

## INTRODUCTION

### K.1

#### CONCEPT

- a) Class 3 powerboats are intended to race in open unprotected waters.

Boats may be powered by either Outboard or Inboard engines.

Outboard and Inboard are sub-divisions and will be classified separately, although they may run together in the same event.

- b) If a 6ltr /4ltr /2ltr /1.3ltr boat has a canopy and/or restraints then it must conform to the same criteria as a multi-hull described in UIM Rule 508.
- c) The boats must carry a minimum of two crew members; a driver and a navigator.
- d) Permitted modifications to engines are described in these rules.
- e) Safety takes priority over racing at all times.

### K.2

#### CLASSIFICATION AND APPROVAL OF RACES

- (a) The race calendar is co-ordinated and managed by your local National Authority.
- (b) Races must be approved by your local National Authority – see K9.

### K.3

#### HOW TO PARTICIPATE

You will need:

- (a) A Class 3 boat that complies with the rules described below and UIM Rules.
- (b) A powerboat racing licence available from your local National Authority under their terms and conditions for all riding crew members.
- (c) To be medically fit to participate.
- (d) To be within the age limits set by your local National Authority and the UIM
- (e) To be aware of the risks associated with powerboat racing and what you may need as an individual to mitigate those risks.
- (f) To read and understand the rules, the Advance Programme and the Race Instructions – the documents that govern the running of an event.
- (g) All riding crew are required to be a member of an RYA Affiliated Powerboat Racing Club.

### K.4

#### TERMINOLOGY

In these regulations the words “shall” or “must” are mandatory, whereas the words “should” or “may” are advisory.

### K.5

#### APPLICABILITY OF THE RULES

Except where otherwise indicated, the Rules set out below apply to all categories of Class 3.

### K.6

#### THE RULES

- (a) These rules should be read in conjunction with any Advance Programme and any Race Instructions issued by the organising body in relation to the event.

(b) The Organisers shall judge, in accordance with the current rules, all cases not foreseen or seemingly inaccurately defined. Any driver who infringes any rules will be penalised.

(c) 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

## **K.7 AMENDMENTS**

Proposed amendments to these Rules shall be considered at one year intervals by the RYA except that amendments relating to safety at an event shall be considered immediately by the event organising body.

## **K.8 AUTHORITY**

The organising body must either be a club recognised and sanctioned by its National Authority or shall have approval from the National Authority to organise and run events.

## **K.9 NON-APPROVED RACES**

Any driver who competes in a race which is not approved by the local National Authority shall automatically forego, for that event, any insurance benefits included with their licence. In the case of an international meeting being organised by a club which is not recognised by the local National Authority and which has not asked permission to organise such a meeting, the local National Authority will:

- (a) Notify the organising club that the drivers may be suspended and;
- (b) Notify the drivers that they may be suspended in their country, if they take part in international races not approved by the local National Authority.  
The local National Authority may request the UIM to extend this suspension to other countries.

## **K.10 ENTRIES TO NATIONAL AND INTERNATIONAL EVENTS**

- (a) The Organising body has the right to refuse entry to any boat which they consider unsuitable and/or which does not conform to the requirements of the rules. Reasons for refusal shall be submitted in writing.
- (b) Competitors are required to have an international licence for races outside their own country.
- (c) No organising body, organising an approved international race, has the right to refuse the entry of an international driver duly licensed by his own National Authority provided said driver conforms to the rules.

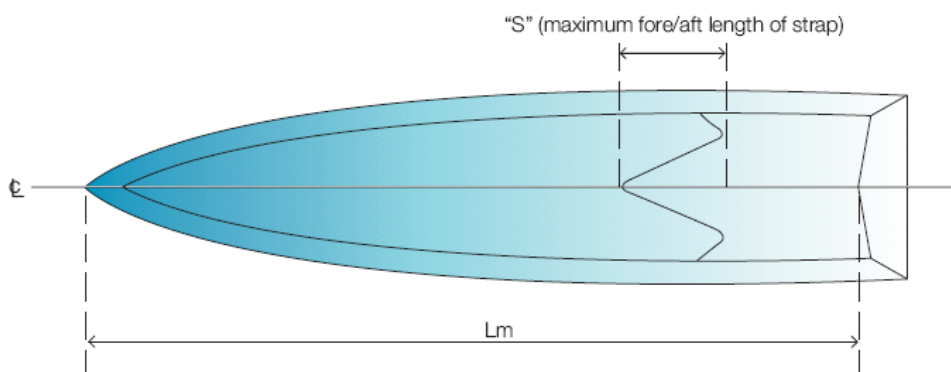
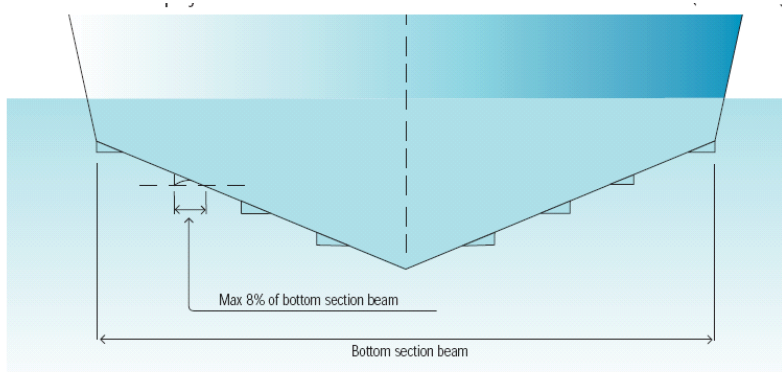
## **GENERAL EXPLANATION**

### **K.11 Monohull definition**

- 1) A monohull should be a boat with one hull
- 2) A minimum distance of 80% of the 'Measured Length' should in the

centreline, be the deepest part of the hull

- 3) Transverse sections should, from the centreline, have positive angles up to the sections maximum beam, except in the following two cases:
  - 1) Each spray deflector may have a concave surface with a horizontal width from the hull to the outside of the spray deflector of no more than 8% of the hull's Bottom-section-beam. (see diagram)
  - 2) Each spray deflector must not have a total downward angle exceeding 20 degrees.
  - 3) Steps which are swept aft may have a distance "S" of no more than 25% of 'Measured Length'. (see drawing)



Ancillary equipment shall be provided as detailed under these rules, Advanced Programme and the Race Instructions.

# CLASS 3 RULES

## DEFINITIONS AND CLASSES

### K.12 THE CUBE RULE

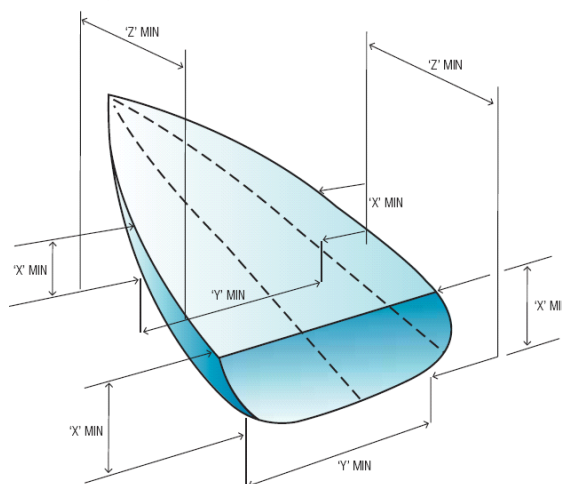
The outer surface of the hull excluding any protuberances such as chine rubbers and spray rails shall contain a "cube" of the following dimensions:

Class	Height ('X')	Width ('Y')	Length ('Z')
C - 2.0 litre	0.46m	1.2m	2.75m
B - 1.3 litre	0.46m	1.2m	2.35m

For multihulls measured before November 1st 1994 the cube may be split in the longitudinal direction, in the vertical plane, into two equal parts, provided the two halves are set side by side. The split cubes may be turned 90 degrees.

Multihulls measured after November 1st 1994 do not need to contain the cube.

For monohulls, only the complete un-split cube is permitted



# CLASS 3 RULES



K.13

## BOAT LENGTH, WEIGHT AND ENGINE CAPACITIES

Class 3 sub divisions are established in accordance with the following CLASSES

	3A	3A EPA	3B	3B EPA	3C EPA	3S	3S EPA
Cubic Cap.	390- 1000cc	Up to 1000cc	1001 - 1350cc	Up to 1760cc	Up to 3000cc	4101- 6000cc	Up to 6000cc
Max HP	.....	60hp	.....	115hp	200hp	.....	400hp
Min Length	4.8m	4.8m	5.0m	5.0m	6.5m*	7.6m	7.6m
Max Length	6.2m	6.2m	6.8m	6.8m	8.4m	10.00m	10.00m
Mono Min kg	350kg	365kg	595kg	655kg	695kg	1425kg	1350kg
Multi Min kg	.....	.....	670kg	730kg	845kg	1675kg	1600kg
Add kg per m	40kg		50kg		65kg	110kg	
Cube							
Length	2.35m	2.35m	2.35m	2.35m	2.35m	3.60m	3.60m
Width	1.20m	1.20m	1.20m	1.20m	1.20m	1.20m	1.20m
Height	0.46m	0.46m	0.46m	0.46m	0.46m	0.46m	0.46m
Buoyancy							
Mono GRP	250l	250l	270l	270l	370l	500l	500l
Mono Comp	130l	130l	140l	140l	150l	280l	280l
Multi GRP	260l	260l	280l	280l	380l	550l	550l
Multi Comp	160l	160l	180l	180l	200l	300l	300l

In the 1 litre class, only monohulls will be accepted.

From 2006 a transition period for the use of EPA/CARB allowed engines will commence. Where non EPA/CARB engines represent less than one third of the participating boats in a World Championship event, as described in UIM offshore rule 800.3, that event will run. However, in the following UIM calendar year non EPA/CARB engines will not be allowed in the specific class.

