounds by 30th June for the following year. The format and number of events will be determined by the CRC at their next meeting after 30th June. Each year within three months of the CRC meeting after 30th June, Clubs may without penalty withdraw from the following year's National Championship calendar. Changes to dates and classes raced must not be made after the final draft of PB2 has been sent to the printer.
5. Drivers must compete in the last meeting of each annual series to qualify to be National Champion.
6. The Main Officials must be on the RYA Approved Officials List.
7. To be valid, an entry form and full entry fee must be received by the organising club at least 7 days before the start of the meeting. When less than 3 valid entries have been received by 7 days before the start of the meeting, the club must advise those that have entered that the class is cancelled and return their entry fees. When at least 3 valid entries are received but less than 3 appear on the day, the club must decide whether to race with the reduced field for normal points, or, cancel the class and equally divide the points between those attending; the non-attending drivers do not have entry fees returned. Clubs must refund entry fees if requested at least 7 days before the start of a meeting.
8. Only holders of British National or International Licences may compete for the National Championships.
9. 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.
10. A change of driver during an event will constitute a separate entry. An additional fee is payable.
11. Except for NS2000 and Supercats, heats of no more than 15 minutes each must be run for each class at each Meeting with the exception of JT250 which shall be no more than 10 minutes, the number of laps to be completed must be decided by the Organising Club. If three heats, all points to count. If four heats, the best three to count.
For NS2000, three or four heats as above can be substituted by a single heat of between 25 and 30 minutes and the Advance Regulations must state either the race format or notice that the format will be declared no later than the Driver's Briefing.

12. Heat points to be 10% reducing, event points to be 20, 17, 15, 13, 11, 10 etc.

For All sportsboat Classes, one point for pole position.

H4 **CLUB RACING**

Existing MODVP boats can race in Club racing without restraints and breakaway steering

H5 **RACING ABROAD**

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.

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

I **Junior Class JT250 (National Series)**

See UIM Rules 550 to 553.10

I.1 General: The purpose is to limit this class to simple monohulls easily built
UIM 550 by an amateur or readily available commercially, each fitted with one single homologated “stock” motor, available on standard sale.

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

1. The Minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, residual fuel but without residual water
2. 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**
UIM
552.01

Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to 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.

I.3 **Engine**
UIM551 JT250 cylinder Capacity of the motor to 265 cc incl.
Engines will be sealed at the first National meeting of the season. An engine measurer must be present if the seals are to be broken otherwise all Championship points will be forfeited up to that time.

I.4 **Machinery**

UIM 553

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

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

The mounting supports fixed to the boat, the control levers, the tachometer with its connections, the battery with its conductors and the fuel tank and fuel lines do not form part of the motor.

The attachment angle and the height of the motor must remain fixed while the boat is underway. But it is allowed to change the attachment angle between a heat and another.

The use of powertrim is allowed for monohull boats provided with safety reinforced cockpit, per UIM rule 509.

For all T Classes, the centre of the propeller shaft (measured at the centre point of the rear end of the propeller shaft) shall not be above the bottom of the boat measured at the lowest point of the bottom. No design of the hull, by fins, keels, or convex shaped bottom to obtain a higher engine position is allowed. For boats with the power trim this height will be measured with the propeller shaft set parallel with the bottom of the boat.

This dimension will be checked in the "as raced" condition.

This dimension is affected by the attachment angle. In JT250it is not allowed to change the attachment angle by other means than pulling out and resetting tilt pin or by adjusting a thrust block on the outside of the transom for which adjustment tools must be required. It is only allowed to change the attachment angle when the boat is on land. After any change of the attachment angle the propeller shaft depth must be rechecked.

B)
553.02 To be homologated as stock motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of boats.

To be eligible for homologation, a minimum of 1000 units must have been built and assembled, certified by the manufacturer to the National Authority of the country of origin.

C) 553.03

The motor must be able to function at reduced speed.

D)

553.04

When the motor is in the water, the cooling must be effected by a water circulation pump.

The cooling water must circulate through the water pump and be fed only through the standard water intake, neither the position nor the shape of which may be modified.

E)

553.5

An efficient gear changing system giving forward, neutral and astern movement is compulsory.

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

F)

553.06

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

I.5

UIM

553.10

Sole Modifications Allowed

Only the following modifications are allowed:

1. All Studs, screws, nuts, bolts and their washers are free as well as the method of locking them.
2. The Original propeller may be replaced by another. Gearcases with a propeller exhaust must use propellers equipped with an exhaust tube of a diameter at least that of the machined recess into which the standard propeller boss fits at the rear of the gearcase. The length of this tube must be at least $\frac{1}{2}$ (Q-P), where Q and P are the dimensions shown on the sketch of the underwater unit on the homologation file.
3. The trim tab may be altered or removed to accommodate a propeller
4. The cooling system must be provided by the water pump.
5. Thermostats and pressure valves of the cooling system may be removed
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.
7. The dampers (shock absorbers may be altered or removed.)
8. The rubber mounts of the motor may be altered, removed or replaced.
9. Revolution Counters, water temperature gauges, water pressure

- gauges and similar instruments can be installed.
10. Revolution limiters may be removed.
 11. The gear interlock device on the starter may be removed
 12. Spark plugs are free
 13. Original carburetor jets may be replaced for another size.
 14. Springs may be added to the throttle lever of the carburetors.
 15. Re-boring is allowed, but only piston assemblies supplied by the manufacturer of the motor may be used within the cc-limit of the class. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet.
 16. A part which is dimensioned in the homologation sheet may be machined for the purpose of reaching that specific measure;
 17. A part which may be machined to attain the weight quoted in the homologation sheet without altering other criteria given for the part in question. It is not allowed to change the flywheel but balancing machining is allowed if the dimensions and weights provided for on the homologation sheet are respected;
 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.
 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.
 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
 21. No parts may be added to the motor unless specified in this rule
 22. It is allowed to extend the starter cord of a rewind starter so that the starting handle can be reached from the cockpit.

I.6 Other general rules for JT250

- 1. Existing J250 hulls and Yamaha D engines may continue to compete in the JT250 National Championships providing the following conditions are complied with:**
 - A. Hulls must conform to the minimum JT250 Class weight of 160kg**
 - B. Yamaha D engines may compete as long as they comply with the UIM homologation sheets and JT250 engine rules on**

work permitted

- 2. All JT250 Class starts shall be dead engine jetty starts**
- 3. GT15 Class will run alongside the JT250 National Championships
(See GT15 Class rules section J)**
- 4. Propellers are free**

I.7 IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA

J **JUNIOR CLASS GT15 and GT30**

See UIM Class specific rules

J.1
UIM 550 General: 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.

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

Weight is including Driver.

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

J.2 **Hull**

552.01

A) Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to 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.

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

552.05

J.3

Engines:

Low emission engines complying with 2006 EPA Regulations will be allowed only.

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.

J.4

Modification Allowed

It is allowed to disable/remove the neutral switch and in gear starting protection wire.

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

The rubber mounts of the engine may be replaced.

Power trim may be removed. The use of thrust block to adjust the trim angle is allowed.

Spark plug may be replaced with a non-modified standard spark plug with the same thread length.

Propeller and propeller nut is free.

J.5

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

K **OSY400 (NATIONAL SERIES)**

K.1 **Hull**

as per UIM Rules 522.01, 522.02, 522.03, and 527

A) except

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

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

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

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

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

K.2 **Engine**

Yamato 102 - 202 -202S – 302

See UIM Rule 528-10

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

K.3 **Sole Modifications Allowed**

UIM528.10

1. It is permissible to use any ignition wire, spark plugs, propeller nut.
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. It is permissible to use any fuel line or fittings providing threads in tank and carburetor are not changed. A fuel filter may also be used
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.
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.
6. Bolt threads may be repaired by tapping oversize or use of

helicoils.

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.
8. Any water flow restrictions are permitted.
9. No polishing or removal of metal on any internal passages or carburetor, intake manifold, or tuned exhaust system.
10. No polishing or balancing of reciprocating or rotating parts.
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.
12. The tilt lock lever may be removed and the spacer on the tilt bracket bolt
13. The holes in steering bar may be drilled larger for attaching steering cable.
14. Any device may be used to hold spark lever in advance position.
15. Spray shield may be modified to use throttle cable, and for choking carburetor.
Where a hole is in the side it must not exceed 30mm in diameter or equivalent area.
16. The propeller shaft may be turned down or replaced to fit any propeller.
The Propeller is free
17. The use of non-Yamato parts are forbidden
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.
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.
20. Shorting switch is mandatory (i.e. jack plug)
21. Oversize pistons allowed to first over-bore only (max. bore size: 2.622 or 66.59mm e.g. 66.50+ 0.09mm) When ports in cylinders are adjusted to the dimensions specified in the

homologation sheet, material may only be removed in the specified opening to a depth of 10mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified on the homologation sheet.

22. Any type, size or make of nut, bolt, screw, washer may be used except for butterfly screw which must be standard.
23. Painting – it is permissible to paint part any part of engine and accessories any colour.
24. Any holes can be drilled to safely attach engine to the hull.
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.
26. Plug caps may be changed.

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

L FORMULA 4 (S.850 - NATIONAL SERIES)

L.1	Class	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
	S850	70	250kgs	3.90m	1.4m	-	16	-

Weight mentioned above does not include Driver.

1. The hull weight must be a minimum of 250kgs
2. 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.

L.2 Hull

1. The RYA recommend that competitors in this class use UIM Safety cells to current UIM standards but **strongly** recommend a minimum of 1000nwm or higher
2. UIM F4S Class is approved to race in this category, see current UIM rules

L.3 Engines

1. A catamaran class using 870cc sports engines.
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

1. Only engines proposed by CRC are allowed. (Contact RYA office for list)
2. Naturally aspirated engines only.
3. All parts and replacement parts must be original manufacture unless approved and listed.
4. Engines can be rebored, up to 870cc as per UIM rule 541. Wiseco pistons can be used. Pistons must not be modified.
5. Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm. No polishing of internal channels. Repairs are allowed by welding or bonding providing internal shapes are maintained as standard.

6. Reed valves as homologation but reed petal material is free.
7. Carburettors to homologation sheet.
Jets can be changed.
Must use original air box.
Engine cowl must be original size and have original inlet hole size only.
It is allowed to fit electric fuel pump, non of original fuel delivery system can be removed.
8. Ignition as homologation sheet.
Ignition timings can be altered but not firing order.
9. Cylinder head one piece, welding reworking of squish allowed.
Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head.
Minimum head volume including plug hole 28cc.
10. Flywheel. Standard flywheel.
Centre boss can be welded to outer disc.
Rope wheel can be removed.
11. Gear box must have forward neutral and reverse gears.
Gear ratio as homologation sheet.
Exhaust must exit through propeller.
12. Propeller maximum four blades.
Through hub exhaust only
13. Fuel. Standard or Premium pump petrol only.
No additives are allowed apart from lubricating oil on UIM list.
Nitrous oxide injection is not allowed.

If not listed check with engine inspector for clarification.

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

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

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

M T.850 NATIONAL SERIES

M.1	Class	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
	T850	70/90	330kg	4.25m	1.40m	0.40m	16	–

Weight **mentioned above** is including Driver.

1. The Minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, residual fuel but without residual water
2. Minimum Hull Weight 250kgs
3. 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.

M.2 Hull

As UIM Rules 552-01, 552-05 plus

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 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.

B) UIM552.05 Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility is prohibited.

M.3 ENGINES

- A) 1. A monohull class using 870cc sports engines.
2. Engine capacity from 750cc to 870cc inclusive.

- B)
- 1) Only engines proposed by CRC are allowed. (Contact RYA office for list)
 - 2) Naturally aspirated engines only.
 - 3) All parts and replacement parts must be original manufacture unless approved and listed.
 - 4) Engines can be re-bored, up to 870cc as per UIM rule 541. Wiseco pistons can be used.
 - 5) Pistons must not be modified.
 - 6) Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm.
 - 7) No polishing of internal channels.
 - 8) Repairs are allowed by welding or bonding - providing internal shapes are maintained as standard.
 - 9) Reed valves as homologation but reed petal material is free.
 - 10) Carburettors to homologation sheet.
 - 11) Jets can be changed.
 - 12) Must use original air box.
 - 13) Engine cowl must be original size and have original inlet hole size only.
 - 14) It is allowed to fit electric fuel pump, non of original fuel delivery system can be removed.
 - 15) Ignition as homologation sheet.
 - 16) Ignition timings can be altered but not firing order.
 - 17) Cylinder head one piece, welding reworking of squish allowed. Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head. Minimum head volume including plug hole 28cc.
 - 18) Flywheel. Standard flywheel. Centre boss can be welded to outer disc. Rope wheel can be removed.
 - 19) Gear box must have forward neutral and reverse gears. Gear ratio is free.
 - 20) Exhaust must exit through propeller.
 - 21) Propeller maximum four blades. Through hub exhaust only.
 - 22) Fuel Standard or Premium pump petrol only. No additives are allowed apart from lubricating oil on UIM list. Nitrous oxide injection is not allowed.
 - 23) It is permissible to tack weld the web to the pin on a Yamaha 70 crankshaft to stop movement between the two.
 - 24) The Yamaha 90 engine is permitted but only in standard form, with reed petal material steel as standard.

