



RIB RACING



RULES 2011



INTRODUCTION

R.1 CONCEPT

These rules are established to encourage owners of recreational RIBs to compete in RIB racing in a standard, safe, fair and enjoyable manner. The intention of these rules is to promote club and national racing leading to the development of continental and world championship events in the near future. They are intended to foster and develop a design of boat that is expressly built with massive inflatable buoyancy for safety and stability combined with an efficient hull for speed, practicality, comfort and pleasure. They should discourage designs that compromise safety for speed.

Further to the above,

- (a) "Offshore RIB Racing" means competitions between Ridged Inflatable Boats on the sea or on open surfaces of water.
There are three categories of RIB detailed in these rules. These categories or classes are divided according to the capacity of the engines and the length of the craft. Permission to race in any series is at the discretion of the organisers and they have the right to refuse entry into any series.
- (b) The boats must carry a minimum of two crew members; a driver and a navigator
- (c) Permitted modifications to engines are described in these rules
- (d) Safety takes priority over racing at all times.
- (e)

R.2 CLASSIFICATION AND APPROVAL OF RACES

The race calendar is co-ordinated and managed by your local National Authority.

- (a) Races in your country must be approved by your local National Authority – see R9.
- (b) International races are approved by the Union Internationale Motonautique (U.I.M.) in conjunction with your local National Authority – see R10.

R.3 HOW TO PARTICIPATE

You will need:

- (a) A RIB that complies with the rules described below
- (b) A powerboat racing licence available from your local National Authority under their terms and conditions for all riding crew members. See Section C of RYA PB1 2011 for full details.
- (c) To be medically fit to participate
- (d) To be within the age limits set by your local National Authority
- (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
These rules will answer the majority of questions and give you information on how to race a RIB. For more information please speak to your local National Authority or the world governing body, the U.I.M.

R.4 TERMINOLOGY

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

R.5 APPLICABILITY OF THE RULES

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



R.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**

R.7 AMENDMENTS

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

R.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 RIB events.

R.9 NON-APPROVED RACES

Any driver who competes in a race which is not approved by the local National Authority shall automatically forgo, for that event, any insurance benefits included with his 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.

R.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

R.11 DEFINITIONS

Measurements shall be taken in units of the metric system to two places of decimals.

For the purposes of these rules, a RIB is defined as follows:

- (a) A monohull boat fitted with buoyancy collar(s), propulsion unit(s) and ancillary equipment.
Further to (a) above, below the static load water line, no point on the hull outer surface, in any transverse section, shall be lower than any point nearer to the centre line, except at hull steps and spray deflectors. All hulls shall be essentially symmetrical about the vertical centre plane. This defines a monohull.
- (b) The hull must be of rigid construction made of any suitable material(s).
The buoyancy collar(s):
I. must be made of flexible inflatable material except as allowed below;
II. must extend completely round the boat except for the transom area – see point 5 below;
III. may extend across the transom area and/or beyond the transom;
IV. must be subdivided into a total of at least 3 inflatable compartments, each compartment having approximately equal volume;
- (d) V. may contain non-inflatable section(s). Such sections may only extend from the bow, on either side, for a maximum of 2m or 20% of the measured length (see R12 (g) below), whichever is the greater;
VI. must form an integral part of the bow, topsides, and gunwales of the boat;
VII. must have an area in side elevation, when fully inflated, of no less than 30% of the area in side elevation of the boat excluding any projection above the top of the buoyancy collar(s).
- (e) The propulsion unit(s) may be internally or transom mounted. Any form of propulsion may be used so long as 100% of the thrust is applied through the water.
- (f) Ancillary equipment shall be provided as detailed under these rules, Advanced Programme and the Race Instructions.

