



Powerboat Racing

PB2

CIRCUIT RULES

2018



Circuit Powerboat Racing

Circuit Powerboat Racing in the UK is probably one of the best examples of an extreme Watersport which is both challenging and highly competitive. The Sport is administered by the Royal Yachting Association who in association with their affiliated Powerboat Racing Clubs and specifically appointed committee, form necessary policy to regulate the sport.

There are several different levels of competitive racing which are designed to both encourage those new to the sport and to satisfy our existing competitors at National and International level.

Good knowledge of the current rules as well as ensuring that your boat and equipment are in good working order will contribute to reducing the risks associated with high speed competition.

Congratulations to all the 2017 UIM & RYA British Circuit Champions & New Record Holders

2017 RYA British Champions	
RYA F2 British Champion	Colin Jelf
RYA F2 Sprint Champion	Paul Balfour
RYA F4 British Champion	Ben Morse
RYA F4 Sprint Champion	Ben Morse
RYA T850 British Champion	Bill Owen
RYA T850 Sprint Champion	Bill Owen
RYA GT30 British Champion	Thomas Mantripp
RYA GT30 Sprint Champion	Thomas Mantripp
RYA OSY400 British Champion	James Marr
RYA OSY400 Sprint Champion	James Marr
RYA GT15 British Champion	Harvey Smith
RYA GT15 Sprint Champion	George Elmore
RYA O'Hydro British Champion	Nigel Stopforth
RYA O'Hydro Sprint Champion	Wayne Turner
2017 RYA BRITISH RECORDS	
RYA British F4 81.15mph	Ben Jelf
RYA British Record Club 2000 Monohull 72.38 Established	Roy Battarbee & Jennifer Battarbee
RYA British GT60 64.36mph Established	Ben Morse
RYA British OSY400 63.89mph	Wayne Moyse
RYA British OSY400 63.22 Established	Thomas Mantripp
RYA British Record Amphibious Experimental Unlimited 47.81mph Established	Jeremy Clarkson
RYA British Record Amphibious Experimental 1-2 litre 46.11mph Established	Edd China
RYA British Record Amphibious Experimental Unlimited 39.59mph	Edd China
2017 UIM WORLD RECORDS	
UIM World Record Gas Turbine Prototype 104.85mph Established	Julian Clegg

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The rules & regulations set forth in herein are designed to provide for the orderly conduct of competitive events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of events hosted in the UK along with the UIM rules when appropriate.

All RYA affiliated host clubs, event organisers, officials, competitors & volunteers are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these rules and or regulations. They are intended as a guide for the conduct of the sport and in no way a guarantee against damage or no injury or death to participants, spectators or others.

Copyright

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Terminology

In these regulations the word "shall" or "must" means mandatory,

Throughout the book where H appears this denotes – Hydroplanes

Throughout the book where S appears this denotes – Sportsboats / Monohulls

Club Racing

Look for the abbreviation 'C' on the RYA calendar and contact the local organising club for more details of the event.

National Racing

National Circuit racing takes place throughout the season at selected venues around the country. Look for the 'N' abbreviation on the RYA Calendar.

To compete at this level you must race in one of the National Classes and also hold a basic Licence, National Classes are run to class specific rules; these are detailed in separate sections within this book. Details of how to apply for an RYA basic Powerboat Licence can be found in this rule book.

International Racing

International Racing is sanctioned by the UIM, Union Internationale Motonautique. Additional rules apply to competition at this level and you may be rewarded with a European or World Championship title. Events are held all over the World with most of the National classes competing. Look for the 'I' abbreviation on the RYA Calendar.

Organising / Host Clubs

All event organising clubs must be affiliated to the RYA and must have paid their administration fees. Clubs / Event organisers must have Third Party Insurance in place that covers their event, officials and competitors both on land & water. All event organising clubs must have paid all of their outstanding balances in order to be considered valid & active. In the case of outstanding balances, the RYA will suspend the club in question from authorised activity and will not carry out any duties relating to club members, questions or paperwork until balances are cleared.

Additionally, Competitors endorsed Licence Validity may be revoked

RYA Officials & Competitors Form

All officials and helpers & Competitors must complete and sign the form at the start of every meeting, before taking up their duties. All must remember to sign off at the end of the event.

It is the competitor's responsibility to check the relevant UIM class rules when they are available on the UIM Website www.uimpowerboating.com

A. HOW TO START POWERBOAT RACING

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

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

The Royal Yachting Association (RYA) is the National Governing Body of all UK Powerboat Racing and is affiliated to the Union Internationale Motonautique (UIM) The Monaco based international governing body. The RYA Powerboat Racing Committee (PBRC) is responsible for developing policy for the sport.

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

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

Circuit Powerboat Racing Training is provided from the approved training centres & instructors that are listed here on the RYA Powerboat Racing Website:
www.rya.org.uk/programmes/powerboat-racing/competitor-race-training

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

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

Contact RYA Powerboat Racing

Jeni Jelf Powerboat Racing Manager E: powerboat.racing@rya.org.uk T: 02380 604238

Natalia Wiewiora-Hawkins Senior Administrator E: powerboat.racing@rya.org.uk
T: 02380 604240

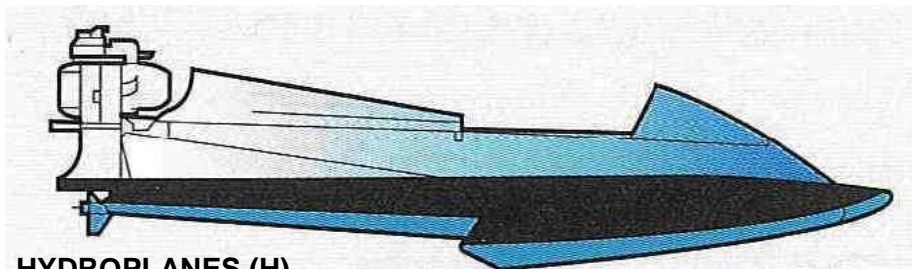
Existing competitors should only contact the RYA for advice on participation, licencing and paperwork. Any non-administrative contact should be via your club delegate.

Competitors and organising clubs are also not permitted to directly contact the UIM and all enquiries must be made directly to the RYA.

HOW TO PARTICIPATE

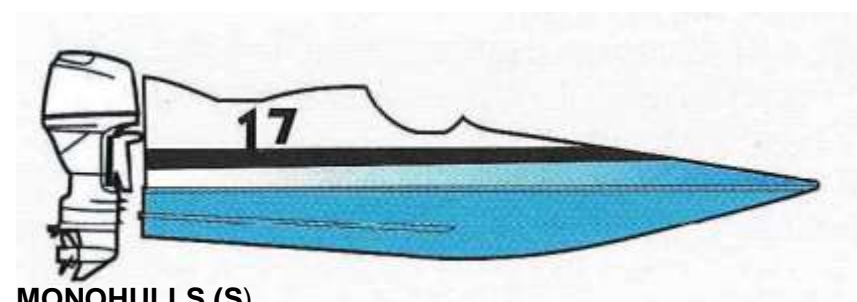
If you want to race, the first stage is to join a Powerboat Club which is affiliated to the RYA.

The three types of Circuit racing boats are:



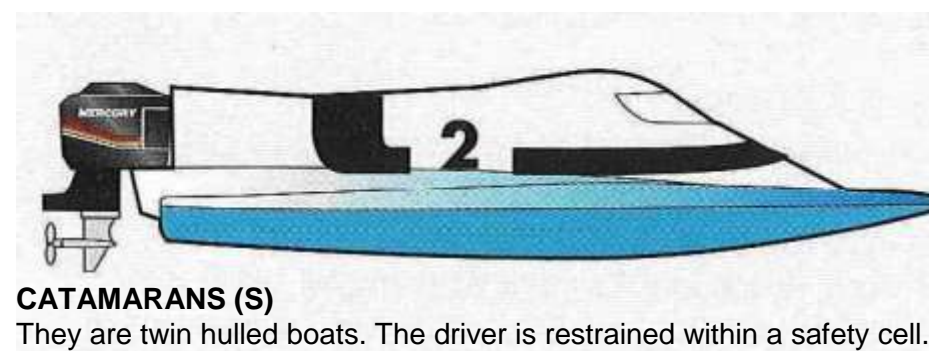
HYDROPLANES (H)

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



MONOHULLS (S)

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



CATAMARANS (S)

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

How to participate Continued:

All UK residents who wish to take part in Powerboat Racing in the United Kingdom, The Channel Islands and The Republic of Ireland must hold a valid Powerboat Racing licence issued by the Royal Yachting Association.

All UK residents who wish to take part in International Racing must hold a valid International Powerboat Racing licence issued by the Royal Yachting Association. All new applicants are required to undertake a powerboat race training programme, details of which can be found here: www.rya.org.uk/programmes/powerboat-racing/competitor-race-training

B. CIRCUIT POWERBOAT CLUBS IN THE UK

<p>Lancashire Powerboat Racing Club Carr Mill Dam, St Helens, Lancashire At junction of A580/A571 at Helens just behind the Waterside Hotel www.lancashirepowerboat.com</p>	<p>Club Secretary: Graham Palfreyman T: 01695 424724, M:07976 237156 E: graham@blowfishtechnology.com</p>
<p>Lowestoft & Oulton Broad Motor Boat Club Oulton Broad, Suffolk In Oulton Broad near junction of A146/A1117 www.lobmbc.org.co.uk</p>	<p>Club Secretary: John Staveley T: 01603 881112 E: johnstaveley@ic24.net</p>
<p>Nottingham Powerboat Racing Club Peripatetic www.powerboatgp.co.uk</p>	<p>Club Contact: Jason Brewer T: 01522 877411 E: jason.brewer@powerboatgp.co.uk</p>
<p>Stewartby Water Sports Club Ltd 59 The Links Kempston Bedford Bedfordshire MK42 7LT www.stewartbypowerboat.com</p>	<p>Club Secretary: Sue Tassell TI: 01234 841217 M: 07970 406163 E: stassell74@gmail.com</p>
<p>Thundercat Racing (M2M)- Thundercat Racing Ltd HQ, Microlink House, Brickfield Lane, Chandlers Ford, Southampton, SO53 4DP www.thundercatracing.co.uk</p>	<p>Club Secretary: Fiona Pascoe T: 02380 240388 M: 07795 618701 E: fiona@thundercatracing.co.uk</p>
<p>Windermere Motor Boat Racing Club On the A592, 1.7 miles south of B5285 junction. www.wmbrc-racing.co.uk</p>	<p>Race Secretary : Jenny Powell, M: 07976 979515 E: m.powell6@ntlworld.com</p>
	<p>Club Contact: Will Wood Mob: 07912 267887 E: wmbrc-racing@hotmail.co.uk</p> <p>Club Secretary: Alison Whalley M: 07850 807039 E: alisonw@naylorwintersgill.co.uk</p>

POWERBOAT RACING LICENCES & IMMERSION / MICRODIVE

C.1 General

- 1.1 Licences are valid for the current calendar year in which they are applied / issued for.
- 1.2 Only one licence may be issued per calendar year by your National Authority.
- 1.3 Once your National Authority has issued your licence you may not be licenced by any other National Authority for the remainder of the calendar year. This includes temporary licencing
- 1.4 You may not apply to other National Authorities for Licences during this time and must not be issued with a foreign licence unless authorised by your National Authority.
- 1.5 Foreign competitors who are resident within the UK and wish to apply for a UK Licence must provide written permission from their own National Authority and proof of previous racing experience by the submission of a Powerboat Racing CV. The RYA will separately make contact with the National Authority to verify the application.
- 1.5 It is the competitor's responsibility to apply for a racing licence in good time. Fast-track licences are available from the RYA at the applicable surcharge.
- 1.6 Applications for RYA powerboat licences must be on an application form which includes a medical evaluation which must be completed by a suitably qualified medical doctor.
- 1.7 Family members may not countersign licence application forms.
- 1.8. All applicants must be current members of an active RYA Affiliated Powerboat Club that hosts events.
- 1.9 Only Clubs that are Affiliated to the RYA and are currently 'active' (*active defined as those who have held an event in the previous 12 months or those that have an event on the calendar in the current year.) can apply for their members to be licenced.
- 1.10 All licence application forms must be countersigned by the appointed club official who must ensure that the applicant is suitably qualified for the classes applied for. This applies to both Basic & International licence applications.

All completed licence application forms must then be sent with the appropriate fee to the RYA by the nominated Club officials who endorsed the application.
- 1.11 The PBRC Medical Panel may refuse an application on medical grounds.
- 1.12 The RYA reserves the right to refuse a licence application or withdraw a licence following disciplinary action or unacceptable behaviour.
- 1.13 An OOD has the authority at all times to remove a competitor from competition if they fail to perform to a satisfactory standard and refer the matter to the RYA for relevant committee action.
- 1.14 Licences and Record endorsements will only be processed or sanctioned provided the competitor or any company they are or were associated with does not have any outstanding debt with the RYA. If a competitor fails to pay any outstanding balances then any titles or speed records obtained since the debt was incurred will be removed.