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

N **F2 NS2000 (NATIONAL SERIES)**

N.1	Class	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
	NS2000	-	390kgs	4.80m	-	-	18	-

Weight **above is not** including Driver.

1. The minimum Hull weight is 390kgs
2. 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 stanches, 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.

N.2 **Hull**

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

N.3 **Engines**

1. A catamaran class using 2000cc sports engines
2. Engines must comply with UIM F2 rules in this class.
3. Only Mercury SST120 & SST200 are permitted

N.4 **Machinery for SST.120 Engine Model Only**

UIM 8.2 F2 Blue pages

1. Only engines qualifying to the SST120 rules will be eligible for F2. Engines will be measured and checked against the SST120 data sheets.
2. Maximum engine displacement 2050cc
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. Engine wiring can be changed to a 24-volt starting system
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.
6. It is permissible to remove, or render inoperable, the engine fuel primer system and plug holes opened-up by removing the system.
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.

8. Reeds may be of any material or design.
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.
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.
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.
12. Motors must be the product of a recognized manufacturer engaged in the production of outboard motors offered for sale to the general public.
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
14. No special parts or interchange of parts will be allowed, unless approved by the commission
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.
16. Cylinder head and power head attaching studs may be substituted for bolts.
17. Electronic engine RPM limiting devices may be over-ridden or rendered inoperative.
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.
- 19. Exhaust stacks not contained in the driveshaft housing will not be permitted
- 20. Engines may only be run in the configuration that they were homologated in by the technical committee.

N.5 Replacement parts for SST.120 Engine Model Only

UIM 8.3 F2 Blue pages

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

N.6 Motor Modifications

UIM 8.4- F2 Blue pages

1. There shall be no blueprinting or modifications whatsoever to the motor as furnished by the manufacturer other than:
2. Any carburetor jets, spark plugs or propellers may be used provided other parts are not altered to accommodate them with the exception of the trim tab.
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.
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.
 5. Tachometer, fuel and water pressure, and temperature (including EGT) gauges may be installed if desired.
 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.
 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.
 8. Isolation mounts: only those supplied by the engine manufacturer as original equipment or through the service group are acceptable.
 9. Any adjustments of mixture control, throttle and shift linkage will be allowed.
 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.
 11. Safety tilt switches and safety starting switches may be disconnected or by-passed.
 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.
 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.
 14. Bead blasting will be allowed at the block and crankcase interface only. No other internal parts will be allowed to be bead blasted.

N.7 SST.200 Engine Model

UIM 8.5 F2 Blue pages

1. The SST200 engine, unaltered, is a legal engine in F2
2. The SST200 Engine may not be modified in any manner
3. Maximum engine displacement 2550cc
4. Exchange or replacement of the engines PCM (electronic unit) may be demanded by the OOD/scrutineer/ UIM Commissioner at any time during a race event.

N.8 IF THE RULES SAY “YOU CAN DO THIS.....”, YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA

O **SL250 (NATIONAL SERIES)**

O.1 The SL250 class will run on a delayed start with the NS2000 class unless the combined classes exceed the water approval.

Class	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
SL250	-	525kg	5.20m	-	-	18	-

Weight is including Driver.

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

O.2 **Hull**

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

O.3 **Engines**

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

O.4 **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.1 **SUPERCAT (NATIONAL HANDICAP SERIES)**

This class is open to any catamaran with an engine of 2000cc, or larger, capacity.

All class specific rules apply to the Supercat National Handicap Series.

All minimum safety requirements for boats fitted with safety cells apply to this class.

Boats will be individually handicapped with handicaps based on practice times for the first heat and thereafter based on race times.

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.

The penalty is the number of seconds that the heat time has been improved by, multiplied by 2.

Hull

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

Q.1 GENERAL - Applicable to all National Class Engines except 'O Hydro' series engines

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.
2. Welding is permitted for repair purposes provided there is no effect beyond repairing the damage.
3. It is also forbidden to remove any components normally provided on the motor or add others except for manufacturer's standard replacement parts.
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.
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.
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

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. 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.
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.

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

S **PROTESTS & APPEALS**
S1 **INTRODUCTION**

A **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.

B **APPEALS AGAINST PROTESTS**

Parties to a protest hearing may not be satisfied with the Jury's decision. They may, solely on a question of the interpretation of the rules, appeal to an RYA Appeal Panel.

C **APPEAL PANELS**

RYA Appeal Panels will be convened in accordance with Rule P3 and the decisions of RYA Appeal Panels are final.

D **LIABILITIES**

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.

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.

E **AUTOMATIC PENALTIES**

Certain UIM / **RYA** rules enable a Race Committee to impose automatic sanctions.

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

S2. **PROTESTS**
A. **THE JURY**

1. The Jury, having been appointed by the organising committee, is an entirely separate body from the Race Committee; it cannot be replaced, disbanded or its composition altered. Its decisions cannot be altered by the Event Organisers.
2. The Jury must: convene when required and hear properly constituted protests; submissions for redress and submissions from the OOD, Race Committee and RYA Commissioner; decide facts and apply relevant sanctions, and when necessary, submit its case in writing to an Appeal Panel.
3. 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.
4. 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.

B. PROTEST PROCEDURE

1. THE PROTEST

- (a) The Protest must be in writing on the RYA Protest Form, signed by the Protestor and handed to the Race Secretary.
- (b) The Protest must be lodged in time.
- (c) The Protest must be accompanied by the protest fee of £100 (unless a lesser amount is specified in the race instructions).
- (d) A correctly lodged Protest shall not be refused.
- (e) The Protestor cannot withdraw his/her Protest.
- (f) The Jury must hear the Protest as soon as practical, immediately if possible, while everything is fresh in the minds of the parties and witnesses and ideally before the end of the event.

2. 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.

3. REPRESENTATIVES

When the Race Committee is one of the parties, it is normally represented by the OOD or the Chairman of the Race or Organising Committee.

The Protestor must represent himself unless incapacitated.

The Jury must allow an interpreter when appropriate.

The Protestee must be notified promptly.

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

4. THE HEARING

The Hearing must be held in private and where there are no distractions which could prejudice the proceedings. Minutes must be taken by the secretary appointed pursuant to Rule S2. A.3.

Clear the room of all except the Jury and minute taker.

Examine the Protest which must:

- (a) Be on the RYA Protest Form, in writing and signed by the Protestor;
- (b) Give the date, time and position of any incident;
- (c) Provide a description of any incident with a diagram and any photographic/video evidence where appropriate;
- (d) State the rule/regulation infringed if known;
- (e) Be lodged in time - in very exceptional circumstances the Jury may extend the time;
- (f) Be accompanied by the Protest fee of £100 (or such lesser amount as may be specified in the race instructions).

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.

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.

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

- (a) Read out the Protest;
- (b) The Protestor states his case;
- (c) 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.
- (d) It is permissible, and in cross-protests more convenient, for the Protestee to defer his questions until he has stated his case;
- (e) The Protestor is questioned by the Jury;
- (f) The Protestee states his case and is questioned by the Protestor.
- (g) The Protestee is questioned by the Jury;
- (h) Any Jury member witness to the incident states his evidence and is questioned by both parties and the Jury;
- (i) Call the Protestor's witnesses, if any, one at a time;
- (j) 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;
- (k) Call the Protestee's witnesses and proceed as for the Protestor;
- (l) The Protestor then the Protestee make their final statements and then both withdraw from the room.

5. THE DECISION

After discussion, the Jury must decide the facts, state the rules which apply and determine any appropriate penalties. 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.

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.

6. RE-OPENING A HEARING

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.

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.

7. APPEAL

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

8. EXPENSES

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

S3. APPEAL

A THE APPEAL

1. 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.
2. The appeal must be in writing and accompanied by the fee of £500.
3. 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.
4. 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.
5. 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.
6. All submissions to Appeal Panels shall be in writing, photographic or video. No parties to the original hearing, witnesses or observers shall be present.

B COMPOSITION

1. 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.
2. The members must have no 'interest' in the matter to be considered.

C PROCEDURE

1. 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.
2. 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.
3. The Race Committee must within four days of the expiry date for any rejoinder, send to the PRM:
 - (a) The Protest Form;
 - (b) Minutes of the Jury hearing;
 - (c) The official diagram and any other diagrams and photographic and video evidence that were seen by the Jury;
 - (d) The appellant's additional supporting evidence;
 - (e) Any rejoinders;
 - (f) The Appellant's Appeal fee.
4. Race Committees are strongly advised to keep copies of all Appeal papers and evidence sent to the PRM.
5. Unless there are exceptional circumstances, the Appeal Panel must meet within twenty one days of the receipt by the PRM of notice of Appeal.

THE APPEAL DECISION IS FINAL

D PENALTIES

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

**T
T.1**

**GROSS BREACH OF RULES OR MISCONDUCT
ACTION BY PROTEST JURY**

1. Where any member of the protest Jury, from its own observation or a report received from any source, considers that a competitor, team member or official may have committed a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute, the Jury may call a hearing. The Jury shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing. If the competitor provides an acceptable reason for being unable to attend the hearing, the Jury shall rearrange it.
2. The Jury shall conduct the hearing following the procedures set out in rule S2. If the Jury decides that the competitor committed the alleged misconduct the Jury shall either:-
 - (1) Warn the competitor; or
 - (2) Impose a penalty by excluding the competitor and, where appropriate, disqualifying the boat involved, from a race or the remaining races or all races in the series, or by taking other action within its jurisdiction.
3. The Jury shall report any penalties to the RYA, the Organising Club, the competitor/boat owner and to the national authorities of the competitor/boat owner, as appropriate.
4. If the competitor, team member or official does not provide an acceptable reason for being unable to attend the hearing and does not attend, the Jury may conduct the hearing without the competitor, team member or official being present. If the Jury does so and penalises the competitor, team member or official the Jury shall include in its report to the national authorities made under rule T1. 3. the facts found, the decision and the reasons for it.
5. If the Jury decides not to conduct the hearing without the competitor, team member or official being present or if the hearing cannot be arranged for a time and place when it would be reasonable for the competitor, team member or official to attend, the Jury shall gather all available information and, if the allegation appears to have merit, make a report to the RYA and to the national authorities of the competitor/boat owner, as appropriate.

T.2

ACTION BY RYA / CRC Exec

1. When the RYA / CRC Exec receives any official report alleging a gross breach of a rule, good manners or sportsmanship, or any official report alleging conduct that has brought the sport into disrepute, or any official report required by T1.3 or 5, it may conduct an investigation and, when appropriate, may call a hearing. The RYA / CRC may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the RYA's jurisdiction.
2. The RYA shall promptly report a disqualification under rule T2.1 to the

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

T.3 MEDICAL EXAMINATION

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

TI.4 BANNED SUBSTANCES AND BANNED METHODS

Banned substances and banned methods

- (a) A competitor must neither take a substance nor use a method banned by the current edition of the World Anti Doping Agency (WADA) list of Doping Classes and Methods. This is available from the RYA by written request or viewed on the WADA website www.wada-ama.org.
- (b) Doping Control is governed by the 2009 UIM Anti-Doping Regulations, which are available from the RYA by written request or viewed on the UIM web site www.uimpowerboating.com.
- (c) No competitor may protest another competitor for an infringement of this rule.

T.5 Doping Control in the UK.

"UK Anti-Doping" is the national authority on anti-doping and as such all information relating to this can be found on www.ukad.org.uk "UK Anti-Doping" can test competitors at random without the prior consent or permission of the RYA. Conversely 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.

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

T.6 Penalties

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

U
U1 **CIRCUIT WATER APPROVAL
APPROVAL**

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).
2. Assessment of all racing waters is carried out by the WAC for consideration by the CRC.
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.
4. Approval is granted by the CRC.
5. Copies of water approval papers must be kept at race venues and available for inspection at any time.
6. Rolling starts are not permitted except by special permission of the WAC chairman.

U2 **AMENDMENTS**

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

U3 **RE-VALIDATION**

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

U4 **APPROVED WATERS**

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

V **WORLD AND NATIONAL RECORDS**

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

V1 **INTRODUCTION**

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.

There are two distinct categories of Record Attempts:

One is Offshore, the details of which can be found in The Short and Long Distance Records book (commonly known as the “red book”).

The other is Circuit, 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”). This book particularly applies to circuit.

Circuit 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 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, ie national or international.

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

V2 **NOTIFICATION**

In the unlikely event of there being an “individual” circuit record request (outside of the Records’ Week) an application form, which can be obtained from

the RYA, shall be completed and returned to the RYA together with the appropriate fee(s) at least 4 (four) weeks before the proposed attempt. Note: Coniston is the main water for record attempts and permission is granted for the end of October/November time slot only. If other homologated waters should be added to the record base list at a future date then this form and procedure will apply.

V3

FEES

The following fees are payable to the RYA upon notification of a record attempt(s). Note: the fee is to be paid if the attempt is an individual/one-off only.

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

The exception is Coniston Records’ Week, where a course has been set up by the organisers and those wishing to undertake a record during that week pay the club an entry fee for their services instead.