DEFINITIONS AND CLASSES

R.12 DEFINITIONS

- (a) A boat must conform to the RIB Definition (Rule R11)
Boats must have a CE certificate or, national equivalent or a certified measurement certificate issued by the National Authority of the entrant. The CE rating plate or national equivalent must be clearly displayed or the certified Measurement Certificate made available to the organising body. This rule is imposed to control the power to weight ratio of the boat.
- (b) No crew restraints will be permitted. Fully enclosed canopies are not allowed. Partial canopies will be allowed provided there is unhindered permanent open access aft of the steering wheel of a minimum total area of two (2) square metres. Crew may be either seated or standing.
- (c) There must be a minimum of two persons on board the boat during a race.
The classes are divided by length and horsepower ratings at the prop shaft. The engines in twin-engine boats shall each be from the same manufacturer and of the same model. No down-tuning of engines will be permitted i.e. to modify a higher horse power engine to fit a particular class.
- (d) The maximum boat horsepower must be equal to or less than that stated on the CE certificate (or national equivalent) or on the Measurement Certificate. The CE plate (or national equivalent) must be attached to the boat during racing.
- (e) Length is measured as per UIM length measurement for RIBs.
- (f) The race organising body reserve the right to continuously review engine horse power as manufacturers change specifications and / or release new models.
- (g)
- (h)



R.13

CLASSES

There are three classes defined within these rules – R1, R2 and R3; as follows:

Class	Length min	Length max	Total Boat HP – single or twin engine allowed	
RIB Open	8.50m	N/A	Above 700 diesel Above 600 petrol subject to Rule R.12 above	
R1	8.00m	N/A	700 diesel	600 petrol
R2	6.50m	8.00m	430 diesel	300 petrol
R3	5.50m	7.00m	330 diesel	200 petrol
R4	5.50m	7.00m	No Diesel	150 petrol

See Rule R52 – R56 for regulations relating to engines.

R.14

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.

R.15

CRANAGE, LAUNCHING AND RECOVERY

Lifting eyes for strops are not mandatory provided that the boat can be safely launched and recovered from a slipway. If no slipway is available, the organising body shall provide a crane,

If strops and lifting eyes are used, 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.

(a)

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 painted 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.

R.16

INFLATABLE COLLAR(S)

The collar(s) is/are to be inflated to an acceptable pressure for scrutineering and this pressure shall be maintained until the race has started, except under circumstances of force majeure only.

R.17

TOWING CLEAT, EYE AND SAMPSON POST

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

R.18

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.



R.19 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.

R.20 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

R.21 SHARP EDGES

All sharp edges must be adequately protected or removed.

R.22 STEERING and CONTROL CABLES

- 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.
- (a) Tiller steering is not permitted.
 - (b) Hydraulic steering must be fully operative, hoses and unions must be free of leaks and adequately protected.
 - (c) Boats with more than one engine must be capable of maintaining a course in a set direction on any one engine
 - (d) Hydraulic steering is mandatory for engines larger than 90HP.
 - (e) Boats running two or more propulsion systems must have either an external tie bar to stabilize outdrives or some other protective device that will prevent drives colliding should a steering failure occur.
 - (f)

R.23 ENGINE CUT-OFF

- Engine cut-off devices (“kill switches”) for connection to all crew are mandatory (first person out shuts off engine). An emergency override system or additional connection cord and clip to allow the engine to be restarted is mandatory.
- (a) Any kill switch connection cord must not exceed 120cm between the crew member and the boat.
 - (b) The emergency cut-off devices must be positioned so that when they operate, the connection cord and cap or clip will not catch or foul. **KILL SWITCH CONNECTION CORDS SHALL BE ATTACHED TO ALL CREW MEMBERS AT ALL TIMES WHEN THE BOAT IS RACING, TESTING, PRACTICING or UNDER THE DIRECTION OF THE START BOAT.**
 - (c)

R.24 THROTTLE CONTROL

- (a) All foot throttles shall quickly return the engine(s) to idling speed when released.
- (b) The lever unit must be securely attached.
- (c) The control unit must be properly connected, work freely and must not be in a position where it can be fouled.
- (d) The control unit must be within easy reach of the driver in his normal racing position.

R.25 OTHER CONTROL CABLES

All control cables shall be in good working order, securely fastened and any loose ends taped over.



R.26 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.

R.27 SEATS

All seats must be of adequate strength, fit for purpose and firmly secured

R.28 FUEL

(a) The only fuel to be used 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 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 engined 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 of the fuel or enhance the fuel by any other means.