\*For 2011 the ORC have agreed that in the Class 3C National class a minimum length of 6.07m is allowed.

## Licence to Race

### K.14 RYA Offshore Powerboat Racing Licence

In order to enter the series, all crew members must be in possession of a valid Powerboat Racing Licence. Obtainable as follows:

- (a) Ask the RYA to send you a Offshore Powerboat Racing Licence Application Form.
- (b) Take the form to your local Doctor for a medical; the Doctor must complete and sign the form.
- (c) Decide which of the categories you wish to apply for and fill in the form indicating the licence you require, being sure to have the form countersigned by your club official.
- (d) Return the form to the RYA together with a cheque for the required amount, payable to the RYA.
- (e) **Countersigning of licences**  
Applicants who have never held an RYA Offshore Powerboat Racing Licence can only apply for a Provisional International Licence and are required to undergo a powerboat racing training course prior to the Provisional International Licence being approved. The current minimum course requirements can be found under Section B of PB1 or obtained from the RYA Powerboat Racing Website. The course completion certificate must be provided in lieu of a racing CV prior to countersigning.
- (f) The RYA will send you your Racing Licence.
- (g) If this is your first licence, these rules, along with the PB1 rulebook must be studied because, at your first race, the Officer Of the Day (OOD) will test you on the rules, safety, and navigation. Furthermore, Provisional Licence holders will be observed during their first four races to ascertain their boat handling competence, with the upgrade form to be signed off by the event OOD. If paperwork is satisfactory, then the appropriate National/International Licence will be issued by the RYA.
- (h) Offshore Powerboat Licences are issued annually, valid from 1st January to 31st December. The RYA reserves the right to refuse the issue of a Powerboat Racing Licence

### K.15 Event Powerboat Licence

**EVENT LICENCES: (purchased at each event and issued by Race Secretaries):**

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.

Racing with an Event Licence **does not** make you eligible for **National Championship points**.

A "Medical Self Declaration" form must be completed and signed by the competitor prior to the issue of **each** Event Licence and only a **maximum of two** can be issued with a MSD.

From 2011 Event Licences are now **unlimited** - after the issue of two with MSDs a **full medical is then required if a competitor wishes to continue racing**. They must then apply to the RYA for an **Annual Powerboat Event Licence and Log**

# CLASS 3 RULES



## **Book.**

**Criteria for Unlimited Event Licences**, as above, the competitor must apply to the RYA Office for an **Annual Powerboat Event Licence and Log Book**. This is done by filling out the usual Licence Application Form (which now carries a tick box section related to the APEL). This application must be accompanied by a full RYA Powerboat Racing Medical completed by the competitor's GP, passport photographs, Proof of Training, and if required, a current immersion test certificate. The competitor will then be issued with an **Annual Powerboat Event Licence and Log Book**, which must be presented to Race Control on "signing on" where the Event Licence Fee of **£70** must be paid per event and the **Log Book** completed by the Race Secretary.

**All competitors with no previous racing experience are required to undertake a Powerboat Race Training programme prior to an Event Licence being issued.**

On satisfactory completion of this training the RYA will issue an Event Licence. Full details of the Powerboat Race Training programme can be found in the RYA Powerboat Racing handbook, PB1 and also on the RYA website.

**Note:** The Officer of the Day will require new competitors to take a written/oral test prior to their first racing event and demonstrate that they fully understand the racing rules particularly those relating to overtaking and rounding of race marks, together with a full understanding of the International Regulations for Preventing Collisions at Sea (G2).

Competitors who have previously held a Powerboat Licence or Event Licence within the last two years will be eligible for an Event Licence without them having to undergo training. The RYA will send a list of all such qualified competitors to RYA Race Secretaries at the start of each new racing season.

Event Licences will be stamped prior to the race by Race Secretaries to confirm a competitor has paid the fees due and that the paperwork is in order. The competitor will retain his **Annual Powerboat Event Licence and log book** for presentation at any future events.

**Event Licences will Cost £70 per event.**

**Note: If a competitor wishes to race with a full RYA licence there will be no reduction in the full licence fee to accommodate any Event Licence charges that have been made.**

**Note: If a competitor wishes to race with an Annual Powerboat Event Licence and Log Book, they must allow adequate time to undertake a medical, fill out the Licence Application form and submit to the RYA a minimum of 14 working days before they actually require the APEL, or the normal fast-track fee will be applied.**

**If a Competitor wishes to apply for an APEL in advance of their first event they can do so providing all the relevant paperwork is in place. No payment will be required until their first event of the season.**

## K.16

### Age Regulations

- (a) In all classes the minimum age for a navigator and driver is 16 years of age.
- (b) All age regulations apply at the date of the race.
- (c) **POWERBOAT RACING LICENCES FOR THOSE UNDER 18** – (ie 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 on the competitor's Licence Application Form.

## K.17

### Control of Boat

- (a) Only valid Licence Holders are permitted to control the boat whilst racing.
- (b) Boats are ONLY allowed out on the water at the times designated in race instructions or with prior agreement with the OOD. Non-conformance may result in disqualification from the event and/or a fine of £100.
- (c) Any team with a crew member competing in his or her first race must display an orange band minimum 150mm wide must be placed around the outboard engine. These teams will be positioned furthest from the start boat during their first four races.

## Boat Registration and Compliance

## K.18

### Entries

- (a) All entries must be made via the Official Entry Form and all accompanying terms and conditions complied with.
- (b) Entry of any team into any race of the championship is fully at the sole discretion of Organising Club and the organisers reserve the right to refuse entry.
- (c) The Organisers have the right to refuse any boat that they consider unsuitable and /or which does not conform to the requirements of the present rules. Reasons for refusal shall be submitted in writing.

## K.19

### Obtaining the Boat Race Number

All classes should contact the RYA office on 02380 604239 with the option of 3 numbers between 1-100 that you'd like.

The RYA Office will then check your Classes boat Number register and inform you of any availability for the number you have requested. Numbers from previous years

are held until the 31<sup>st</sup> March each year after this date they will be released if not retained.

## K.20

(a)

### **Registering a race boat with the RYA and the RYA Measurement Certificate MEASUREMENT PROCEDURE**

- a) All offshore racing boats in Class 3, must be measured by an approved RYA Measurer to ensure compliance with the rules of the class.
- b) All engines must be homologated with the UIM and must be listed on the current list of engines eligible for use in Class 3.
- c) Competitors should contact the RYA Powerboat Racing Department to acquire a measurement form or download one from the Powerboat Section of the RYA website.
- d) Details of approved measurers can be obtained from the PBR Dept or on the powerboat racing section of the RYA website.
- e) Any person involved in the building of the hull or motor is not to act as the Measurer for that craft.
- f) On completion of the Measurement procedure the measurer will sign the completed Measurement Certificate application form. The boat owner signs the owners declaration and the form is then returned to the RYA with the appropriate fee. The RYA will then process the form and then issue a Measurement Certificate valid for the current season along with the Engine Homologation papers. The measurer may highlight any minor works to be completed, completion of this work will be checked by the scrutineer.
- g) This form must be returned to the RYA and received at least 7 days before a craft is due to race. Special dispensation may be granted by the RYA Powerboat Racing Department in the cases of force majeure
- h) A Hull Identification Number, or a unique number, must be engraved into the production gel of the transom of all newly measured boats. Lettering to be 5-6mm and easily visible without removal of fittings.
- i) Boats previously raced but acquired by a new owner must have a new measurement certificate applied for in the new owners name. To do this, send in the old measurement certificate with the new details attached and the current renewal fee. (This ensures transfer of ownership without the necessity of a full remeasurement.)

NB. Any changes made following the issue of a measurement certificate must be noted by the RYA measurer or scrutineer at the event and written on the certificate.

(b)

### **LENGTH MEASUREMENT**

The length must be measured between the perpendiculars of the external moulded length of the boat, taken at the extreme bow and the rear most planing surface (the rear most part of the keel) including all hull planing steps (regardless of height), but excluding trim tabs, either fixed or movable.

(c)

### **MEASUREMENT CERTIFICATES**

A measurement check is not necessary at scrutineering; the Measurement

Certificate shall, however, be available at all races.

## **K.21 RYA Powerboat Race Training for Minors**

All minors competing in the sport will be required to undertake a training programme prior to being issued with a powerboat racing licence. Full details of the syllabus can be found on the RYA website at [www.rya.org.uk](http://www.rya.org.uk) or if in doubt contact the RYA powerboat racing office.

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

## **K.22 ELIGIBILITY**

Owners in doubt as to the eligibility of their boat should contact the organising body or their National Authority for ratification before entering an event.

## **BOAT AND EQUIPMENT**

### **K.23 CRANAGE, LAUNCHING AND RECOVERY**

- (a) Boats must be fitted with a minimum of three lifting eyes suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin preferably to be able to lift if full of water. If slings are used, ideally with spreader bars, boats are lifted at the owner's responsibility. All strops and slings must be certificated (in date to comply with current legislation) and adequate for the boat's weight within the SWL of the strops and slings.
- (b) Boat owners are responsible for the correct positioning of the slings or strops on their craft whilst launching or recovering by crane.
- (c) Boat race numbers must be displayed on the trailer on the starboard side at the hitch to aid identification.
- (d) No persons are allowed on board whilst craning.
- (e) Boats being craned must not pass over the head of any person or another boat.
- (f) Everyone operating in the craning area must wear either a hard hat or a racing helmet at all times.

### **K.24 Towing Cleat and Eyes**

Towing cleats and eyes shall be of adequate construction and strength for the boat to be towed when waterlogged, and shall be securely fixed to the main hull structure, not merely to the deck.