V4

ON SUCCESSFULLY ATTAINING A RECORD:

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.**

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.

Ratification – by the UIM (International Governing Body):

International Record:

Painted Certificate	£320 (boat and crew are depicted on Certificate)
Copy of Painted Certificate	£250 (as above)
Calligraphed Certificate	£120 (certificate is hand written in Gothic Script on A3)
Homologated (No Certificate)	£90 (attempt is ratified but no certificate is issued)

National Record only: £100 (certificate is hand written in gothic script on A4 and is usually signed by the Princess Royal, the RYA’s President)

Note: the above certificates are not to be confused with those issued to competitors by the WMBRC on the successful completion of an attempt – this is a memento only,

given out by the organising club

V5 **PERFORMANCE CERTIFICATES**
In addition to National and World records, Performance Certificates can be made available by the organisers of individual events when the fee and types of certificate will be determined by them. **These are not available at Coniston due to the local bye laws**, as previously explained.

V6 **LICENCE REQUIREMENTS** The minimum licence status is as follows:

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.

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.

If you require a licence, please telephone the Powerboat Racing Department on: 02380 604240. www.rya.org.uk

V7 **ELIGIBILITY**
Sportsboats

No qualifications required for weight restricted national classes

Hydroplanes

There are no restrictions on the eligibility of hydroplanes attempting National or International records. An event organiser can determine the classes to be attempted in any particular event and can determine, so far as accepting an entry is concerned, the eligibility of an entry where some prequalification is required.

V8 **RECOGNISED CLASSES**

World Records

All International classes and world records contained in the current UIM rules.

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.

Performance Certificates

Performance certificates may be issued by organizing clubs for different classes

subject to prior approval by the CRC

V9 **OFFICIALS REQUIRED AND EXPENSES**

The following RYA Officials are the minimum requirement to organise and observe an official, individual record attempt:

1. Officer of the Day
 2. Timekeepers (2)
 3. Chief Observer
 4. Timekeeper Observers (2)
 5. Measurer
 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.
 7. A rescue service is mandatory at all record attempts.
 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.
- RYA officials may claim expenses for subsistence plus car allowance, per mile. Check current costs with RYA office.

See RYA Approved Officials section of PB2.

V10 **COURSE APPROVAL**

At the present time the only approved water for record attempts is:

1. Coniston Water
 2. A club must apply to the RYA if it wishes to seek approval for other venues.
- Note: Always check with the RYA to ascertain whether any new courses have been added.

V11 **PRESENT RECORDS**

World and National

An up-to-date list of 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 which is used in determining record eligibility. Note: the world records list is maintained by the UIM and can be found on their website, www.uimpowerboating.com. The national records list (short distance and long distance) is maintained by Mike Ward.

V12 **NOTIFICATION OF NEW RECORDS TO THE RYA**

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.

Properly completed record application sheets and other papers must be delivered to the RYA within three days of the attempt (UIM Rule 615.04).

V13 **MEASUREMENT**

It is recommended that a measurer for the appropriate class, together with two observers, be on site so that the necessity for sealing and measuring away from the Record Site within 48 hours for UIM records (UIM Rules 607.04) does not have to be implemented.

V14

CLAIMING A RECORD

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.

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,

or telephone the RYA office on 02380 604239/240

Email: nicola.dummond@rya.org.uk

sheila.wright@rya.org.uk

NB: The importance of the UIM Record Rules is stressed. It is vitally important that organizers familiarise themselves with all the appropriate rules. (UIM Series 600). Either refer to current UIM Circuit rule book or their website: www.uimpowerboating.com.

W TERMS OF REFERENCE AND CONSTITUTION
THE RYA CIRCUIT RACING COMMITTEE

W1 OBJECTIVES

1. To promote all forms of powerboat competition, training and safety both nationally and internationally and to develop policy in order to encourage an orderly development of the sport in accordance with the Royal Yachting Association (RYA) and the Union Internationale Motonautique (UIM) rules.
2. To develop, promote and review a safety strategy for the sport based on the classes racing, the venues, the ages and competence of the drivers. This policy to be subject to an annual review by the RYA Powerboat Racing Safety audit
3. To maintain contact with RYA committees and affiliated powerboat clubs and regions
4. To co-ordinate the work of its committees to ensure that they are correctly briefed and in carrying out their responsibilities.

W2 POWERBOAT RACING COMMITTEE (PBRC)

The RYA devolves to the PBRC the authority to:

1. To promote all forms of powerboat competition, training and safety 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. 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.
3. To review the minutes of these committees and ensure that matters for note or decision of Council are included in the PBRC minutes as sidlined or underlined items.
4. To meet where possible 4 times a year to conduct efficiently the business of the PBRC
5. Make recommendation to Council on the appointment of the PBRC Chairman who will be a member of the Council.
6. To approve on an annual basis the appointment of the sub committee chairman (ORC,CRC,PRC, and JSRA representative.)

W3 COMPOSITION

1. Chairman;
Appointed annually by RYA Council after consultation with the PBRC.

Term = Not more than five years in any period of six.

2. Deputy Chairman to be a member of the PBRC by rotation and rotation
Term = One year.
3. Standing Members - The Chairman of;
Jet Sport Racing Committee (JRC),
Circuit Racing Committee (CRC),
Offshore Racing Committee (ORC), and
Powerboat Records Committee (PRC), or their substitutes.
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.

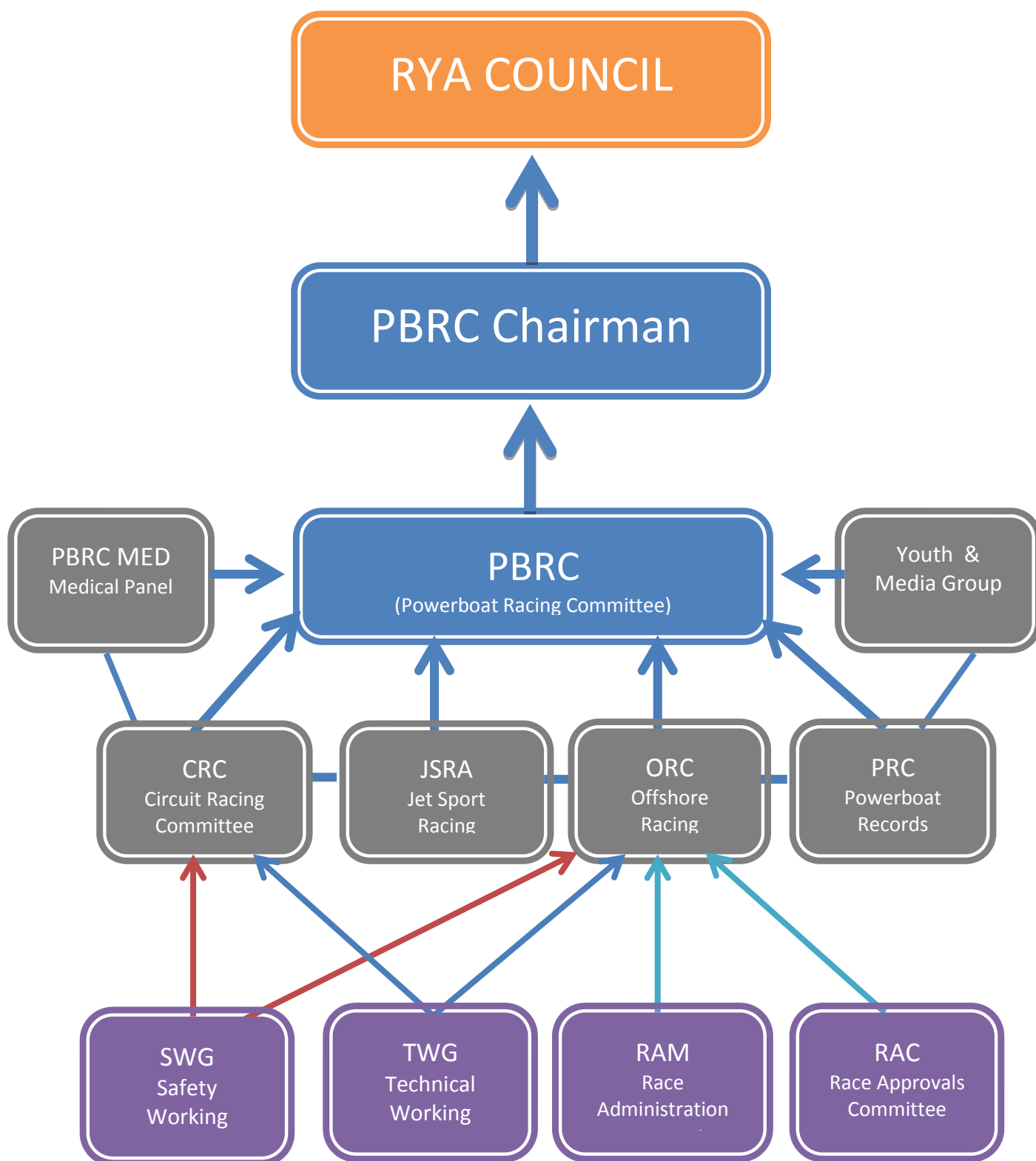
W4

COMMUNICATION

All correspondence to the RYA and CRC must be from affiliated clubs and not direct from individuals.

It is the responsibility of the RYA to correspond with the UIM and not that of individuals.

POWERBOAT RACING COMMITTEE STRUCTURE



X

MASTER STATIONERY PACK

The following forms are included in the above and are available for Club use.
Please check the dates on the forms with this list to ensure that the latest form is being used.

Master Forms

No Ref

Document

PBR1	Officials' Signing On Form
PBR2	Officials' Next Of Kin Form
PBR3	Signing On Indemnity Form
PBR4	Next of Kin Form – Racers
PBR5	Event Licence Self Declaration Medical Form
PBR6	Parental Consent Form
PBR7	Restraint Disclaimer Form
PBR8	Scrutineering Card
PBR9	Race Bulletin Form (annual national racing PBR8A and PBR8B for club/basic)new
PBR10-13	Oral/Written Test papers (not applicable)
PBR14	Drivers' Briefing Template (not applicable)
PBR15	Major Incident Prompt Form
PBR16	Incident Report Form
PBR17	Hospital Form
PBR18	Eye Witness Form
PBR19	Licence Withdrawal Form
PBR20	RYA Yellow Card
PBR21	UIM Yellow Card
PBR22	Protest Form
PBR23	Alcohol Doping Test Form
PBR24	Commissioner's Report Form
PBR25	Active Audit Report Form
PBR26	UIM Commissioner's Report Form (supplied by UIM)
PBR27	RYA Commissioner's Club Response Form (not applicable)
PBR28	Results Form
PBR29	Licence Upgrade Form
PBR30	New Officials' Application Form
PBR31	Existing Officials' Application Form
PBR32	Event Summary Report Form
PBR33	RYA Expense Claim Form (not applicable)
PBR34	National Entry Form (single event)
PBR35	National Entry Form (multiple events)
PBR36	Check List for Water Approval Plans
PBR37	Post Race Engine Inspection Form
PBR38	Demonstration Two-Seater Indemnity Form

Documents to Display in Race Control

<i>No Ref</i>	<i>Document</i>
RC1	Powerboat Racing Charter
RC2	Using of Knives Notice
RC3	Course Approval (Commissioner's form carries update section)
RC4	Public Liability Document (sent event by event)

Licence Documents

<i>Number Reference</i>	<i>Document</i>
LA1	Licence Application Form
LA2	What to Do with the Paperwork (office form)
LA3	Licence Benefits Explanation Sheet
LA4	Junior Racer's Certificate of Competence
LA4A	Adult Racer's Training Certificate
LA5	Data Protection Form
LA6	Equal Opportunities Form (do not use – not required for PB Racing - 2010)
LA7	Therapeutic Use Exemption Form (TUE Form)
LA8	Information Update form for Circuit Officials

Guidance Papers

<i>Number Reference</i>	<i>Document</i>
G1	Event Licences Memo 23.02.07
G2	Guidance to Clubs for use of Medics at events – Jeremy Griffiths (Offshore)
G3	Guide to Getting Media Coverage
G4	Guidelines for Events Involving minors- Under 18's
G5	Information required by MCA for events (not applicable)
G6	Officials Guidelines & Procedures – (Offshore)
G7	Major Incident Guideline Text 2008 (as PBR15)
G8	Oral/Written Test Papers Memo 23.02.07 (Offshore)
G9A	Template Event Race Instructions – new form created 2010 for whole sport
G9B	Template Advance Notice – new form created 2010 for whole sport
G10	Pre Event Summary Media Form
G11	Post Event Summary Media Form
G12	Team Profile Publicity Form

Revised March 2011

(PB2CIRCUITMASTERSTATIONERYLIST2011)



2011 RYA National Rules and Regulations.

THUNDERCAT RACING UK SERIES

We do advise for environmental issues with 2 stroke engines that all teams use a bio-degradable oil example: Castrol Bio-lube 2T to assist with promoting 'Greener Racing'.

