



2011 Rules

UK Formula Future Offshore Race Club is a fun club offering affordable powerboat racing – whether you are an adrenaline junkie living life on the edge, or a family wanting to enjoy some quality time together we will have something for you. From its roots racing K-Class as Wanda Offshore in 2003, it has evolved through the years to offer a choice of adult or junior racing and also boasts one of the 'greenest' fleets in the sport by running environmentally friendly engines in our classes. We offer a variety of inland and offshore racing at venues throughout the UK with a choice of 4 classes. Our classes are designed to overlap so it is possible to drive in one class, whilst co-driving in another. The boats used are all production hulls and engines, making it possible to race on a low budget. By using one standard engine per class winning is all about driver ability! We offer a comprehensive training package with ongoing support to all new members.

GENERAL REQUIREMENTS FOR RACING

- UK1.** UKFFORC racing consists of National and Basic racing and the following rules must be used for all UKFFORC Classes. UKFFORC class specific rules as detailed below take precedent over general racing rules at all times. On arrival in race pits/venue/event area, all teams are deemed to be under race rules and regulations. All rules will apply, as will penalties.
- UK2.** It is the responsibility of competitors to have a full knowledge of these rules and furthermore it is the responsibility of parents to ensure that all competitors under the age of 18 years fully understand and comply with these rules. All competitors new to powerboat racing **MUST** attend an RYA approved powerboat race training course prior to being allowed to race or participate in any powerboat racing events. Competitors upgrading to a more advanced class must also undertake additional training for that class. All competitors under the age of 18 must provide annually to the RYA an RYA Certificate of Competence form signed by the club chairman or secretary and countersigned by the parent or guardian. This form confirms that the named competitor has undertaken a training course for the class in which they intend to race or that they have previous powerboat racing experience in that class. Minimum age requirements apply to all competitors. Competitors must attain the minimum age required by the date of their first race. Full details of the training programmes can be found in this publication and on the UKFFORC or the RYA web sites.
- UK3.** All Novice drivers must carry a yellow sticker on their engine cowling until deemed competent by the club committee.
- UK4.** All individuals participating in “UK Formula Future Offshore Race Club” series must be a member of UKFFORC. All competitors under the age 18 years must complete an RYA parental/guardian consent form at each event which must be signed by the club chairman or secretary and parent or guardian before the competitor is allowed to race. The minimum age applicable to all classes must be reached before competing. Provisional Licence holders will be required to demonstrate satisfactory skill levels to the Officer of the Day prior to being allowed to race and whilst racing under a Provisional Licence.
- UK5. Registering a race boat with the RYA and the RYA Registration Logbook**
- (a) All boats that are intended to be raced must be registered with the RYA. Registration relates to both the owner and boat. Any change in ownership requires re-registration. Boat registration forms are available from the RYA and these must be completed and returned to the RYA a minimum of 28 days prior to the intended first race date unless by prior arrangement with the RYA. A registration fee may be payable to the RYA. Please contact the RYA for details.
 - (b) The RYA will issue a registration log book which must be presented at race control at the same time as racing licences.
 - (c) The OOD will authorise the Race Secretary to record details of any damage sustained at the event on an RYA Incident Report Form and in the RYA Boat Registration Logbook. A copy of all incident reports will be sent to the RYA.



UK6. PROTESTS, APPEALS AND DISCIPLINARY PROCEDURE

Any protests, appeals and disciplinary action will be conducted in accordance with the RYA rules governing such situations. Full details of the above can be found in section UK75 of this publication.

UK7. Terminology

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

UK8. Applicability of Rules

Except where otherwise indicated, the rules set out below apply to ALL classes.

UK9. Interpretation of the Rules

- (a) 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.
- (b) **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.**

UK10. CLASS DETAILS

	SERIES	BOAT TYPE	Min Driver Age	Min Co-driver Age
UK10.1	S250	Sorcerer type 3.75M, single seat	9	N/A

- a. **Hull:** One design Sorcerer GRP 3.75M boat with RYA Registration log book. No fuel/ballast tanks fitted in the bow area.
- b. **Engine:** Evinrude Etec 25 HP output two stroke, standard shaft, no modifications permitted. See UK18
- c. **Engine Oil:** Evinrude XD100 Oil must be used. The ECU must be set for Evinrude XD100 oil. Competitors not complying to this rule will be penalised.
- d. **Minimum Weight:** 240 kg as raced with boats equipment and residual fuel.
- e. **Seating:** Single centre seat.
- f. **Propeller:** Standard Evinrude Alloy 13” pitch. At any event any/all competitors may be requested to race with a club standard propeller if requested by the race committee to do so. Failure to comply with this may result in disqualification.
- g. **Steering:** All boats must be fitted with an approved control system which must be incorporated into the specific single seat manufacturers steering consul
- h. **Safety:** All boats in this series shall be fitted with a rear anti-intrusion safety bar. This must be fitted to the satisfaction of the RYA scrutineer.

	SERIES	BOAT TYPE	Min Driver Age	Min Co-driver Age
UK10.2	F400	Fletcher type 14’ GTO	12	12

- a) **Hull:** One design Fletcher GRP 14’ GTO type boat with RYA Registration log book. No fuel/ballast tanks fitted in the bow area.
- b) **Engine:** Yamaha (F40B) 40HP output four stroke, standard shaft, no modifications permitted. See UK18
- c) **Minimum Weight:** 420 kg as raced with boats equipment and residual fuel.
- d) **Seating:** Side by Side seating
- e) **Propeller:** Standard Yamaha Alloy 13” pitch. At any event any/all competitors may be required to race with a club standard propeller if requested by the race committee to do so. Failure to comply with this could result in disqualification.
- f) **Steering:** All boats must be fitted with an approved control system

	SERIES	BOAT TYPE	Min Driver Age	Min Co-driver Age
UK10.3	E900	16'-18'11" hull	16	16

- a) **Hull:** Any standard production mono hull from the club approved list available on request measured as per PB1. Min boat length 16' (4.875m) max length 18'11" (5.76m) with a RYA Registration log book. No fuel/ballast tanks fitted in the bow area.
- b) **Engine:** Evinrude E-Tec 90HP output two stroke, standard shaft. (EPA/CARRB Compliant) No modifications permitted. See UK18
- c) **Engine Oil:** Evinrude XD100 Oil must be used. The ECU must be set for Evinrude XD100 oil. Competitors not complying to this rule will be penalised.
- d) **Minimum Weight:** 530 kg as raced with boats equipment and residual fuel
- e) **Seating:** Side by Side seating only permitted
- f) **Propeller:** Only approved Evinrude propellers, repaired or worked are permitted. Work to propellers is limited to the blades of the prop only, the centre/hub must remain as standard. Evidence of manufacture will be required. See club approved list of propellers for further details.
- g) **Steering:** All boats must be fitted with an approved hydraulic control system only

Safety:	SERIES	BOAT TYPE	Min Driver Age	Min Co-driver Age
UK10.4	E1500	18'-20" hull	17	16

- a. **Hull:** Any standard production mono hull from the club approved list available on request measured as per PB1. Min boat length 18' (5.48M) max length 20' (6.09M) with a RYA Registration log book. No fuel/ballast tanks fitted in the bow area.
- b. **Engine:** Evinrude E-Tec 150HP HO two stroke, standard shaft. (EPA/CARRB Compliant) No modifications permitted See UK18
- c. **Engine Oil:** Evinrude Oil XD100 must be used. The ECU must be set for Evinrude XD100 oil. Competitors not complying to this rule will be penalised.
- d. **Minimum Weight:** 680Kg as raced with boats equipment and residual fuel.
- e. **Seating:** Side by Side seating only permitted
- f. **Propeller:** Only approved Evinrude propellers, repaired or worked are permitted. Work to propellers is limited to the blades of the prop only, the centre/hub must remain as standard. Evidence of manufacture will be required. See club approved list of propellers for further details.
- g. **Steering:** All boats must be fitted with an approved hydraulic control system only.