Licences available are as follows:

C2 Basic Licence (New / Returning Competitor)

- 2.1 This licence is issued to all new competitors following completion of race training and those competitors returning to the sport after a break of more than two years and undergone refresher training
- 2.2 New Applicants for a Basic Licence are required to have completed a Powerboat Race Training programme. Previous Competitors will be required to undertake a refresher Training Course.
- 2.3 Basic Licence holders are eligible to race in National events but will be under the close supervision of the OOD. Provisional licence holders may be withdrawn from races by the OOD and referred to their training centre for further assessment if they do not demonstrate the required levels of competence and ability. If this occurs your licence will be retained and returned to the RYA by the Race Secretary.
- 2.4 New Basic Licence holders will be required to take a start position on the end of the grid or position on the outside of experienced competitors on a rolling start run.

The number of starts required to be completed satisfactorily to be able to start in any position on the grid or start run will be achieved after:

5 X Race Starts – Jetty Starts

On the licence upgrade sheet, there will be an area for the OOD's to endorse that you have completed amount of starts.

C.3 Basic Licence (experienced competitor)

- 3.1 Basic Licences are issued to all previous National Licence holders providing they have taken part in races within the last two years of the application in the class they are applying for. Proof of previous racing experience by the submission of a Powerboat Racing CV with their Licence Application Form may be required
- 3.2 Competitors returning to the sport after a period of absence exceeding 2 years, will be required to undergo refresher training before a licence can be issued.
- 3.3 Basic Licence Holders can participate in Testing, Club & National Events.

C.4 International Licence & Upgrading

- 4.1 Competitors wishing to upgrade from a Basic Licence to an International Licence must compete in five Powerboat Racing rounds and demonstrate competence and ability to the satisfaction of the OOD. Once the licence upgrade form has been fully completed it should be returned to the RYA together with any additional fees who will then issue the applicant with an International Licence
- 4.2 Competitors **MUST** present their Powerboat Racing upgrade form to the OOD prior to the drivers briefing. This will be signed by the OOD at the end of the event providing the OOD is satisfied with the competitor's ability and performance

Participation in an event does not guarantee an endorsement signature.

- 4.3 Previous holders of an International Licence issued within the last 2 (two) years can apply for an International class specific licence which they are qualified for.
- 4.4 Previously experienced competitors, whose licence has lapsed, may apply directly to the RYA via their club to upgrade to an International licence. All such applications will be considered by the relevant committee. The final decision will be based on the past experience and competence of the applicant and consideration will only be given if the competitor has demonstrated that they have used every reasonable opportunity provided to them to upgrade their licence in the normal way.
- 4.5 All competitors applying for an International Powerboat Racing Licence must comply with all UIM Anti-doping requirements and complete the UIM declaration form included.

C.5 UIM Super Licence

- 5.1 Competitors who compete in F1 & F2 UIM Titled Events must, in addition to their UK International licence, hold a UIM Super Licence.
- 5.2 UIM Super Licence application forms and procedures can be downloaded from either the RYA website or the UIM web site
- 5.3 All applicants are reminded that an additional UIM medical examination is required and that the deadline for a Super Licence is a minimum of four weeks before your first event.

C.6 Training Licences

- 6.1 Issued at an event only by Race Secretaries or OOD's.
- 6.2 A Training Licence provides a competitor with a temporary Powerboat Racing licence valid only for the duration of the event to complete the racing element of their Powerboat Race Training. It is restricted to the class as authorised by the Event OOD and signed by the Race Secretary. The Instructor must also supervise this activity.
- 6.3 Training Licences may not be issued to competitors taking part in National Championship Events.
- 6.4 A "Medical Self Declaration" (MSD) form must be completed and signed by the competitor prior to the issue of the Training Licence. If any medical conditions are declared then the event medical officer must review the application and advise in accordance with the rules. If a decision cannot be given then the Training Licence cannot be issued. In addition, the event Paramedic or Doctor may be required to carry out further checks.
- 6.5 A maximum of 1 (one) Training Licence can be issued to a novice Competitor for each individual class to complete their Powerboat Race Training. If a competitor is not signed off during this event then as long as the paperwork is retained securely it can be used at another Race training session (maximum 2 events)
- 6.6 Training licences may only be issued to UK Nationals / Residents who do NOT already hold a licence with another National Authority either full or temporary.

C.7 Temporary Licencing & Registration

The temporary licencing facility is available for those competitors who have completed training and cannot commit to a full season of racing or perhaps are unsure if they would like to take part in more than one or two races for the season.

Additionally, this facility gives qualified competitors the ability to be on standby should they have to take over as a Driver or Co-Driver at an event in unforeseen circumstances.

The way this system works is as follows:

Competitors must have a full medical and fill out a licence application form which must be endorsed by a club in the normal way and returned to the RYA with an Administration fee of £25.00. The RYA will check and process all paperwork and send a receipt to the applicant. The applicant will then be added to a dedicated section the weekly circulation list.

If a competitor decides or a circumstance occurs where they have to take over, a Competitor can pay 50% of the full licence fee to the Race Secretary who will in turn check the circulation list that the competitor is eligible.

If the competitor is eligible, then provided there are no other issues, the competitor will be permitted to sign on to the event and participate subject to being briefed & permitted by the OOD.

The Race Secretary will declare that the competitor has activated their licence on the Event Summary form and return payment to the RYA after the event.

This process will be able to repeated again (a maximum of twice) except for at the 2nd activation, the remaining 50% of the licence fee will have to be paid (Less the £25.00 admin fee that has already been paid). After this 2nd activation and all payments and paperwork have been received, the RYA will issue a full licence in the normal way.

Alternatively, after the 1st activation, a competitor may contact the RYA, pay the remaining fee and apply for a licence to be issued.

Please note that temporary licencing is for Basic licences only.

C.8 Event Licences

- 8.1 An Event Licence provides a competitor with a temporary Powerboat Racing licence valid only for the duration of the event at which it was issued and restricted to the class as authorised by the Event OOD and signed by the Race Secretary.
- 8.2 Event Licences can only be issued to those aged 55 and under on the day of application.
- 8.3 Event Licences will not be issued unless a competitor has previously held a powerboat racing licence in the last two years in the class they wish to compete or taken the RYA Powerboat Race Training Course or refresher Powerboat Race Training.
- 8.4 A "Medical Self Declaration" (MSD) form must be completed and signed by the competitor prior to the issue of **each** Event / Training Licence. If any medical conditions are declared then the event medical officer must review the application

and advise in accordance with the rules. If a decision cannot be given then the Event / Training Licence cannot be issued.

- 8.5 A maximum of 2 Event Licences may be issued to a competitor each calendar year. This is in total and not by each class
- 8.6 Event licences may only be issued to UK Nationals / Residents who do NOT already hold a licence with another National Authority either full or temporary.
- Event Licences may only be issued on evidence of training being produced. The Training certificate or evidence of a refresher course must accompany the Event Licence when it is returned to the RYA.
- 8.7 Competitors who have previously held a Powerboat Licence or Event Licence within the last two years will be eligible to be issued with an Event Licence provided they have not been disqualified or had their licence removed due to Yellow/Red Cards or Disciplinary action
- 8.8 Event Licences Cost **£75** per event, which can be refunded against the cost of a full licence if one is applied for.

C.9 Age Restrictions

- 9.1 In all RYA National classes the minimum age for a Driver and Co-Driver is according to Class Rules unless otherwise specified
- 9.2 For competitors entering races in RYA Club Classes the minimum age is 18 years for both Driver and Co-Driver unless otherwise specified or determined from their previous national class guidelines.
- 9.3 Any variation to the age restrictions given in the table below must be determined by the PBRC Chairman or the PBRC Committee
- 9.4 GT15, GT30 & F4 class - participants may train in accordance with the table published below. Competitors are not permitted to race at club or national level until they are the permitted age.
- 9.5 The minimum age for mixed class Hydroplane Racing (including OSY400 is 16yrs
- 9.6 All age regulations apply at the date of the race. Please note * as per class rules

Licence Table			
Class	Training & Testing	Basic	International
GT15	8 Years & 6 Months	9yrs	10yrs (Maximum 16yrs)
GT30	13yrs & 6 Months	14ys	14yrs
OSY400	14yrs	14yrs	16yrs
T850	16yrs	16yrs	16yrs
HR850*	16yrs	16yrs	16yrs
F4*	14yrs	15yrs	16yrs
O125	16yrs	16yrs	16yrs
O250	17yrs	17yrs	18yrs
O350	17yrs	17yrs	18yrs
Inboard	17yrs	18yrs	18yrs

F2 & S/Cat*	18yrs	18yrs	18yrs
O500	18yrs	18yrs	18yrs
O700	18yrs	18yrs	18yrs
FR100 & HR1000*	18yrs	18yrs	18yrs
Clubman Monohull up to 115hp	16yrs	16yrs	
Clubman Monohull Over 115hp	18yrs	18yrs	
* Class requires an Immersion Test & Microdive			

C.10 Racing Licences Under 18 Years

10.1 All persons under 18 years of age must be accompanied at the event by a Parent/Guardian. All competitors who are under 18 on the date 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 event.

Competitors under the age of 18 are required to have their signature countersigned by their parent or guardian when signing in to an event.

C.11 Immersion Training and Microdive Course

11.1 If you are racing in a class that requires an Immersion Training i.e. restraint and canopy boats, then you must have undertaken your training before applying for your licence. See RYA website for details of venues and dates when tests are being offered.

11.2 All personnel racing in a class that requires an immersion test must have successfully undertaken a Microdive course or another internationally recognised qualification such as PADI in order to be issued with a licence. The alternative course options will be approved by the relevant RYA Committee.

11.3 After an initial diving qualification has been achieved, competitors must undertake an annual refresher course or provide satisfactory proof they have carried out diving activity within the last 12 months.

11.4 All competitors must read and adhere to the Immersion Test Guidelines for competitors that are available on the RYA website.

C.12 Injured Competitor

12.1 In the case of an injured competitor, the OOD, SO or Race Secretary must complete an Incident Report Form, a Hospitalisation form (if they are sent to hospital), and a Licence Withdrawal/Medical Form (if appropriate) for the injured person. A copy of this documentation, including the competitor's licence must be sent back to the RYA Powerboat Racing Department.

12.2 On receipt the RYA will take a copy of the Licence Withdrawal/Medical Form and send this along with a covering letter to the competitor. The competitor is expected to undertake another medical examination by a doctor, declaring him/her fit. When this has been done, the competitor sends a copy to the RYA and the racing licence is returned to him/her.

C.13 Declaration of Medical Fitness to Race

Licensed competitors are required to have a medical examination on an annual basis before your application is submitted. After you have been issued with a licence it is important to let us know if your level of fitness has declined during the season, either through accident, injury or illness. It is imperative to make sure that you are fully fit before participating. Please think carefully before participation.

C.14 Next of Kin Forms

Please ensure fill out the next of kin form that you will receive with your licence application and return with your application. It is important that you keep this information up to date at each event and hand it to the race secretary when signing on.

C.15 T.U.E (Therapeutic Exemption Form)

Competitors are not permitted to consume any drugs, substances or products that are listed on the current wada prohibition list. This list is regularly updated and can be viewed at www.wada-ama.org. If you are currently taking prescribed medication that is included in the list, please ask your examining doctor to fill in and sign the tue exemption form. This form is an extremely important document should a competitor be subject to an anti-doping/drug test. Competitors are also reminded that any medication prescribed by your doctor after your licence has been issued should be checked on the wada list and a tue form submitted to the rya.

C.16 Guidelines for Upgrade Endorsement & demonstration of competency

16.1 Club / National Race signatures to Upgrade to International

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

16.2 Signatures will only be given to those competitors that demonstrate confidence, competence and capability in the opinion of the Officer of the Day. Emphasis must also be given to good conduct both off & on the water, ability to follow rules and instructions

16.3 Participation in an event does not guarantee an endorsement signature.

16.4 Demonstration of Competency

3 x Laps at racing speed will constitute a minimum required time for a demonstration of competency when a competitor competes in a class similar to their own or crosses over to another discipline. OOD's must closely observe the handling capability and only allow race participation if the driver is competent.

16.5 The opinion and decision of the Officer Of The Day is final in endorsement and allowing participation following a demonstration of competency

C.17 Unauthorised Events

A competitor or RYA official cannot participate in a powerboat event that is not calendared or sanctioned by the National Authority or the UIM (where applicable) The RYA will, with immediate effect, suspend all such licence holders and officials from all future events and will notify the UIM of all such suspensions if their participation is identified. This does not apply to RYA training or private individual testing.

Furthermore, the RYA and the PBRC will consider participation in unauthorised events by individuals or officials as reason to refuse licence applications or officials applications. Any RYA Affiliated club involved in or hosting un-authorised events will be disaffiliated or have their affiliation applications refused.

In the case of an international meeting being organised by a club which is not recognised by the National Authority and which has not asked permission to organise such a meeting, the National Authority will:

Notify the Competitor or RYA officials that they will be suspended as described above if they take part in international or UK races not authorised by the local National Authority.

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

C.18 Risk Statement

Competitors and all officials are reminded to familiarise themselves with the content of the following Risk statement which will feature on many documents.

Risk Statement

Powerboat Racing is by its nature a dangerous sport and therefore inherently involves an element of risk. However, I understand that having good knowledge of the rules and ensuring that my equipment is in good working order will help to minimise risks.