Please see www.thundercatracing.co.uk for further updates
on RYA & UIM Rules and Regulations during the year

TC.01 CLASSES

P750 – Thundercat Racing UK 'Blue Print' Class

P750S – Thundercat Racing 'Standard' Class

Capacity: 551cc to 750cc

Length: 3.8m (minimum)

Width: 1.7m (minimum)

Weight: 75kg (minimum)

The only outboard engines approved in ThunderCat Racing UK are:

Tohatsu M50 D2

Yamaha 50H

The above mentioned weights apply to the dry weight of the boat, without any accessories, and without the engine. To reach the minimum weight ballast may be added. This must be screwed or bolted to the boat, but must not exceed 10% of the weight of the boat without ballast.

TC.02 HULL/BOAT

- 2.1 Boats must be tunnel hull designed and must conform to the model of the official catalogue of the manufacturer.
- 2.2 A minimum of 2 (two) boats must be built and be available for inspection before homologation is applied for. Refer Rule TC.2.03.
- 2.3 Boats that take part in competitions must be listed in an official catalogue of the manufacturer. Manufacturers must submit homologation papers for their boats to their Class Association or National Authority, in which they must furnish valid, audited proof.
That 2 (two) boats must have been manufactured and have been advertised and are commercially available in the open market. The closing date for homologation is set by their Class Association or National Authority each year. All boats to be fitted with a serial number plate, issued by the manufacturer, on either nose cone or transom with all relevant information on, i.e. Make, Model, date of manufacturer and serial number.
- 2.4 Boats must be inflated only with atmospheric air and must have 2 (two) independent compartments. The boat must be able to float even if one compartment is out of service.
- 2.5 The boat should be able to deflate, be collapsible, foldable or be able to be rolled up, so that no dismantled part has a length greater than 1/3 (one third) of the full length of the inflated boat.
- 2.6 No aerodynamic appendages are allowed.
- 2.7 Modifications above the waterline are allowed, with reference to foot straps, handles, loop patches only and not modifications that interfere with original dimensions of the boat. Drilling of the nose cones to drain water is allowed with two 8mm holes at maximum. A waterline is defined as the line taken when a boat is at rest in the water with no person in the boat, but at full race trim with the motor fitted. The waterline will be deemed to be below the bottom of the transom.
- 2.8 A splash plate may be fitted to the back of the transom as long as it complies with Rule TC.2.07 and the following dimensions: If this plate runs port to starboard of the transom, i.e. from tube to tube, then the width of this plate is restricted to 100mm. If the width of this plate exceeds 100mm then its length is restricted to 150mm across the back of the transom, but may protrude as far back towards the motor as required.
- 2.9 No modifications below the water-line are allowed, unless homologated as per the standard homologation procedure, as referred to in Rule TC.2.03.
- 2.10 Motors larger than the inflatable boat manufacturer's recommended maximum

horsepower rating at the time of hull manufacture will not be allowed. The manufacturer must state the maximum horsepower rating when applying for homologation.

- 2.11 2011 UIM rule – N/A for UK National Racing
- 2.12 All boats must be fitted with two designated righting ropes/webbing. This ropes/webbing may not share common use as the designated bowline. The ropes must be at least 10mm thick and the webbing at least 25mm wide.
- 2.13 All boats must be fitted with a designated bowline, which must be a standard nylon 3-strand rope/webbing, minimum 10mm thick in case of a rope and 25mm wide in case of webbing. Length must be 4m with a spliced or stitched eye at the end of the rope/webbing. If webbing, minimum width is 20mm. All boats must have a designated fixed towing point situated underneath in the middle of the nose cone area to facilitate safe towing of the boat. The bowline must be fixed to the nose cone. The towing point must be able to withstand a pulling power of at least 3 times the fully laden weight of the boat or 300 kg. The towing point must be situated in the middle of the nose cone.
- 2.14 It is the competitor's responsibility to ensure that the team boat is within the legal requirements with regards to the homologation specifications and Rules TC.1 and TC.2 Ignorance of the above will not be accepted as a defence and he/she will therefore be disqualified as in terms of Rule TC.8.09
- 2.15 Registering a race boat with the RYA and the RYA Registration Logbook
All boats that are intended to be raced must be registered with the RYA. Registration relates to both the owner and boat. Any change in ownership requires re-registration. Boat registration forms are available from the RYA and these must be completed and returned to the RYA a minimum of 28 days prior to the intended first race unless by prior arrangement with the RYA. A registration fee may be payable to the RYA. Please contact the RYA for details. The RYA will issue a registration log book which must be presented at race control at the same time as racing licences. The OOD will authorise the Race Secretary to record details of any damage sustained at the event on an RYA Incident Report Form and in the RYA Boat Registration Logbook. A copy of all incident reports will be sent to the RYA.

TC.03 MACHINERY

- 3.1 An outboard motor is a mechanical propulsion assembly that can be removed from the boat in a single unit, complete with its transmission and which does not transmit its power through the hull at any point. The engine must be naturally aspirated. The mounting supports fixed to the boat, the tiller arm, the tachometer with its connection and the fuel tank and the fuel lines do not form part of the motor unit. Power trim and tilt units are not allowed.
- 3.2 To be homologated as a standard tourist motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of tourist boats. No performance enhancement kits are permitted.
- 3.3 Applications for homologation will only be accepted if approved by the UIM. This homologation will only be valid for a period of 10 years unless extended by the UIM.
- 3.4 The engine must be able to function at reduced speed.
- 3.5 When the motor is in the water the cooling must be effected by the motor's own circulating pump. External pick-ups or water pick-ups attached or affixed to the boat or motor are prohibited.
- 3.6 An efficient control handle giving forward, neutral and astern movements is compulsory. The control lever for reverse gear, ready for use, must be within reach of the driver. Astern manoeuvring of the boat must be possible by selection of reverse gear only.
- 3.7 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

- 1.3m. The lanyard must be strong and very firmly fixed to the driver, a second “Kill switch” lanyard must be formally attached to the co-driver at all times. Lanyard failure or kill switch failure will result in disqualification from the relevant heat/discipline. 2011 UIM rule
- 3.8 A boat, motor or any part thereof that is irreparably damaged due to no fault of the competitor may be replaced during the event after advising the OOD. All replaced items must be made available for inspection if so requested. All relevant racing numbers must be correct on the replaced equipment. The replaced motor must be sealed in accordance with the rules and the old motor must be placed in the compound area for inspection. All costs pertaining to the stripping of additional equipment will be carried by the competitor in question. A fee, as specified in the advance programme will be paid to cover the inspection of any protested engines. Non-homologated boats or engines may not be entered into a championship event.
- 3.9 All leading edges of the gearbox may not be tampered with, Only normal wear and tear is acceptable, if the skeg is damaged it needs to be mended prior to venue as per homologation; the tolerance for this wear and tear is limited to 5mm. A stainless steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges. Rule TC.8.09 does not apply to this item. At venue scrutinising, skeg's will be checked pre and post event.
- 3.10 **P750 Class – Blue Print**
 Propeller: The original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. The locking nut, spacer, adapter, split pin, thrush washer/ washers are free for the securing of the propeller; Re-bushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification. (2011 UIM RULE)
- P750 S Class**
 Propellers: original propeller maybe replaced by any other three blade propeller; provided that it has a through the hub exhaust. Modifications are allowed to the blades only, as long as it has the same number of blades as when it was manufactured, retaining its through the hub configuration. No hub machining is allowed. The propeller must sit a minimum of 1cm inside the rear of the gearbox. The propeller must be a one piece casting ie: the hub and blades. The locking nut, spacer, adaptor, split pin and thrush washer / washers are free for the securing of the propeller. Mo holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification. (2011 UIM RULE)
- 3.11 Spark plugs, spark plug caps and HT leads, may be replaced by others having other characteristics.
- 3.12 (Only in P750 Class)
 Revolution counters may be installed.
- 3.13 (Only in P750 Class)
 Thermostats of the cooling circuit may be removed.
- 3.14 All auto lubes may be removed, together with parts related thereto.
- 3.15 (Only in P750 Class)
 Over-rev limiters may be removed as well as lighting coils.
- 3.16 Re-boring is allowed up to the limits provided for by the manufacturer and within the limits of the class provided parts are listed in Tohatsu's parts list. (0.5 oversized) (P750S: no re-boring allowed)
- 3.17 Steering bar and brackets may be reinforced; additional steering bars may be mounted. Steering bars must be able to tilt independently from the motor. Strengthening of transom bracket and lower leg are permitted.
- 3.18 1 (one) by 6mm hole may be drilled in the lowest part of the air box to allow water to drain from it.
- 3.19 Engine mountings may be replaced with rigid or rubber mounts with similar

- characteristics.
- 3.20 Springs may be added to the throttle lever of the carburettors.
 - 3.21 Carburettor jets (air and fuel) tubes may be inter-changed, provided that the parts fitted are the same genuine dealer parts and quoted in their official catalogue for the specific model. No modifications are allowed to these parts.
 - 3.22 The replacement of nuts or the addition of lock nuts, drilling and wiring, split pinning or key ring is allowed provided the screws and pins are similar.
 - 3.23 The gear interlock device on the starter may be removed.
 - 3.24 Motor locking brackets may be removed.
 - 3.25 Baffle plates in carburettor fuel bowls to prevent fuel surge are permitted.
 - 3.26 The motor cowling may be secured by means other than, or in addition to the standard means. Fastening of the engine cover must be adequate to satisfy the Scrutineer but must not obscure the race numbers. Motor cowlings may not be altered to increase airflow.
 - 3.27 It is allowed to change the original motor cowling with one of identical characteristics, measurements, weight and specifications. In case of a discrepancy, the part in question will be compared to an original part as supplied by the manufacturer.
 - 3.28 Telltale cooling pipe may be replaced with another pipe of other characteristics.
 - 3.29 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.
 - 3.30 The crank may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufacturer's dimensions and width for the crank.
 - 3.31 (Only in P750 Class)
Only parts where a dimension is quoted in the homologation specs may be altered for the purpose of reaching that specific measurement. The shape of the part altered cannot change.
 - 3.32 (Only in P750 Class)
A part, the weight of which is quoted in the homologation sheet may be machined for the purpose of reaching that specific weight but without altering other measurements 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.
 - 3.33 (Only in P750 Class)
Measurements not quoted in the homologation sheet may not be altered in any form e.g. polished, sanded etc. If detail cannot be verified with the aid of the pictures in the homologation sheet, the part in question can be compared to a corresponding stock part. In such a comparison 3 x identical new parts must be used to get an average for that measurement.
 - 3.34 No part of the motor can be changed with another manufacturer's or pirate part except for the tiller arm, tiller arm bracket, gear change lever, propeller and cowling. (See Rule TC.3.10 for propeller and Rule TC.3.27 for cowling.)
 - 3.35 It is allowed to change bearings provided those with similar characteristics are used.
 - 3.36 Steering dampers may be fitted.

TC.04

- 5.1 Fuel must be of a commercially available grade of unleaded automobile fuel, which is available from any UK national service station outlet.
- 5.2 Special racing fuels, methanol, nitro-methane, avgas, Hydrazine 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. In addition the use of nitrous oxide injection units is also totally prohibited.
- 5.3 Only the original fuel tanks as supplied with the engine, collapsible fuel cells or approved marine manufacturer's tanks are permissible.

- 5.4 The driver may not withhold the type of fuel/oil used and the mixing ratio of fuel/oil if requested by racing officials.
- 5.5 At regional and national events, the organisers of the event reserve the right to use a nominated fuel supplier. Failure by competitors to use the nominated supplier will result in disqualification from the event. This rule supersedes TC.8.09 ruling on disqualification for the event.

TC.05

5.1 HELMETS

For all racing, helmets must be full-face motorbike type helmets, which protect the base of the skull and cover the ears. It is mandatory to wear a helmet made to a minimum of UN ECE22-05, and Snell M2000, M2005, SA2000 or SA2005. *Helmet to be coloured 75% orange, yellow or red.* It is recommended that helmets are replaced each year or if damaged. When a helmet is first produced for Scrutineering the wearer *must* prove compliance with the above standards; this may be by means of product literature. Once the Scrutineer is satisfied; the helmet will be marked with a "RYA helmet approved date sticker". Proof of compliance will then no longer be required for subsequent races until the following season. RYA Scrutineer will however reject any defective or damaged helmets found during Scrutineering. Your helmet must fit properly and be in good working order or you will not be allowed to race. Helmets must be worn by all persons on board at all times during the journey to and from the race course, during racing, practice and testing.

- 5.2 Life Jackets must conform to that of the National Authority; however they must be yellow, red or orange in colour. Leg straps must be at least 25mm wide. Back supports are optional. A minimum of 100N buoyancy is required. Lifejackets must be worn by all persons on board at all times during the journey to and from the race course, during racing, practice and testing
- 5.3 Safety equipment as specified in the official Scrutineering form for the specific discipline of racing must be carried at all times. Failure to do so, will result in a long-haul 10 (ten) minute time penalty per item of equipment missing. For Surf and Circuit racing, a penalty deduction of 2 (two) points per item of equipment missing will be applied.
- 5.4 Eye protection is compulsory for both the driver and the co-driver. This protection may take the form of goggles; prescription sports glasses or a helmet visor. Your limbs must be covered from wrist to ankle. We strongly recommend the use of body protection/ armour. Gloves and boots are strongly advised at all times.
- 5.5 We strongly recommend that the number of the boat is on all boating equipment but you must have your boat number on your trailer and fuel tanks.