For multihulls a tow hook must be fitted to the underpart of the tunnel, centreline at one third of the distance aft from the front edge of the tunnel. This hook must be easily accessible for attaching a line during recovery of the boat in the event of a capsize. The hook is to be fitted on a reinforced area designed for the purpose of towing a water laden hull.

**K25 NAVIGATION LIGHTS**

It is recommended that all boats carry navigation lights in accordance with the requirements of the International Rules for the Prevention of Collisions at Sea. Your local National Authority will be able to advise on the requirements.

**K26 DECKS**

Decks must be able to bear the weight of a 100 Kg person standing at any point and must have sufficient hand holds of adequate strength.

**K27 (A) COCKPIT**

(1) The cockpit opening shall provide seating positions for the two drivers, with the following minimum dimensions:

length 0.76m, width 0.53m per crew, with a round-off radius of 0.25m.

(2) There shall be a minimum cockpit clear depth of 0.38m everywhere, with the exception of seats, steering wheel and controls. Measurement is done from the upper part of the cockpit edge or from the top of the cockpit coaming if it is substantial.

**K27 (B) REINFORCED COCKPITS**

Reinforced cockpits must be constructed in compliance with UIM Rule 730.2

Class 3S/3S EPA mono/multihulls first measured prior to 12<sup>th</sup> May 2007 must be equipped with a reinforced cockpit(s) for all riding crew members. The specification of which is as described in the UIM 508 Rules.

Class 3S/3S EPA mono/multihulls first measured after 12<sup>th</sup> May 2007 must be equipped with a reinforced cockpit(s) for all riding crew members. With the exception of the specific criteria listed below, the 508 rules apply in full.

Reinforced cockpits are permitted in any other category of Class 3, however the following specification is the minimum mandatory standard for any reinforced cockpit used in any category of Class 3 boat.

Cockpit type:

Hatch opening per person : 55x55cm min.

Width: Shoulder level 60cm min

Clearance: helmet to hatch 10cm min

Cockpit construction:

- Windows to flanges joints must be glued and/or use bobbins of nylon or aluminium.
- Bolts: min 6mm stainless steel, nylock nuts, washers.
- Bolt Spacing: Max. 10cm if not glued.

# CLASS 3 RULES



- The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10mm min) to prevent water forcing open the hatch in the event of a capsize.
- Hatches must have a slot for pry bar use in emergency/rescue
- Controlling crew must have clear visibility ahead with adequate panoramic view.
- All canopied boats must be fitted with an operational carbon monoxide sensor

## Window Areas:

- Material: Polycarbonate or similar
- Glass (in any form) is specifically prohibited
- Min thickness of window:

Side by side cockpits min 9.5mm

Screens with curvature and/or tandem cockpit min 7.9mm

NB// with the exception of the above specific criteria in this section, the 508 rules apply in full.

**All competitors must however contact the RYA to receive an update on the current UIM position concerning reinforced cockpits.**

## **K.28 WINDSHIELDS/WINDSCREENS**

- (a) Must be well secured.
- (b) Must be of non-splintering material. The use of glass for windscreens is forbidden except where they are made from toughened glass.
- (c) Must be masked by rubber or plastic on any bare edges.
- (d) Must not be so designed that it would restrict the driver from being ejected.

## **K29 Minimum/Maximum Lengths and Weights**

For class 3B only there is an additional minimum weight of 170kg for the combined weights of driver and co-driver, including racing vests and protecting helmets. The weight of the driver and co-driver are to be checked separately pre-race with dry race suits, racing vests and protecting helmets.

If the combined weight of the driver/co-driver does not reach the minimum of 170kg, the difference is to be added to the minimum boat weight.

# CLASS 3 RULES



When checking the weights of boats post race, residual fuel (Spare fuel) in the tanks will be included in the minimum weight, together with all safety equipment. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

For all other Class 3 categories, the minimum weight mentioned is for a boat with the mentioned minimum length. For boats longer than the minimum, the weight shall be increased according to the formula shown in K31/UIM 733.

The weight is ready to race dry, including all safety equipment (except the crew and their helmets and life vests). For control after a race, residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

## **K30 Hull Dimensions UIM 732.**

UIM 732.1

For Monohulls, the outer surface of the hull excluding chine-rubbers and spray rails, must contain a cube of the dimensions mentioned in the K13/UIM730.1 chart

## **K31 Minimum Flotation UIM 733**

All boats shall contain a minimum volume of buoyancy permanently installed in the hull.

The minimum volumes measured in litres are mentioned in the K13/UIM730.1 chart

If a boat is constructed of wood, the wooden weight content of the boat may be accepted as buoyancy as per the following formula: Wood weight in kg x 2 = litre of buoyancy.

## **K32 WATER DEFLECTORS**

Reinforced Water Deflectors forward of the crew are mandatory for all Class 3 boats. For boats in Class 3C & 3S reinforced water deflectors under the deck are also mandatory.

The reinforced water deflector must be designed and constructed of materials with sufficient strength to provide adequate crew protection both over and under the deck. The forward fairing on deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position. The top 50mm of the water deflector must be at least 45 degrees from the horizontal.

Scrutineers will examine boats with crew in the normal driving position.

## **K33 STEERING and CONTROL CABLES**

- (a) All steering system components, control cables, linkages, quadrants and any fitting within the steering system must be in good condition, secure and fit for purpose.
- (c) Hydraulic steering must be fully operative, hoses and unions must be free of leaks and adequately protected.

# CLASS 3 RULES



- (d) Single push pull steering is not permitted.
- (e) It is highly recommended that Hydraulic steering is used in all classes.
- (f) All control cables shall be in good working order, securely fastened and any loose ends taped over.

## **K34 ENGINE CUT-OFF**

- (a) Engine cut-off device ("kill switch") for connection to both crew members is mandatory.
- (b) An emergency override system or additional connection cord and clip to allow the engine to be restarted is mandatory.
- (c) Any kill switch connection cord must not exceed 120cm between driver and the boat.
- (d) The emergency cut-off device must be positioned so that when it operates, the connection cord and cap or clip will not catch or foul.
- (e) KILL SWITCH CONNECTION CORDS SHALL BE ATTACHED TO THE DRIVER AND CO-DRIVER AT ALL TIMES WHEN THE BOAT IS RACING, TESTING, PRACTICING or UNDER THE DIRECTION OF THE START BOAT.

## **K35 THROTTLE CONTROL**

Foot throttle must be properly connected, work freely and must not be in a position where it can be fouled. It shall quickly return the engine to idling speed when released.

## **K36 FORWARD AND REVERSE GEARS**

All craft must be able to be manoeuvred ahead and astern and have neutral capability operated by controls at the driver's position.

## **K37 SEATS**

- (a) Seats must be of adequate strength and firmly secured.
- (b) All seats required by the particular class rules or rules of the event must remain fixed in the boat whilst racing.

## **K.38 FUEL**

The only fuel to be used by any offshore powerboat must have the same characteristics as the fuel commercially available to the general public as dispensed from roadside pumps or marine fuelling facilities.

- (b) For petrol engines, no additives are permitted except lubricating oil providing that such oil does not increase the octane or the water content of the fuel or enhance the fuel by any other means.
- (c) For diesel engines, the fuel shall be that intended for use in diesel engine road vehicles or automotive based marine engines.
- (d) Bio-fuel is permitted as dispensed from roadside pumps or marine fuelling facilities. No additives are permitted except lubricating oil providing that such oil does not increase the octane or the water content of the fuel or enhance the fuel by any other means.

- (e) The unleaded petrol must be as defined by the European Committee for Standardisation (CEN), EN 228 (2004), BSEN 7070 or other comparable national or regional standards. The Standard for Bioethanol Fuel is E85 Automotive 5293(2005)

## **K.39 FUEL TANKS AND LINES**

- (a) Must be secure in all directions and must not leak.
- (b) Bulkheads of engine and fuel tank compartments must be sealed to the hull across the bottom and have sufficient height above the bottom to prevent fuel and fumes flowing through the boat. The separate compartments thus formed must have provision for separate pumping out of bilges.
- (c) There must be an easily accessible means of shutting the fuel supply off from the tank(s). When additional electric pumps are fitted to the fuel supply of outboard motors a fuel cut-off switch for the pump must be fitted within easy reach of either crew members. The position of the fuel cut-off switch must be clearly marked for safety reasons.
- (d) Boats must have suitable arrangements for filling and venting which are not close to any hot equipment such as exhaust manifolds. All boats must have fuel venting capabilities outside of the crew containment area.

The fuel tank or tanks must be grounded to enable the discharge of static electricity, excluding rubberised bladder tanks.

## **K.40 ENGINE MOUNTING**

- a) Mounting brackets and clamps must be secure and in a satisfactory condition and attached to the transom with at least four bolts to the satisfaction of the scrutineers.
- b) Engine mountings must be sound, and the mounting bolts securing to the hull must be pinned or lock-nutted.

## **K.41 ENGINE HAZARDS**

The engine must be free of dangerous corrosion, oil or fuel leaks or excessive heating likely to be a fire hazard or a danger to any adjacent structure.

## **K.42 ELECTRICAL HARNESS**

Properly protected terminal boards shall be used with flexible (not solid core) cabling supported close to the terminals and at suitable intervals throughout the length of any cable run. Where relative movement or vibration occurs across any gap, cables shall be sheathed in plastic or metal tube anchored at both ends. Reinforced cable suitable for marine duty shall be used. Electrical equipment in engine compartments shall be kept to minimum and sited away from heat or fuel.

## **K.43 BATTERIES**

Batteries shall:

- (a) Be secured with fittings sufficiently strong to withstand any anticipated shock or inertial force and housed in ventilated compartments and mounted upon a secure and solid platform.
- (b) Be free of corrosive leaks and well maintained to the satisfaction of the scrutineer.