R.29 FUEL TANKS AND LINES

(a) Shall be secure in all directions and shall not leak.

(b) Filling and venting arrangements, where applicable, shall not be close to any hot parts of the engine(s) or exhaust manifolds.

(c) Shall be isolated from the engine, preferably by bulkheads.

(d) There shall be a clearly marked and easily accessible means of shutting the fuel supply off from the tank(s) from outside the engine bay.

(e) Permanent metal tanks shall be earthed.

(f) The carrying of a refuelling funnel is advised.

(g) Fuel lines shall be leak and chafe resistant and run in a manner to avoid damage.

R.30 ENGINE MOUNTINGS AND TRANSMISSIONS

Outboards

(a) Mounting brackets and clamps must be secure and in a satisfactory condition.

(b) Engine mountings must be attached to the transom with at least four bolts and to the satisfaction of the scrutineers.

Inboards

(c) Engine mountings must be sound, and the mounting bolts securing them to the hull must be pinned or fastened with lock-nuts.

(d) Any commercially available outdrive is permitted.

(e) Where an outdrive is fitted, the method of connection to the transom must be secure.

(f) Inboard engines must be enclosed within a compartment or compartments with the exception of normal ventilation. The compartment(s) shall have rigid covers.

R.31 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.

R.32 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 a minimum and sited away from heat or fuel.



R.33

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) Have 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 supply line.

R.34

EXHAUST SYSTEMS FOR INBOARDS

- (a) The exhausting of gases must be designed in such a way that the driver and his crew are protected against the dangers represented by these gases. The engine exhaust manifolds, pipes and exhaust driven turbines from the engine outlet to the point of exit must be water cooled by water jackets or shielded. The external surface of the shield must not exceed 150°C at any time. The exit must be located in such a position whereby the crew cannot be affected by exhaust fumes.
- (b) The external surface of the shield must not exceed 150°C at any time. The exit must be located in such a position whereby the crew cannot be affected by exhaust fumes.

R.35

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). It is recommended that all propellers have hard protective covers to protect persons from injury in dry pits and in transits.

R.36

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.

R.37

BILGE PUMPS AND BAILING

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.

- (a) All bilge pumps shall be in proper working order and secured to the boat
- (b) It is advised that a bucket with lanyard is carried
- (c) It is also advised that an automatic electric bilge pump is fitted.
- (d) Elephant trunks where fitted shall be in good working order and it is recommended that they are open when racing.

R.38

FIRE PREVENTION

All boats must carry 1 x 2kg dry powder fire extinguisher readily accessible to the crew. In addition boats fitted with inboard engines must carry a second 2kg dry powder fire extinguisher similarly mounted.

- (a) In addition to (a) above, all boats with inboard engines must carry a fixed automatic fire extinguishing system. This system must be properly installed and engineered. Maintenance at manufacturer's recommended intervals is required, and evidence that this has been carried out must be available.
- (b) All fire extinguishers must be fully charged and in date.
- (c) All fire extinguishers must be fully charged and in date.

R.39

VHF RADIO

All boats must carry at all times whilst racing, a hand held VHF radio and / or a 25 Watt PEP radio which is 'certified waterproof by the manufacturer'.

- (a) The Advance Programme or the Race Instructions may stipulate a fixed 25 Watt PEP radio must be carried for certain races.
- (b) The appropriate ships/transportable licences for VHF radios must be valid. It is mandatory for one riding crew member to hold a VHF operator's licence.
- (c)



R.40 PROTECTIVE HELMETS

Unless otherwise stated at the briefing, 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. Helmets may be removed during the race if the boat is adrift or at anchor with engines stopped or idling.

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" or an equivalent bright colour acceptable to the organising body.

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 other wise stated in Race Instructions.

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

R.41 RACING VESTS AND LIFE JACKETS

(a) Racing Vests must be worn at all times by all persons on board whilst on the water except for crew members of category R3 boats who may wear life jackets with a minimum of 150 Newton buoyancy.

(b) The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:

(c) All vests must have an inherent buoyancy of at least 100 Newton and shall be fitted with collars.