UK11. GENERAL RULES SPECIFIC TO ALL CLASSES:

Boat and Equipment

Eligibility of boats:

All competitors in any class may change boats at any time during the year providing the boat meets the class requirements as described in these rules and is agreed by the UKFFORC Committee.

UK12. Craning Regulations

- (a) Boat numbers MUST be on the trailer on the starboard side at the hitch. This forms part of scrutineering.
- (b) No persons shall be on board a boat whilst being lifted by a crane.
- (c) Anyone in the craning area MUST wear a hard hat or protective helmet at ALL TIMES. Penalty for non-compliance is a fine of £100.
- (d) Crane and/or launch times will be scheduled in race instructions or by a launch order issued by race control. This must be complied with to guarantee launch, otherwise competitors will be responsible for their own launch arrangements NB The crane/tractor may not be available outside posted times.
- (e) A minimum of one team member must be present at launch or recovery. All boats must be "launch ready" on arrival at the crane (ropes, fenders on, covers off, etc) otherwise the boat will be refused launch or recovery.
- (f) Lifting points shall be of adequate construction and strength for the boat to be craned.



UK13. Towing Cleat, Eye

Towing cleats, 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.

UK14. Painter/Towing Line

Painters and mooring lines shall be of sufficient length and strength for the purpose of towing or mooring. All ends shall be whipped or welded and chafed or worn ropes should be renewed. At least 2 lines shall be carried.

Note: Painter length shall be less than the length of the boat to avoid fouling the propeller.

UK15. Sharp Edges

All sharp edges shall be adequately protected or removed.

UK16. Fuel

- (a) For petrol engines, fuels are limited to petroleum-based fuels. Any additives deemed to be performance enhancing by UKFFORC or Race Officials are not permitted. The Penalty for the use of performance enhancing additives will be disqualification and/or a £200 fine.
- (b) All fuel must be carried in fuel tanks suitable for the design of boat. (See rule UK17).
- (c) Competitors are reminded to check current HSE or relevant directives regarding the transportation or carrying of fuel.
- (d) Fuel may not be transferred between tanks during a race.
- (e) Fuel transfer outside any designated fuelling areas will result in a £200 fine.
- (f) The unleaded petrol must be as defined by the European Committee for Standardisation (CEN), EN 228 (2004), or BSEN 7070 standards
- (g) In the event of a fuel sponsor agreement, all boats must use the fuel specified in race instructions (In these circumstances boats must arrive capable of taking fuel for a full race distance).
- (h) Except where a fuel sponsor has provided fuel, fuel must be standard road-side or marina available fuel. The fuel must be available to the public and dispensed by standard road-side or marina methods only.
- (i) Fuel sampling may take place during race events.

UK17. Fuel Tanks

- (a) Shall be **secure in all directions**, and shall not leak.
- (b) Shall have sensible filling and venting arrangements where necessary.
- (c) There shall be an easily accessible and clearly marked means of shutting the fuel supply off from the tank.
- (d) The fuel tank must be grounded to enable the discharge of static electricity where necessary.

UK18. Engines

- (a) No modifications permitted however if engine rebuilds are required the following procedure must be followed (see section (b)(iv)).
- (b) All engines in the S250, E900, & E1500 Classes will be inspected and all available technical data recorded by UKFFORC. Engines will be re set to factory settings and the ECU access port will be sealed. This inspection and engine sealing will be carried out prior to the commencement of the racing season. UKFFORC will notify all competitors of the inspection dates and all competitors must attend this pre season inspection. Further random engine inspections will be carried out by RYA officials during the season.
 - i. If an engine seal is broken prior to arrival at an event, the engine cowl will be sealed in place and any points gained at the event will remain provisional until the engine has been inspected. Engines will be inspected as soon as possible following the end of the race or the race event. Protests can be lodged in accordance with RYA protest procedures however if no engine inspectors are available the protest will be deferred and re opened as soon as the results of the inspection are made available.
 - ii. If the engine cowl seal(s) is broken before the engine is inspected, all points gained in that event will be forfeit.

- iii. If competitors require work to be carried out to their engine that requires an engine seal(s) to be broken it must either be done by the UKFFORC appointed agent or done in the presence of a UKFFORC/RYA appointed scrutineer. UKFFORC must be informed in writing prior to any such work being carried out.
 - iv. Engine rebuilds are permitted providing engines are rebuilt to the original cc of the standard production engine. This work must be carried out by a UKFFORC appointed agent and with the approval of UKFFORC, all original manufacturers' parts must be used.
 - v. No engine cowling modifications are permitted and cowlings must be in place throughout the entire period of a race.
- (c) Spare Engines. You may carry a spare engine which has to be certified by UKFFORC and meets the above specifications.
 - (d) The F400 engine will be sealed at the commencement of the season by UKFFORC/RYA scrutineers.
 - (e) No computers are allowed to be plugged into an engine without a scrutineer or club official present.
 - (f) Infringement of either (a),(b),(c),(d),(e) above will result in disqualification and/or yellow card and/or a fine.

UK19. Steering

- (a) The steering wheel shall be secured and locked on to the shaft. No lateral movement of the steering wheel is permitted.
- (b) The steering wheel unit shall be fixed to, or through the dash panel, or a steering mounting bar, and shall be through bolted and locked.
- (c) The steering wheel strengths shall be checked; if the wheel is split or cracked, the wheel shall be rejected. Wheels of the laminated rim type shall be checked for weakness caused by the breakdown of the laminations. Plastic composition wheels shall be checked for early fatigue where the spokes join the boss to ensure the wheel cannot be forced to spin on the internal boss.
- (d) There shall be no undue degree of play in the steering system.
- (e) All steering linkages, quadrants and any fitting to the stock shall be in good condition and secure.
- (f) Steering controls shall operate with full and free movement.
- (g) Hydraulic steering shall be fully operative, hoses and unions shall be free of leaks and adequately protected.
- (h) IT IS RECOMMENDED THAT ALL HYDRAULIC HOSES ARE OF A STAINLESS BRAIDED TYPE, IN ORDER TO MINIMISE THE RISK OF WEAR AND/OR HYDRAULIC FAILURE. COMPETITORS ARE ALSO REMINDED THAT THE CONDITION AND SUITABILITY OF THE EQUIPMENT, STEERING AND OTHERWISE, IS THEIR RESPONSIBILITY AND REGULAR INSPECTION AND MAINTENANCE IS ESSENTIAL.

UK20. Engine Cut-Off

- (a) Engine cut-off devices ("kill switches") for connection to all crew are mandatory (first person out shuts off engine).
- (b) Spare cords must be carried at all times on the water for each type of switch.
- (c) Any kill switch connection cord must not exceed 120cm between the crew member and the boat.
- (d) 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.
- (e) Engine 'Kill' Switches are mandatory and must be attached to all crew at all times whilst on the water and must be in good working order.

UK21. Throttle Control

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

UK22. Other Control Cables

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

UK23. Seats

Seats for the Driver and Co-Driver shall be fit for purpose and firmly secured.

UK24. Engine Mountings and Transmissions

- (a) Mounting brackets and clamps shall be secure and in a satisfactory condition.
- (b) Engine mountings shall be attached to the transom with at least four bolts.
- (c) All engines must be bolted directly to the transom.
- (d) A transom plate may be used up to a maximum even thickness of 4mm.
- (e) No jack plates allowed. No stand-off box or lifters are allowed.

UK25. Engine Hazards

The engine shall 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.

UK26. 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 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.