- (c) The positive terminal of all batteries shall be protected against accidental contact.
- (d) Shall be fitted with a clearly marked battery isolation switch in the positive/negative supply line.

## **K.44 PROPELLER SECURITY**

It is the responsibility of the competitor to ensure that the propeller or propellers are sound, particularly at the blade roots and that it/they are securely locked by the propeller nut(s).

## **K.45 ENGINE WELLS – OUTBOARDS**

All holes cut into the bulkheads of the engine mounting structure for the purpose of passing control cables, etc, must be watertight and must be as high as possible and must be above the level of the lowest point of the transom cut-out.

## **K.46 BILGE PUMPS AND BAILING**

- (a) There shall be at least one manual bilge pump fitted to the boat. The number and capacity of pumps installed shall be appropriate to the size of the boat.
- (b) All bilge pumps shall be in proper working order and secured to the boat.
- (d) It is also advised that an electric bilge pump is fitted.

## **K.47 FIRE PREVENTION**

All boats must carry 1 x 2kg or two 1kg dry powder fire extinguisher/s readily accessible to the crew. Maintenance at manufacturer's recommended intervals is required, and evidence that this has been carried out should be available. All fire extinguishers where fitted must be fully charged and in date.

## **K.48 VHF RADIO**

- a) EVERY race boat must have on board an operational, multi-channel 25 Watt PEP VHF radio which has channel M2 or a waterproof hand held VHF Radio which is certified waterproof by manufacturer.
- b) This VHF radio shall be capable of transmitting on the international distress frequency.
- c) The appropriate ships licences for VHF Radios must be obtained from Ofcom and displayed on board as required by their regulations.
- d) It is mandatory for one riding crew member to hold a VHF Operators licence.
- e) It is recommended that the radio be integrated with the intercom in the helmet to enable monitoring of race boat radio channel whilst racing, so as one team member can listen for any instruction at least by use of ear piece connection to radio.

## **K.49 PROTECTIVE HELMETS**

- (a) Unless otherwise stated at the briefing or in Race instructions, full face protective helmets must be worn by all persons on board at any time when the boat is on the plane during the journey to and from the race and during racing and practice or testing. Crews in canopied/restraint boats are permitted to use open face helmets particularly to facilitate the use of Emergency Air Systems Helmets may be removed during the race if the boat is adrift or at anchor with engines stopped or idling.
- (b) 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 "orange".

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- (c) The efficiency of a helmet is the sole responsibility of the wearer
- (d) 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 "local National Authority helmet approved date sticker". Proof of compliance will then no longer be required for subsequent races until the following season.
- (e) It is recommended that helmets are replaced when they reach five years old from date of manufacture.
- (f) Chin straps must be in good condition and operative.
- (g) Helmets must be devoid of dents or splits.
- (h) Helmet visors must be in good condition and devoid of cracks and easily detachable (i.e. not bolted down).

## **K.50 RACING VESTS AND LIFE JACKETS**

- (a) Racing Vests must be worn at all times by all persons on board whilst on the water.
- (b) The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:
  - (c) In non-canopied boats all vests must have an inherent buoyancy of at least 100 Newton and shall be fitted with collars.

Crews racing in canopied boats with restraints and air systems must use racing vests ,cell suits or floatation suits with near neutral buoyancy. Lifeline cell suits or Crewsaver style manual inflation jackets are recommended providing crutch straps if fitted are used.
  - (d) Lacing ties and/or straps shall be adequate and in good condition. All straps shall be at least 40mm wide and have a minimum breaking strain of 500kg. There must be lifting straps at the front or on the shoulders.
  - (e) Zips are not permitted as the sole means of fastening a racing vest. Where zips are used as an ancillary means of closure they must be in working order.
  - (f) Tears or rips or bad repairs through which buoyancy material may leak out are not permitted.
  - (g) Vests must be at least 70% orange, Red or yellow or have orange, Red or yellow panels.
  - (h) Vests must have a lifting eye or strap attached to the main harness
  - (i) Vests must not be able to ride up over the wearer's head, and must be secure to the body.
  - (j) The disposition of the solid buoyancy must be such as to ensure that an unconscious person will float face up in the water.
  - (k) The vest must have impact protection material covering the back.

Examples of the type of jacket that comply with the above are the Hutch Wilco or Grabner, Formula, Aqua Stop. racing vests. Please contact your National Authority for additional information if you are unsure of the type of product that is acceptable

## **K.51 INTERCOM**

It is highly recommended to have an intercom system, between driver and navigator, installed and operational.

It is Mandatory to have an intercom system, between driver and navigator, installed and operational in canopied Boats and all boats with tandem seating.

## **K.52 TOWING LINES**

- (a) All boats must carry a towing grab line permanently fixed to the towing eye or bow eye and no longer than the overall length of the boat to avoid fouling the propeller and so as to avoid the crew having to clamber out on to the bow to accept a tow.
- (b) All boats must carry an additional towing line at least twice the length of the boat
- (c) Towing lines must be of sufficient length and strength for the purpose of towing. All ends must be whipped or welded, and chafed or worn ropes must be renewed.

## **K.53 SEA ANCHOR**

A sea anchor appropriate to the size and weight of the boat shall be carried aboard at all times and be stowed in an accessible place if stipulated in the Advance Programme or Race Instructions.

## **K.54 COMPASSES**

- (1) All boats must carry a main compass, securely mounted, and capable of being read.
- (2) No large metallic objects should be stowed in the near vicinity of the main compass nor should the compass be swung whilst the boat is on her trailer.
- (3) It is permitted to use electronic steering compasses and/or electronic position fixing equipment. It is expressly forbidden to interface any of this equipment to the steering system.
- (4) It is strongly recommended that a secondary compass of a non-electronic type is carried.

## **K.55 CHARTS**

A current chart or charts shall be produced for the course of each race

## **K.56 WHISTLE, FIRST AID COMPRESS & KNIFE**

All crew members must carry a whistle and compress, both of which must be attached to them whilst racing, and each crew member must carry a sharp knife in a protective

sheath.

## **K.57 FLARES**

- (a) All boats shall carry a minimum of 2 red location flares and 2 orange smoke flares, In addition one mini flare pack (8 flares) shall be personally carried by each crew member.
- (b) All flares, if carried, shall be securely stowed in a conveniently accessible place, shall bear either the date of manufacture or the expiry date in original manufactured form (not handwritten), shall be not more than 3 years old and shall have a minimum burn time of 40 seconds.

## **K.58 RETIREMENT FLAG**

- (a) All boats shall carry an orange rectangular flag of a minimum size of 0.60m x 0.40m as a means of announcing retirement from a race, and the means of maintaining it aloft where it can best be seen. Retirement flags are to be kept aloft at all times once retired if practical, so as to distinguish retired craft from those still racing.
- (b) Once a boat has retired it cannot, under any circumstances, continue or re-start racing

## **K.59 STRUCTURAL STATE**

It shall be the competitor's responsibility not to offer for scrutiny a boat that has any structural or mechanical defects.

## **K.60 EQUIPMENT & SAFETY**

All safety equipment must be carried on board and fixed/stored to the Scrutineer's satisfaction.

## **K.61 Race Numbers and decals**

### **To Obtain a Race Number See K19**

- (a) Numbers shall be painted in waterproof black paint on a yellow or white background or be made of black coloured self-adhesive materials of adequate strength. No number may begin with a zero. All numbers shall be plain and upright.
- (b) The numbers shall be painted so as to be clearly visible from both sides and from above. Those on the beam shall be placed on the forward half of the boat.
- (c) Those numbers displayed on the foredeck and on the underside of a tunnel shall read correctly from the transom and both class letter and number shall be underlined by a black bar. If displayed on the afterdeck, the number shall read correctly from the transom and must be underlined by a black bar.
- (d) The individual numbers shall conform to the following minimum dimensions, the only exception being where the size of the boat does not allow the minimum size to be carried.

<b>Height:</b>	30cm	<b>Width:</b>	23cm
<b>Thickness:</b>	5cm	<b>Spacing:</b>	13cm

# CLASS 3 RULES



- (e) Each numeral shall be contained within the imaginary square made up of the height and width and the spacing taken between the imaginary vertical lines of the square. The numeral 1 (one) is governed only by thickness and height and the spacing is measured from the edge. The background shall extend at least 23cm in front of and beyond the end numerals and at least 7.5cm above and below the numerals. All numerals shall be plain and upright.
- (f) The class letter shall precede the numbers and letters must be the same minimum dimensions as the numbers.

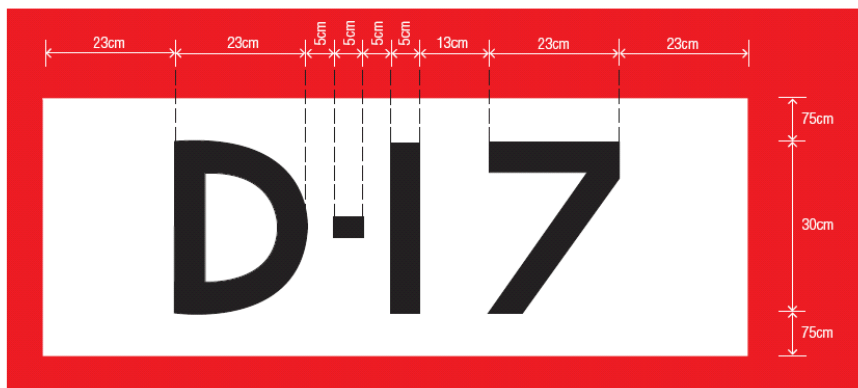
The letter and numbers shall be separated by a dash.

**Class letters are:**    Class 3C                    C  
                                  Class 3B                    B

- (g) On all boats the numbers shall be positioned as far forward as possible whilst adhering to the requirements of rules K61 (c) and (d).