By participating in or becoming involved with Powerboat Racing organised by RYA affiliated clubs either as a participant, team member or otherwise individuals agree and acknowledge that:

- i. they are aware of the inherent risk involved in the sport and accept responsibility for exposing themselves to such inherent risk , including risks to their person, their property, drowning, hypothermia, collision injuries burns and other physical injuries as well as possible death
- ii. They have satisfied themselves that they have the necessary skill and knowledge to take part in the event and deal with the conditions that may arise in the course of a race
- iii. They will not participate in the event whilst under the undue influence of alcohol, drugs or whilst otherwise unfit to participate
- iv. They are responsible for the safety of themselves their crew their boat and their property whether afloat or ashore and that the management of their boat including insurance is solely their responsibility
- v. Scrutineering does not constitute a condition survey of the boat and it is solely their responsibility to decide whether or not to start or to continue in any powerboat race
- vi. Ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility
- vii. The provision of a race management team, patrol boats and other volunteers by the event organisers does not relieve them of their responsibilities

- viii. The provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances
- ix. To be bound by the conditions of the Race Entry Form, Racing Instructions / Advance Programmes and the General Competition Rules of the UIM and the RYA
- x. They will accept the decisions of the organising committee and officials nominated by the organising committee.
- xi. They understand that it is their responsibility to ensure that the event has suitable insurance cover in place before participating and it is also their responsibility to ensure that they familiarise themselves with event Risk Assessments & Race Instructions / Advance Programmes and bulletins before participating.

INDEMNITY

Participants in the event will be required on signing on to the event to save harmless and keep indemnified:

- (a) The owners of the premises at which the event is held;
- (b) The organising club, the sponsor / promoter and the RYA and their respective officials, servants and agents; and,
- (c) The other boat owners, drivers, passengers or mechanics engaged in the meeting (together with the "Indemnified Parties") AGAINST all actions, claims, costs, expenses and demands in respect of loss of or damage to the property of or personal injury sustained to the Indemnified Parties to the extent caused by the participants, their crew, their boat, their mechanics, support team, representatives or agents.

IMPORTANT NOTE: Persons under the age of 18 must have written authority signed by either Parent or Guardian.

THE RESPONSIBILITY FOR A COMPETITOR DECISION TO PARTICIPATE IN A RACE
OR TO CONTINUE RACING IS THEIRS ALONE

D BOAT, EQUIPMENT AND PREPARATION

D1 Race Numbers. UIM Rule 206.02

1.1. Every race boat must have a race number. The racing the number is allocated by the RYA. Race Number 1 will only be allocated to the previous year's class British Champion.

1.2. Should you wish to keep the same number in the coming season, please inform the RYA before the 31st March each year, if a driver changes from one class to another it is in their interest to inform the RYA as soon as possible and to obtain a different racing number.

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

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

(a). The driver of the inviting nation will change his number following the instructions of the Technical Officer

(b). If none of the drivers is from the organizing nation, the driver who entered last will change his number following the instructions of the technical officer.

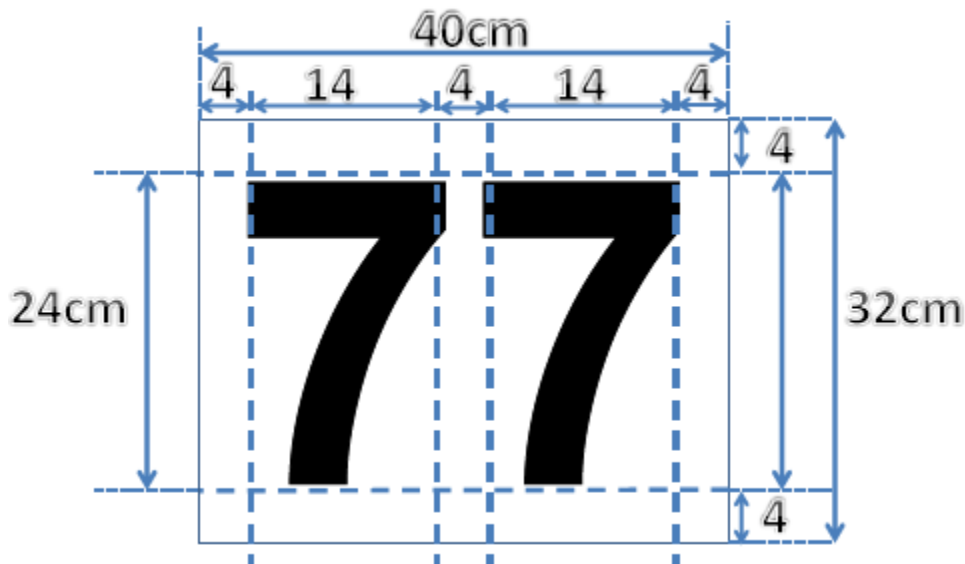
1.5. The race number may be fixed on a surface corresponding to the following measures and characteristics: the surface measures 32 x 40cm and the numbers must be black on a white surface on both sides of the hull in digits of 24 x 14cm.

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

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

1.8. The white surface must surround the digits with 4cm

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



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

(b) The race numbers may also be painted or glued to the slightly curved surfaces and on one vertical surface provided that the whole number is within 30 degrees from the vertical position. It is recommended to use two digits only

1.10. The race number must remain visible during the whole race.

D2 PADDLE

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

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

D3 BUOYANCY UIM Rule 504.01

3.1. Every boat must have adequate buoyancy to ensure that it floats in case of an accident. This buoyancy shall be equivalent to a volume of 0.055m³ of foam per 100kg of boat weight. If a reinforced cockpit is fitted, at least one half of this volume must be securely attached to the cockpit structure. Any foam is to have a maximum density of 30kg/m³

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

D4 HR850 WINDSHIELD UIM Rule 504.02

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

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

D5 SPONSONS UIM 509.02 & 522.01

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

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

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

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

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

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

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

D6 TOWING CLEAT

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

D7 PAINTER/MOORING LINES

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

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

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

D8 SHARP EDGES UIM 509.09

All sharp edges must be adequately protected or removed.

D9 STEERING GEAR

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

9.2. Steering wheels and fittings must be strong enough to withstand rough handling during racing.

Cracked, split or delaminated wheels shall not be used.

Steering wheels must not spin on the internal boss, drum or shaft.

Removable steering wheels must be demonstrated to the Scrutineer.

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

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

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

9.6.

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

9.7. **S** Pulleys must be of a minimum diameter of 2.1/2" (62.5mm)

Pulleys must operate freely and shall be through bolted with positive locking.

Pulleys with non-ferrous riveted pins are not permitted; pins may be replaced with positively locked steel bolts.

Boats with excessive wear at pulley, fixing, and steering bar etc. interfaces are not permitted

9.8. Pulleys must be bushed.

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

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

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

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

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

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

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

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

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

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

D10 CONTROL CABLES

All control cables must be bolted down securely.

D11 FUEL TANKS

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

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

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

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

D12 FUEL LINES

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

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

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

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

D13 THROTTLE CONTROL

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

13.2. Lever unit must be securely attached.

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

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

D14 KILL SWITCH

- 14.1. All boats must be fitted with an efficient automatic throttle shut-off device and a kill switch which is an automatic device in the ignition circuit which will stop the motor and fuel pump if the driver is thrown out.
- 14.2. The device must be clearly visible, as must be the link to the driver.
- 14.3. Path and length of the cord must ensure disconnection of the plug whatever direction of ejection.
- 14.4. Kill switch cord and attachments must be adequate and must actually cut the engine and fuel pump completely when operated.
- 14.5. No device may be fitted to render the kill switch inoperative.
- 14.6. The kill switch cord must be securely tied with a knot to the jack plug and driver, must be of a straight material not expandable or coiled, and short enough to cause circuit breakage before the driver enters the water. The maximum length of the plug cord is 600mm (2ft)
- 14.7. All Sportsboat drivers and passengers must be connected to separate kill switches so that when operated the fuel pump and engine, will be stopped.
- 14.8. Kill switches must be tested at scrutineering and must be working at all times during a race, practice or trials.
- 14.9. Kill switch lanyard connections are not required on boats with reinforced cockpits.

D15 ISOLATOR SWITCHES FOR BOATS WITH ELECTRIC FUEL PUMPS OR STARTERS

UIM Rules 503.11 and 509.12 plus

- 15.1. Isolating switches must be included in all electrical circuits.
- 15.2. ***UIM Rule 503.11*** – Electrical Isolation
- (a) All boats, with batteries, must have an isolation switch as close to the positive terminal of the battery/ies as practicable (negative terminal if positive earth system).
 - (b).The opening handle of the switch must be easily accessible on the deck or other surface of the boat on the port side between 1 to 3 metres forward of the stern.
 - (c).This switch must be marked with a red flash + and the “On/Off” positions shown.
- 15.3. **MOTOR SHUT OFF SWITCH *UIM 509.12***
- (a)All boats with reinforced cockpits must have an ignition shut-off switch for the motor, located on the left (port) outside the cockpit. It must be clearly marked “MOTOR SHUT OFF SWITCH”. Kill switch lanyard connections are not required on boats with reinforced cockpits.
 - (b).Lanyard connection to the life vest is required to shut off the fuel on boats with electric fuel pumps.

D16 GEAR CONTROL

- 16.1. Where the rules require neutral or reverse gear positions, the gear shift control must be within easy reach of the driver in his normal seated position facing forward inside the cockpit.
- 16.2. Reverse gear, where required by class rules, must be demonstrably operative.

D17 SEATS UIM 509.08 & 550.3

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

Full seats are mandatory in all Monohull classes. Seats must not form part of the integral structure of the hull and must suitably secured and fit for purpose.

D18 MOUNTINGS AND TRANSMISSIONS

18.1. Outboards

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

18.2. Inboards

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

D19 ENGINE CONDITION

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

D20 EXHAUST SYSTEMS FOR INBOARDS

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

D21 PROPELLER SECURITY

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

D22 BATTERY STOWAGE

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

D23 STRUCTURAL STATE

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

D24 RACING VESTS UIM Rule 205.06 plus

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

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

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

UIM 205.06 Life Jackets (Racing Vests)

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

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

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

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

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

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

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

24.11. The back must include a protective plate,

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

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

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

D25 PROTECTING HELMET

25.1. It is mandatory during all on water activity for competitors to wear a helmet complying with a minimum of the following standards:

Snell K2005 / K2010

Snell M2005 / SA2005

Snell M2010 / SA2010 / SAH2010/ SK2010

Snell M2015 / SA2015 / K2015 / EA2016

Snell CMR2007 /CMS2007 / CMS2016 / CMS 2016 (under 18yrs only)

EU ECE22-05 (UK Racing only)

FIA8860-2010 / FIA88660-2015

Helmets must have temple protection and must be coloured fluorescent orange, Fluorescent Red, Fluorescent Yellow or international orange colour These helmet Colours must be bright enough to be clearly visible in the water.

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

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

For enclosed cockpit classes children under the age of 18 yrs. may wear a general standard helmet conforming to the minimum standards as described above in the general helmet rules. This is to facilitate the use of air. Use of a restraint system such as Hans/Simpson device is highly recommended.

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

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

25.4. Helmets must be devoid of dents or splits.

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

25.6. Helmet Visors must remain closed during all on-water activity.

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

25.7. External recording devices such as cameras are not permitted to be attached to helmets.

25.8 Helmets will be inspected at every race and Scrutineers will use the list as a guide. If your sticker or standard is absent, your helmet will not pass scrutineering.

25.9 **Full face helmets are mandatory in all non-restrained boat classes.**

D26 FUEL as UIM Rule 508

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

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

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

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

26.3. UIM 508.05 Alcohol based Fuel

- (a) The fuel must be methanol (CH₃OH) or Ethanol (C₂ H₅ OH)
- (b).The fuel may contain water (H₂O)

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

26.5. UIM 508.07 Lubricating Oil

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

26.6. UIM 508.08 Random Testing of Competitors' Fuel

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

26.7. UIM 508.09 Testing Procedures

- (a) Gasoline fuel or fuel/oil mixture may be checked at any time using RYA/UIM approved equipment and procedures. Meters and equipment will be calibrated each time in accordance with the RYA/UIM fuel testing guidelines
- (b).Non-gasoline fuels will be tested in accordance with RYA/UIM current procedures. Density test will be performed on non-gasoline fuels. Density of the fuel should be less than 0,830kg/dm³

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

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

D27 GLASS FILTER BOWLS

The use of glass filter bowls is prohibited.

D28 PROPELLER GUARDS

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

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

D29 CLOTHING

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

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

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

D30 TUNNEL 'SPOTS' AND LIFTING EYES

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

30.2. The lifting eye must be highlighted with bright orange paint or sticker.

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

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

D31 FLYWHEEL GUARDS

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

D32 SLINGS, HOOKS AND LIFTING

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

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

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

32.4. Drivers must provide their own slings.

32.5. All hooks must be of the closed type.

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

D33 BALLAST

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

D34 BOAT NUMBER ON TRAILER

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

D35 FIRE EXTINGUISHERS

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

D36 RYA / UIM / NATIONAL FLAG DECALS

36.1 All boats must display the RYA Powerboat Racing decals on either side of the boat.

36.2 Boats taking part in International races must display their national flag & UIM Decals on either side of the boat as described in the UIM Rules.

D37 COMPRESSED AIR AND GAS

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

D38 RADIOS

Radios may be used by Drivers in safety cell boats (F2, F4 etc.). Any Driver using a radio shall specify the radio person, who must sign in, attend Drivers' Briefing and during racing, stand in the area designated by the OOD.