(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 or yellow or have orange 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 racing vests. Please contact your National Authority for additional information if you are unsure of the type of product that is acceptable

R.42 Anchor and chain

The anchor shall be of a size and strength appropriate to the length and weight of the boat. At least 3 metres of chain of is recommended.



R.43 Towing and Anchor Lines

A rope or ropes of at least 25m total length shall be carried for use as a towing line or an anchor line. In addition, one towing rope, the static tow line, must be connected to the towing point on the front of the boat at all times whilst racing.

- (a) This rope shall be a minimum of three metres long but shall not be long enough that it reaches the propeller. The static tow line shall not be connected to the 25m towing line until a tow is required.
- (b) All towing and anchor lines and the towing point must be of adequate construction and strength for the boat to be towed when waterlogged.

R.44 COMPASSES

A compass must be carried if stipulated in the Advance Programme or Race Instructions.

R.45 WHISTLE, FIRST AID COMPRESS & KNIFE

If stipulated by the race organiser, all crew members must carry a whistle and first aid compress, both of which must be attached to them whilst racing, and each crew member must carry a sharp knife in a protective sheath.

R.46 FLARES

- (a) The organising body must stipulate, as a requirement for the event, the minimum flares that shall be carried. Full details and requirements to be specified in Race Instructions.

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

- (b) manufactured form (not handwritten), shall be not more than 3 years old and shall have a minimum burn time of 40 seconds.

- (c) Additionally, if stated as a requirement, one mini flare pack (8 flares) shall be personally carried by each crew member.

R.47 RETIREMENT FLAG

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.

- (a) Once a boat has retired it cannot, under any circumstances, continue or re-start racing
- (b)

R.48 STRUCTURAL STATE

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

R.49 EQUIPMENT & SAFETY

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

List of Equipment - Compulsory or Specified in Race Instructions

Race Numbers and decals

- (a) Race number decals, sponsor decals and application instructions will be issued by the organising body. It is the responsibility of each team to ensure the issued decals are placed on their boat as directed.

National Flag

- (b) 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

First Aid Kit and Manual

- (c) If stipulated in the Advance Programme or Race Instructions, a suitable first aid kit and manual appropriate for the potential hazards encountered shall be carried and be stowed in a self-contained waterproof box within easy reach of the crew.

Hand or Foot Pump

- (d) A hand or foot pump for the inflatable collars shall be carried.



Flashlight

- (e) A powerful waterproof flashlight, independent of the boats power supply, shall be carried if stipulated in the Advance Programme or the Race Instructions.

Chart(s)

- (f) Up-to-date paper charts of suitable scale or other relevant publications covering the event area(s) shall be carried if stipulated in the Advance Programme or Race Instructions.

Sea Anchor

- (g) 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.

R.50 ASSISTANCE RULES

For all races, the orange flag is to be waved where a vessel requires assistance, or flown if the boat has retired. Unless another vessel is already rendering assistance it is the responsibility of each racing boat to investigate the situation where either:

- (a) an orange flag is waved or
(b) another race boat has stopped is making no signals and there is no sign of movement.

R.51 PROTECTIVE CLOTHING – ADDITIONAL REQUIREMENTS

Additional requirements for protective clothing will be stipulated in the Race Instructions.

MODIFICATIONS TO ENGINES

R.52 EPA/CARB OUTBOARD ENGINES

Non EPA/CARB outboard engines are not allowed.

The following modifications are permitted:

- (a) The propeller may be replaced by any other cast propeller together with its washer(s) and nut(s).
(b) The steering bar and brackets may be reinforced or replaced as a safety measure. It is also permitted to modify the standard engine cowling in order to facilitate the fitting of alternate steering assemblies provided that any none standard openings are sealed so the engine cannot pull in any additional air.
(c) The engine rubber mounts may be changed or substituted.
(d) All external studs, screws, nuts bolts and their washers not wholly contained within the powerhead, may be replaced as well as the method of locking them, providing there is no performance advantage
(e) The use of thrust blocks mounted on the lower unit and / or on the boat is permitted.
(f) Power Trim: a properly engineered system for altering engine trim whilst underway is permitted.
(g) Modifications and minor optional alternatives as listed and priced by the engine manufacturer may be permitted provided they do not affect engine performance, but improve convenience and safety
(h) Transom brackets may be reinforced.
(i) 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.