On catamaran boats the numbers must be placed on:

- (1) The foredeck within front third of boat
- (2) The tunnel underside within front third of boat
- (3) The outside of both sponsons within front third of boat
- (4) On all other boats the numbers must be placed on:
- (5) The foredeck within front third of boat.
- (6) Both sides of the hull within front third of boat.
- (h) The beam race numbers may also be painted or glued on slightly curved non-vertical surfaces provided that the whole number is within 30 degrees from the vertical position. The height must be 0.30m measured vertically.



Red in diagram indicates any boat colour (example only).

## K62

### ADVERTISING & PAINTWORK

- (a) Unlimited advertising is permitted on all racing boats, with the following exception:

No advertising (or sign writing of any kind, including the name of the boat) is permitted within 0.50m of the racing number in the same plane. Sign writing includes vertical stripes. No computerised running or slanting numbers (or fancy paint work running up to the numbers) are allowed.

- (b) No owner or crew can be compelled to carry any advertising whatsoever on

# CLASS 3 RULES



their person, clothes or upon the boat that is being raced and his/their refusal to do so cannot in any way be an obstacle to their participation in any race.

- (c) Political publicity or immoral advertisements are not allowed.
- (d) Craft not using a personal restraint system shall not have orange bows or any paint scheme which may cause confusion with that required by rule K1 (b).

**K63**

## **NATIONAL FLAG**

All boats must display their national flag throughout the race. If it is painted on each side of the boat it must be the Union Flag the minimum size must be 450mm x 300mm

**K.64**

## **PROTECTIVE CLOTHING**

- (a) Wet Suits – It is very highly recommended that a neoprene wet suit be worn at all times when racing or testing. For national races, a neoprene 'shorty' wet suit covering the torso must be presented at scrutineering as a part of the boat's safety equipment. Each crew member must have a 'shorty' wet suit which must fit them properly.
- (b) Overalls – All crew members whilst racing must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles.
- (c) Protective clothing used must be durable enough to provide bodily protection and it is recommended to be fire retardant.

**K.65**

## **ENGINE ELIGIBILITY**

### **Non EPA /CARB OUTBOARD ENGINES (UIM 734)**

- (a) UIM 734.1  
Class 3 outboard engines shall be strictly production engines such as the standard marine production engines sold by manufacturers to leisure boating (or touring) customers.
- (b) UIM 734.2  
For a newly homologated engine to be eligible for Class 3, Manufacturers must certify that their motors meet the UIM requirements on noise when fitted to an appropriate boat. Engines already homologated do not require this certification. The noise level is to be measured by means of a phonometer which conforms to the specifications laid down by the IEC and ANSI, a precision sound meter using the "A" weighting and set to slow response. The registering microphone is placed at a distance of 25m from the boat. The boat must pass it at top speed. Measurements must be made on open water free from all obstructions over a minimum distance of 25m in all directions. Two measurements must be carried out, while the boat approaches and while moving away. Neither of the measurements is to exceed 91db (A) with a 4db (A) tolerance.

For Mercury XR2 and 2,5EFI the exhaust plate must be fitted.

- (c) UIM 734.3  
The only outboard engines eligible for use in Offshore are those approved (at time of homologation application) by Cominoff.
- (d) UIM 734.4  
No. of manufactured engines up to 1000cc= 1000 units  
1001-2000cc = 500 units  
Above 2001cc = 250 units



# CLASS 3 RULES



- (e) Thermostats of the cooling circuit may be removed  
UIM 735.05
- (f) Overspeed switches may be blocked  
UIM 735.06
- (g) Re-boring and fitting of oversize pistons is allowed as made available by the manufacturer for that model.  
UIM 735.07

The steering bar and brackets may be reinforced as a safety measure.

It is also permitted to modify the standard engine cowling in order to facilitate the fitting of steering assemblies, provided that any openings are sealed so the engine cannot pull in any additional air.

- (f) UIM 735.08  
The rubber mounts of the engine may be changed or substituted.
- (g) UIM 735.09  
A spring may be added to the butterfly valve of the carburettor
- (h) UIM 735.10  
Mechanical carburettor and ignition advance controls may be adjusted out of their normal setting range as long as the original parts are retained.

Carburettor fuel jets and air jets are free if they can be changed without alterations to the carburettor body of float housing.

- (i) UIM 735.11  
all external (not contained within the powerhead) studs, screws, nuts bolts and their washers are free as well as the method of locking them, providing there is no performance advantage.
- (j) UIM 735.12 **TWIN INSTALLATIONS**

When twin engines of the outboard type are installed, but the particular type is not available with opposite hand propeller rotation, it is permitted to modify the drive of one unit to opposite hand rotation provided that:

- the standard underwater casing is retained
- the final propeller ratio to the crankshaft is unaltered.

It is also permitted to change the rotation of one unit if an alternative opposite hand rotation underwater unit, or kit of parts to modify the unit, is offered by the manufacturer or his concessionaire. In that event the gear ratio of the single altered engine may vary from standard provided that it is an incorporate part of the alternative unit or kit.

- (k) UIM 735.13  
The use of thrust blocks mounted on the lower unit and or on the boat is permitted
- (l) UIM 735.14  
Power trim – a properly engineered system for altering engine trim whilst underway is permitted
- (m) UIM 735.15  
In the process of modification, minor optional alternatives as listed and priced by the makers may be permitted provided they do not affect engine performance, but improve convenience and safety
- (n) UIM 735.16  
The Water intake may be repositioned; it must however remain on the gear case

# CLASS 3 RULES

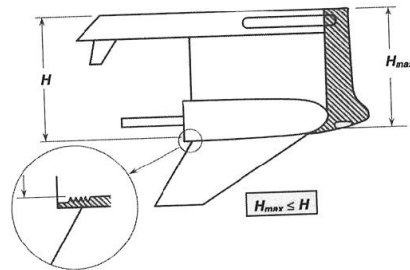
torpedo. The width or height of the gear case torpedo must not be changed. The length may be increased. The rear edge of the water intake opening must not be further back than 30% of the total length of the modified gear case torpedo.

The original intake to the circulation pump may be filled in and faired. The front of the gearcase may have material added for cooling purposes.

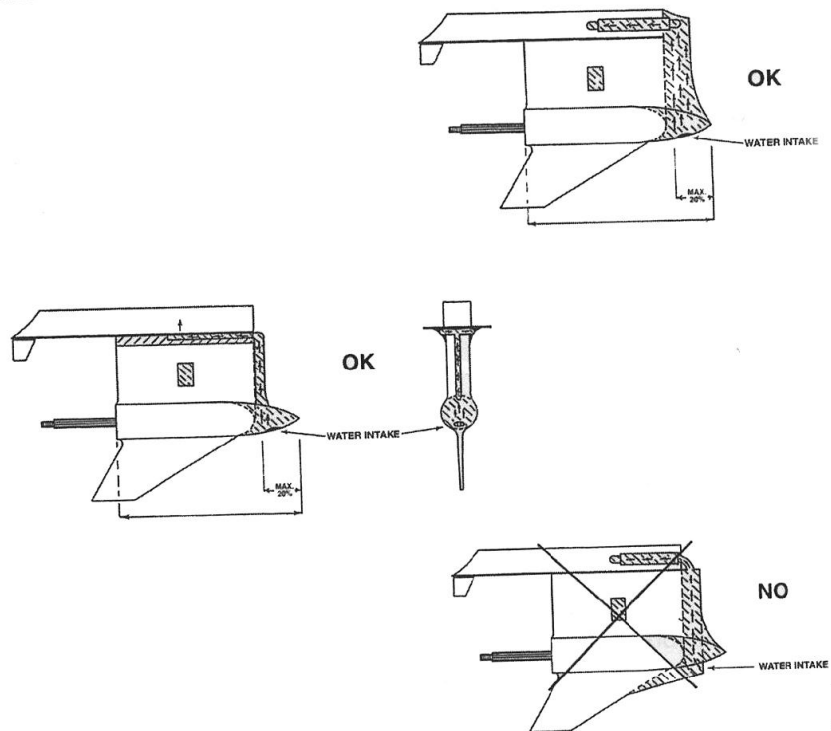
The width of the gearcase must not be increased, except where the gearcase meets the lower side of the anti-cavitation plate.

The modification shall be for cooling purposes only and shall form a radius. It is also permitted to add material to the centre section exhaust housing for the purpose of reducing noise.

Remote water pick-ups are not allowed.



Method of measuring maximum depth of water intake.



# CLASS 3 RULES



- (o) UIM 735.17  
Lighter flywheels as made available by the manufacturer may be fitted.
- (p) UIM 735.18  
Transom brackets may be reinforced
- (q) UIM 735.19  
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.
- (r) UIM 735.20  
It is permitted to replace lubricating systems using oil tanks and oil pumps with lubrication oil mixed into the fuel. Caps or covers in the motor cover cannot be removed to provide extra air inlet.
- (s) UIM 735.21  
Measurements not quoted in the homologation sheet may not be altered. If a 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 it is only possible approximately to use the comparable measurements as the manufacturing tolerances are not available.

A component may be machined in order to reach the required specific dimension, which is quoted in the engine homologation file.

A component for which the weight is quoted in the homologation file may be adjusted down to the weight, by machining or grinding, provided that the area where metal is removed is the same as used by the engine manufacturer.

This is known to be at the top or at the bottom, or both for piston connecting rods. Balancing of one or all piston connecting rods is permitted, as long as this is in accordance with manufacturer's procedures.

Polishing of connecting rods is not permitted. When the volume of the combustion chamber is specified in the homologation sheet the cylinder head may be faced to achieve the volume allowed. It is allowed to add material to the leading edge of the gear case skey.