5.6 Propeller Protectors

Whilst boats are in transit, dry and wet pits and on the beach a prop protector must be used whenever on dry land. It can only be taken off as you are about to race. Helmets or life jackets must not be used; the protector must have been bought / made for this specific use. Refer to TC.16 for infringement of this rule.

TC.06 RACE IN PROGRESS RULES

- 6.1 No team will be allowed to compete in an event, unless the team's licences have been endorsed by their club or National Authority. Driver must have a RYA National license to compete in national events for points; Co-Pilots may race on an event licence if they have fulfilled the RYA requirements.
- 6.2 Grid positions for the first heat will be determined by a draw prior to racing. Thereafter the positions will be as the competitors finish in previous heats, except for the final where grid positions will be determined by the highest number of points scored in previous heats.
- 6.3 When competitors are tied for points going into a day's final, the organiser will count

back their results from that day, awarding grid positions to those with the most successful results. In the event of a tie at a National Championship event, the organisers will count back the results from that event, awarding finishing positions to those with the most successful heat results. In the event of a tie in the National Championship the organisers will count back the results from the season awarding the finishing positions to those with the most successful results.

6.4 If a competitor misses a buoy and crosses the racing line he/she will be disqualified from the heat. The driver must stop racing and clear the course safely. If you miss a buoy but do not cross the racing line you can retake the mark as long as it is safe to do so (you are in OOD territory so you have no rights of way) being mindful of other boats on the racing line and re-joining in the correct direction. You may be disqualified if you cause an infringement to another boat whilst making this manoeuvre.

6.5 *Hitting a buoy: if a competitor hits a buoy they will receive a 3 point penalty that shall be deducted from that heat, on the final heat a 6 point penalty will occur per incident.*

Damaging Buoys: If a competitor destroys/damages a buoy he will be disqualified from that heat and any restart of that heat. The competitor must pay the organiser the sum of the replacement buoy which sum must be in the advance programme. If not in the advance programme the competitor can refuse to pay without penalty. (2011 UIM Rule) In RYA UK events a competitor that destroys a buoy will have to reimburse the club with the replacement cost of the buoy before the next event at the cost of £75 for tackle and £75 for yellow buoy and £100 white buoy unless stated in race instructions.

6.6 Deliberate bumping of another competitor will result in disqualification from the heat and rule TC.16 will be applied.

6.7 If one boat lands on another, the offending party or parties will be disqualified from the race

6.8 An overlap can only be established when the two boats are on the same course and the overtaking boat has pulled up level with the boat he is overtaking. The overtaking boat may not create the overlap outside of the set course. While overtaking, the overtaking boat must leave water for the overtaken boat.

Over taking: An overtaking boat MUST not cut in front of an overtaken boat until a minimum distance of 1 boat lengths is established. If two or more boats are approaching a turn mark side by side, the boat on the inside of the turn has priority and the outer boat/s must give water and hold racing lines. Dangerous driving e.g. not holding race lines, intentional throttling back in front of overtaken boat, snaking and tailgating will result in disqualification at the discretion of the OOD. Remember! The drivers of boats must be prepared to take appropriate action to avoid a collision. It is joint responsibility for the driver and co-pilot to navigate, being aware of the boats around, sea conditions and potential hazards!! Rule TC.16 will apply. Remember that due care and attention whilst over taking and being over taken is the Drivers responsibility.

6.9 The shape of the course, starts, discipline and race procedures may vary due to 'force majeure' this will be at the OOD / race committees' discretion.

6.10 If any boat collides mid-ships with another (T-bone) this will result in immediate disqualification of the offending boat from that heat and Rule WB16 will be applied.

6.11 There must be either approximately 10 (ten) metres between the shore buoy and

the shore, or enough water depth for the boat to operate in.

- 6.12 All heats will be 6 (six) laps for P750 and P750S and 9(nine) for each final, unless otherwise stated at Driver's briefing.
- 6.13 After finishing a heat, all boats must proceed to the designated muster area as described in Driver's briefing and wait for a red flag before returning to shore. If any competitor fails to comply with this rule, he will be reprimanded at the discretion of the OOD. Boats that have not completed 2/3rds of the race when the winner crosses the finish buoy/finishing line; will not score points for that heat. Boats running out of fuel during the race will be disqualified for that heat.
- 6.14 There will be a minimum of 3 (three) and a maximum of 12 (twelve) boats allowed in surf and circuit courses.
- 6.15 In the event of there being more than 12 (twelve) boats, elimination heats will be run.
- 6.16 The total points for the qualifying heats plus the double points for the final heat will be added together to determine the competitor's final placing.
- 6.17 **STARTS**
Any team jumping the start before the green flag is dropped will be moved to the end of the grid. In the event of a second jump start (false start) the offending team will be DQ from that heat.

Surf:

The start will be as follows: Both driver and co-driver will be out of the boat, the kill switch may be plugged in and on the drop of a single green flag the race will start. Both hands of the driver must be on the anti-hogging rope. Both feet of the driver and co-driver must remain on the ground at all times before the flag drops. The driver must have both feet on the floorboard of his boat before he is allowed to start the motor. A co-driver may not start the boat at the start of the race. Failure to abide by this rule will result in being moved to the end of the grid. Due to surf conditions, the start may be changed after consultation between the OOD / Race committee. 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. In the event of a second jump start (false start) the offending team will be DQ from that heat.

Beach 'Le Mans':

At the discretion of the OOD Le Mans starts maybe used whilst racing from the beach. This will depend on weather conditions and will be notified at Driver's briefing.

Le-Mans:

Boats must be held in a line in the water by the Driver; the boats must be at least 2 metres apart. All co-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 arms length in the air by the pilots. 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. In the event of a second jump start (false start) the offending team will be DQ from that heat. One extra boat handler is permitted to assist with the holding of the boats in difficult conditions at the OOD discretions but in the event of a boat not starting immediately must withdraw from the water before 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

Circuit:

Starts will utilise two flags, both Driver and Co-pilot have to be in the boat. Both flags will be raised and on dropping the first flag, the motor must be started in neutral. On dropping the second, forward gear can be selected and the race may commence. All competitors must do the "long lap" as a first lap (i.e. first lap to include equaliser lap). This does not count as one of the compulsory equaliser laps. They must then do a short lap. If a boat jumps the start for the first time it will be moved to the end of the grid. If the same boat jumps the start again it will be disqualified from the heat. If another boat 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. Each competitor must complete 2 (two) laps of the equaliser circuit during each heat. Failure to complete equalisers will result in the competitor being disqualified from the heat. These must be completed after the first lap and before the start of the final lap. All drivers must keep their line to the first turn buoy. Competitors may not change lanes in front of or behind other competitors until they have passed and rounded the first buoy, or they will be disqualified from the heat.

Deepwater:

Boats must form a line out from the starter boat with each boat side by side and reasonably in line with the starter's boat. The starter should wait until the boats settle into a reasonable line 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. If the sea-state is rough a 'Rolling – start will need to be used, the boats are to keep 20m behind the start boat until the flag drops. This start will be explained at Drivers briefing and at the OOD's discretion.

6.18 START LINE

Any competitor not on the start line when the green flag is raised may not start that heat. Any boat that fails to start when the green flag is dropped may only then enter the course when it is safe to do so. This is only allowed if the first lap was not completed and the start is from the beach. One back-up crew per team is allowed to assist in the start. He must be positioned opposite the driver in the start. Any competitor that was not on the starting line the first time the heat was run will be allowed to start if there is a re-run or restart of that heat only if he is on the starting line when the green flag is raised for the re-start.

6.19 a) SURF

Re-start of a heat/final will be done with a pace boat leading the boats in a staggered formation. The race will be started from either the pace boat in the back straight seaward side or buoy 2 during adverse conditions or from the beach during good conditions. In both cases of starting, the boats must muster at the area of Buoy 2 (the second turn-buoy) and a green flag will be used. The boats must keep their positions as per the previous lap and follow each other closely. Boats are not allowed to overtake or change positions up to the drop of the green flag. A dedicated official will monitor grid positions prior to the drop of the green flag. Any competitor changing positions during the run up to the starter or when under starter's orders with the re-start of the heat, will be disqualified from that heat. Laps for the re-start will be reduced from 9 to 6 to 4 respectively.

b) CIRCUIT

Circuit restart: Return to the Start line and resume the original grid positions for a restart procedure. (2011 UIM Rule)

6.19c – LONGHAUL

Dependent on the discipline (Inland, Offshore or Ultra) the start procedure can go either surf, circuit or deepwater; this needs to be clarified by the OOD at Drivers Briefing. (2011 UIM Rule)

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: Starts

- a) *Boats must form a line out from the official starter boat with each boat side by side and in line with the starter's boat. The starter should wait until the boats settles into a line formation before asking that all kill switches be raised in the air by the pilots prior to starting the race with the drop of the green flag.*
- b) *If the sea-state is rough a 'Rolling – start will need to be used, the boats are to keep 20m behind the start boat until the green flag drops.*
- c) *The start will be explained by the OOD at Drivers briefing, this start can be used for Longhaul and Surf events when required.(2011 UIM Rule)*

6.20 **WET WATER RULE**

If any competitor lands in the water or a boat should get stuck on the beach during a race, the race will be stopped immediately, with a red flag being raised. In the case of surf racing, all competitors are compelled to stop and adhere to the course evacuation procedure as explained at Drivers briefing. Crews may not refuel or make any changes to their equipment and must be ready for an immediate restart of the heat. Any competitor refuelling or making changes will be disqualified from that heat. Only 2 (two) re-starts per heat are permitted. The offending team will not be permitted to take part in any restart of that heat.

- 6.21 If a boat should burst or deflate rapidly during a heat for any reason, that boat will immediately cease racing and clear the course. This also applies to a competitor who loses a helmet during a race.
- 6.22 The offending team referred to in Rule TC.6.21 will not be permitted to take part in any re-start or re-run of that heat.
- 6.23 If more than 2/3 (two thirds) of the race have been completed by all the boats, there will be no re-start of that heat and the results will be taken in the order that the boats last passed the finishing buoy. The offending team will not be awarded any points for that heat. For circuit racing, the course must be completed to include equalisers.
- 6.24 Rules TC.6.21, TC.6.22 and TC.6.23 do not apply to Long haul racing, but if a competitor falls out of his boat, all competitors following must exercise extreme caution and render assistance to fellow competitors if they are in immediate danger.

6.25 **FLAGS**

Green:	Start Flag
Chequered:	End of race/winner
Union:	Last lap/one lap to go
Yellow:	Caution or danger near by; slow down to half throttle DO NOT over take.
Pink:	Re-start of last heat
Red:	Race stopped – incident occurred.
Black:	The driver to whom the flag is shown too must return to the pits with

- caution, where he will receive instructions from a race official
- 6.26 All competitors must acknowledge by raising their hand at all flag signals to the official giving the signal. Failure to comply with this rule will render the competitor liable for penalisation of points per flag missed for that heat.
 - 6.27 The heat is live when the first 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.
 - 6.28 All boats must carry the following safety equipment at all times during the event. All safety equipment must be marked with the competitor's boat number
 - 2 x Designated righting rope/webbing
 - 1 x designated bow line
 - 2 x Kill cords

TC.07 RACE IN PROGRESS RULES LONGHAUL:

Offshore, Inland & Ultra Longhaul

- 7.1 The rules and regulations for Ultra long hauls will be given in Advance race instructions.
Co-Pilots being injured see rule 8.04
- 7.2 All long haul events must be run on timing.
Time Allowance: A boat must complete each race/leg on the water under its own power within the cut-off time to qualify for that race/leg. The cut-off time for the last competitor to cross the line will be defined in the Race Instructions. All safety procedures will be kept in place until all boats are accounted for. (2011 UIM Rule)
- 7.3 Deviation from the set course will result in disqualification from the race (missing marks, buoys etc)
- 7.4 No person shall provide or receive assistance from the air or by radio during a race. Assistance from the air is only permitted in the case of injury. Failure to observe this rule will result in disqualification from this race.
- 7.5 *Safety Equipment: In a longhaul event the following safety equipment is the minimum requirement and must be carried at all times. All equipment should be clearly marked with the boat number. The advance race instructions must state what equipment is required dependent on the type of longhaul.*

Circuit Longhails: Tool kit- flip kit with a minimum of: Easy start spray, number 7 flexible socket, 3 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 0.4m 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 Longhails: The organisers may require competitors to carry the above plus any of the following: Pencil flares x 6 (in date), 1m x 3m ID sheet for those pontoons are not red, yellow or orange in colour, Anchor 1.5kg with chain 2m (min 4mm thick), anchor rope 30m, a drogue anchor, space blankets x 2, emergency water 2lt, 100ft flares x 2. (2011 UIM Rule)

- 7.6 A boat in longhaul races must cross the finish line on the water, under its own power, or by paddle power, to receive an elapsed time for the leg.
- 7.7 *Race Finish: A boat must cross the finish line under power or paddle. Once a boat has crossed the finish line, it may not cross back and re-enter the race/leg until the finish line is officially closed. Re-entering will result in disqualification. (2011 UIM rule)*
- 7.8 A boat must complete each leg on the water under its own power within the cut-off time to qualify for that leg. Boats not completing the leg will receive the last boats time, plus a penalty of 10 (ten) minutes. The cut-off time for the last competitor to cross the line is 1.5 X the first boat's time in that specific class. All safety

- procedures will be kept in place until all boats are accounted for.
- 7.9 Failure to complete a leg under Rule TC.7.06 and Rule TC.7.08 will result in the applicable time penalty being applied.
- 7.10 Not doing the required number of beach stops will result in disqualification from that race. Boats are to beach in order of arrival in the opposite direction of departure. High-speed drops are not allowed on to the beach, a ten-minute penalty will be given to offenders. At all beach stops the motor must be killed and the boat must remain in the water line until such time as the co-driver returns to the boat. Not killing the motor at beach stops will result in a ten-minute time penalty. The co-pilot must not leave the boat until the engine is killed. Back-up crews may assist at the discretion of the OOD. The pilot must not leave the boat until the engine is killed
- 7.11 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.