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 a recognised (by the manufacturer) repair.
(d) Remote water pick-ups are not allowed.
(e) 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.

R.53 OUTBOARD ENGINES – TWIN INSTALLATIONS

When twin engines are installed there must be counter rotating propeller shafts and the gear ratios of each engine must be the same and must be a standard manufacturer product.

R.54 ALL INBOARD ENGINES

The following modifications are permitted:

- (a) The propeller may be replaced by any other cast propeller together with its washer(s) and nut(s).
- (b) The engine rubber mounts may be changed or substituted.
- (c) All external studs, screws, nuts bolts and their washers not wholly contained within the powerhead, may be replaced as well as the method of locking them, providing there is no performance advantage.
- (d) Power Trim: a properly engineered system for altering drive trim whilst underway is permitted.
- (e) Modifications and minor optional alternatives as listed and priced by the engine manufacturer may be permitted provided they do not affect engine performance, but improve convenience and safety
- (f) Areas around the transom seal may be reinforced.

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 a 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.

R.55 STARTING AND CHARGING

An electric starter with suitable battery and a device for recharging the battery is compulsory for ALL engine types and ALL installations

R.56 UNAUTHORISED CHANGES

Any change or modification that is not allowed for under the rules will result in disqualification from the race

RACING REGULATIONS

R.57 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.

R.58 SCRUTINEERS' INSPECTIONS

- (a) Scrutineers shall work with the current local National Authority scrutineering list as a guide and equipment listing (Appendix 1).
- (b) Scrutineering does not constitute a condition survey of the boat
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, UIM or local National Authority. The scrutineer shall
- (c)



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.

R.59 ENGINE ELIGIBILITY

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

- (a) 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.

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.

- (b) 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.

R.60 PRE-RACE DECLARATION FORM

All drivers and crew members shall sign the local National Authority indemnity form which shall be made available by clubs. All competitors who are under 18 on the day of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race. Some local National Authorities may have other applicable rules for declaration or to age restrictions.

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.

R.61 DRIVERS' BRIEFING, SIGNING IN – ALL CLASSES

- (a) Race boat drivers (two per boat) 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.

R.62 STARTING PROCEDURE

- (a) **Minimum Visibility**

There must be two nautical miles visibility over the whole start area and there must also be at least one nautical mile visibility over the whole 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 must be at least one nautical mile.
- 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. At approximately 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.
N.B. The start boat may begin crossing the start chute in either direction. This will be detailed in the drivers' briefing.
 - VI. 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.
 - VII. 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.
 - VIII. 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.
 - IX. 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.
 - X. 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 started in the Race Instructions or be given at the drivers' briefing.
 - XI. It is recommended that the Start boat personnel should be limited to the following: a driver, flag person, flag person assistant and the starter.
 - XII. 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
(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.	3 minutes

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

- XIII. Safety takes precedence over racing. Drivers should do nothing to endanger crew, spectators or other participants.
- XIV. 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:

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 in safety before accelerating towards down 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