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

D39 MEASUREMENT FORM AND CERTIFICATE

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

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

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

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

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

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

D40 LOG BOOKS

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

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

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

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

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

D41 COMPUTERS, ECUs and TELEMETRY

Passive data collection devices are permitted. The use of external devices capable of digital engine control are not permitted. Engine ECUs must not be accessed at any time during the event unless under the supervision of an approved Scrutineer. ECU's accessed during an event without the permission / presence of a Scrutineer will result in disqualification.

Data loggers that 'read' information from the engine for the driver presentation, such as RPM are allowed, but diagnostic type equipment may only be used under the supervision of a Technical Officer during a race weekend.

D42 STARTER CONNECTIONS

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

D43 BOAT, EQUIPMENT AND PREPARATION

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

D44 COCKPITS UIM 509

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

Canopies: all restrained cockpit classes with a canopy will be required to have an appropriate release for the front hinge that can be operated from inside and outside the cockpit. The words 'Canopy Release' must be located on the boat next to the external release.

D45 CRASH BOX

Crash boxes are mandatory for all catamaran classes that are using engines with a CC capacity of 1998cc and above.

All Crash Boxes must be manufactured and supplied by a UIM approved builder.

D46 CAMERAS

External recording devices such as Go-Pro's must be securely fixed and not mounted in a such a way that their presence will cause a hazard to a competitor being ejected from their craft.

Cameras may also not be mounted in any way that could cause disturbance to a competitor's field of vision.

Cameras may not be mounted/fixed externally on helmets.

D47. Air Supply

It is mandatory in all classes where the competitor or crew are restrained to have a suitable air supply system available to them and each member on-board. All crew

members must also have a valid recognised diving qualification.

There should be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board.

Each air supply bottle should have a minimum capacity of 400 litres at 200 bar.

Spare Air devices or air supply bottles that are less than 21trs in capacity cannot be used except has a back-up to the main air system.

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. The tank shall be stamped to verify inspection and certification of the tank to meet air delivery standards. The air tank shall be securely mounted to the boat.

The air supply bottle must be securely fastened to the boat and switched on during all on-water activity.

Each air supply bottle must have a pressure gauge fitted that should be at least 5cm in diameter to allow easy reading during pre-race scrutineering and by crew members on-board.

Each air supply bottle must show 'full' in order to pass pre-race scrutineering.

The air supply hose from the tank to the driver mask/ mouthpiece hose connection shall be of sufficient length to allow the driver to move clear of the farthest side or front of the hull measured from the centre of the steering wheel.

The air regulators / mouthpiece for each crew member must be easily accessible for each individual on-board. Air regulators / mouthpiece must operate in any position i.e. upside down. Alternatively, a driver's mask may be used and must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. An ambient air valve is required. A quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 25 cm (min) to 91 cm (max) to the connection.

A female coupler fitting shall be attached to the air supply hose from the tank; the male coupler fitting shall be attached to the driver mask/mouthpiece hose. A tee block with two male coupler fittings, attached to the driver mask/mouthpiece hose, is allowed. Parker part number SHI-62 / SHI-63 (or other manufacturer interchange) is the accepted design sealed coupler assembly; stainless steel material is highly recommended, brass is an acceptable alternative.

Each crew member in full race attire & race position must physically demonstrate to the scrutineer that they are able to locate and use their Air Supply Equipment. Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

D48. Head Clearance UIM 509.05

Minimum 5cm (2 in) clearance above driver's helmet, with 10cm highly recommended, covering at least 50% of the top of the helmet and at least 50% of the side of the helmet with the driver's head in the furthest aft position, as an integral part of the cockpit construction.

It is mandatory for new boats built after 1 January 2016, the cockpit must afford a minimum of 10cm (4in) clearance above the driver's helmet and extending laterally at least 45 degrees from the vertical.

(Diagram in UIM Rule Book)

D49 Frontal Head Restraints – Cockpit Classes

It is mandatory for all restrained competitors to wear a Frontal Head Restraint (FHR) system that complies with SF138.1 or FIA 8858 standards.

Quick release fixing posts that disconnect the device via a 'tab pull system' and low profile uprights for FHR's are mandatory for UIM Events & Strongly Recommended for UK events. (Please note this is currently under study with a view for possible UK Mandatory status in 2019).

It is the responsibility of the wearer to ensure that the FHR device that they are using is suitable for the application that they will be wearing it for and consideration of use should be given to FHR devices that are: easy to release and have a low upright section at the back of the head.

It is also mandatory to wear your FHR device during your Cockpit Evacuation / Immersion Training. Self-removal of an FHR before attempting to exit a cockpit forms a part of the Immersion test training.

D50 Frontal Head Restraints – Non-Cockpit Classes

Frontal Head Restraints (FHR) can be used in non-cockpit classes as detailed below:

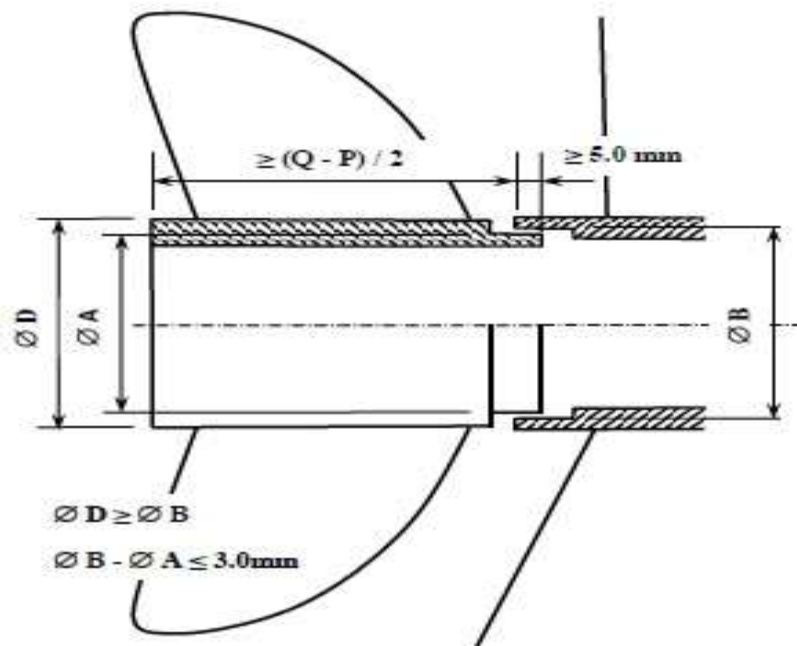
- The device is worn under the lifejacket with minimum exposure of straps.
- The clips/eyes are of plastic construction and designed to break in a progressive manner.
- The straps are also designed to work in a similar way.
- The straps are adjusted to allow a full range of movement of the drivers head in order that all round visibility is not affected.
- The device forms part of the scrutineering process in that it is worn by the driver at scrutineering and that the driver is able to demonstrate their ability to remove their own helmet.

D51 Propellers for F4 / GT15 & GT30

UIM 504.13 PROPELLERS WITH EXHAUST TUBE

Gear cases with a propeller exhaust must use propellers equipped with an exhaust tube. Requirements for propeller equipped with an exhaust tube for gear cases with through propeller exhaust.

1. The length of the exhaust tube measured from the gear case to the end of the exhaust tube must at least be $(Q - P)/2$, where measure Q and P are taken from the homologation file of the relevant engine
2. Propeller exhaust tube outside diameter must at least equal to the inside diameter of machined recess into which the standard propeller boss fits at the rear of the gear case.
3. The maximum allowed radial clearance between the exhaust tube and the machined recess of gear case, measure as diameter, is 3.0 mm.
4. The exhaust tube must enter the machined recess of the gear case by a minimum of 5.0 mm.
5. No spacing of the propeller to allow venting of the exhaust gases around the propeller is permitted.
6. No holes or ventilation slots of any type are allowed in the exhaust tube.



D52 Belt / Restraint Cutters

It is mandatory for all restrained competitors to carry a suitable Belt / Restraint cutter. This device must be suitable for purpose and the blade should be protected / enclosed.

It is highly recommended that your cutting tool is brightly coloured / or treated with paint that illuminates in the dark.

D53 EPA/LOW Emission Engines (Circuit & Offshore)

From the 1st January 2018 Both UIM & UK events will require all EPA/Low Emission engines to use standard spark plugs as supplied by the manufacturer.

Homologation files will be updated to include this information and these will be checked at every British Championship / UIM event.

E RACE RULES AND REGULATIONS

E1 AUTHORITY

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

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

E2 TERMINOLOGY

Interpretation of Rules and Regulations

The words "shall" or "must" are mandatory.

Where items refer to a specific type of boat they are marked appropriately "S" Sportsboat or "H" Hydroplane.

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

E3 DEFINITION OF EVENTS

3.1 Testing / Training

Calendared events where training or testing takes place. Look for the abbreviation 'T' on the RYA Calendar.

3.2 Club Racing

Look for the abbreviation 'C' on the RYA calendar and contact the local organising club for more details of the event. This rule book will provide more information on how to get started.

3.3 National Racing

National Circuit racing takes place throughout the season at selected venues around the country. Look for the 'N' abbreviation on the RYA Calendar.

To compete at this level you must race in one of the National Classes and also hold a basic Licence, National Classes are run to class specific rules; these are detailed in separate sections within this book. Details of how to apply for an RYA basic Powerboat Licence can be found in this rule book.

3.4 International Racing

International Racing is sanctioned by the UIM, Union Internationale Motonautique. Additional rules apply to competition at this level and you may be rewarded with a European or World Championship title. Events are held all over the World with most of the National classes competing. Look for the 'I' abbreviation on the RYA Calendar.

E4 ORGANISING / HOST CLUBS

All event organising clubs must be affiliated to the RYA and must have paid their administration fees. Clubs / Event organisers must have Third Party Insurance in place that covers their event, officials and competitors both on land & water. All event organising clubs must have paid all of their outstanding balances in order to be consider valid & active. In the case of outstanding balances, the RYA will suspend the club in question from authorised activity and will not carry out any duties relating to club members, questions or paperwork until balances are cleared.

Additionally, Competitors endorsed Licence Validity may be revoked

E5 RYA OFFICIALS INDEMNITY FORM

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

E6 OFFICER OF THE DAY (OOD) & RESCUE OFFICER (RO)

6.1. Officers of the Day & Rescue Officers must be appointed to officiate at all International, National, Club & Testing and demonstrations organised under the jurisdiction of the Royal Yachting Association. All OODs & RO's must be on the list of Approved Officials

6.2. The appointment of an OOD or RO is made by an organising club and could be subject to final approval of the PBRC.

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

6.5 It is mandatory that an Assistant OOD is appointed to National & International Events.

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

6.6 The role of the RO is to coordinate the on-water safety network plan and ensure that all required cover is in place and briefed on their responsibilities. It is also the responsibility of the RO to ensure that all medical cover is in place and good communication with any harbour or official authorities is maintained. The RO should also coordinate any on-water recovery operations.

E7 RYA APPROVED MEASURERS

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

E8 RYA TECHNICAL INSPECTOR

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

E9 SCRUTINEERS

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

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

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

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

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

E10 RYA COMMISSIONERS

Commissioners are to be appointed by the RYA to as many International, National & Club events as possible.

Role & Responsibilities

- Commissioners must be a current or have previously been an Officer of The Day and must pass an annual written test for re-validation.
- Commissioners must report on all aspects of the meetings to which they are appointed and their function is to audit the performance of officials & compliance with rules. The role is one of an observer and not an active official.
- Commissioners must receive from the organizing club, the full results and copies of all Incident Report Forms and must submit Reports together with copies of the Results and Incident Report Forms to the RYA within 14 days of meetings. The RYA must immediately on receipt of the report copy the documents to the Offshore Racing Committee for review.
- Any breach of the racing rules by a Club, Official, driver or mechanic must be reported to the RYA by the RYA Commissioner.
- Commissioners should endeavour to discuss any problems encountered with a representative of the organizing club. All Commissioners report forms must be reviewed by the RYA/PBRC and if required the PBRC Chair will contact the club to discuss any relevant issues. If serious problems arise the RYA will be notified by the PBRC Chair and agreed appropriate action taken. All Circuit delegates will be notified as soon as possible if any such action is required.
- The RYA Commissioner, in conjunction with the Officer of the Day, is entitled to take action with the race organisation if safety conditions are not met. In some case they may be entitled to request that an event is suspended if safety conditions are not approved or rules are not being adhered to.

The reports from the Commissioner are confidential and are not to be used for aims which are contrary to those of the RYA. Nor should they be communicated to the press.

E11 ADVANCE PROGRAMME AND ENTRIES

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

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

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

11.4. The entry closing date must be stated.

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

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

E12 ADVANCE PROGRAMME CONTENT

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

12.2. SPECIAL RACING INSTRUCTIONS

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

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

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

E13 ARRIVAL, SIGNING-IN and SIGN-OUT PROCEDURE

On arrival for driver passenger and crew:

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

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

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

- (a).complete and sign all outstanding forms
- (b).complete and pay for any Event Licences or Temporary Licence

13.4. Pay any outstanding fees

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

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

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

13.7. Race Entry

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

13.8 Signing Out/Licence Collection

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

Junior drivers are required to have a responsible adult that signs in at the event. This should remain as the same person throughout the event and should only be changed in exceptional circumstances and must be notified to the OOD and / or Race Secretary. Where a Responsible Adult is required to be in attendance, e.g. Drivers Briefing, it must be the person that has signed in.