TC.08 **GENERAL RULES**

- 8.1 No abuse of officials will be tolerated. Any team or members of their family, abusing any officials will be disqualified from the race or event. The OOD or the race committee reserves the right to take appropriate action against that team.
- 8.2 Only the Driver or Co-Pilot can direct queries to the OOD when racing is not in progress. He/she may not address queries to any other OOD official to do with racing incidents. No competitor is permitted in the control tower during and immediately after an event, until such time as the OOD permits.
- 8.3 Only a driver may direct a protest to the OOD. For a race infringement this must be done immediately after the heat and must be directed to the OOD or assistant OOD. The protest fee will be specified in the Race Instructions. An appeal fee will be as per RYA rulings.
- 8.4 *In the event of a co-driver being injured a replacement of the co-driver only is permitted in all disciplines if:
A doctor/paramedic's certificate is produced stating the injury of the co-driver
The OOD is satisfied with the doctors/paramedic's report
The replacement Co-Driver has the complete current paperwork including a current (National / Event licence – RYA, International licence – UIM)
No CO-Driver can be changed during a heat or leg. (2011 UIM Rule)*
- 8.5 The O.O.D has the right to penalise by deducting points 2, 3 and 6 per heat, if they feel disqualification is not required at the event of a misdemeanour.
- 8.6 *Dangerous or reckless driving will lead to disqualification from that heat or discipline. Intentionally causing damage to another boat or bodily harm to a competitor will result in disqualification from that discipline or the whole event. Further penalties may be applied. (2011 UIM Rule)*
- 8.7 Decals and numbers for the cowling will be supplied by M2M Racing Club and invoiced on collection. These are compulsory. Please advise HQ of your requirement.
- 8.8 Any team in breach of items TC.1, TC.2, TC.3, TC.4, TC.12 and TC.13, all national championship points and club championship points forfeited. The results for the race in question will be changed as if the team had not raced. The team's previous scores will be removed from the log, as there is no way to determine if the infringement was present in his previous races. Therefore there will not be a recalculation of those heats.
- 8.9 **AGE:**
P750: The minimum age is Seventeen (17) years P750B for a driver. The minimum age for co-drivers is sixteen (16) years.

P750S: The minimum age is Sixteen (16) years for a driver. The minimum age for co-drivers is sixteen (16) years.

- 8.10 *Race Number: Must be at the bow of the boat 24cm x 4cm with a 2 cm border round the number and on the engine cover 18cm x 3cm with a 2cm border round the number. The colour must be black letters on a white background. 2011 UIM Rule (Font: Ariel)*
- 8.11 Trophies for finishing positions 1st, 2nd and 3rd will be awarded to the National Championship Teams from the previous year.
National Championship Titles:
 RYA National Champions for P750 and P750S – Driver and Co-Pilot
 RYA Nations Cup
 Various other trophies will be presented at the annual award ceremony.
- 8.12 After a finding of gross infringement of the rules or a gross breach of good manners or sportsmanship the OOD and/or race committee may exclude a competitor and a boat when appropriate from a race or meeting.
- 8.13 ThunderCat Racing, the organisers of a national championship may inspect and measure any boat and engine to ensure legality. Non-homologated boats or engines may not be entered into a national championship event.
- 8.14 Any competitor failing to comply with any of the rules specified will have his/her licence suspended at the discretion of the governing bodies of the sport.
- 8.15 Any driver who is warned by an OOD for dangerous driving will receive disciplinary action using Rule TC.16.
- 8.16 Late attendance to, or mobile phones ringing in briefing will result in disciplinary action and a £10 fine that will go to our nominated charity. Unless previously agreed with the OOD.
- 8.17 All drivers and co-pilots are strongly advised to obtain personal medical, life cover and boat insurance that will include testing, leisure, racing and towing. You are only covered for third party liability whilst signed-in at an RYA event
- 8.18 *Sponsors: Any event sponsor decals must be displayed on the outside of the boat so it is visible, if supplied free. Failure will result in not passing scrutineering. 2011 UIM rule*
- 8.19 Prize giving's, must be attended by all participating competitors. Failure to do so may result in teams being fined £50, loss of their trophy and prize money for that event. Special permission must be obtained from the OOD if teams are not attending. All teams to receive trophies must be in smart team attire.
- 8.20 Three boats registered at the beginning of the season will constitute a class.
- 8.21 The OOD and Safety Officer can call upon changes to the rules under the act of 'Force majeure'.
- 8.22 Each team can designate an additional Driver as long as they are named on the event (venue) entry form, been present at driver's briefing and have a RYA National or event licence and adhered to all the RYA requirements. Driver substitutes cannot be used at the last venue of the season. The additional driver can only be used for one venue during the National championship series. For severe medical reasons only 'force Majeure' maybe used by the race committee if the driver submits in writing, requesting dispensation as he/she is unable to race thus the substitute driver can compete.
- 8.23 Entry forms for events must be received 14 days prior to venue with fee; a late payment charge of £50 will be charged if teams wish to pay on the day.
- 8.24 For RYA National racing you are allowed to re paint engine unit but for International racing you must keep to the original colour as supplied by manufacturer.

TC.09 LICENCE REQUIREMENTS

A driver applies for a RYA license, for either class, P750 and P750S which will be valid for one season. A Driver can hold only one licence.

- 9 The following documents are required:-

(a) Copy of ID document.

- (b) Racing exam compulsory and copy of PB2 certificate.
- (c) Must submit medical form completed by qualified doctor.
- (d) ID-photos x 2

9

Event licences will be issued per person as per RYA ruling, training and examination required.

- 9 Qualifications for entry to nationals – A minimum of RYA level 2, that is offered from the club at a discounted membership price plus Thundercat racing training. Further educational programs will be on offer to all competitors.
- 9 Competitor must supply details of his sponsors and send by email a full team CV, photographs and sponsors logos prior to the season.

TC10

POINTS SYSTEM

<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>	<u>Position</u>	<u>Points</u>
1 st	20	7 th	09	13 th	03
2 nd	17	8 th	08	14 th	02
3 rd	15	9 th	07	15 th +	01
4 th	13	10 th	06	DNF	00
5 th	11	11 th	05		
6 th	10	12 th	04		

TC.11

RACING RULES - STANDARD CLASS (P750S)

Tohatsu M50 D2 motor unit only – Out of the box

TC.12

RACING RULES - SOLE MODIFICATIONS ALLOWED FOR P750S

- 12.1 Spark plugs and spark plug caps may be replaced by others of other characteristics.
- 12.2 **Revolution counters can be installed**
- 12.3 All auto lubes may be removed, together with parts related thereto.
- 12.4 The rubber engine mounting may be replaced with solid or mounts with similar characteristics.
- 12.5 Springs may be added to the throttle lever of the carburetors.
- 12.6 The carburetion and ignition advance controls may be tuned differently, but without altering the original parts. Only the following jets are allowed:
Tohatsu M50D2
132 top cylinder
132 middle cylinder
135 bottom cylinder
- 12.7 The replacement of nuts or the addition of lock nuts, drilling and wiring, split-pinning or keying is allowed provided the screws and pins are similar.
- 12.8 The gear interlock device on the starter may be removed.
- 12.9 The steering bar and brackets may be re-enforced and additional steering bars may be mounted. The steering bars must be able to tilt independently from the motor. Strengthening of transom bracket and lower leg are permitted.
- 12.10 Motor locking brackets may be removed.
- 12.11 The motor cowling may be secured by means other than or in addition to the standard means providing the race numbers are not obscured.
- 12.12 Telltale cooling pipe may be replaced with another pipe of other characteristics
- 12.13 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 cavitations plate.
- 12.14 The crank may be welded or pinned as long as the dimensions of the crank after welding do not exceed the original manufacturer's dimensions and weight for the crank.
- 12.15 No part of the motor can be changed with another manufacturer's or pirate part except for the tiller arm, tiller arm bracket, engine cowling, gear change lever and propeller. (See Rule TC.3.27 for engine cowling and Rule TC.3.10 for propeller).

12.16 It is the competitor's responsibility to ensure that his motor is within the legal requirements as in Rule TC.1, TC.2, TC.3, TC.4, TC.12 and TC.13. Ignorance of the above will not be accepted as a defence and he/she will therefore be disqualified as in terms of Rule TC.8.09.

12.17 1 (one) by 6mm hole may be drilled in the lowest part of the air box to allow water to drain from it.

TC.13 MODIFICATIONS NOT ALLOWED – P750S

13.1 No skimming, grinding or machining (no metal removed) except for rule TC.12.14

13.2 Electric starts are not permitted.

13.3 Thermostats of the cooling circuit may not be removed.

13.4 Rev limiters, heat sensors and lighting coils may not be removed. Rev limiter wire connections must be continuous. 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 as in terms of rule TC.8.09.

13.5 Re-boring and over-sized pistons are not allowed.

TC.14 P750 BLUE PRINT - TECHNICAL SPECIFICATIONS

The following section provides assistance and clarity on a number of technical areas. Any work is permitted on the engine in order to meet any measurements included in the relevant homologation papers as supplied from the original manufacture.

No measurement means no alteration

14.1 **PISTONS**

Where a dimension is quoted for 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. This rule excludes the standard class

14.2 **FLYWHEEL**

Holes may be drilled in the flywheel to reduce weight. It is not allowed to reduce the outside diameter or to reduce the thickness at any point. This rule excludes the standard class

14.3 **CRANKSHAFTS**

Holes may be drilled in the crankshaft to reduce weight. It is not allowed to reduce the diameter of the crank. This rule excludes the standard class

14.4 **CONNECTING RODS**

It is allowed to reduce the overall weight of the con rods by removing the flashing on the shank of all three connecting rods to attain the weight spec., provided for in the homologation specs. This rule excludes the standard class.

14.5 **ELECTRICAL COMPONENTS**

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 component (starter) or any other part that is not a standard original part. This rule excludes the standard class

14.6 **HEAD VOLUME**

It is allowed to encroach into the squish pan area in the skimming process as long as the minimum combustion chamber volume is maintained. It is not allowed, should this minimum be exceeded to remove metal within the squish pan area to regain lost volume. Measurement of the head volume will be taken with the head removed from the block. This rule excludes the standard class

1. Head volumes > P750 class

Tohatsu 50D2

Min head volume: 25.0cc for all 3 (three) cylinders

Yamaha 50H

Min head volume: 27.7cc for all 3 (three) cylinders (UIM figure)

2. Head volume measuring procedure:

The head volume is measured off the block, using a glass plate of minimum 3mm thick. A burette calibrated in 50cc increments to be used with a paraffin / oil mix of 50/50. All head volumes to be taken with a B8HS10 NGK plug. The head is measured with no gasket. All old gasket material is allowed to be cleared 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 (Castrol marine grease).

14.7 PORTS, TRANSFER, BOOST AND EXHAUST

It is allowed to blend the aluminium track to a depth of 10mm measured from the sleeve to the track behind the port window. Should the modified port window be smaller than the track, the track may not be tampered with. This excludes the standard class

14.8 KILL SWITCHES

It is allowed to interchange 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. Not allowed to change the kill switch in the standard class. No modifications are allowed to the kill-cord i.e.: strengthening.

14.9 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. This rule excludes the standard class.

14.10 COSTS FOR INSPECTIONS

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 motor be found legal, are as follows:

1. 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 motor.

2. 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.

TC.15 TECHNICAL INSPECTIONS

The OOD or official delegate will be in charge. Only the following may attend the post-race motor inspections regardless of a protest being lodged or not:

- (a) OOD or the official delegate.
- (b) Measuring officer.
- (c) Driver and his/her mechanic (or representative).
- (d) Protestor or his/her representative.
- (e) Any other person the OOD requires.

Note that in the case of a protest, the protestor's duty is to ensure that the inspection complies with his/her protest requirements. He/she may not however physically inspect the parts himself/herself and should not be allowed within a 5m radius of the motor.