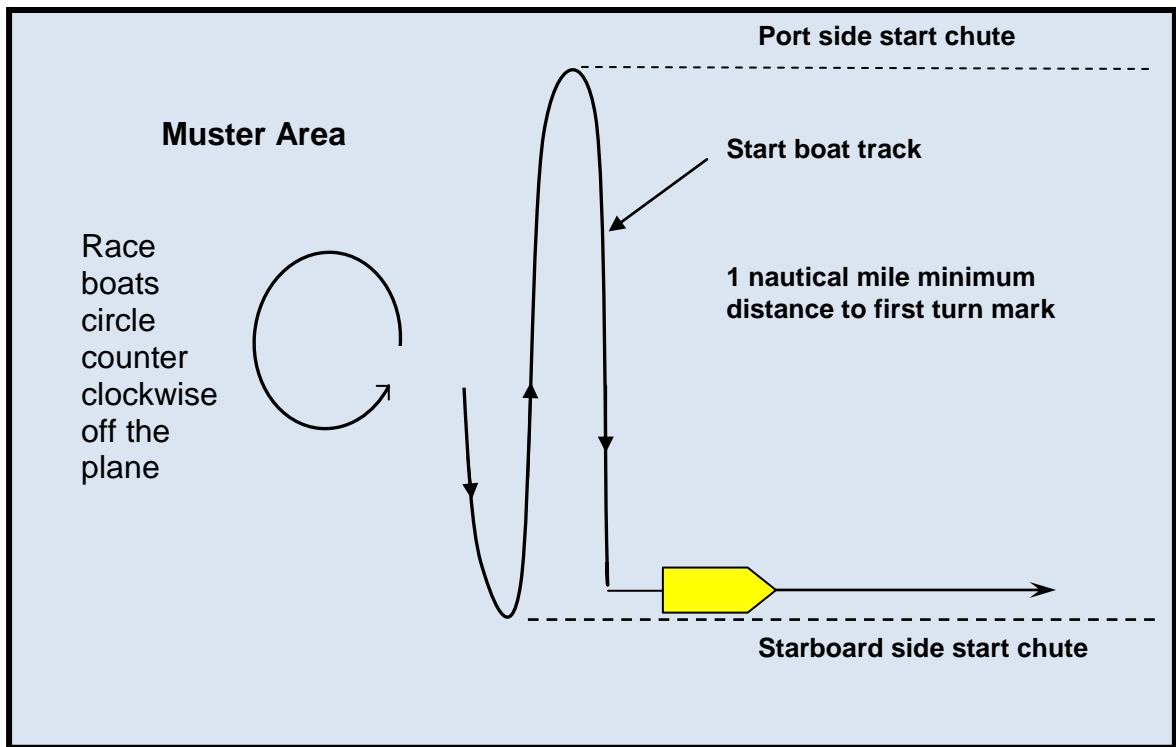
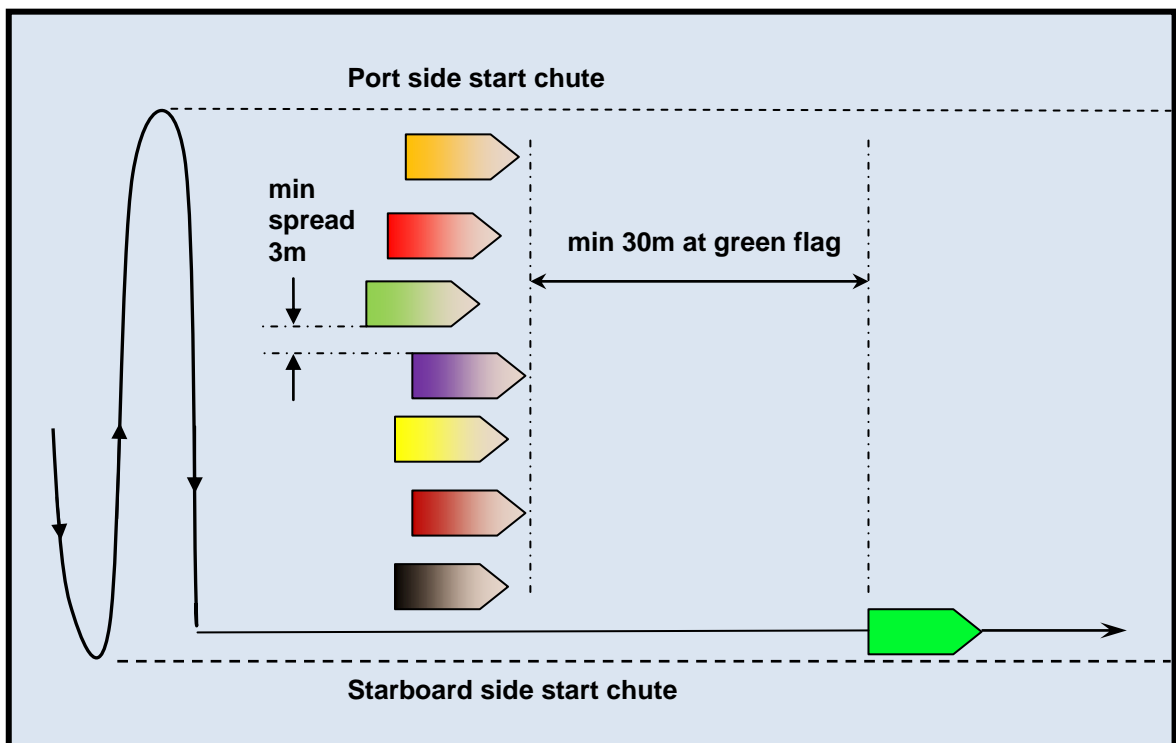