UK27. 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.

UK28. Engine Well Integrity

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

UK29. Bilge Pumps and Bailing

- (a) There shall be at least one manual bilge pump (bailer) in all boats, and one electrical bilge pump (except for the S250 Class).
- (b) All bilge pumps shall be in proper working order and secured to the boat.

UK30. Paddles

- (a) Two paddles shall be stowed for immediate use but not loose (except for the S250 Class which is only required to have one paddle).
- (b) They shall be of a practical form related to the size of the boat and in useable condition.

UK31. Buoyancy

- (a) It is mandatory for all boats to have sufficient buoyancy to keep afloat when waterlogged.
- (b) Only foam or polystyrene allowed.
- (c) It is the competitor's own responsibility to ensure sufficient buoyancy is fitted at all times whilst racing. This must be securely fitted to the boat to the satisfaction of the scrutineer

UK32. Propeller Security

It shall be the responsibility of the competitor to ensure that the propeller is sound, particularly at the blade roots and that it is securely locked by the propeller nut(s).

UK33. Fire Extinguisher

All boats shall carry a minimum of one full charged and in date dry powder 2kg fire extinguisher, or two 1kg extinguishers, sited conveniently and readily accessible to each crew member. Use of fire fighting equipment is at the discretion of the crew (or parents of under 18's).

UK34. Protective Helmets

- (a) Unless otherwise stated at the briefing, full face protective helmets must be worn by all persons on board at all times during the journey to and from the race course, during racing, practice and testing. 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 at least 75% coloured bright orange.
- (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 "RYA 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)

UK35. Racing Vests

- (a) Racing Vests must be worn at all times by all persons on board whilst on the water and under way.
- (b) The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:
 - i. All vests must have an inherent buoyancy of at least 100 Newton and shall be fitted with collars.
 - ii. 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.
 - iii. There must be lifting straps at the front or on the shoulders.
 - iv. 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.
 - v. Tears or rips or bad repairs through which buoyancy material may leak out are not permitted.
 - vi. Vests must be at least 70% orange or yellow or have orange or yellow panels.
 - vii. Vests must have a lifting eye or strap attached to the main harness.
 - viii. Vests must not be able to ride up over the wearer's head, and must be secure to the body.
 - ix. The disposition of the solid buoyancy must be such as to ensure that an unconscious person will float face up in the water.
 - x. The vest must have impact protection material covering the back.
 - xi. Competitors Racing in E900 and E1500 Must comply with the above requirements.
 - xii. Competitors racing in S250 and F400 classes who do not safely fit the standard racing vests described above may use alternative approved lifejackets. Where no back protection is provided separate back protection (body armour) must be used.
 - xiii. Examples of the type of jacket that comply with standard racing vests are the Hutch wilco or Grabner racing vests. Please contact the RYA for additional information if you are unsure of the type of product that is acceptable.

UK36. Crew Communications

- (a) Must have a working intercom between driver and co-driver for classes F400/E900/E1500 only.

UK37. Seating Safety

- (a) All crew members must remain in their seats whilst racing.
- (b) Crew members must keep all limbs inside the boat at all times whilst racing.
- (c) Penalties for non compliance with (a) and (b) above may be disqualification or other penalties.

UK38. Anchor/Anchor Line

- (a) Anchors shall be of a weight and type adequate to hold the boat and shall be securely stowed in an accessible place.
- (b) The anchor line shall:
 - i. Be of a size and strength appropriate to the boat.
 - ii. Be in good condition.
 - iii. Be at least 30m in length.

UK39. Whistle, First Aid Compress & Knife

All crew members shall carry a whistle and first aid compress, both of which must be attached to them whilst racing, and each crewmember in E900 and E1500 Must carry a sharp knife in a protective sheath. Knives are not required in S250 and F400 Classes.

UK40. 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) A waved orange retirement flag indicates an emergency.
- (c) Once a boat has retired it cannot, under any circumstances, continue or re-start racing.

UK41. Structural State

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

UK42. Mandatory Markings/Decals

- (a) All boats must display mandatory decals and logos, as directed by the organisers.
- (b) Compulsory logos to include UKFFORC logo, RYA logo (as issued) and Union flag (30x20cm). In the case of small boats the dimensions may be decreased, but the maximum use of space available shall be made.
- (c) All decals including non mandatory must be intact and in good order at the start of each race.

UK43. Protective Clothing

- (a) All crew members whilst racing must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles. Protective clothing used must be durable enough to provide bodily protection and it is recommended that they be race overalls preferably fire retardant. At prize giving ceremonies crews are required to wear race overalls or team wear.
- (b) Wet suits are recommended in cold water conditions in addition to the above

UK44. Race Boat Number decals

- (a) Race numbers must be of an adequate size, on the forward half of the boat and on both sides of the boat, plus one optional one on the deck. Numbers and class letters shall measure:
 Height: 300mm Width: 200mm Thickness: 38mm Spacing: 50mm
 In the case of small boats the dimensions of the race numbers may be decreased, but the maximum use of space available shall be made. Please contact committee for reference document or go to web-site and download. The numbers must be black on a white background (yellow background if the fixing point is white). The number shall include the series prefix letter as follows along with a two digit number:
 S250 'S'
 F400 'F'
 E900 '0' (zero)
 E1500 'E'
- (b) Competitors must contact UKFFORC club secretary for race number allocation. It is the responsibility of the boat owner to have numbers that are legible for scoring purposes. If the non standard numbers do not meet minimum requirements, suitable numbers should be installed by competitors or the boats may risk not being scored.
- (c) Unlimited advertising is permitted on all race boats. With the following exception. No advertising or sign-writing of any kind, including the name of the boat is permitted within 13cm of the racing number in the same plane. Sign-writing includes vertical stripes. No computerised running or slanting numbers or fancy paintwork running up to the numbers are allowed.

- (d) No owner or crew can be compelled to carry any advertising whatsoever on their person, clothes or upon the boat that is being raced and their refusal to do so cannot in any way be an obstacle to their participation in any race.
- (e) Political publicity or immoral advertisements are not allowed.

UK45. Equipment & Safety

- (a) ALL SAFETY EQUIPMENT MUST BE CARRIED ON BOARD AND FIXED/STORED TO THE SCRUTINEER'S SATISFACTION
- (b) IN ADDITION IT IS MANDATORY THAT ALL ENGINE COWLS. INFILLS IF FITTED MUST BE SECURED IN POSITION THROUGHOUT THE ENTIRE DURATION OF ANY RACE.

Racing Regulations

UK46. Drivers' Responsibility

- (a) Whilst Scrutineers, so far as they are able, ensure the fitness of the boat during their inspection, it shall be the driver's sole and ultimate responsibility to ensure the fitness of their boat and to decide whether or not to start or continue in a race once they have passed scrutineering..
- (b) It is forbidden to start the motor with the propeller rotating in the air.
- (c) Hard propeller guards are compulsory at all times whilst the boat is in the pits and moving to and from the launch slipway.
- (d) 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.

UK47. Scrutineers Inspections

- (a) Scrutineers shall work with the current RYA/UKFFORC scrutineering list as a guide and equipment listing
- (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 RYA. 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.

UK48. Engine Eligibility

- (a) The organisers may appoint a number of RYA engine inspectors who can attend any engine inspection or carry out their own checks at any event.
- (b) If the event/organising committee decides to check an engine in order to verify its eligibility, any costs shall be borne by the competitor.
- (c) 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 checks. If however, the engine conforms to all the rules then the cost of checking shall be borne by the Protestor. Both parties to the protest may attend the engine inspection.
- (d) Parts not supplied by the original engine manufacturer shall not be fitted to any engine unless specifically allowed within the rules – See rules UK49 below
- (e) Engine scrutineering checks will be made in comparison with standard production parts and/or UIM engine homologation papers.