- (t) UIM 735.21.1  
Violation of any of the above rules will entail disqualification

## **K68 Modifications Permitted (EPA/CARB) Outboard Engines (UIM 735.22)**

- (a) UIM 735.22  
The propeller is free, together with its washer(s) and nut(s).
- (b) UIM 735.23  
The steering bar and brackets may be reinforced as a safety measure. It is also permitted to modify the standard engine cowling in order to facilitate the fitting of

# CLASS 3 RULES



steering assemblies, provided that any openings are sealed so the engine can not pull in any additional air.

(c) UIM 735.24

The rubber mounts of the engine may be changed or substituted.

(d) UIM 735.25

All external (not contained within the powerhead) studs, screws, nuts, bolts and their washers are free as well as the method of locking them providing there is no performance advantage.

(e) UIM 735.26

Where two engines are fitted, the counter rotation of one underwater unit is permitted providing:

- The standard underwater unit casing is retained (subject to K67 (i) /UIM 735.30)
- The final propeller to crankshaft ratio is unaltered

(f) UIM 735.27

The use of thrust blocks mounted on the lower unit and or on the boat is permitted.

(g) UIM 735.28

Power Trim: a properly engineered system for altering engine trim whilst underway is permitted.

(h) UIM 735.29

In the process of modification, minor optional alternatives as listed and priced by the manufacturer of the homologated engine, may be permitted providing they do not affect engine performance, but improve convenience and safety

(i) UIM 735.30

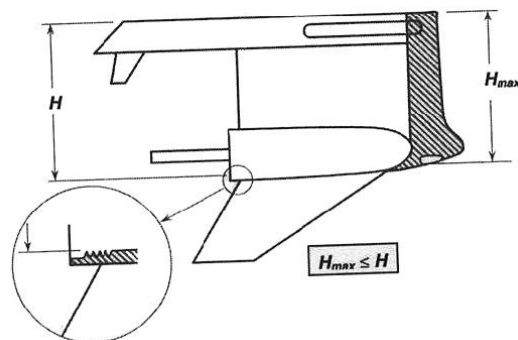
The Water intake may be repositioned. It must however remain on the gear case torpedo. The width and or height of the gear case torpedo must not be changed. The length may be increased. The rear edge of the water intake opening must not be further aft than 30% of the total length of the modified gear case torpedo.

The original intake to the circulation pump may be filled in and faired.

The front of the gearcase may have material added for cooling purposes.

The width of the gearcase must not be increased, except where the gearcase meets the lower side of the anti-cavitation plate. The modification shall be for cooling purposes only and shall form a radius. It is also permitted to add material to the centre section exhaust housing for the purpose of reducing noise.

Remote water pick-ups are not allowed.



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(j) UIM 735.31  
Transom brackets may be reinforced.

(k) UIM 735.32  
The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. The remaining void must be sealed to prevent any extra air entering the cover.

## **K69 Modifications Not Permitted (EPA/CARB) Outboard Engines (UIM 735.33)**

(a) UIM 735.33  
The following modifications are expressly NOT permitted.

- (a) Blueprinting' of the powerhead.
- (b) Alteration or modification of any powerhead components.
- (c) Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair.
- (d) ECU/PCM's equipped with 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 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.

(b) UIM 735.34  
Violation of any of the above rules will entail disqualification

## **RACING REGULATIONS**

### **K70 Drivers' Responsibility**

(a) The driver accepts responsibility for every eventuality that may occur as a result of entering a race. It is the driver's sole and ultimate responsibility to decide whether or not to start or continue in a race once he has passed scrutineering.

(b) It is forbidden to start the motor with the propeller rotating in the air.

(c) ALL SMOKING OF ANY TYPE IS PROHIBITED IN THE PIT AREAS. Adequate signs will be posted to this effect and the rule will be rigorously applied by pit marshals.

### **K71 SCRUTINEERS' INSPECTIONS**

(a) Scrutineers will use current Scrutineering Sheets from the RYA.

(b) Scrutineering does not constitute a condition survey of the boat.

(c) The scrutineering sheet may not necessarily cover every item that a scrutineer may wish to check on a particular boat nor does every item necessarily refer to every class of boat. A scrutineer shall reject a boat if it does not comply with all of the requirements of the organiser or local National Authority. The scrutineer shall refer any non-compliance to the Race Committee. Any decision related to eligibility shall be made in good time before the start of the race.

(d) Any incomplete entry may, at the scrutineers' discretion, be put back to be re-examined later if time permits.

(e) Post Race scrutineering will take place at the discretion of the OOD/Chief Scrutineer. Competitors must make their boats available when requested – failure to do so may

result in disqualification. The first three boats in each class in any race may not leave parc ferme or crane area without prior permission of the chief scrutineer.

## **K72 DAMAGED BOATS**

If during an event a boat is damaged so as to be deemed unfit to race, the Race Organiser will complete the relevant part of the Measurement Certificate and give a copy to the competitor. The Measurement Certificate will be withdrawn and sent to the RYA. It will only be reissued by the RYA after an inspector has examined the boat to comply with its structural fitness.

## **K73 ENGINE ELIGIBILITY Compliance**

- (a) It is the Race Committee's duty to decide upon competitors' eligibility and as to whether boats and engines conform to the rules. If a Race Committee decides to check an engine in order to verify its eligibility, the cost shall be borne by the competitor if the engine fails the eligibility check, otherwise the cost will be borne by the race organiser.
- (b) When a competitor raises a protest against another competitor over the eligibility of an engine, and in order to prove this eligibility an engine is required to be checked, then the costs involved are to be borne by the losing party. This means that following a protest, if the engine is found to be illegal the protestee shall pay for the checking. If however, the engine conforms to all the rules then the cost of checking shall be borne by the protestor.
- (c) The local National Authority may appoint a number of engine inspectors who can attend any engine inspection or carry out their own checks with the Chief Scrutineer at any event.

## **K74 PRE-RACE DECLARATION FORM**

All drivers and crew members shall sign the local National Authority indemnity form which shall be made available by clubs. On signing on all competitors must produce the relevant class specific paperwork, including Class Licence, Measurement Form / Log Book and a copy of Race instructions and class specific rules.

## **K75 DRIVERS' BRIEFING, SIGNING IN – ALL CLASSES**

- (a) Race boat driver & co-driver shall 'sign in' to signify their attendance prior to the start of the briefing.
- (b) Failure to sign in at the time requested by the organiser may result in a penalty at the discretion of the organising body.
- (c) Non attendance at the start of the briefing may result in disqualification or other penalties being applied by the organising body.

## **K76 STARTING PROCEDURE**

- (a) **Minimum Visibility**

There must be at least two nautical mile visibility over the entire race course and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.
- (b) **Procedure for Starts**
  - I. The distance between the muster area and the first turning buoy on a rolling start must be at least one nautical mile.

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- II. The muster area will be defined in Race Instructions and further explained at the drivers' briefing. Boats should proceed to the muster area as described at the drivers' briefing. Competitors are reminded to comply with the International Regulations for the Prevention of Collision at Sea and local bylaws whilst proceeding to the muster area.
- III. Once in the muster area, boats must be off plane (bow down, no wake) and must circle in a counter-clockwise direction.
- IV. The start chute, between the muster area and the first turning mark must be straight, be adequate for the number of starters and be kept clear.
- V. Two minutes before the start of the race, the start boat will raise and continue to display a yellow flag. This indicates the commencement of the start procedure. The start boat will then proceed across the start chute between the fleet and the first race mark and then return across the start chute. When the start boat has crossed the start chute for the second time, it will turn and begin its start run towards the first race mark – see diagram 1.
- VI. N.B. The start boat may begin crossing the start chute in either direction. This will be detailed in the drivers' briefing.
- VII. All race boats may then begin their start run towards the first race mark remaining at least 30 metres behind the start boat until the raising of the green flag.
- VIII. Race boats must observe a safe spreading distance of at least 3 metres between boats and no boat shall run directly behind the stern of the start boat – see diagram 2.
- IX. When the starter is satisfied that all boats are in an acceptable racing line and proceeding at a suitable speed, the green flag is raised and the yellow flag lowered simultaneously. The raising of the green flag determines the actual start except for time keepers – see point 9 below
- X. For time keepers, the official start is when the leading boat crosses the start line unless otherwise designated in racing instructions.
- XI. If at any time during the start procedure (prior to the green flag being raised) a red flag is raised, the start has been aborted and all boats must return off plane to the muster area for restart or follow specific instructions of the start boat.
- XII. A boat that is in the muster area but is unable to start for any reason must not interfere with the start. The boat must go to one side of the chute and request permission to start from the OOD before commencing its start. Late starters are only permitted at the discretion of the OOD. Alternative instructions for late starters may be given in the Race Instructions and by the OOD at the drivers' briefing
- XIII. It is recommended that the Start boat personnel should be limited to the following: a driver, flag person, flag person assistant and the starter.
- XIV. Penalties for infringement of the starting procedure are as follows, but may be altered in the Race Instructions:
- (i) Failing to respect a safety distance of 30 metres 3 minute

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- |       |  |  |
|-------|--|--|
| (ii)  | Turning wrong direction during muster  | 1 minute   |
| (iii) | Interference with starting procedure   | Disqualification                                       |
| (iv)  | Planing in the muster area   | 2 minute   |
| (v)   | Failure to respect a safe spreading distance   | 2 minutes  |
| (vi)  | The bow of any boat in front of the transom of the Start boat when the green flag is raised. | Start boat when the green flag is raised.<br>3 minutes |

The penalties above will be aggregated including (i) and (vi).