E14 PRE-EVENT SCRUTINEERING

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

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

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

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

Engine homologation papers are mandatory for OSY400, GT15, GT30, T850, HR850, F4 and F2

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

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

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

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

14.8. All boats involved in incidents/capsize must be re-scrutineered before resuming racing. Any damage sustained must be recorded on the competitor's measurement certificate/log book.

E15 DRIVERS BRIEFING

15.1 It is mandatory that all drivers attend Drivers' Briefing. In addition to the Driver, one member of their team is allowed to attend the Drivers' Briefing. For those who are under

18 years old, this shall be the person/guardian that signed them in. If a Driver in F2 and F4 has a Radio Man, it is also mandatory for them to attend the driver briefing.

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

15.3. A roll call must be taken.

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

15.5. Drivers must answer to their names with their race number

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

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

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

15.9. A chart of the course should be prominently displayed at the driver Briefing.

15.10. After the roll-call, obtain assurance that all competitors:-
Understand English; exceptions must be briefed separately afterwards, through an interpreter have received, read and understood the Advance Regs, and special racing instructions; have already or will complete two laps of the course before racing

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

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

15.13. Explain use of signal flags.

15.14. Confirm names of Protest Jury.

15.15. Wet Driver Rule applies to all classes unless otherwise provided for by the OOD at Driver's Briefing in accordance with other or UIM Rules.

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

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

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

15.19. Any Questions?

15.20. Synchronise watches.

E16 BRITISH NATIONAL & BRITISH SPRINT CHAMPIONSHIP, CLUB RACING, TESTING & RECORD ATTEMPTS

RYA British National Championship

Each heat of a British National Championship event will become a round of the overall championship and attract points in the normal way, i.e. 20, 17, 15 etc. This will mean that a championship that takes part over 6 events would have a total of 18 rounds, being 3 at each event.

Qualifying for the first round will take place in the normal way. The starting grid for rounds 2 & 3 will be determined on the finishing positions of the previous round.

Event related matters, such as serving yellow cards or gaining signatures will be unchanged and will apply for the event as a whole and not each individual round.

Trophies will be awarded at the usual end of event prize giving based on the total points awarded to each driver from the 3 rounds of the championship.

RYA British Sprint Championship

The British Sprint Championship will take place over one weekend. The racing format will be 3 heats with all to count.

The points system is specific for the Championship and detailed in the points section of this rule book.

RYA British or UIM Record Attempts

Record attempt events must be held in accordance with the relevant rules which include eligibility, officials, paperwork, procedures, training, jury hearing and all other relevant rules.

E17 PRACTICE/ QUALIFYING

17.1. At an event, classes competing for British or Sprint Championship points must have the same duration of practice. Practice also constitutes as qualifying. This can be reduced in the case of force majeure.

17.2. Competitors must complete a minimum of one practice lap at full racing speed in order to start a British or Sprint Championship race or heat. This only applies to competitors who are unable to participate in Official practice.

17.3. Practice/Qualifying laps must be timed.

17.4 If through force majeure, times are not available, the grid positions will be determined by current National Championship Standings.

17.5 All classes will be given 10 minutes of free practice on the second day of a National event. Participation in this practice is not compulsory. This is subject to change in the event of Force Majeure.

17.6 Any boat judged by the OOD to be causing an obstruction to other competitors will be disqualified from the qualifying / practice session and may be black flagged. Other penalties may also apply.

E18 STARTS

18.1 It is optional as to whether a race is commenced from a jetty, beach, or by rolling start. For British or Sprint Championship events Jetty starts must be used unless weather or exceptional circumstances mean that it is not appropriate.

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

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

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

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

18.5 A race is 'live' from the moment the starting lights are turned off or the start flag is dropped. All penalties will apply from this moment. If a race has been stopped before the lead boat has crossed the start / finish line then any re-start will be as per the original starting grid positions.

18.6 A race will be declared as 'started' if the lead boat has crossed the start / finish line.

18.7. On leaving the start boats must not interfere with the racing line of other boats. Boats must maintain their lanes from the start to a predetermined point before the first turn mark or to a point as described at drivers briefing, such point to be decided by the OOD and the drivers advised at the Drivers' Briefing.

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

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

E19 JETTY STARTS

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

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

19.2. The red light is left on/flag raised, for between 5 and 12 seconds. The start is signalled by turning off the red light/lowering the flag. It is recommended that a red light is used. When lights are used an Official, in communication with race control and with a red flag, must be

positioned so that the flag signal can immediately be seen by drivers and crews watching the lights.

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

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

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

E20 ROLLING STARTS

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

E21 RE-STARTS

Generally (see also 'starts')

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

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

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

21.4. Disqualified drivers must not restart except as detailed.

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

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

21.7. Grid positions for race re-starts are the race positions at the end of the lap prior to the stoppage. If a stoppage occurs at the start of a race before the lead boat has crossed the start / finish line then the original start grid positions will apply.

Racing in Heats (including British Championship)

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

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

21.10. **H** both re-starts are for the original number of laps.

Refuelling and assistance back to the pontoon is allowed.

S The race must be re-started when after having deducted one lap for the stoppage the remaining laps are at least 20% of the original.

Only those scored at the end of the previous lap may re-start. Those eligible must return directly to the start, no outside assistance and no re-fuelling.

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

Single Heat Racing (Grand Prix Style – 1 long race)

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

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

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

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

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

E22 STARTING IN GROUPS

22.1. Each group must race against the others.

22.2. The finishing order is determined by combined points.

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

E23 OVERTAKING PROCEDURE UIM Rule 312

23.1. Rules of the Road

23.2. **312.01** All racing boats must take any action to avoid a collision at all times

23.3. **312.02** Overlap

An overlap is only established when two boats are approximately on the same course and the cockpit of the overtaking boat, if passing on the inside, is even with the cockpit of the overtaken boat.

When overtaking from the outside, an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to alter course without contact.

23.4. **312.03** The leading boat has right of way until an overlap is established

23.5. **312.04** A safe overlap and overtaking manoeuvre is the responsibility of the overtaking boat

23.6. **312.05** After an overlap manoeuvre, the overtaken boat must give the overtaking boat room to negotiate turn buoys.

23.7. **312.06** The overtaking boat cannot force an overlap situation once the lead boat has started his turning manoeuvre.

23.8. **312.07** An overlap can be attempted from either side of the leading boat

23.9. **312.08** Overtaking. An overtaking boat shall keep clear of the boat which is being overtaken

23.10. **312.11** Passing Marks.

(a).When trying to overtake a boat on the inside, the driver must anticipate the possible direction of the boat he is trying to overtake and must take all necessary action to avoid a collision.

(b) When passing a turn buoy and overlap has been established, both boats must maintain a safe distance from each other and from the turn buoy.

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

23.11. **312.12** Altering Course. When one of the boats is obliged to keep clear, the other shall not alter her course; to avoid risk of fouling a boat must not bear out of her course as to hinder another in passing to the right.

23.12. **312.13 Lapped Driver. Drivers who are being lapped should clearly provide free tracks for overtaking drivers. This is done by holding firmly to the right. Even at the right turn with a yellow buoy, the overtaken driver keeps to the right, as close to the yellow buoy as possible and with as straight track as possible.**

Drivers who violate the rule can be disqualified. This can be accompanied by other penalties if the behaviour is deemed dangerous or unsportsmanlike.

23.13. **314** Fouling Competing Boats. If a boat, in consequence of her neglect of any of these rules fouls another boat, or compels others to foul each other, she is disqualified.

23.14 Any driver defending their position on the course straight, and before any turn buoy, may use the full width of the course during their first manoeuvre, provided there is clear water between their boat and the boat they are attempting to pass. Whilst defending in this way, the driver may not go outside the outer course limits. More than one change of direction to defend a position off-line, should leave at least one boat width between their own boat and the turn buoy on the approach to the turn and round the turn. Manoeuvres liable to hinder other drivers, such as deliberate crowding of a boat beyond the course limits or any other abnormal change of direction are not permitted.

Any Driver not complying with this rule may be disqualified.

E24 TURN AND COURSE MARKS OF THE COURSE

24.1. Hitting a turn mark - no penalty

24.2. Missing a turn mark - one lap penalty

24.3. Travelling against the racing line - disqualification.

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

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

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

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

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

24.9 Any boats straying beyond the course parameters will be disqualified.

E25 BOATS STATIONARY IN WATER

25.1. When a driver or passenger is in the water on the race circuit the race is stopped immediately by the Officer of the Day. This does not apply to UIM International Events that specifically allow the Yellow Flag /Pace Boat Procedure.

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

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

E26 FINISH

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

36.2. The heat or race is finished and will be stopped two minutes after the lead boat has crossed the finish line.

E27 FINISHING POINTS

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

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

E28 DEAD HEAT

28.1. In the case of 2 competitors crossing the finishing line at the same time Points will be shared (e.g.: for an equal 2nd place, 2nd and 3rd place points are shared.)

E29 AFTER FINISHING

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

E30 COURSE CLOSED

The heat is finished two minutes after the winner crosses the finish line. A red Flag should be raised to indicate the course is closed. The course should then be cleared and closed as soon as soon possible to allow course officials to report and prepare for the next race.

E31 FLAG SIGNALS

Flag size - minimum 900mm x 600mm

32.1. The following flags must be carried by all rescue boats and all competitors must obey their signal:-

RED FLAG Slow down/stop immediately and proceed with caution to the designated area as described at drivers briefing

YELLOW FLAG (stationary) CAUTION

YELLOW FLAG (waved) IMMEDIATE CAUTION

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

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

E32 WEIGHING

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

32.2. Any competitor found to be under the minimum class weight will have all points accumulated to the point of weighing removed. This also applies to qualifying and if a competitor is found to be underweight, all qualifying times will be removed up to the point of weighing.

This may only be enforced if the official scales were available for use prior to the race/qualifying session.

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

32.3. The weight of the boat means - Boat as it finishes the race, less driver less personal equipment and less excess water, but including any residual fuel.
Where driver weight is to be included, the driver is to be weighed separately in full race clothing.

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

32.5. Refusal to comply will result in disqualification.

E33 TECHNICAL INSPECTIONS

33.1. The RYA / PBRC Chairman will appoint Technical Inspectors to each National Championship round.

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

33.3. The Inspectors and the OOD independently decide which engines to strip, their decision is final. Drivers must be informed. The Inspectors and the OOD decide the extent of dismantling, record their findings in writing and present them to the OOD with recommendations. This report should also be given to the RYA commissioner.

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

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

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

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

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

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

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

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

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

E34 RESULTS

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

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

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

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

E34.5 Where two or more competitors are tied on points at the end of a race weekend the final position will be determined based on the best result achieved in any race i.e. the driver with the most 1st/2nd places etc. If still tied the fastest race time will be used. In the unlikely event that more than one competitor has the same race time the fastest race lap from the event will be used to determine the final result.

E35 PRIZEGIVING

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

E36 PROTESTS

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

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

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

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

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

E37 SANCTIONS

37.1. Automatic. There are automatic sanctions for racing infringements, at the start, at marks etc.

37.2. The OOD, or Jury can disqualify from a heat or a meeting and penalise by one or more laps.

37.3. The OOD can make submissions to the Jury which may result in the Jury imposing a sanction.

37.4. Yellow / Red / Blue Cards see rules

37.5. **Gross breach of rules or Misconduct.** When the RYA / PBRC receives any official report alleging a gross breach of a rule, good manners or sportsmanship, or any official report alleging conduct that has brought the sport into disrepute, it may conduct an investigation and, when appropriate, may call a hearing. The RYA may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the RYA's jurisdiction.

37.5 Reprimand : A Reprimand is a notice of disapproval of an unacceptable action. A reprimand automatically constitutes warning that if the offence recurs, a heavier penalty will be given and is valid for 12 months from the date of issue. A reprimand can be issued in addition to other penalties or as an individual penalty.

If a Reprimand is issued by an OOD or Jury at an event It must be recorded in writing by the Race Secretary, a copy given to the recipient and a copy returned to the RYA with the post event paperwork.

If a Reprimand is issued at any other time a written copy will be sent to the recipient and a copy retained by the RYA.

A reprimand issuance must be witnessed and will be retained on the recipients record.

A reprimand can be given by an O.O.D, A Jury, An Appeal Panel, The RYA or its relevant policy committee.

E38 YELLOW/RED/BLUE CARDS

38.1 Blue Cards

A blue card can be given by the OOD for any offensive, unsportsmanlike, abrasive etc. behaviour during any official activity (i.e. at briefing, race control, on the water, Jetty etc..) Blue cards cannot be given for racing incidents on the water but can be issued for inappropriate behaviour on the water.

Blue Cards will be valid for 1 year from date of issue and will expire after this time. They will be recorded on the weekly RYA Circulation List. When issuing a Blue Card the OOD or Race Secretary must check the list to check if the recipient already has a currently valid Blue Cards Previously Issued. Appropriate action must be taken if the limit of 3 has been reached.

Blue cards are accumulative and a third Blue card issued while two are still valid will result in the recipient being removed from all activities at the event. Following the recipient being issued with a 3rd Blue Card and removed from all official activities, the event Jury will meet and determine if further disciplinary action is justified such as referral to the RYA for further disciplinary action. Note: the RYA may choose to refer the matter to the relevant committee for disciplinary review without recommendation of a Jury.

Blue card recipient's names will be retained on the weekly circulation list to allow the RYA and the relevant policy committee to view any potential patterns or repeated incidents.