UK49. Engine Lubricants and Parts

- (a) Spark plugs, engine oil and lower unit oil must be as per the specification in the owner's manual.

UK50. Pre-Race Declarations

- (a) For racing in the UK and Republic of Ireland, all crew members who are racing shall sign the RYA Indemnity Form, provided by the organiser.
- (b) 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. A Certificate of Competence is also required for those under the age of 18 – see Rule UK2
- (c) All competitors shall produce valid licences before participating in a race. Licences will be retained for the duration of the event. It is the competitors responsibility to collect their licence. All boats entered for racing shall be subject to the direction and control of the race committee. But it shall be the sole responsibility of each entrant to decide whether or not to start or to continue the race.
- (d) Competitors must be aware of the rules contained within the standard racing instructions which must be read in conjunction with the event racing instructions issued by each event organising club.
- (e) Each boat must designate a representative that is present at the event, who is responsible for team equipment, trailers, and vehicles and is the designated point of contact for the team at that event.
- (f) 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.

UK51. Drivers' Briefing, Signing in, All Classes

- (a) All competitors shall 'sign in' to signify their attendance prior to the start of their briefing. Only crew members and race officials will be allowed to attend this briefing. Under 18's may have a parent/guardian present.
- (b) Failure to sign in by the time stated may result in a £50 fine per person.
- (c) Non-attendance at this briefing may result in a £100 fine per person, with a re-scheduled briefing being held at the OOD's convenience.

UK52. Starting Procedure

- (a) Minimum Visibility: For all classes there must be a minimum of one mile visibility over the whole 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) **From the Wet Pits area:**
 - i. All race boats must proceed to muster area as described at drivers briefing.
 - ii. When Red flag is raised at wet pits this signals wet pits closed. Race boats may not leave the wet pits at this time.
 - iii. All competitors will complete a parade lap around the course before the first race of each day to the muster and/or start area. Full details will be described at the drivers briefing.
- (b) **From the Muster Area:**
 - i. The Muster Area will be described in the Race Instructions and at drivers briefing.
 - ii. Boats shall go to the muster area, boats must mill in a counter clockwise direction off the plane.
 - iii. Reversing whilst milling or stopped in the muster area is not permitted at any time
 - iv. The start boat will take up position approx 100 meters in front of the fleet, two minutes prior to the start a yellow flag will be raised from the start boat. The start boat will turn towards the fleet flying the yellow flag, pass in front of the fleet and then commence the start run turning towards the first race mark.
- (c) **Race Start Procedure:**
 - i. All race boats must begin their start run following the start boat at the minimum 30 meter safety distance behind, **with absolutely no contact between boats**. All boats must observe a safe spreading distance (minimum 3 metres) between boats The penalty for not staying 30M behind the start boat (jump start) will be a 1 minute time penalty or disqualification.,
 - ii. When the starter is satisfied that all boats are in a satisfactory line, at a satisfactory speed, he raises the green flag, lowering the yellow flag simultaneously. The raising of the green flag indicates the start of the race.

- viii. The raising of the green flag signifies the start of the race. However, for timekeepers, the official timing starts when the leading boat crosses the start-finish line, unless otherwise designated in racing instructions. Crossing the line constitutes the start of Lap 1 of the race.
- ix. All boats must pass the laid muster mark on the side described at drivers briefing.
- x. If at any time during the start procedure after the yellow flag has been raised, a red flag is raised, the start has been aborted and all boats must return, at a safe speed, to the muster area for restart, or follow specific instructions from the start boat.
- xi. Any boat that fails to line up in the muster area will not be allowed to start.
- xii. No late starters will be permitted.
- xiii. The race organisers may replace the above procedure with a standing start. Full details of this will be given at drivers briefing.
- xiv. At the discretion of the organising committee, for safety reasons some venues may require race boats to be given allocated start positions prior to the race, if this is the case a random draw may be conducted at drivers briefing to establish the starting order.
- xv. In the case of mixed class racing the most powerful boats will always start closest to the race course and as described at drivers briefing
- xvi. The start may change according to the venue, but will be published in Race Instructions.
- xvii. Safety takes precedence over racing AT ALL TIMES. Competitors should do nothing to endanger crew, spectators or other participants.
- xviii. Failure to observe the start procedure will result in penalties being applied.

Diagram 1 – Start procedure under yellow flag

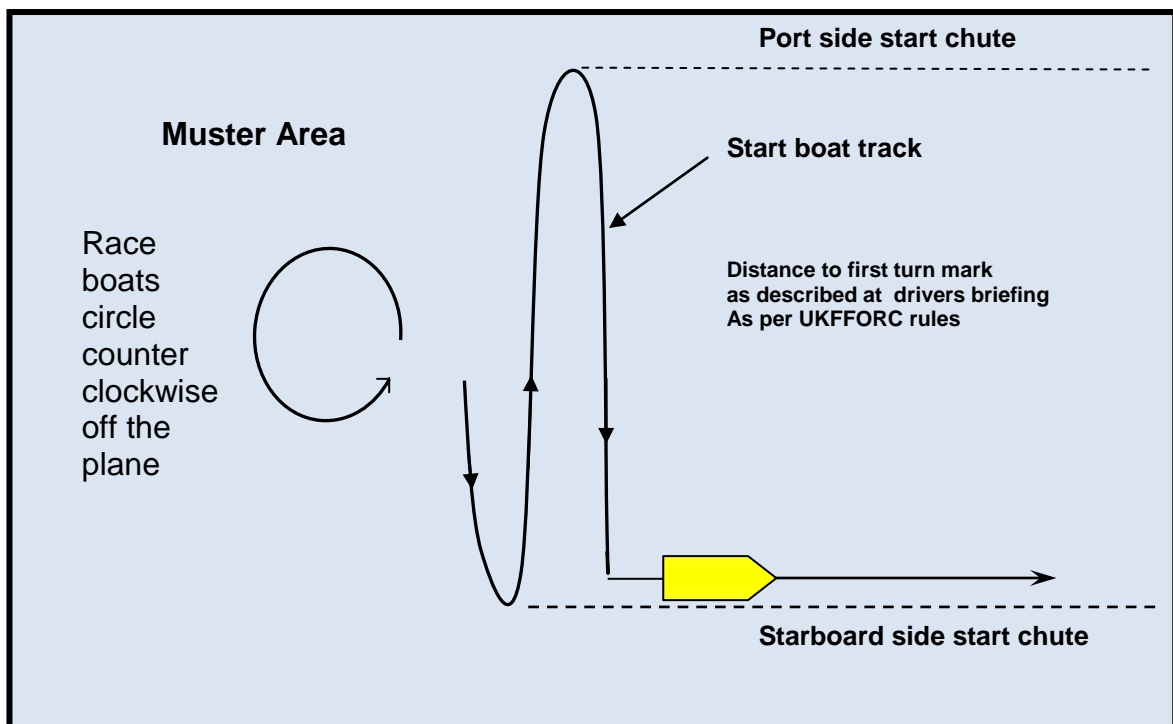
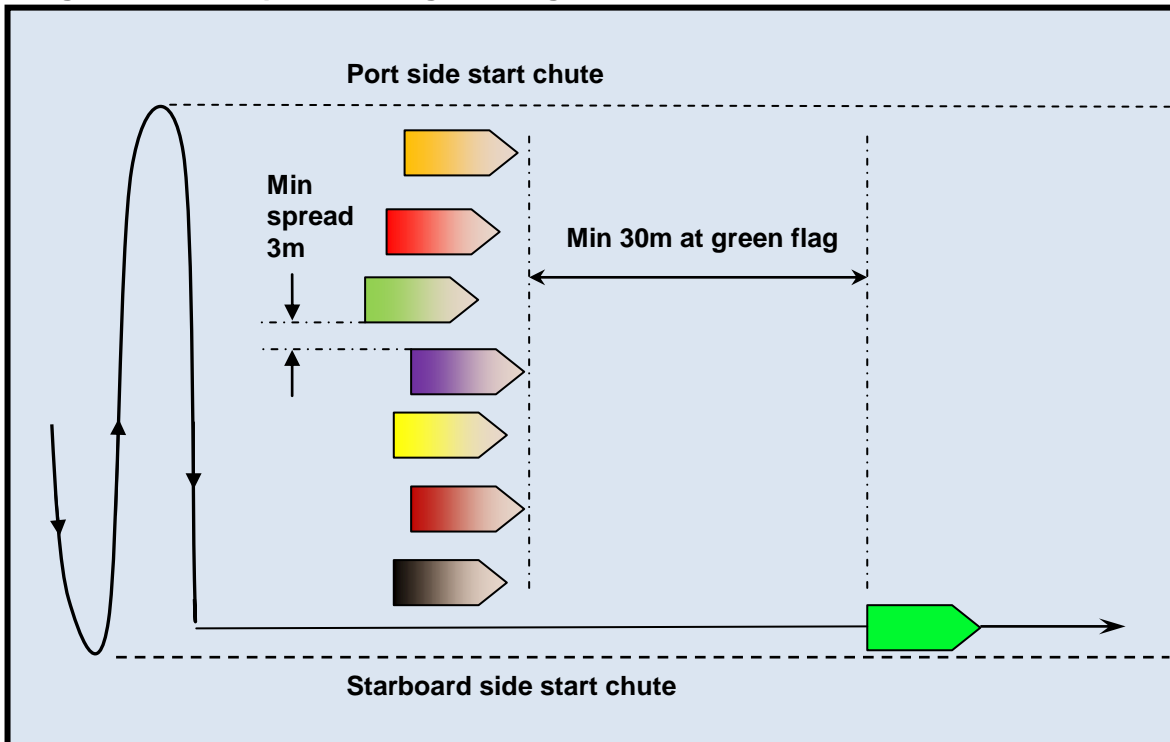