Diagram 2 – Start procedure, green flag





R.63 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.

R.64 OUTSIDE ASSISTANCE

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

R.65 THE RACING RULES

General

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.**

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.

(a)

Flag Signals – Boats must obey all flag signals given by officials during testing, practice and racing. Failure to comply with flag signals may result in a penalty or disqualification.

(b)

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 3 and 4 below for clarity.

(c)

Diagram 3
No overlap
A is clear ahead of B

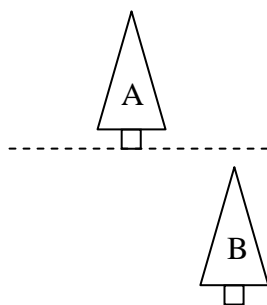
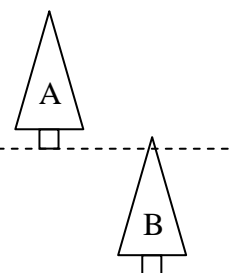


Diagram 4
Overlap exists
A is not clear ahead of B



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) **Right of way –**

- I. 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

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.

- (g) 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)

- (h) Fouling Marks - If a boat is forced on to a mark by another boat, the driver may lodge a protest.
The following sections of Rule R65 are subject to reduced Protest Procedures see Rule H4 –

- (i) R65 (f) - 6
R65 (f) - 7
R65 (g)
R65 (h)

R.66 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

R.67 Accident Aid

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.

R.68 Turn Marks and Missed Marks

All marks will be laid in the approximate positions referred to in the race instructions.

- (a) 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.
- (b) The Event Race Instructions will specify the colour and shape of the course buoys.
- (c) Should a buoy 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 may 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.

R.69 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.

In the event of the race being aborted by the use of the Red Flag procedure, **the**

- (b) **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.**
- (c) On seeing red flags, boats shall stop racing immediately, reduce speed to less than 10 knots and turn into the centre of the course and await further instructions.

R.70 Finishing a Race

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.
Upon completion of a race, a boat shall;
 - I. turn in to the centre of the course,
 - 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.
- (f)



- (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.
- (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.71 below.

R.71 CURTAILMENT OF A RACE

A curtailment decision can be made at any time during a race provided the curtailment is 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.

R.72 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.

R.73 RACE POINTS SCORING SYSTEM – ALL CLASSES

- (a) Points will be awarded to race boats (regardless of crew embarked).
- (b) Points are not transferable into other classes or between boats.
- (c) No points will be awarded if a boat is disqualified for an infringement of the technical rules.

The race points will be awarded as follows unless altered by Race Instructions:

- (d)

First place	20 points
Second place	17 points
Third place	15 points
Fourth place	14 points
Fifth place	13 points
Sixth place	12 points

 reducing by one point for each subsequent position.

R.74 Flag Signals

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

Flag	Where flown	Meaning
Yellow Flag	From Start Boat	Start procedure underway
	From Safety/Patrol Boat	Incident in vicinity, proceed with care, no overtaking
Green Flag	From Start Boat	Race Start
Red Flag	From Start Boat (during start)	Start Aborted
	From official boats	Race stopped
Chequered Flag	At Finish line	Race finished
Chequered & Red Flag Together	At finish line	Race curtailed
Black Flag & race –	From Start boat	Boat disqualified from race; boat stop racing



Boat
number

Orange Flag From competing boat Retirement

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.

RED FLAG – on seeing the red flag signal, all boats shall stop racing immediately, turn in to the centre of the course and 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.