XV. Safety takes precedence over racing. Drivers should do nothing to endanger crew, spectators or other participants.  
Should sea conditions in the muster area be such that boats ship water when turning while off the plane, the procedure will be modified as follows:

XVI. The start boat will lead race boats to the muster area at which point it will raise a yellow flag, then plane slowly to allow race boats to get on plane safely before accelerating towards the start chute.. Race boats will follow the start boat at the 30 metres minimum safety distance until the raising of the green flag.

**Diagram 1 – Start procedure under yellow flag**

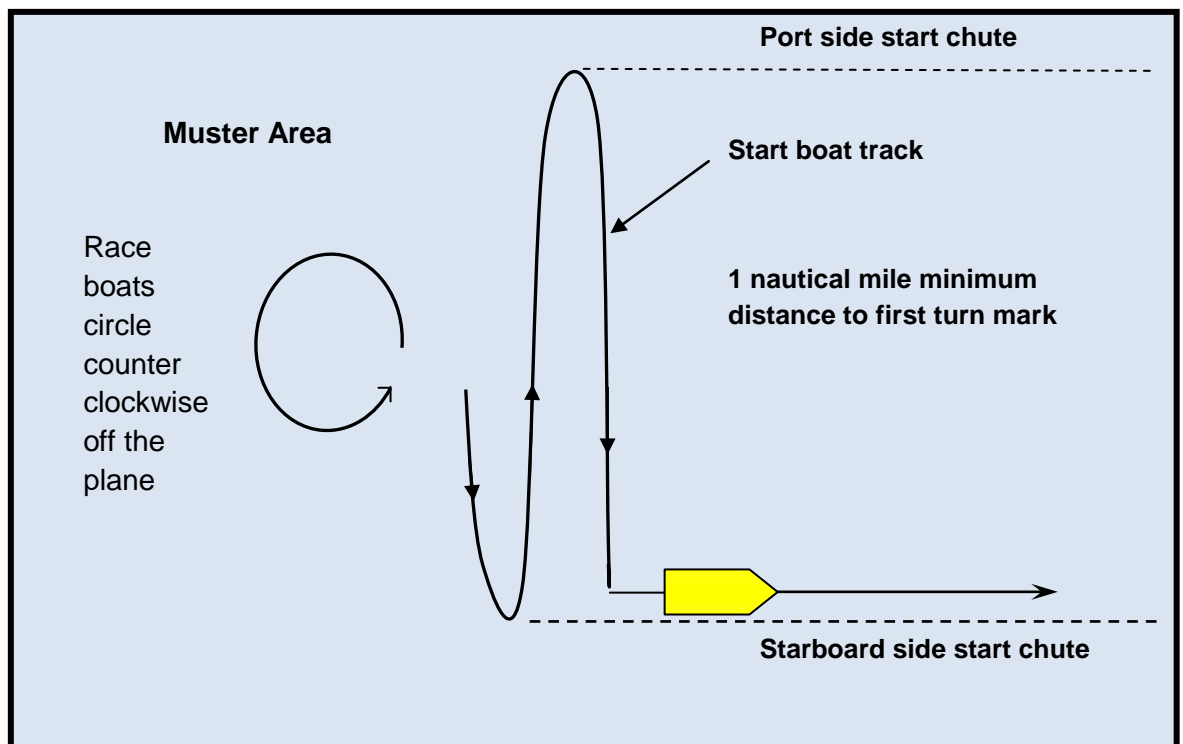
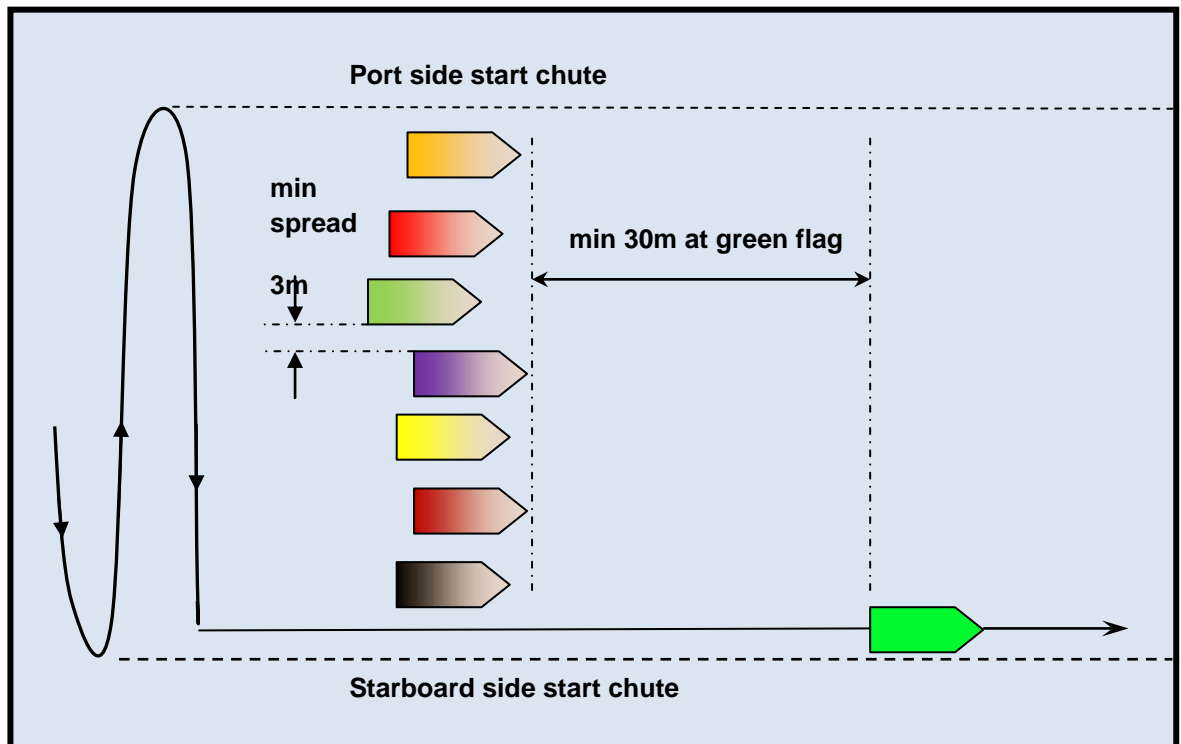


Diagram 2 – Start procedure, green flag



K77

## VALID STARTERS

An entry accepted by the Organisers and having satisfactorily completed scrutineering, attended all required briefings and then crossed the start line as described in the racing instructions at the prescribed time, under the starting arrangements specified by the race programme or at drivers' briefing, is considered to be a valid starter.

K78

## OUTSIDE ASSISTANCE

No outside assistance (including refuelling) is allowed during a race.

K79

## THE RACING RULES

General - It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Powerboat racing is a non-contact sport and crew members may be penalised if contact occurs. Whilst not racing or participating in official practice sessions, boats are bound by the International Rules for the Prevention of Collision at Sea. **All Race Boats must observe the International Rules for the Prevention of Collisions at Sea when encountering any other Non racing craft at all times.**

- (a) Responsibility of all crew members - It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision, even if they have the right of way. A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- (b) Flag Signals – Boats must obey all flag signals given by officials during

# CLASS 3 RULES



testing, practice and racing. Failure to comply with flag signals may result in a penalty or disqualification.

- (c) Overlap – An overlap can be attempted and exist on either side. An overlap exists when one boat is not clear ahead of another. See diagrams 1 and 2 below for clarity.

Diagram 1

No overlap

A is clear ahead of B

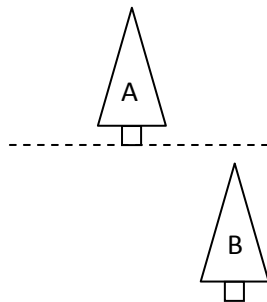
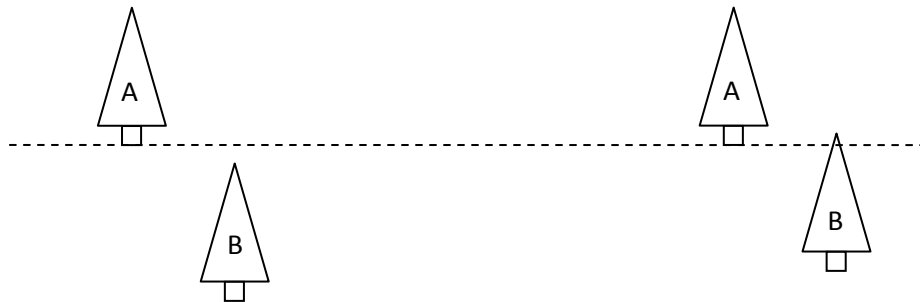


Diagram 2

Overlap exists

A is not clear ahead of B



## Definitions

**OVERLAP** – An overlap exists when one boat is not clear ahead of another and the overtaking boat has no longer a free choice on which side it shall pass.

**OVERTAKEN** - An Overtaking boat is deemed to have **overtaken** when its aftermost point is in front of the overtaken boats bow. If the overtaken boat then closes on the other it then becomes the overtaking boat and therefore must act accordingly.

(d) **RULES OF THE ROAD - RIGHT OF WAY**

The international Regulations for the Prevention of Collisions at Sea apply at all times between race boats and non race boats

(e) **OVERTAKING**

1. Any overtaking boat must give way to the overtaken boat.
2. A Boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat, once an overlap has been established.
3. An overtaking boat that has established an overlap must in all circumstances be prepared to alter its course in order to avoid collision.
4. During Multi-Class races, boats on the longer course may only pass outside of the boats on the shorter course.
5. Extra caution is advisable when overtaking canopied boats that may have limited visibility to the rear.
6. If a boat, in consequence of its neglect of any of these rules fouls another boat it may be penalised.
7. All colliding Race boats **will** be disqualified

- (f) Fouling Competing Boats - If a boat, in consequence of her neglect of any of these rules compels others to foul each other, she may be disqualified.