Diagram 2 – Start procedure, green flag



UK53. Valid Starters

- (a) An entry accepted by the organisers and having satisfactorily completed scrutineering, attending all required briefings and having 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.
- (b) Organisers have the right to refuse any boat which they consider unsuitable and/or which does not conform to the requirements of the present rules. Reasons for refusal shall be submitted in writing.

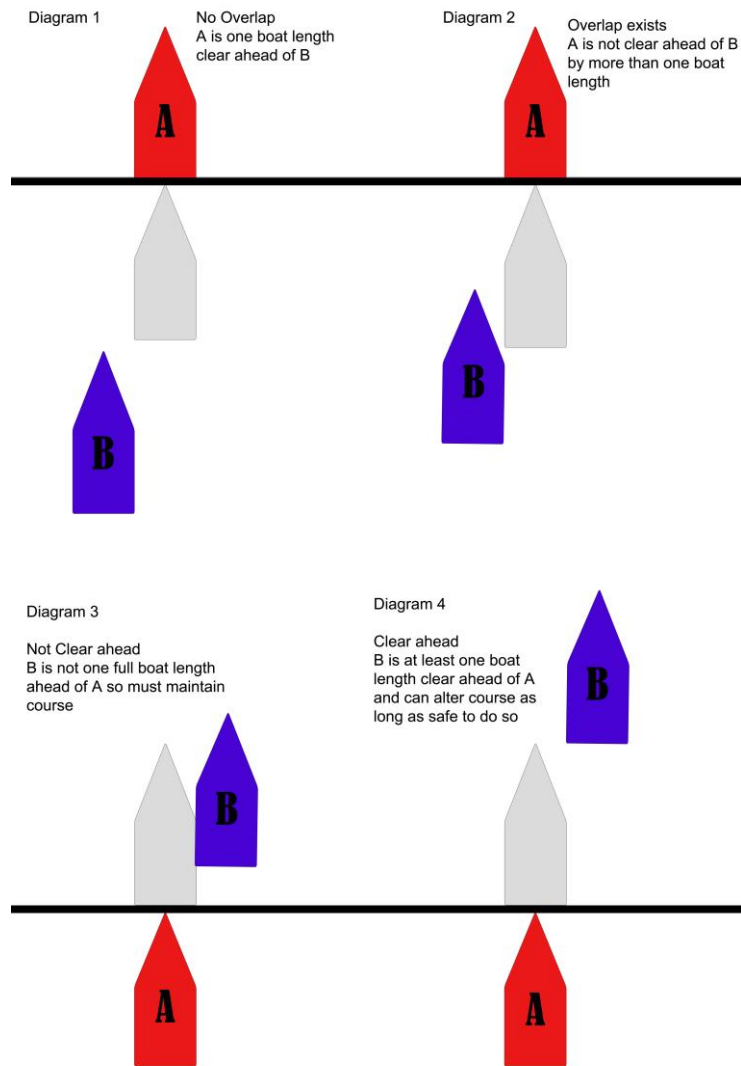
UK54. Outside Assistance

No outside assistance for any classes is permitted after the yellow flag has been raised by the start boat.

UK55. Racing Rules

- (a) 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.**
- (b) 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.
- (c) 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. 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.

- (d) 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 - 4 below for clarity.



Definitions

OVERLAP – THE OVERLAP IS ESTABLISHED WHEN THE BOAT BEHIND IS CLOSER THAN ONE BOAT LENGTH. CLEAR AHEAD REQUIRES ONE BOAT LENGTH.

OVERTAKEN - An Overtaking boat is deemed to have **overtaken** when its aftmost point is one boat length ahead 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.

- (e) **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

(f) **OVERTAKING**

1. 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.
2. An overtaking boat that has established an overlap must in all circumstances be prepared to alter its course in order to avoid collision.
3. During Multi-Class races, boats with a higher Horse Power/engine capacity must proceed with extreme caution when overtaking boats with lesser Horsepower/Engine capacity

4. If a boat, in consequence of its neglect of any of these rules fouls another boat it may be penalised.
- (g) Fouling Competing Boats - If a boat, in consequence of her neglect of any of these rules compels others to foul each other, she will be disqualified.

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.

UK56. Incident Procedure

- (a) In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet - see Rule UK63 (a). The start boat may also use its yellow lights in conjunction with the yellow flags.
- (b) YELLOW FLAG/Yellow Lights – 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) When it is deemed the course is clear, yellow flags will be removed.
- (d) In the event of a serious incident, the red flag procedure will apply – see Rule UK63 (b).
- (e) It is the crew members' responsibility to monitor the all flag signals whilst deployed.

UK57. Accident Aid

It is mandatory for the first competing boat to arrive at the scene of the accident/ 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/incident and provides assistance. Such placing shall be related to the last confirmed position it held prior to the time of stopping at the accident/incident 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/incident 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.

UK58. 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.
- (b) Unless otherwise specified in the Event Race Instructions the colour of the course buoys will be ORANGE
- (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 of up to £100 will be applied and the cost of replacing the buoy and tackle (if applicable).
- (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 specified in race instructions.

UK59. 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) 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. If less than 70% of the race has run there maybe a re-start. If 70% of the race is completed then points will be awarded. Any boat deemed to be the cause or a contributory factor in the race being aborted may be disqualified or other penalties applied.
- (c) On seeing red flags, boats shall stop racing immediately, and follow the procedure laid out in rule UK63 (b).
- (d) If any competitor enters the water during the race the race will be stopped immediately
- (e) In the event of a race being restarted, boats will line up behind the start boat in the order they last passed the start/finish line with one boat length between them. They will then be brought up to speed maintaining this gap. In the case of mixed class racing the most powerful class will lead the restart. Unless otherwise specified at Drivers Briefing.