15.1 STANDARD PART

In the case where original parts are not available, permission must be obtained from the Race Organising Committee 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 Powertrain committee may be used. It is not allowed to interchange parts from one homologated model to another. If in doubt, speak to ThunderCat Racing UK technical adviser. (in line with the 2011 UIM rule)

15.2 **FUEL**
See Rule TC.4 for fuel regulations. OIL: Oil to be supplied by competitor unless otherwise specified.

15.4 **OVER-BLENDED AND SPARK ERODED MOTORS**
Motors not conforming to UIM and manufacturers homologation specs with regard to the blend rule and that have had tract widening done by any method inclusive of Spark Eroding are not allowed in either P750 or P750S.

15.5 **THE POST RACE STRIP / INSPECTION**
The post race inspection is to be a complete inspection if required by the chief scrutineer and is not to be limited to any specific geographical area, unless otherwise specified by the Race Organising Committee. All required engines must be sealed in a tamper-proof manner directly after the final heat, at Drivers briefing the Chief Scrutineer will explain the procedure for inspection, and no boats can leave the wet pit area without their engine sealed or permission granted.

15.6 Any competitor refusing to have his racing equipment inspected for legality will be disqualified from the race/event. In addition to this, the team will also lose its points for the event.

15.7 After an event if the technical scrutineer feels it necessary he has the right to seal and cease a competitors motor unit for inspection at ThunderCat HQ, offering the driver and engineer the opportunity to be present whilst the engine is being stripped.

TC.16 DISCIPLINARY ACTIONS
PROTESTS, DISCIPLINARY BOARDS AND APPEALS WILL BE CONDUCTED AS PER RYA RULING.

16.1 **Medical Examination:**
The Race Committee may instruct the medical officer (Paramedic) who is present at any powerboat racing event, to submit any crew member entered to a physical, alcohol or drugs test at any time during the event. Anyone refusing any test shall be suspended from the event and reported to the RYA for possible suspension. The maximum blood alcohol level for crew members, mechanics and officials is the same as that is defined by the legislation, in the country in which the racing is taking place, relating to driving a motor vehicle on the public highway. The results of such examinations shall be communicated to the OOD/Race Committee who, based on the report of the Medical Officer, may exclude the crew member from the competition.

Banned Substances and Banned Methods:

Any crew member, mechanic or race official suspected of being under the influence of alcohol should be reported to the OOD who has the authority to ask for a breath test. A driver/co-pilot refusing a test shall be suspended from the event by the jury and reported to the RYA/UIM.

1. A competitor shall neither take a banned substance nor use a method banned by the current addition of the World Anti Doping Agency (WADA) list of Doping Classes and methods. This is available from the RYA by written request. All infringements of this rule will be reported to the RYA/UIM. Doping control is governed by the UIM rule 205.02.02 and competitors are subject to the control, procedures and penalties described in the UIM anti doping appendix.

Control of Banned Substances and Doping Control Procedures:

1. Competitors selected for testing must not refuse to be tested and shall appear at the control centre at the time appointed by the Sampling Officer.
2. Any infringement of this rule will be reported immediately to the race jury and subsequently to the RYA/UIM Disciplinary Board.
3. No competitor shall protest another competitor for a infringement of this rule.

ANTI-DOPING – awaiting the 2010 updates from the RYA and will be amended as

required.

Gross Misconduct and Unacceptable behaviour

In order to protect the interests all those involved in the sport, the following actions can be penalised by the OOD/RYA/UIM Commissioner or by the National Authority of the Licence holder.

Any deliberate act to gain unfair advantage

Any false act made or statement given

Any attempt to bribe or taking of a bribe

Any abusive or unsportsmanlike behaviour

Any instances of verbal or physical abuse against any race or event official

Penalties may include Yellow and Red cards, suspension or disqualification from any event, exclusion from the championship and the imposition of a points or financial penalty.

16.2 **Yellow & Red Cards and Associated Additional Penalties:**

Yellow and red cards can be given to any crew member by the OOD or the RYA/UIM Commissioner

Up to two yellow cards can be given for each incident of dangerous driving and a red card can be given for any incident of extreme blatant dangerous driving.

A crew member given a red card is immediately prevented from taking any further part in the event will lose the right to take part in the next event and their team will also lose the right to take part in the next event. The red card then becomes invalid.

A crew member with three or more yellow cards will lose the right to take part in the next event, after which all yellow cards become invalid.

All yellow and red cards will be confirmed in writing and will be posted with the results any crew member issued with a yellow or red card has 1 hour from the time of posting the results in which to lodge a protest.

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

Each yellow card is valid for 12 months from the date of issue unless removed following suspension from an event.

Yellow and red cards will be recorded in the commissioner's report

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

Associated Additional Penalties

In addition to the above, the associated additional penalties listed in the table below will be applied. If the resulting associated additional penalties includes a point / time penalty then the appropriate time / points will be added to overall elapsed race time if the card is given for an on water offence.

Penalty Card	Number offence	Associated	Additional
Yellow Card	1 st Yellow card	£20 fine	
	2 nd Yellow card	£40 fine plus penalty	
	3 rd Yellow card	£60 fine plus penalty	
Double Yellow card	1 st double yellow card	£50 fine plus penalty	
	2 nd double Yellow card	£80 fine plus penalty	
Red Card	1 st offence in season	£100+ DQ from race	
championship	2 nd offence in season	£300+ Team DQ from	

16.3 **REPRIMANDED**

A reprimand is a notice of disapproval of an unacceptable action. It must be recorded by the OOD and logged in the guilty parties log book/s. A reprimand must be witnessed. A reprimand automatically constitutes a warning that if the offence recurs, a heavier penalty will be given, example penalisation by point deduction.

16.4 **DISQUALIFICATION**

Disqualification deletes a competitor from the results of the heat or race where the

offence occurred. Disqualification is done by the OOD, Race Committee, or the jury following a protest, or by the appeals board.

16.5 **PROLONGED SUSPENSION**

Prolonged suspension can be imposed on a competitor or an official for deliberate fraud, repeat of very serious indiscipline or very serious misconduct or bringing the sport into disrepute, this would be given by the race /event committee after liaising with the RYA. A prolonged suspension is always international. The RYA must immediately inform the UIM and governing bodies of other countries of a prolonged suspension.

16.6 **EXCLUSION**

As per RYA rules and regulations

TC.17 THUNDERCAT RACING UK SERIES REGULATIONS

ThunderCat Racing UK believes in promoting a 'Win-Win' COMMUNITY environment.

- ***M2M Racing Club Ltd is the affiliated non-profit club to the RYA (Our National Governing body) that works on a voluntary basis organising racing.***
- ***ThunderCat Racing Ltd is associated to M2M Racing Club Ltd dealing with the land based organisation of the ThunderTour events; promoting, marketing and dealing with sponsorship.***
- ***Jointly these companies assist each other and our sport to gain greater rewards for all. The future will see 'free' racing for competitors, sponsor driven teams and fun for all building opportunities for equal opportunities and assisting the growth of Thundability and ThunderKids, our community inclusion program.***

17.1 **BRANDING:**

ThunderCat Racing UK logo and website is to be shown in on all team clothing, either left or right front breast approx 7cm long . ThunderCat Racing embroidery logos are held at www.swift-uk.com and can be used by members with prior permission from HQ. Contact HQ for required logo format.

The ThunderCat Racing web address must be on all boats along both sides of the high-jacker (a minimum of 1m long, Ariel font - 'thundercatracing.co.uk')

In the event of a main investor entering the series ThunderCat Racing Ltd might need the cooperation of all teams to assist with further branding on all boats in a corporate position, this would be paid for my ThunderCat Racing Ltd and not by the teams. We ask for your assistance for the better of the sport and forwarding our aim to make racing cheaper for competitors.

• Decals and numbers for the cowling each year will be supplied by M2M Racing Club and invoiced on collection. These are compulsory under safety reasons.

17.2 **CONDUCT & DRESS CODE:**

ThunderCat Racing UK will assist the development of future sponsors and teams. A strict code of practice will be adhered to by teams including their ground crew, to forward the image and maintain a high level of professionalism within the community and sport yet keeping our family environment. Competitors and ground crew are expected to wear team clothing during race days and at Ceremonies and functions where stated. We ask for your cooperation in making the dry and wet pit area as professional, colourful as possible. If you wish to promote your sponsors further please contact ThunderCat Racing UK HQ.

17.3 **THUNDERCAT WEBSITE:**

To maintain up to date coverage and knowledge of teams, events and news Thundercat HQ ask for all members to send in any articles (word doc) and photos (jpeg) to assist with the promotion and continuity of the site. Teams and Officials

have a separate page for their profiles and are expected to up-date them during the season.

17.4 **CHAMPIONSHIP TITLES:**

- RYA National Champions for P750 and P750S – Pilot and Co-Pilot
- ThunderCat National Champions – Sponsored Team
- ‘Sirens of the Sea’ Lady’s trophy
- ‘Surf Slam’ Championship
- Anglo – Irish Championship
- UIM European Championship
- UIM World Championship

Various other trophies will be presented at the annual award ceremony.

17.5 **DESIGNATED DRIVER:**

Each team can designate an additional pilot as long as they are named on the event (venue) entry Form, been present at driver’s briefing and have a RYA licence. Driver substitutes cannot be used at the RYA National Championship Finals of the season. The additional driver can only be used for one venue during the National championship series. In extreme cases only ‘force Majeure’ maybe used by the race committee if the driver submits in writing, requesting dispensation as he/she is unable to race thus the substitute driver can compete for up to a maximum of two consecutive venues within the season.

17.6 **‘FORCE MAJEURE’**

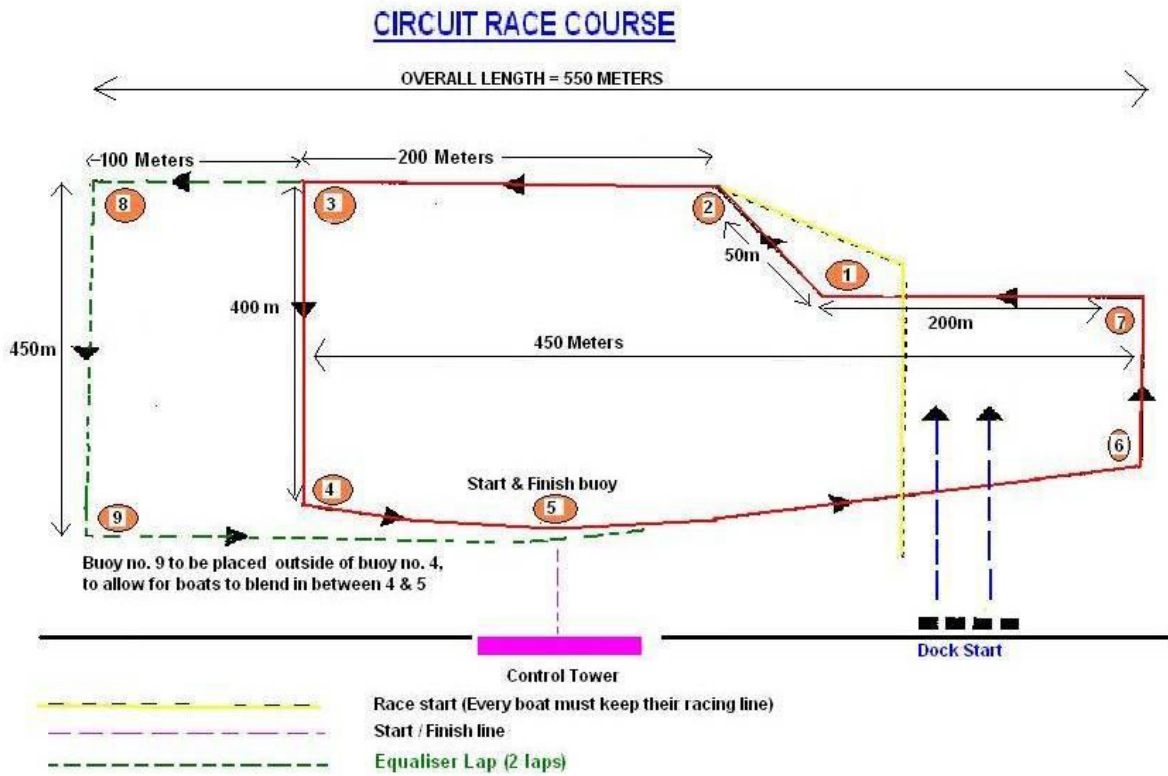
In case of unforeseen circumstances the race committee and / or event committee has the right to call upon ‘Force Majeure’.