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.

R.75 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.
- (d) It is the teams' responsibility to monitor the posting of the provisional results.

R.76 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 their National Authority 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.

R.77 BANNED SUBSTANCES AND BANNED METHODS

- (a) 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 failing or refusing a test shall be suspended from the event by the jury and reported to their local National Authority.
- (b) Banned Substances and Banned Methods.
 - I. A competitor shall neither take a banned 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 local National Authority by written request. All infringements of this rule will be reported to the local National Authority.

- II. Doping control is governed by U.I.M. rule 205.02.02 and competitors are subject to the control, procedures and penalties described in the U.I.M. anti doping appendix.
- (c) Control of Banned Substances and Doping Control Procedures
- I. 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.
 - II. Any infringement of this rule will be reported immediately to the Race Jury and subsequently to the local National Authority Disciplinary Board.
 - III. No competitor shall protest another competitor for an infringement of this rule.

ANTI-DOPING – awaiting the 2010 updates from the U.I.M. and will be amended as required.

R.78 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, the local National Authority, Commissioner or by the National Authority of the Licence Holder;

- (a)
- I. any deliberate act taken to gain unfair advantage,
 - II. any false act made or statement given,
 - III. any attempt to bribe or the taking of a bribe,
 - IV. any abusive or unsportsmanlike behaviour,
 - V. any instances of verbal or physical abuse against any race or event official.

(b) **Penalties may include yellow cards, red cards, suspension or disqualification from an event, exclusion from the Championship and the imposition of a points or financial penalty.**

R.79 YELLOW CARDS, RED CARDS AND ASSOCIATED ADDITIONAL PENALTIES

- (a) Yellow and red cards can be given to any crew member by the OOD.
- (b) 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.
- (c) A crew member given a red card is immediately prevented from taking any further part in the event and will be referred to the local National Authority.
- (d) A crew member with three or more yellow cards is immediately prevented from taking any further part in the event and will be referred to the local National Authority.
- (e) 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.
- (f) The organiser shall inform the National Authority of the crew member within three days if any cards are issued.
- (g) Yellow and red cards may be issued on the evidence of any media/TV footage

R.80 FAILURE TO PAY ANY FINE

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

R.81 INJURED DRIVERS

- (a) If during an event a crew member is injured then the event organiser will complete the relevant form 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 their local National Authority.

R.82 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.
These identification tags may be collected at the boat retrieving ramp/cranage area after the final race to validate the driver/crew/boat combination.

(b)

R.83 PODIUM PRESENTATIONS

All podium finishers must wear their race overalls or team clothing and any race winners caps provided. Failure to do so may result in penalties.

R.84 PROTESTS, APPEALS AND DISCIPLINARY PROCEDURE

The rules regarding protests, appeals and the disciplinary procedure will be those used the local National Authority.

APPENDIX 1

PENALTIES

The following is a list of items that may be penalised by the OOD. There are no set penalties but these may be detailed in the Race Instructions.

- A) Late Entries – Penalties should be listed in Advance Programme and Race Instructions
- B) Smoking in the defined wet or dry pits
 - 1) for a licence holder
 - 2) for a team member or a mechanic
 - 3) for officials
- C) Fuel Transfer outside the designated fuelling areas
- D) Launching
 - 1) Persons on boats whilst being lifted, craned etc
 - 2) Craning boats over people's heads
 - 3) Failure in launch/ramp discipline:
- E) Pollution – noise, smoke in pits or soot on water
Penalty should be explained in race instructions but may be:
- F) No Show for Driver's Briefing
- G) Late reporting for signing in to Driver's Briefing
- H) Breach of International Regulations for preventing collisions at sea or contravention of local Bye-Laws or dangerous Driving
- I) Unsportsmanlike behaviour or antisocial behaviour by licence holder or official
- J) Failure to present engine or craft for technical examination
- K) Publicity – misrepresentation or untrue statements
- L) Failure to raise and continue flying the retirement flag
- M) Failure to report retirement to safety net
- N) Failure to carry all safety equipment
- O) Failure to pay fines
- Q) Failure to complete the course correctly