UK60. Finishing a Race

- (a) When the overall lead boat crosses the start finish line it will be shown the Jolly Rodger Flag indicating the commencement of the last lap. All subsequent boats crossing the start finish line will then also be shown this flag.
- (b) When the overall lead boat completes the course and crosses the finishing line, the chequered flag will be waved. This instigates the start of the finishing procedure of the race.
- (c) The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.
- (d) Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag.
- (e) A boat shall be timed for completing a race when her bow crosses the finishing line.
- (f) All boats crossing the finishing line after the 'winning boat' will be classified as having finished the race provided they have covered the minimum race time as specified in race instructions..
- (g) Upon completion of a race, a boat shall;
 - i. continue to the next turn mark as described at driver briefing before turning into the centre of the course
 - ii. Stop and await further instructions
 - iii. conform with the International Regulations for Preventing Collisions at Sea,
 - iv. not hinder other boats that are still racing and
 - v. Await escort back to the Wet Pits.
- (h) Time Limit: All boats have a maximum of 8 minutes from the time the winning boat crosses the finish line to complete their final lap.
- (i) To be eligible for points, a boat must cross the finish line after the winning boat and have completed a minimum of 70% of the race time.
- (j) The race may be curtailed or stopped at the finish line at any time by waving the red flag and the chequered flag. This designates the end of the race – see Rule 61 below.

UK61. Race Curtailment

Curtailment may be applied by displaying at the finish line a red flag together with the chequered flag, normal finish procedure then takes place. Points shall be allocated to finished boats only where 70% of race duration has been completed.

UK62. Retirement Procedure

- (a) On retiring from a race all boats must hoist and display an orange flag as described in rule UK40 when practical to do so until the boat has been recovered from the water.



UK63. Flag Signals

The following flags having the meanings shown and will be used in all UKFFORC 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 (Go)
Red Flag	From Start Boat (during start)	Start Aborted return to Muster
	From official boats	Race stopped
Jolly Rodger Flag	From Start Boat	Start of last lap
Chequered Flag at	Finish line	Race finished
Chequered & Red Flag together	At finish line	Race curtailed
Black Flag	From Start boat	Boat indicated, dangerous driving DQ
Orange Flag	From competing boat	Retirement
RYA Flag	Official Boat	Identification as official boat

- (a) YELLOW FLAG/Yellow Lights – 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.
- (b) RED FLAG – on seeing the red flag signal, all boats shall stop racing immediately, after checking it is safe to do so, and raise hand to acknowledge the signal. When Red Flag is lowered turn in to the centre of the course off the plane, stop and await further instructions. If incident is in the centre of the course return to muster area off the plane, stop 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.
- (c) 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 and the next time it passes the start boat will be disqualified from the race. Disqualified boats must turn safely into the middle of the course and await further instructions. Disqualified boats will not be awarded points for that race and may be fined.

UK64. Championship Points Scoring System – all classes

- (a) For all RYA National Championships to be valid, there must be at least 3 boats in the class or sub-division registered with the RYA/UKFFORC by the 1st race of the season unless the committee has given dispensation.
- (b) The object of the RYA championship is to be able to name, at the end of the season, RYA National Champion Drivers and RYA National Champion Co-drivers in the seasons specified events. The said competitors will be decided from the results of the current season's designated Championship races. When the RYA championships are presumed to be won, the winning boat should have its engine inspected.
- (c) To be eligible for the RYA championships, the competitor must start in at least one of the RYA National Race Final races.
- (d) If the starter is the only starter in a class or sub-division, that starter may be awarded 40 points only.
- (e) The last 5 heats will be held towards the end of the season in the same week and at the same venue. These 5 heats will be designated as the RYA National Finals. Should the RYA National Finals be cancelled entirely, then they will not be re-scheduled.
- (f) Points will be awarded to driver and co driver in the RYA/UKFFORC Championship series.
- (g) Points are not transferable between classes.
- (h) No points will be awarded if a boat is disqualified for an infringement of the technical rules.
- (i) The championship points will be awarded as follows:

First place	400 points
Second place	360 points
Third place	324 points
Fourth place	292points



Formula Future Offshore Race Club

Fifth place 262 points
Sixth place 236 points and subsequently reducing by 10%/ position

- (j) Race Heats: In the event of multiple heats being staged over one weekend of racing points will be allocated as table above i.e. a boat finishing four heats and finishing first will receive 1600 points. The positions resulting from these cumulative heats will then receive national championship points in accordance with the table above i.e. the overall winner of the racing heats will receive 400 national championship points.
- (k) In the event of tie on points, the highest number of wins will decide the championships. If there is still a tie then 2nd places will be taken into consideration and so on. If this does not split the tie then the result from the longest race will be taken into consideration and so on. If this fails to split the tie then the result from the first race will be taken into consideration and so on.

UK65. Courses

- (a) The courses will be multi – laps with a ‘dogleg’ or ‘chicane’ all marked with purpose – laid marker buoys. Each course shown is indicative and subject to RYA course approvals. Unless otherwise specified in race instructions course buoys will be orange in colour.
- (b) Pit laps using the muster mark will/can be included in any series. Details of which will be confirmed at drivers briefing. Pit laps cannot be taken on the first or last lap of the race.
- (c) Any boat missing the pit lap will be disqualified.
- (d) The chicane(s) cannot be taken on the first lap.
- (e) Top Gun type time trials will take place where event logistics permit.
- (f) Duration of race as noted below.
- (g) Approx. course lengths as noted below.
- (h) Course positions to be laid between 200 – 1000 metres off shore. Inland courses to be laid as waterways allow.
- (i) All courses will be described in race instructions that are to include this course design at all event.
- (j) Sprint racing – refer to race instructions.

UKFFORC options for a typical weekend of Racing.						
Series	Start	Type	Pit lap	Length (a) (approx)	Depth/width (b) (approx)	Time
S250/F400	Standard	4 Races RYA Nat.	YES	250m	100m	15mins each
S250/F400	Standard	1 Race RYA Nat	NO	250m	100m	10mins
S250/F400	Pontoon	Le Mans	YES	250m	100m	15mins
S250/F400	Standard	Top gun	NO	400m	50m	N/A
E900/E1500	Standard	4 Races RYA Nat	YES	750m	300m	22mins each
E900/E1500	Standard	1 Race RYA Nat	NO	750m	300m	12mins
E900/E1500	Standard	Top gun	NO	750m	50m	N/A

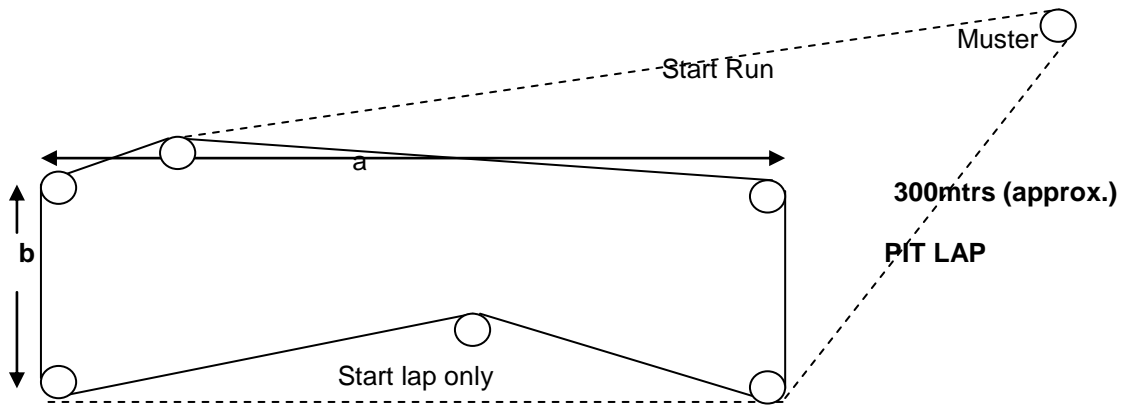
ALL COURSE LENGTHS ARE APROXIMATE and shall suit location/risk assessment. Race times may be altered to suit event and location conditions and shall be confirmed in race instructions.