17.7 **‘PRECEDENT SET’**

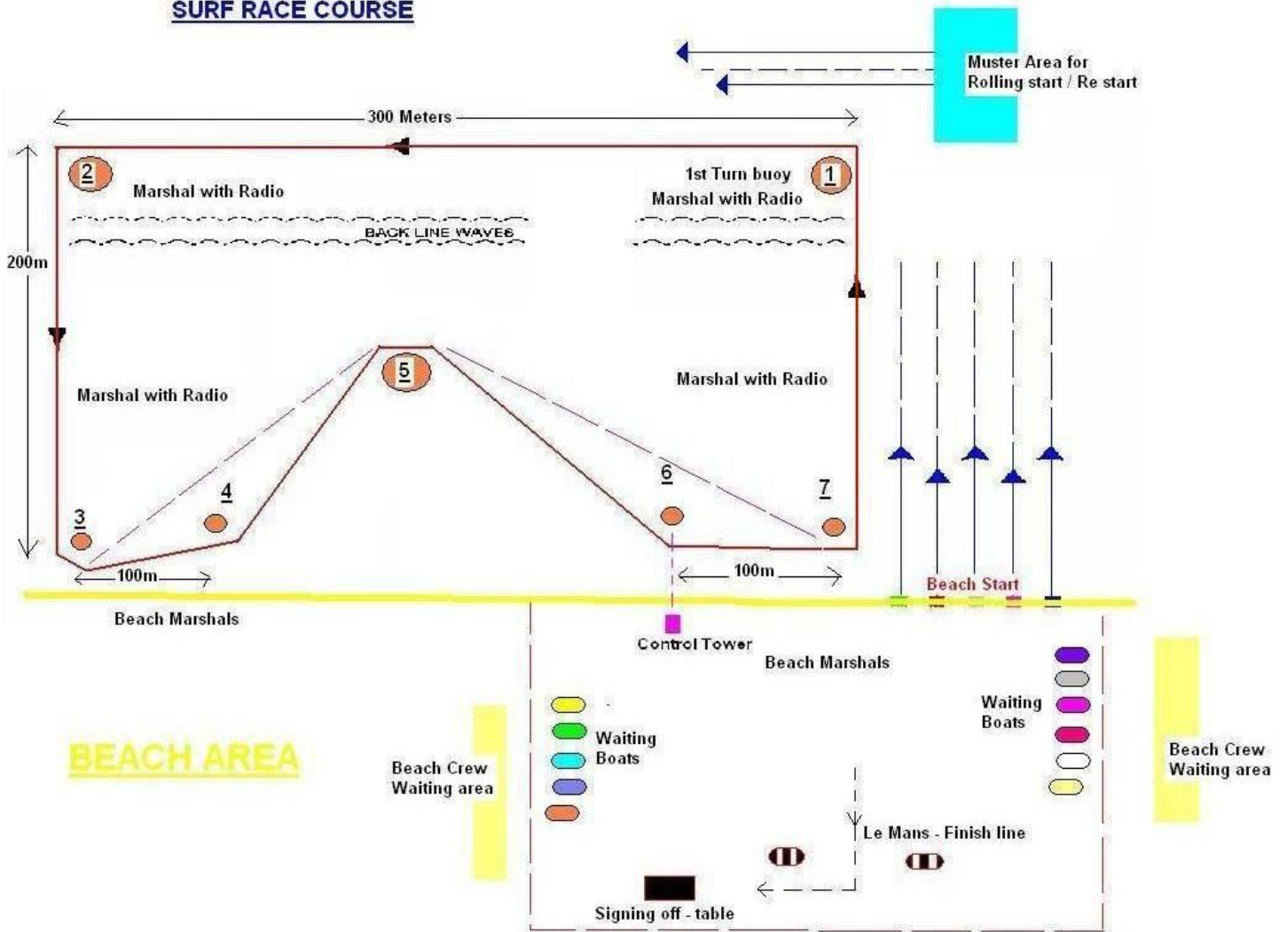
No ‘Precedent set’ in previous years can be used in ThunderCat Racing’s UK current season.

TC.18 APPENDIX

The following diagrams are approx measurements - to be used as a guideline.



SURF RACE COURSE



----- Start / finish line

----- Alternative course if required - leaving marks 4 and 6 out.

Fig 1. RACING LINES: Designated areas

Race boats are allowed to enter into the OOD territory, however when racing, the boat entering the OOD area does not have any right of way - what so ever.

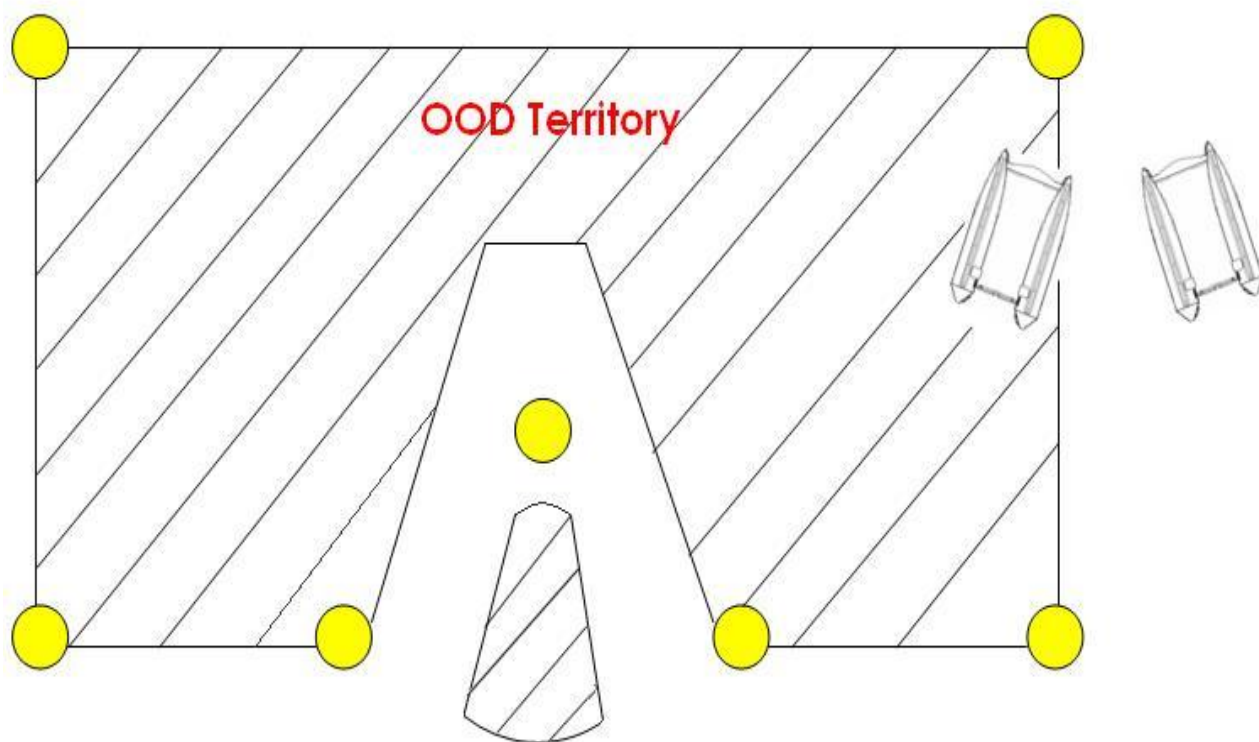


Fig 2. RACING LINES - Cornering

Red Line: Indicates 'Apex race line' to keep top speed (must observe boats coming in on the racing line, you must give room and not cut across in front of a boat causing a T bone or drive competitors into a buoy).

Black Line: Indicates the 'Racing line', the most direct route around the course (be aware that boats maybe entering from outside the racing line)

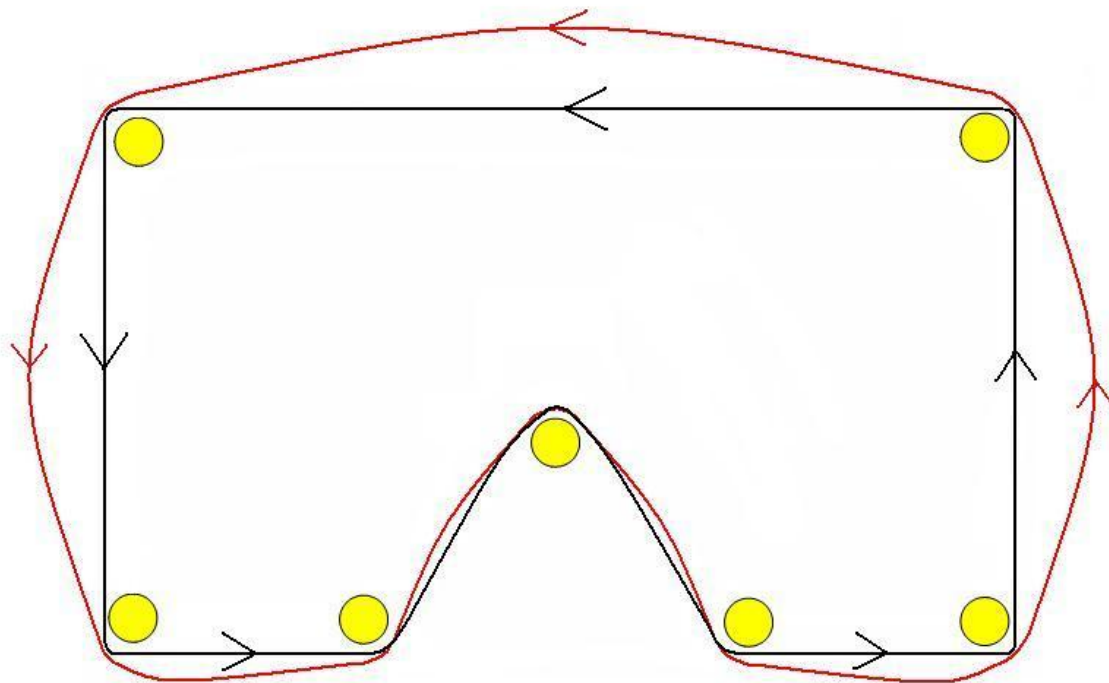


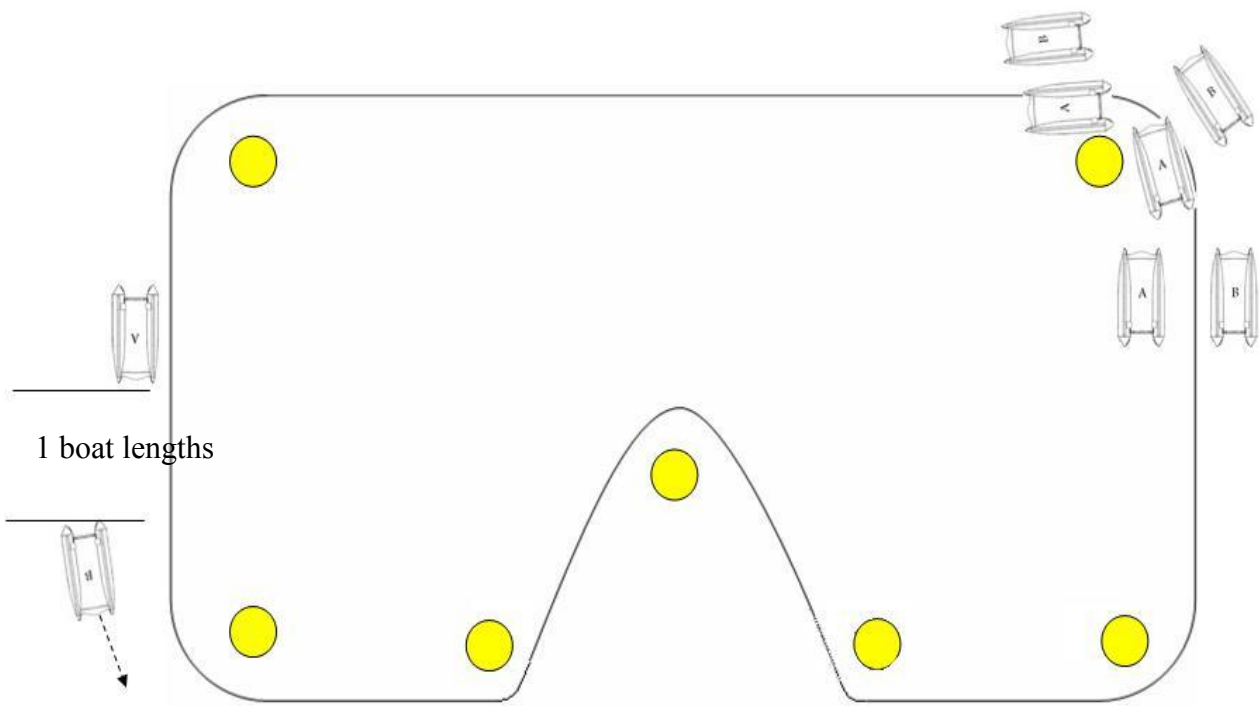
Fig 3: RACING LINES - Overtaking

Over taking: An overtaking boat MUST not cut in front of an overtaken boat until a minimum distance of 1 boat lengths is established.

If two or more boats are approaching a turn mark side by side, the boat on the inside of the turn has priority and the outer boat/s must give water and hold racing lines.

Dangerous driving e.g.: not holding race lines, intentional throttling back in front of overtaken boat, snaking and tailgating will result in disqualification at the discretion of the OOD.

Remember! The drivers of boats must be prepared to take appropriate action to avoid a collision. It is joint responsibility for the driver and co-pilot to navigate, being aware of the boats around, sea conditions and potential hazards!!



All above diagrams will be fully explained at training sessions. At race events, if you don't understand please discuss with the OOD prior to Driver's briefing.

M2M Racing Club / ThunderCat Racing UK have the right to alter the above information due to 'Force Majeure' and will notify competitors via email and display information on the website.