# CLASS 3 RULES



Definition of Fouling - By consequence of a boats actions it either collides with another boat, or causes another boat to have a collision, or causes another boat to take avoiding action to avoid a collision which may or may not result in that boat infringing another rule (e.g. - Missing or hitting a mark of the course)

- (g) Fouling Marks - If a boat is forced on to a mark by another boat, the driver may lodge a protest.
- (h) The following sections of Rule K79 are subject to reduced Protest Procedures see Rule H4 –
  - K79 (e) - 6
  - K79 (e) - 7
  - K79 (f)
  - K79 (g)

**K80**

## **INCIDENT PROCEDURE**

In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet

When it is deemed the course is clear, yellow flags will be removed

In the event of a serious incident, the red flag procedure will apply

It is the crew members' responsibility to monitor the all flag signals whilst deployed

**K81**

## **Accident Aid – UIM Rule 206**

It is mandatory for the first competing boat to arrive at the scene of the incident to stop and offer assistance. If no qualified rescue assistance is present.

Placing and championship points shall be awarded to any boat/driver that stops at the accident and provides assistance. Such placing shall be related to the last confirmed position it held prior to the time of stopping at the accident scene after deleting all non-finishers from the placing list.

However, except in extreme circumstances as decided by the race committee, the boat/driver that gives assistance must, when relieved of their duties by suitable rescue personnel, continue in the race until the completion.

Providing such competitor does finish at the completion of the race, at racing speed, the 70% rule shall not be applied to that boat/driver.

Should such boat/driver improve its position, it will keep its better place.

Penalties imposed by the OOD or the RYA/UIM Commissioner for reason of failing to stop in an accident or dangerous driving must be imposed as soon as possible on receipt of the evidence of the offence. In a multi-heat championship this must be before the next heat.

**K82**

## **Turn Marks and Missed Marks**

(a)

All marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to drive close enough to the course marks to ensure that they have been seen to pass them correctly.

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- (b) The Event Race Instructions will specify the colour and shape of the course marks.
- (c) Should a mark go missing the driver must pass through the approximate geographical position referred to in race instructions.
- (d) If a boat hits a turn mark – A Yellow Card penalty may be applied.
- (e) If a boat destroys a buoy or cuts the securing line – A Yellow Card may be applied. If a boat damages a buoy a fine will be applied.
- (f) A competitor may NOT return to a missed mark. The competitor must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missing marks will result in further penalties.
- (g) The missed mark penalty is 1 minute per missed mark or as described in Race Instructions

## **K83 Stopping the Race**

- (a) In case of force majeure or an accident, the race may be stopped by waving red flags. This signal will be given from all official boats.
- (b) On seeing red flags, boats shall stop racing immediately, reduce speed to less than 10 knots and return to the muster area and await further instructions. If the race is restarted the procedure identified in K76 will be followed.
- (c) In the event of the race being aborted by the use of the Red Flag procedure, the finishing positions will be taken as at the last passing of the Finish line. Any boat deemed to be the cause or a contributory factor in the race being aborted will be disqualified.

## **K84 Finishing a Race**

- (a) When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the 'winner' of the race and the start of the finish procedure of the race.
- (b) The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.
- (c) Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag.
- (d) A boat shall be timed for completing a race when her bow crosses the finishing line.
- (e) All boats crossing the finishing line after the 'winning boat' will be classified as having finished the race.
- (f) Upon completion of a race, a boat shall;
  - i. turn in to the centre of the course or as specified in race instructions,
  - ii. conform with the International Regulations for Preventing Collisions at Sea,
  - iii. not hinder other boats that are still racing and
  - iv. Await escort back to the Wet Pits.
- (g) Time Limit: All boats have a maximum of 15 minutes from the time the winning boat crosses the finish line to complete their final lap.
- (h) Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.

# CLASS 3 RULES



- (i) The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race – see Rule R.75 below.

## K85 **Curtalement of a Race**

A curtailment decision can be made at any time during a race provided the curtailment signalled on the Start/Finish line to the leading boat. The leading boat shall then stop racing immediately. All other boats shall stop racing when they next cross the Start/Finish line.

## K86 **Retirement Procedure**

On retiring from a race, boats must hoist and display an orange flag when practical to do so until the boat has been recovered from the water. The crew should attempt to contact Race / Safety Control immediately by radio and inform them of the boat's retirement. If radio communication is not possible, the nearest Safety/Patrol boat should be informed.

## K87 **RACE Points Scoring System – all classes**

- (a) Points will be awarded to the driver and Co driver separately.
- (b) Points are not transferable into other classes or between boats.
- (c) Any driver/co-driver combination disqualified from a race as a result of a technical infringement should lose all points to date, and those races may not be dropped as worst results for championship points status.
- (d) Any driver/co-driver/boat/team disqualified from a race for any other reason may not drop that race as a worst result for championship points status.
- (e) Spot checks will be carried out, un announced, at Championship races to verify that boats comply with the eligibility rules.

First place 400 points

Second place 360 points

Third place 324points

Reducing by 10% thereafter

## K88 **Flag Signals**

The following flags having the meanings shown will be used in all races unless Race Instructions state otherwise:

(a)

Flag	Where Flown	Meaning
Yellow	From Start Boat	Start procedure underway
	From Safety/Patrol Boat	Incident in vicinity, proceed with care.
Green	From Start Boat	Race Start and Last Lap
Red	From Start Boat	Start Aborted return to muster
	From official boats	Race stopped return to muster

# CLASS 3 RULES



Chequered	At Finish line	Race finished/curtailed
Black	From Start boat	Boat disqualified from race
Orange	Flown from competing boat	Retirement
	Waved from competing boat	Urgent assistance required
RYA Flag blue/yellow	From official boat	Indicates official boat

- (b) **YELLOW FLAG** – on seeing the yellow flag signal from an official boat, competitors MUST ACKNOWLEDGE THE SIGNAL proceed with caution, not overtake other race boats whilst in the area of the incident and keep clear of any danger areas. Any competitor who ignores or abuses the yellow flag signal may be penalised.
- (c) **RED FLAG** – on seeing the red flag signal, all boats shall stop racing immediately, and return at a safe speed to the muster area to await further instructions. Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.
- (d) **BLACK FLAG** - any race boat deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous, will be shown the black flag along with its race boat number the next time it passes the start boat and will be disqualified from the race. Disqualified boats must return to wet pits area, safely moving off the course and avoiding any interference with the race or other race boats. Disqualified boats will not be awarded points for that race and may be fined.

## K89 Posting of Results

- (a) The provisional results will be posted within an hour of the end of the races, where possible.
- (b) The OOD must sign the results and state the time of posting on the provisional results. The OOD will be present for one hour from the time of posting the results to receive any protests.
- (c) Provisional results will become official one hour after posting provided no protests have been received and all teams are signed off.
- (d) It is the teams' responsibility to monitor the posting of the provisional results.

## K90 Medical Examination

- (a) The Race Committee may instruct the Medical Officer (Doctor) 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 defined by the legislation, in the country in which racing is taking place, relating to driving a motor vehicle on the public highway.
- (b) 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.

## K91 Yellow Cards, Red Cards and Associated Additional Penalties

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

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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 and will be referred to the RYA.

A crew member with three or more yellow cards will lose the right to take part in the next OCR event and will be referred to the RYA

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 sixty minutes from the time of posting the results in which to lodge a protest.

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

Each yellow card is valid for 12 months from the date of issue

Yellow and red cards will be recorded in the Commissioners report.

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

**K92**

### 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 penalty includes a time penalty, then the appropriate time will be added to overall elapsed race time if the card is given for an on water offence.

Penalty Card	Number of offence	Associated Additional Penalty
Yellow	First yellow	1 minute penalty
	Second yellow	2 minute penalty
	Third yellow	3 minute penalty
Double Yellow	First double yellow	2 minute penalty
	Second double yellow	4 minute penalty
Red	First offence in calendar year	disqualification from that event.
	Second offence in calendar year	disqualification from the rest of the series

**K93**

### Championship Specific Penalties

At the discretion of the OOD, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice.

(a)	Smoking in the defined wet or dry pits:	£200 fine.
(b)	Fuel transfer outside the designated fuelling areas:	£200 fine.
(c)	Launching: persons on boats whilst being lifted or craned:	£200 fine.
(d)	Failure in launch/ramp discipline;	warning and/or £100 fine
(e)	I. first offence:	
(e)	II. second offence:	£200 fine
(f)	Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary:	£150 fine

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(g)	Not wearing race overalls at podium presentation:	£150 fine.
(h)	Failure to present engine or craft for technical examination:	Disqualification.
(i)	Misrepresentation or providing untrue statements:	Disqualification.
(j)	Failure to raise and fly retirement flag when able:	£100 fine.
(k)	Failure to report Retirement to Race / Safety Control:	£100 fine

These penalties are not exclusive and do not protect the offender from further action by the organisers / RYA. Penalties will be applied by the OOD. Penalties (a) to (j) above may be protested. Protests must be lodged within one hour of the penalty being issued.

## **K94 Failure to pay any fine**

Competitors will not be allowed to participate in the next event of the series until all outstanding fines are paid. This will be carried over between seasons if applicable.

## **K95 Injured Drivers**

- (a) If during an event a crew member is injured then the event organiser will complete form PBR19 and their licence may be suspended until the competitor has been given the all clear by a suitably qualified medical doctor.
- (b) The event organiser will give the original form to the competitor and send a copy of the form plus the driver's licence to the RYA. PBR19 describes the procedure for licence re-instatement

## **K96 Identity Tags**

- (a) All crew members will be issued with waterproof temporary identification which must be worn on the right wrist at all times during racing or testing.
- (b) These identification tags may be collected at the boat retrieving ramp/crane area after the final race to validate the driver/crew/boat combination.