TOP GUN ALL SERIES

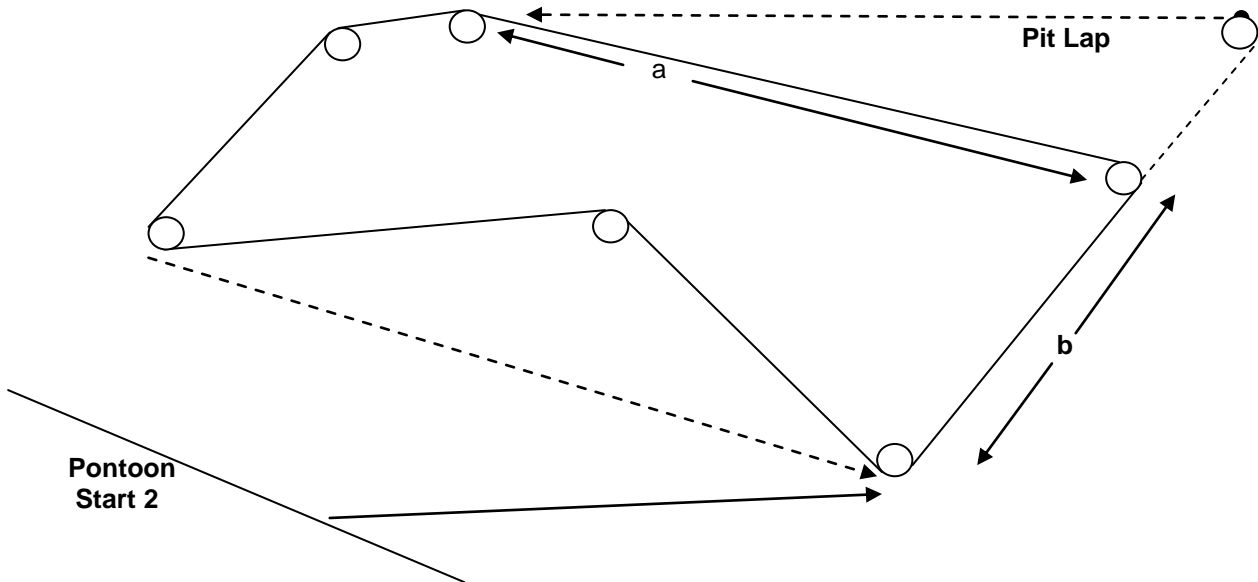
All rules apply as to eligibility per series type raced.

- a. Top gun is a two boat race, head to head on a single complete lap.
- b. Top gun is a knock – out competition with points only gained from Quarterfinals – semi finals – finals with the winner gaining 12 points then 8 – 6 – 4

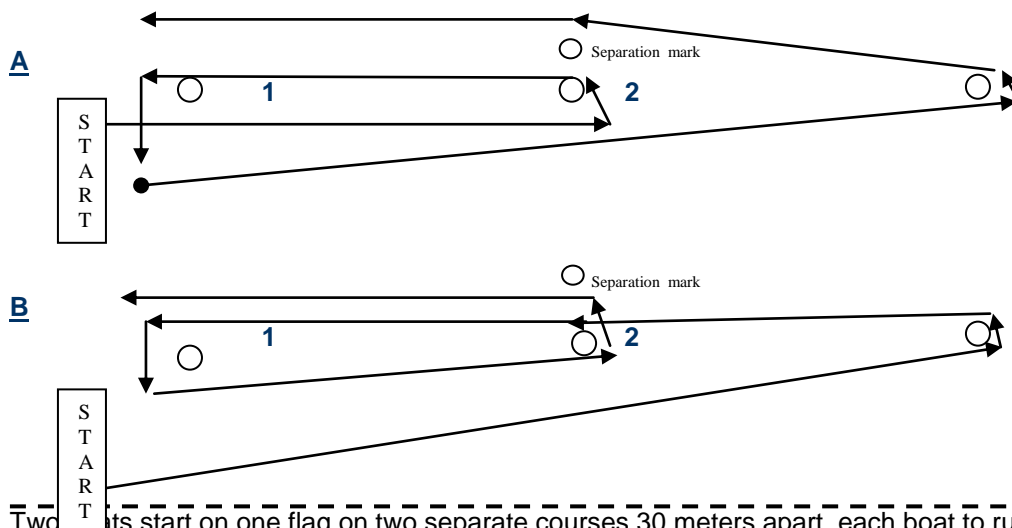
TYPICAL COURSE FORMAT (Other courses subject to RYA course approvals)



PONTOON START



TOP GUN COURSE



Two pits start on one flag on two separate courses 30 meters apart, each boat to run on course A and B in any one event, Boat Crew Championship. Each boat does a long and short Course prior to finish.

UK66. 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.

UK67. 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 examination at any time during the event. Anyone refusing a medical examination may be suspended from the event and reported to the RYA for possible further suspension.
- (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.

UK68. Substance misuse

(a) MEDICAL EXAMINATION

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

(b) BANNED SUBSTANCES AND BANNED METHODS

Banned substances and banned methods

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

(c) Doping Control in the UK.

"UK Anti-Doping" is the national authority on anti-doping and as such all information relating to this can be found on www.ukad.org.uk "UK Anti-Doping" can test competitors at random without the prior consent or permission of the RYA. Conversely the RYA can also approach "UK Anti-Doping" and request they carry out tests on competitors. A comprehensive and informative document entitled "Athletes Guide Edition 5" is available from WADA, which contains detailed information on the current list of prohibited drugs. This can be obtained from www.wada-ama.org.

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

(d) Penalties

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

UK69. Gross Misconduct and Unacceptable behaviour

- (a) In order to protect the interests all those involved in the sport, the following actions can be penalised by the OOD, the RYA/ Commissioner or by the National Authority of the Licence Holder;
 - 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.

UK70. Yellow Cards, Red Cards and Associated Additional Penalties

- (a) Yellow and red cards can be given to any crew member by the OOD or the RYA/U.I.M. Commissioner.
 - (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 suspended from taking any further part in the next two UKFFORC heats and will not receive any points for the heat in which the red card was issued. The red card then becomes invalid.
 - (d) A crew member with three or more yellow cards is immediately suspended from taking any further part in the next two UKFFORC heats and will not receive any points for the heat in which the yellow card was issued. After which all yellow cards become invalid.
 - (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 / U.I.M. within three days if any cards are issued.
 - (g) Each yellow card is valid for 12 months from the date of issue unless removed following suspension – see (d) above.
 - (h) In the case of a second double yellow card being issued the 3rd yellow card causes immediate suspension from taking any further part in the next two UKFFORC heats and will not receive any points for the heat in which the double yellow card was issued with the 4th yellow card being carried forward. See (d) above.
 - (i) Yellow and red cards will be recorded in the Commissioners report.
 - (j) Yellow and red cards may be issued on the evidence of any media/TV footage.
 - (k) 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 Card	First yellow card	£50 fine
	Second yellow card	£100 fine plus 1 minute penalty
	Third yellow card	£150 fine plus see (d) above
Double Yellow Card	First double yellow card	£125 fine plus 2 minute penalty
	Second double yellow card	£200 fine plus see rule (h) above
Red Card	First offence in calendar year	£250 fine plus see rule (c) above
	Second offence in calendar year	£300 fine and is immediately suspended from taking any further part in the next four UKFFORC heats and will not receive any points for the heat in which the second red card was issued.