If two blue cards are issued at the same event then the recipient will be required to be immediately excluded from the event and not allowed to participate in any official activities. The 2 Blue cards (issued at the same event) will be recorded on the weekly circulation list as previously described and will remain valid for 1 year.

The Blue Card should be recorded on the appropriate RYA form and given personally to the recipient by the appointed official where possible. The appointed officer must be accompanied by one other race official when the penalty is issued. A copy of the card should be;

1. Retained by the Race Secretary,
2. A copy given to the RYA Commissioner.
3. A copy posted on the results board.
4. A Copy must be sent to the RYA for it to be recorded on the weekly circulation list.

38.2 Yellow / Red Cards

38.2.1 Yellow or Red cards can be given for any offences on the water during on water activity that relate to Dangerous Driving or Unsportsmanlike behaviour. Yellow or Red Penalty Cards can be given as an individual or additional penalty. They may only be issued to competitors.

38.2.2 Yellow or Red Cards may be given by the OOD, The Jury, An Appeal Panel or the RYA.

38.2.3 The Yellow or Red Card should be recorded on the appropriate RYA form and given personally to the recipient by the appointed official where possible. The appointed officer must be accompanied by one other race official when the penalty is issued. A copy of the card should be;

5. Retained by the Race Secretary,
6. A copy given to the RYA Commissioner.
7. A copy posted on the results board.
8. A Copy must be sent to the RYA along with the Competitors Licence for penalty endorsement and record the penalty on the weekly circulation list.
The RYA will return the endorsed licence directly to the driver.

38.2.4 A Yellow Card is valid for 3 events in which the sanctioned competitor must have fully competed in. The accumulation of three Yellow cards will automatically constitute as a Red Card.

38.2.5 A Red card will result in immediate exclusion from all RYA Powerboat Racing Division competitions for the following two months of the current or following season. Any Cards still valid after two month exclusion are cancelled.

38.2.6 The RYA will copy Cards to all clubs and the UIM for International and super licence holders.

38.2.7 Copies of any Red or Yellow Cards issued will be retained on the competitors file and added to the weekly circulation list. Following the issuance of a Yellow or Red Card, the OOD or Race secretary must check the weekly circulation list to view any current penalties the competitor may be subject to.

38.2.8 A driver may protest a Yellow or Red Card.

38.2.9 A driver may Appeal against a Yellow or Red Card issued or confirmed by a Jury.

38.2.10 Competitors & Clubs are responsible for informing the RYA of when & where they competed in order to remove a yellow card sanction from their record. Results may be required.

E39 INCIDENT REPORT FORMS

9.1. An Incident Report Form **MUST** be completed, copied to the appointed RYA Commissioner and then sent to the RYA within 7 days when:

- (a). any personal injury has been sustained, on or off the water,
- (b). any race, rescue, spectator or other boat has been damaged,
- (c). following an incident, a race has been stopped,
- (d). a driver, rescue or other person has been in the water as a consequence of, or the cause of an incident,
- (e). or for any other reason which concerns the OOD/Commissioner.

39.2. If possible, the Medical Officer should complete the injury description.

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

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

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

39.6 The Powerboat Racing Manager must be informed immediately of any serious incidents in accordance with your event major incident plan. Jeni Jelf - 07958133880

E40 CLUB INTERNAL DISPUTES

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

E41 POWERBOAT RACING SAFETY

41.1. All race organizers are reminded of their responsibility to comply with their event risk assessment at all times and furthermore are reminded that all competitors must be fully

licenced and have undertaken a powerboat race training course or upgrade or have evidence of competent past experience.

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

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

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

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

41.6. It is recommended that all racing drivers are reminded of their responsibility for the safety of rescue boats and their crews and of their obligation at all times to keep clear of rescue boats.

In the event of an accident between a racing boat and a rescue boat. An RYA inquiry will be conducted to establish the facts following any such incident and appropriate action taken.

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

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

41.9. Rescue boats must be clearly marked.

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

41.11 Race Day Procedures:

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

E42 POINTS SCORING

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

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

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

42.3 All British Championship classes will be awarded 1 point for pole position. This does not apply to the Sprint Championship.

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

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

E43 CRANES

43.1. Race boats being craned must be unoccupied.

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

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

43.4. Clubs must have adequate crane insurance.

E44 PRACTICE AT INTERNATIONAL MEETINGS

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

E45 FIRE EXTINGUISHERS (Pits)

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

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

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

45.4. Fire Extinguishers must be appropriate to the type of fire risk e.g.: Fuel fires/Electrical fires etc.

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

E46 AMBULANCES DOCTORS and PARAMEDICS

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

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

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

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

46.5 Training/Testing: Refer to specific rules

E47 MEDICAL OFFICER

Any event where racing is taking place or more than 2 boats are testing at the same time, there must be at least one paramedic currently registered with the Health Professions Council. See website: <http://www.hpc-uk.org/> or a qualified medical doctor registered with the GMC. It is highly recommended that event doctors are experienced in contemporary trauma care, preferably in the pre-hospital setting.

E48 RESCUE / RECOVERY

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

48.2 Minimum Requirements

a) A sufficient number of safety boats must be on station and in position during all official on-water activity at an event. This information can be found in the Rescue & Patrol number list on the master Stationary Pack.

- b) For UK events the Doctor or Paramedic is not required to be on the water. For UIM events there should be a minimum of one Doctor or Paramedic who is experienced in handling trauma (PHTLS Pre-Hospital Trauma Life Support concept or equal) present on at least one of the safety boats. The doctor or Paramedic cannot be counted as a Diver or any other member of required boat crew. Alternatively where appropriate, a Doctor or Paramedic can be stationed in a different position to allow them to be transported to a casualty via other means of transport i.e. Air Ambulance.
- c) Each safety boat must have the following crew on-board as a minimum: 1 X Boat Driver & 2 X Divers who are equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat. At least one member of crew on-board should have First Aid training and be capable of providing basic life support assistance to a casualty.
- d) Radio contact between safety boats & Officials is mandatory.
- e) At least 2 of the Safety/ Rescue boats situated on a course shall have the required amount of Lift Bags and it is highly recommended to have a crane that is capable of supporting a boat to assist in keeping a cockpit above the surface with a competitor inside. In the absence of a Crane, Lift bags must be used.
- f) All safety boat crews should be familiar with the safety equipment used by competitors and know how to remove equipment from an injured casualty. Particular attention needs to be paid to the ability to remove Frontal Head Restraints {FHR} before attempting to remove a casualty from a cockpit, along with knowledge of Restraint Harness Removal, Helmet Removal and how canopy releases systems or extraction points operate.
- g) Each safety boat must be capable of taking on-board a casualty on a stretcher with minimal movement / disturbance to the casualty. The crew will recover all casualties onto the safety boat using a rigid stretcher.
- h) Each Safety boat must be sufficiently powered to reach incidents as soon as possible and should be well maintained and fuelled. The Engine of the safety boat should be running during the racing / training period.

All safety boats should carry the following equipment:

- 1) A stretcher that is capable of being immersed in the water to recover a casualty.
- 2) A Minimum of basic First Aid Equipment that must include: large sterile dressings, a Neck Collar and a Resuscitation Mask.
- 3) Equipment for cutting belts / straps
- 4) It is highly recommended that an extra breathing air bottle of sufficient capacity is carried on-board to provide air support to the Dive Crew or a Casualty who may need it. Quick connect-valves should be used.
- 5) 2 X Lifting Bags that are capable to assist in keeping a cockpit above the surface of the water.
- 6) A fire extinguisher with a minimum capacity of 21trs must be carried.
- 7) A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board.
- 8) A full set of racing flags should be carried as described in the rules.
- 9) A minimum of 1 radio to maintain contact with shore / Race Officials.

48.2. Rescue Boats & Crew

- (a) A boat capable of recovering a driver from the water on a stretcher with minimal movement and fully supporting the driver whilst being recovered.
- (b) The boat shall be capable of a speed of at least 25mph
- (c) The boat shall be crewed by 3 appropriately trained personnel including a diver (unless provided by a separate support boat).
- (d) At least one of the crew (excluding diver) must hold a first aid certificate.
- (e) Must carry a stretcher capable of being immersed in water to recover the driver and recovered directly to hospital if necessary; red, yellow and chequered flags, a tow rope with carabiner hook for easy attachment to towing eyes; a fire extinguisher of at least 2

litres capacity, a neck collar and basic first aid equipment to include large sterile dressings and resuscitation mask.

- (f) At least two Rescue Boat/Dive Boat on the circuit shall carry a lifting bag capable of supporting a boat in the water so that the cockpit remains above the surface with the driver inside.
- (g) The diver(s) must have equipment for cutting belts. In addition to this it is recommended that there is radio contact between rescue and the shore/ambulance which should be the responsibility of the organising club/promoter to provide.

48.3 Towing / Patrol Boats

- a) The required amount of Tow / Patrol boats are specified by the Rescue & Patrol number list on the master Stationary Pack.
- b) Each Tow boat must be crewed by a minimum of 2 people.
- c) Each Tow Boat must be sufficiently powered to reach incidents as soon as possible and be well maintained and fuelled.
- d) All Tow boats should be prepared to tow/recover boats to shore and have their engines running during all on-water activities.
- e) use of PWC's as part of the required number of Towing Boats is authorised and may be crewed by only 1 person.

F) All Towing boats should carry the following equipment:

- 1) Equipment for cutting ropes etc.
- 2) fire extinguisher with a minimum capacity of 21trs must be carried.
- 3) A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board.
- 4) A full set of racing flags should be carried as described in the rules.
- 5) 1 X radio to maintain contact with shore / Race Officials.

E49 NOISE

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

49.1. Instrumentation

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

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

49.2. Test Site

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

49.3. Boat Operation

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

49.4. Measurement

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

49.5. Comments re Method etc.

- (a). Try to utilise someone trained in the use of the equipment, or appoint one person to undertake the measurements and try to organise some training for them.
- (b) Proper use of the instruments is essential; manufacturer's manuals and operation procedures should be studied in detail:
 - (i). particular reference to type of microphone,
 - (ii). orientation relative to ground plane and noise source,
 - (iii). effect of weather - (temperature, humidity, barometric pressure).
- (c) Microphone windscreen is used to minimise the effect of wind gusts and other changes in wind velocity which may occur.
- (d) Measurements should only be made when wind velocity is below 12mph (19kph).
- (e) Bystanders may have an appreciable influence on meter response when they are in the vicinity of the microphone; not more than one person other than the operator must be within 15m of the microphone, and that one person should be directly behind the operator.
- (f). It is suggested that a tolerance of 2 dB is allowed to provide for variations in water surface conditions, test site, temperature gradients, wind velocity gradients, and test equipment.
- (g) A log should be kept of all readings taken indicating water conditions, wind, and weather conditions at the time. Before each block of entries, it would be wise to note the date on which the meter was last calibrated.
- (h). A wind measuring gauge - this is not essential but desirable.

49.6. Venues

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

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

E50 IDENTIFICATION OF OFFICIALS

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

E51 BAD WEATHER CANCELLATIONS

RYA British & Sprint Championship events cancelled because of bad weather cannot be returned to the calendar.

E52 TESTING & PRACTICE

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

Practice and Testing General Rules apply to all practice and testing unless amended by a club's individual course information published on the master stationary pack.

52.1. Any additions, to the practice and testing sessions registered with the RYA as part of the calendar of activities submitted annually must be notified to the RYA in advance for the relevant policy committee to approve.

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

52.3. (a). The driver must have current RYA licence, either a season's licence or an event licence.

(b). A restrained driver must have a current driver immersion certificate.

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

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

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

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

52.6. The safety boat must be either a drop front or a fast boat equipped with floating stretcher. The crew to be in accordance with the rules.

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

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

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

E53 CLUB RACING

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

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

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

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

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

53.6. All club races must be run in accordance with the boat course numbers for the venue published in the master stationary pack and all other RYA rules governing safety and medical cover must be in place.

E54 RYA DEMONSTRATIONS AND DISPLAYS

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

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

E55 RYA CALENDAR

All events must be entered onto the RYA Calendar in order for them to be 'authorised'. British & Sprint Championship Events take precedence over Club Racing and will take priority with calendar dates. Club Class Racing for National Classes cannot take place on the same date unless it is agreed by the PBRC.

E56 INTERPRETATION OF THE RULES

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

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

E57 UNFORSEEN RULES

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

E58 UNAUTHORISED EVENTS

A competitor or RYA official cannot participate in a powerboat event that is not calendared or sanctioned by the National Authority or the UIM (where applicable) The RYA will, with immediate effect, suspend all such licence holders and officials from all future events and will notify the UIM of all such suspensions if their participation is identified. This does not apply to RYA training or private individual testing.

Furthermore, the RYA and the PBRC will consider participation in unauthorised events by individuals or officials as reason to refuse licence applications or officials applications. Any RYA Affiliated club involved in or hosting un-authorized events will be disaffiliated or have their affiliation applications refused.

In the case of an international meeting being organised by a club which is not recognised by the National Authority and which has not asked permission to organise such a meeting, the National Authority will:

Notify the Competitor or RYA officials that they will be suspended as described above if they take part in international or UK races not authorised by the local National Authority.