UK71. 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 to the driver of the boat.
- (d) Failure in launch/ramp discipline;
 - i. first offence: warning and/or £50 fine,
 - ii. second offence: £100 fine.
- (e) Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary: Fine of £50 for late and £100 for non-attendance.
- (f) Not wearing race overalls or team wear at podium presentation: £100 fine.
- (g) Failure to present engine or craft for technical examination: disqualification.
- (h) Misrepresentation or providing untrue statements: See Rule UK69
- (i) Failure to raise and fly retirement flag when able: £50 fine.

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

UK72. Failure to pay any fine

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

UK73. 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.

UK74. 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/cranage area after the final race to validate the driver/crew/boat combination.

UK75. Protests and Appeals

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

UK76. Appeals Against Protest Decisions

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

UK77. Appeal Panel

An appeal will be heard by an RYA Appeal Panel. The panel will be convened in accordance with Rule 90 and any decision of the Appeal Panel is final.

UK78. Liabilities

No claim for damages arising from an infringement of the UKFFORC Rules or the Racing Instructions may be adjudicated upon by any Race Committee, Jury or Appeal Panel, but such a claim shall be subject to the jurisdiction of the courts. A competitor who acknowledges infringing a rule does not thereby admit liability for damages. The findings of fact and decisions of race Juries are relevant only for the purposes of the Powerboat Racing Rules and may not be referred to in any proceedings for damages without the written consent of all the parties to the protest.

UK79. Automatic Penalties

Certain UIM rules enable a Race Committee to impose automatic sanctions. A competitor must not be denied the right of a hearing if he believes an injustice has been done.

UK80. Protests - The Jury

- (a) The Jury, having been appointed by the event organiser, is an entirely separate body from the Race Committee; it cannot be replaced, disbanded or its composition altered except as provided for under these rules. Its decisions cannot be altered by the event organisers.
- (b) The Jury must convene when required and must hear properly constituted protests; submissions for redress and submissions from the OOD, Race Committee and RYA/U.I.M. Commissioner; decide facts and apply relevant sanctions, and when necessary, submit its case in writing to an Appeal Panel.
- (c) Composition: The Jury will be made up of at least four but no more than six members. The Commissioner for the event must be on the Jury but they shall not act as Chairman. All Jury members shall be experienced in offshore powerboat racing. Representatives of other clubs do not have the automatic right to be appointed to the Jury. The Chairman must appoint either a member of the Jury or another person with no interest in the proceedings to be the Jury Secretary, to take and draft the minutes of the meeting.
- (d) Decisions by the Jury shall be reached by simple majority of votes. In the case of equal votes, the Chairman's vote will be the casting vote.
- (e) Interested parties – a person with any interest in the matter to be considered must not be a member of the Jury for the purposes of hearing and deciding that particular matter. As the Jury is appointed before racing starts, it is possible for some Jury members to be interested parties. In practice, any difficulty can be avoided by the Chairman asking the parties to the protest whether they object to any members of the Jury solely on grounds of them having an interest. If the parties object to a particular member of the Jury hearing the matter on the basis that that member has an interest, then the Chairman must appoint another person with no interest in the matter or who, having an interest, is acceptable to both parties.

UK81. Protest Procedure

Before making a formal protest the parties concerned must undergo a mediation procedure to attempt an amicable solution before either party incurs any costs. The mediators will be named in Race Instructions. In the event that mediation fails to resolve the conflict then the Protest Procedure detailed below must be followed.

UK82. The Protest

- (a) The Protest must be in writing on the Protest Form, signed by the Protestor and handed to the Race Secretary.
- (b) The Protest must be lodged in time.
- (c) The Protest must be accompanied by the protest fee of £50.
- (d) A correctly lodged Protest shall not be refused.
- (e) The Protestor can withdraw the Protest at any time but having done so will lose the protest fee.
- (f) The Jury must hear the Protest as soon as practical, immediately if possible, while everything is fresh in the minds of the parties and witnesses, and ideally before the end of the event.

UK83. Presentation of a Protest

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

- (a) Against eligibility (i.e. validity of an entry, the rules or handicap) must be lodged before the Drivers' Briefing.
- (b) Any other protests must be lodged within one (1) hour of the official time of the provisional results being posted. This time will be stated on the results sheet.

UK84. Representatives

- (a) When the Race Committee is one of the parties, it is normally represented by the OOD or the Chairman of the Race Committee.
- (b) The Protestor must represent their self unless incapacitated. Under 18's may have a parent or guardian present.
- (c) The Jury must allow an interpreter when appropriate.
- (d) The Protestee must be notified promptly on receipt of the protest.
- (e) All parties must be given reasonable notice of when and where the hearing is to take place and that they are expected to attend.

UK85. The Hearing

- (a) The Hearing must be held in private and where there are no distractions which could prejudice the proceedings. Minutes must be taken by the secretary appointed pursuant to Rule UK80 (c). The room shall be cleared of all except the Jury and minute taker before the validity of the protest is checked.
- (b) The protest must:
 - i. Be on the RYA Protest Form, in writing and signed by the Protestor;
 - ii. Give the date, time and position of any incident;
 - iii. Provide a description of any incident with a diagram and any photographic/video evidence where appropriate;
 - iv. State the rule/regulation infringed, if known;
 - v. Be lodged in time - in very exceptional circumstances the Jury may extend the time;
- (c) Be accompanied by the Protest fee of £50 .
- (d) When these pre-requisites have been met the Jury must declare the protest valid and hear the protest. When they have not been met, the Jury must dismiss the protest as invalid.
- (e) When the protest is valid the Protestor and Protestee must both be present throughout the hearing and questioning of each other and all witnesses.
- (f) The Jury must determine the matter using the following procedure. If any party is absent, the procedure must be followed allowing for any absence.
 - i. Read out the Protest;
 - ii. The Protestor states their case;
 - iii. The Protestor is questioned by the Protestee. The Protestee must confine their self to testing the Protestor's case through questions; they must not at this time seek to state their case.
 - iv. It is permissible, and in cross-protests more convenient, for the Protestee to defer their questions until they have stated their case;
 - v. The Protestor is questioned by the Jury;
 - vi. The Protestee states their case and is questioned by the Protestor.
 - vii. The Protestee is questioned by the Jury;
 - viii. Any Jury member who is a witness to the incident states their evidence and is questioned by both parties and the Jury;
 - ix. Call the Protestor's witnesses, if any, one at a time;
 - x. The witness makes their statement and is questioned by the Protestor, then the Protestee and then the Jury. They then leave the room and are not permitted to give further evidence unless recalled by the Jury;
 - xi. Call the Protestee's witnesses following the same procedure as above.
 - xii. The Protestor then the Protestee make their final statements and then both withdraw from the room.
- (g) The Jury shall have the power to expedite or to adjourn, postpone or suspend the proceedings, where fairness so requires.

UK86. The Decision

- (a) After discussion, the Jury must decide the facts, state the rules which apply and determine any appropriate penalties. The facts, rules and sanctions must be recorded in writing in the minutes of the hearing by the Jury Secretary.
- (b) The Jury must then call the Protestor and Protestee, read out the facts, rules and penalties and provide copies signed by the Jury Chairman.

UK87. Re-opening a Hearing

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

UK88. Appeals

The Protestor and/or Protestee may appeal to an RYA Appeal Panel. The decision of the Appeal Panel is final. See Rules UK76 and UK77.

UK89. Expenses

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

UK90. Appeal procedure

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

UK91. Composition

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

UK92. Procedure

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

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