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

E59 DOCUMENTATION FOR RYA

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

59.1. Event summary forms

59.2. A record of all Training, Temporary or Event Licences plus the appropriate fees

59.3. Incident Report Forms

59.4 Measurement Certificates & Log books that have been used to record damage or issued onsite

59.5. Licence withdrawal forms & Hospital Forms

59.6. Yellow, Red or Blue cards issued

59.7. Details & Minutes of protests

59.8. Final results for Championship Events.

59.9 Drivers and Officials Signing on Sheets

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

E60 RIDING ON BOATS

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

F RYA BRITISH & SPRINT CHAMPIONSHIPS & CLUB RACING

F1. Calendar

- 1.1. (a). Clubs must apply to the RYA using the calendar request form for the following year for no more than one event for each class.
- (b). Changes to dates and classes raced must not be made after the final calendar has been published.
- (c) All events must be entered onto the RYA Calendar in order for them to be 'authorised'.
- (d) RYA British & Sprint Championship Events take precedence over Club Racing and will take priority with calendar dates. Club Class Racing for National Classes cannot take place on the same date unless it is agreed by the PBRC in exceptional circumstances.

1.2. Grid Positions

- (a). For the first heat, grid positions are determined by timed practice laps. (not mandatory for club racing)
- (b). If for force majeure or other reason, all timed practice for all boats cannot be record, the grid for the first heat shall follow the current British Championship points table for the class.
- (c). For the first event of the season, the final points of the previous season.
- (d). Drivers with no points must start at the end of the grid, their respective positions to be determined by the OOD, the OODs decision being final.
- (e). For subsequent heats, the grid positions are the race positions at the end of the previous heat.
- (f). For re-starts, see relevant section.

F2 RYA BRITISH & SPRINT CHAMPIONSHIP

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

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

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

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

2.5. To be valid, an entry form and full entry fee must be received by the organising club at least 10 days before the start of the meeting. When less than 3 valid entries have been received by this time, the club must advise those that have entered that the class is cancelled and return their entry fees.

When at least 3 valid entries are received but less than 3 appear on the day, the club must decide whether to race with the reduced field for normal points, or, cancel the class and equally divide the points between those attending; the non-attending drivers do not have entry fees returned.

Clubs must refund entry fees if requested at least 10 days before the start of a meeting.

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

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

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

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

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

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

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

(b). For F2, three heats as above can be substituted by a single heat of between 20 & 30 minutes and the Advance Regulations must state either the race format or notice that the format will be declared no later than the Driver's Briefing.

E3 RACING ABROAD

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

3.2. For all international events, all entries from the UK require a letter of approval from the RYA and entry forms signed and stamped by the RYA.

3.3 Competitors must inform the RYA near to the event date that they intend to actually compete at the event.

G GT15 & GT30

To be read in conjunction with the UIM Rules.

G1. GENERALLY See UIM Class specific rules

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

1.2. 551.01

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

Weight is including Driver.

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

(c). Measurements are taken while the boat is ashore.

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

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

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

Engines:

1. Only original standard voltage (12 Volt) is admitted for the start of the Engine (in respect of the rule)
2. The Pin Plug connection wire and cover of the ECU (Electronic control units) of the Engine is an integral part of the Engine; only original standard from manufacturer is allowed (in respect of the rules).

Only low emission engines complying with **2006** EPA Regulations will be allowed in GT60, GT90. Integral powertrim is allowed (as supplied and fitted by the same engine manufacturer).

The following modifications are not permitted:

- Alteration or modification of any powerhead components
- Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair
- ECU/PCMs equipped with race data memory, must not have the memory erased or modified without the prior permission of the technical inspector.
- Any information sourced by the technical inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

MODIFICATION ALLOWED

To repair a damaged Cylinder block, GT15 engines may have one cylinder bored to manufacturer-supplied oversize. GT30 may have two cylinders bored to manufacturer-supplied oversize. The remaining cylinders must remain at OEM size.

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

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

The rubber mounts of the engine may be replaced.

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

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

The original propeller may be replaced by another in accordance with 504.13.

For GT15 and GT30: Decompression devices fitted to the camshaft to assist in starting of the engine may be removed.

MACHINERY FOR JUNIOR CLASSES

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

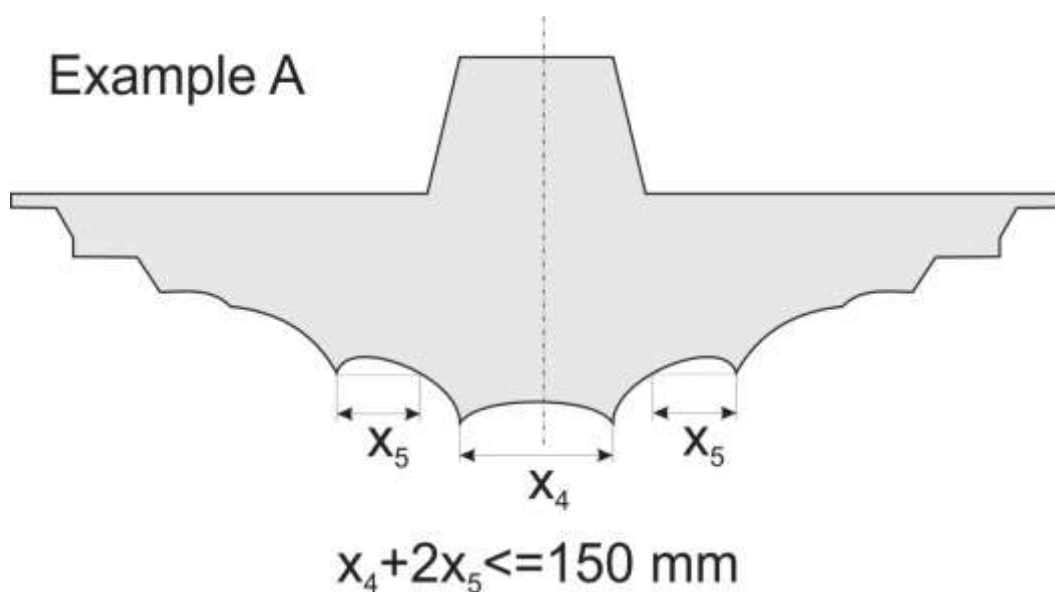
551.02 - HULL

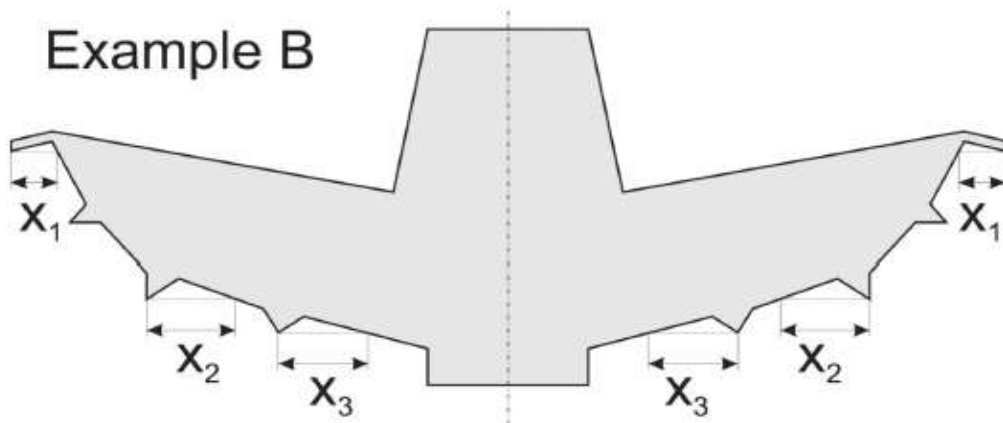
Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to aerodynamic lift.

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

A single fixed vertical fin on the underwater body is allowed for directional stability. The maximum length of the fin is 250 mm.

Ballasting is allowed inside the hull but liquid ballasting is not permitted to be pumped in from the sea or pumped overboard during race or time trials.





$$2x_1 + 2x_2 + 2x_3 \leq 150 \text{ mm}$$

551.03 Full seats must be fitted in JT250, GT15, GT30, GT60, T550, T750 & T850 classes.

“Full” means a complete seat including back support up to shoulder blades.

Construction to be stiff and strong enough so that it's attachment to the hull is fully secured.

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

553.01

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

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

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

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

The use of powertrim is allowed for monohull boats provided with safety reinforced cockpit, per rule 509. For all T classes, the centre of the propeller shaft (measured at the centre point of the rear end of the propeller shaft) shall not be above the bottom of the boat measured at the lowest point of the bottom. No design of the hull, by fins, keels or convex shaped bottom to obtain a higher engine position is allowed.

For boats with the power trim this height will be measured with the propeller shaft set parallel with the bottom of the boat. This dimension will be checked in the “as raced” condition.

This dimension is affected by the attachment angle. In JT.250, T 250, T.400 and T. 550, it is not allowed to change the attachment angle by other means than pulling out and resetting tilt pin or by adjusting a thrust block on the outside of the transom for which adjustment tools must be required. It is only allowed to change the attachment angle when the boat is on land. After any change of the attachment angle the propeller shaft depth must be rechecked

G.2. Exchange or replacement of the engines PCM (electronic unit) may be demanded by the OOD/Scrutineer at any time during a race event.

G.3. It is highly recommended that cut resistant overalls are used in all non-cockpit classes

G4 IF THE RULES SAY “YOU CAN DO THIS.....” YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA

H OSY400 (NATIONAL SERIES)

To be read in conjunction with the UIM Rules.

H.1 HULL

UIM Rules 522.01, 522.02, 522.03, and 527

1.1. Except:

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

525.1.01 The hull must be of a hydro type (the sponson must not exceed 60 % of the total length of the hull). Minimum weight with driver 180 kg.

525.1.02 A reserve of visible and sufficient flotation must be provided to keep the hull floating in case of accident (see 504 .01).

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

525.2 - MACHINERY

Any machinery aimed at modifying the motor attachment angle and/or the height of the motor while the motor is running is forbidden.

525.2.01 *The outboard must be a Yamato model of Series 100, 200 or 300, as duly homologated by the UIM.*

525.2.02 - SOLE MODIFICATIONS ALLOWED

- 1) It is permissible to use any ignition wire, spark plugs, and propeller nut.
- 2) It is permissible to drill water drain holes in the ignition castings (coil plates and crankcase end cap) and these holes may be tapped and plugged.
- 3) It is permissible to use any fuel line or fittings providing threads in tank and carburettor are not changed. A fuel filter may also be used.
- 4) It is permissible to enlarge the gas tank by cutting it apart at the seam and adding at least 2" band (2" will give one third of a gallon more) or may build a complete tank, but it must be mounted the same as the original. The tank mount plate may not be modified.
- 5) A fuel pipe may be used for marathon racing but the hole in the crankcase must be plugged when racing same motor in closed course.
- 6) Bolt threads may be repaired by tapping oversize or use of helicoils.
- 7) Broken parts may be repaired by welding or use of plastic compound, if all contours remain the same. In addition to that, in the area of the crank shaft journals, where the crank shaft assembly is bedded a repair is permissible according to the following procedure. The crankshaft journal must be machined in that area to a smaller diameter. A steel bushing can be pressed onto the machined crankshaft journal. This steel bushing must have exactly the same contour as the material which is replaced by the bushing (outer diameter, length). This repair assumes, that no changes to the weight and to the contour of the crankshaft assembly can be made.
- 8) Any water flow restrictions are permitted)
- 9) No polishing or removal of metal on any internal passages or carburettor, intake manifold, or tuned exhaust system.
- 10) No polishing or balancing of reciprocating or rotating parts.
- 11) Any type of thrust bracket adjustment is allowed providing no alterations are made to the motor and may not be adjustable while boat is moving.
- 12) The tilt lock lever may be removed and the spacer on the tilt bracket bolt.
- 13) The holes in steering bar may be drilled larger for attaching steering cable.
- 14) Any device may be used to hold spark lever in advance position.
- 15) Spray shield may be modified to use throttle cable, and for choking carburettor. Where a hole is in the side it must not exceed 30 mm in diameter or equivalent area.
- 16) The propeller shaft may be turned down or replaced to fit any propeller. The propeller is free.
- 17) The use of non-Yamato parts are forbidden.

18) Measurements not quoted in the homologation sheet may not be altered. If a detail cannot be verified with the aid of the pictures in the homologation sheet, the part in question can be compared to corresponding stock part. In such a comparison it is only possible approximately to use the comparable measurements as the manufacturing tolerances are not available.

19) The driver is responsible for the condition of the engine as raced. Errors on the part of one manufacturer, mechanic or previous owner is no excuse.

20) Shorting switch is mandatory (i.e. jack plug).

21) Oversize pistons allowed to first over-bore only (max.bore size: 2.622 or 66.59 mm e.g. 66.50 + 0.09 mm. No blending of the ports (See Rule 525.2.02 Pt. "no removal of metal"). Any very sharp edges caused by the re-boring can be gently taken away.

22) Any type, size or make of nut, bolt, screw, and washer may be used except for butterfly screw which must be standard.

21) Painting - it is permissible to paint any part of engine and accessories any colour.

22) Any holes can be drilled to safely attach engine to the hull.

23) A part from the above provisions, it is absolutely forbidden to make any alterations to the engine manufacturer's standard components either by removal or addition of material. In particular this includes components being subjected to any form of machining, grinding, hand tooling, reworking, reshaping, fettling, polishing etc. unless it is specifically permitted.

24) Plug caps may be changed.

H.2

1. From 1 January 2012 all new build boats in the OSY Class must comply with UIM rules.

2. It is highly recommended that cut resistant overalls are used in all non-cockpit classes.

H.3 IF THE RULES SAY "YOU CAN DO THIS....." YOU CAN. IF THE RULES DO NOT SAY YOU CAN DO IT, THEN ASSUME THAT YOU CANNOT UNTIL YOU CHECK WITH THE RYA

I OUTBOARD HYDROPLANES

To be read in conjunction with the UIM Rules

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

4. HYDROCATS

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

J HR850 (Previously F4)

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

Weight above does not include Driver.

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

J.2 HULL

- 2.1 All HR850 boats are required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.
- 2.2. UIM HR850 Class is approved to race in this category and must comply with UIM Rules at all times.
- 2.3 From the 1st January 2015, all catamaran cockpits must have a minimum of 5cm head clearance. This measurement will be taken with the driver seated in the cockpit wearing their buoyancy aid and helmet.

All new build catamaran cockpits from 1st January 2016 must have a minimum of 10cm head clearance.

J.3 ENGINES

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

J.4 MODIFICATIONS

- 4.1. Only engines proposed by CRC PBRC are allowed. (Contact RYA office for list)
- 4.2. Naturally aspirated engines only.

- 4.3. All parts and replacement parts must be original manufacture unless approved and listed.
- 4.4. (a). Engines can be rebored, up to 870cc as per UIM rule 541.
 (b). Wiseco pistons can be used.
 (c). Pistons must not be modified.
- 4.5 (a). Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm.
 (b). No polishing of internal channels.
 (c). Repairs are allowed by welding or bonding providing internal shapes are maintained as standard.
- 4.6. Reed valves as homologation but reed petal material is free.
- 4.7. (a).Carburettors to homologation sheet.
 (b).Jets can be changed.
 (c).Must use original air box.
 (d).Engine cowl must be original size and have original inlet hole size only.
 (e).It is allowed to fit electric fuel pump, none of original fuel delivery system can be removed.
- 4.8 (a).Ignition as homologation sheet.
 (b).Ignition timings can be altered but not firing order.
- 4.9. (a).Cylinder head one piece, welding reworking of squish allowed.
 (b).Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head.
 (c).Minimum head volume including plughole 28cc.
- 4.10.(a).Flywheel. Standard flywheel.
 (b).Centre boss can be welded to outer disc.
 (c).Rope wheel can be removed.
- 4.11(a).Gear box must have forward neutral and reverse gears.
 (b).Gear ratio as homologation sheet.
 (c).Exhaust must exit through propeller.
- 4.12. (a). Propeller maximum four blades.
 (b). Through hub exhaust only
- 4.13. (a). Fuel. Standard or Premium pump petrol only.
 (b). No additives are allowed apart from lubricating oil on UIM list.
 (c). Nitrous oxide injection is not allowed.

If not listed check with engine inspector for clarification.

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

K F4 (Previously F4s)

To be read in conjunction with the UIM Rules

1.1	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
	60	350kgs	3.90m	1.4m	-	15 (16 Intl)	-

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

1.3 The F4 Rules relating to Hulls, Engines, safety equipment etc. will at all times follow the UIM Rules.

1.4 Measurements are taken whilst the boat is ashore

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

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

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

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

1.9 The use of an on-board air supply is mandatory.

K.2 HULL

2.1 Only Catamaran form is permitted UIM 542.01

2.2 F4 Safety Cell rating is currently a minimum of 2000nm for boats built prior to 1st January 2015 and 3000nm for boats built after 1st January 2015. The rating will comply at all times with the UIM 509 Rules.

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

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

2.5 From the 1st January 2015, all catamaran cockpits must have a minimum of 5cm head clearance. This measurement will be taken with the driver seated in the cockpit wearing their buoyancy aid and helmet.

All new build catamaran cockpits from 1st January 2016 must have a minimum of 10cm head clearance.

K.3 ENGINES

3.1 Only homologated engines conforming to EPA regulations are admissible.

K.4 UIM543 – MACHINERY **543.01**

An outboard motor is a mechanical propulsion assembly which can be removed from the boat as a single unit, complete with its transmission, and which does not transmit the power through the hull at any point. Any Mechanism intended to modify the angle of attachment and/or the height of the motor

is authorised. the motor thus taken off and placed ashore must be capable of being started, fed by its fuel tank. the mounting supports fixed to the boat, the control levers, the tachometer with its connections, the battery with its conductors and the fuel tank and fuel lines do not form part of the power unit. Only single motor is permitted.

543.02 to be homologated as a sports motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions and materials with the equivalent part in another motor of the same model.) For the propulsion of boats.

To have homologation approved the numbers verified as in 506.01 must be:

Up to 1000 cc 1000 complete units

1001 cc - 2000 cc

- 500 units, 25 of which may be fitted with midsection, brackets and gearcases as in § 543.07.

2001 cc and upwards

- 250 units, 25 of which may be fitted with midsection, brackets and gearcases as in § 543.07.

543.03 A sports outboard motor must be able to run at a reduced speed.

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

543.05

An efficient gear changing system giving forward, neutral and astern movement is compulsory for motors up to and including 1000 cc capacity. The control handle for reverse gear, ready for use, must be within easy handreach of the driver when he is in the normal driving position. Manoeuvring of the boat astern must be possible by selecting reverse gear.

The casing of the underwater unit (gearcase) **below the anti-ventilation plate** is free. All internal parts referred to on the homologation file must be maintained. Should the homologation provide for it, the exhaust will be a propeller exhaust.

543.06 All lower unit exhaust openings must remain standard within the homologated size.

543.07

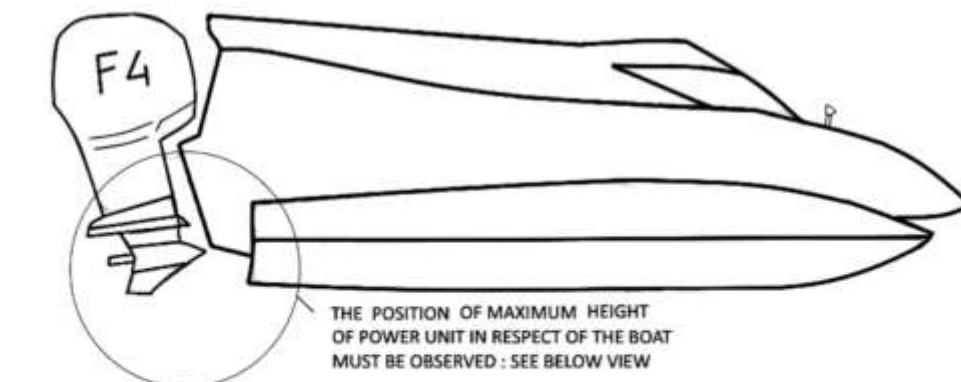
For motors 1001 cc capacity and above, forward, neutral and reverse gear are not compulsory. Such fixed gear versions are not necessarily intended for sale to or be used by general non-racing public. However, they must be available as an integral part of the complete outboard motor and homologated as such. The mounting brackets, midsection including exhaust pipes and gearcase, together with any parts required to fit these, must retain the dimensions specified on the homologation form.

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

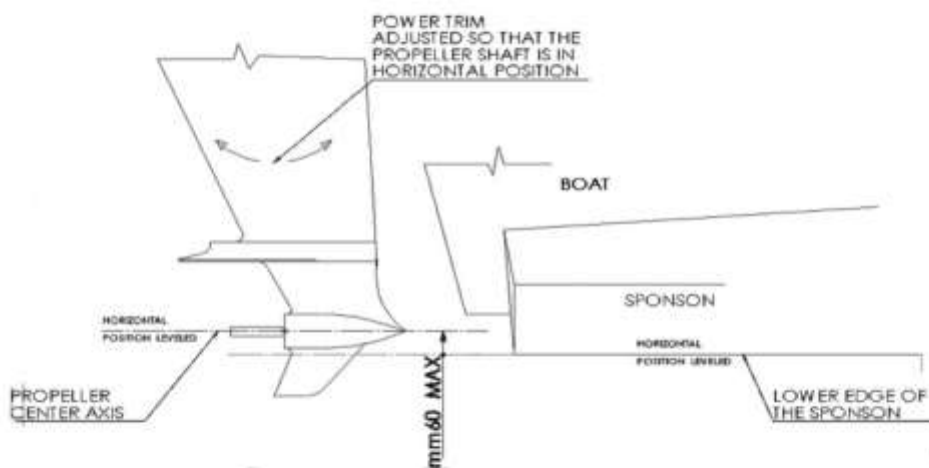
543.09 - SOLE MODIFICATIONS ALLOWED

1. All studs, screws, nuts, bolts and their washers are free as well as the method of locking them;
2. The original propeller may be replaced by another in accordance with 504. 3.
3. The trim tab may be altered or removed to accommodate a propeller;
4. The cooling must be provided by the water pump;
5. Thermostats and pressure valves of the cooling system may be removed;
6. The steering mechanism may be altered. If the original steering bar is removed or new ones are installed, any openings created must be sealed to prevent the motor from pulling in additional air;
7. The swivel bracket may be altered for the purpose of installing a power trim and/or a power lift and the dampers (shock absorbers) may be altered or removed. For F4 class the standard power trim is allowed, the power lift is not allowed **in F4**.

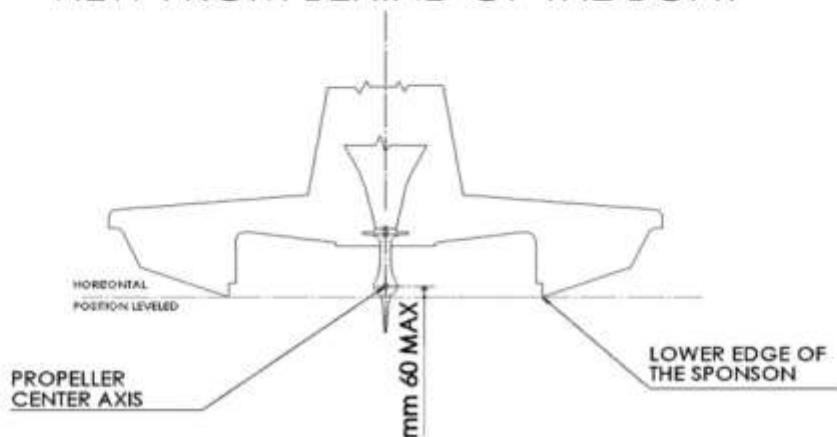
ART.543.09 point 7 EXPLANATORY DRAWINGS



SIDE VIEW OF THE BOAT



VIEW FROM BEHIND OF THE BOAT



8. The rubber mounts of the motor may be altered, removed or replaced;

9. Revolution counters, water temperature gauges, water pressure gauges and similar instruments, can be installed;
10. Revolution limiters may be removed;
11. The gear interlock device on the starter may be removed;
12. Spark plugs are free;
13. Original carburettor jets may be replaced for another size;
14. Springs may be added to the throttle lever of the carburettors;
15. Re boring is allowed, but only piston assemblies supplied by the manufacturer of the motor may be used within the cc limit of the class. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet;
16. A part which is dimensioned in the homologation sheet may be machined for the purpose of reaching that specific measure;
17. A part may be machined to attain the weight quoted in the homologation sheet without altering other criteria given for the part in question. It is not allowed to change the flywheel but balancing machining is allowed if the dimensions and weights provided for on the homologation sheet are respected;
18. Measurements not quoted in the homologation sheet shall only be checked by visual comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the inspected part and the reference part must be accepted;
19. The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. If this is done the opening left after the connector and around the fuel hose must be sealed to prevent extra air entering inside of cover;
20. Electric fuel pumps may be added provided the fuel still runs through the original fuel system and no parts are removed or blocked off;
21. No parts may be added to the motor unless specified in this rule;
22. It is allowed to extend the starter cord of a rewind starter so that the starting handle can be reached from the cockpit.

UIM 543.10 - -MODIFICATIONS NOT PERMITTED ON LOW EMISSION ENGINES

1. Blueprinting of the powerhead is not permitted. To repair a damaged cylinder block, only one half of the total cylinders may be bored to the manufacturer-supplied oversize. The remaining cylinders must remain at OEM size.
2. Alteration or removal of any powerhead components is not permitted.
3. Electrical components and control system performance must remain standard

The following rules are NOT applicable to low emission engine:

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

502.02 Section: 3 and 2, last sentence not valid (Only adjustments to meet dimensions in the homologation sheet are allowed).

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

L T.850 NATIONAL SERIES

1.1 HP Weight Length Width Boat Depth Age Min Age Max

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

Weight above is including Driver.

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

1.3. Minimum Hull Weight 250kgs

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

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

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

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

L.2 HULL

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

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

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

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

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

L.3 ENGINES

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

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

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

(b) Naturally aspirated engines only.

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

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

(e) Pistons must not be modified.

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

(g) No polishing of internal channels.

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

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

(j) Carburettors to homologation sheet.

- (k). Jets can be changed.
- (l). Must use original air box.
- (m). Engine cowl must be original size and have original inlet hole size only.
- (n). It is allowed to fit electric fuel pump, none of original fuel delivery system can be removed.
- (o). Ignition as homologation sheet.
- (p). Ignition timings can be altered but not firing order.
- (q). (i). Cylinder head one piece, welding reworking of squish allowed.
(ii). Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head.
(iii). Minimum head volume including plughole 28cc.
- (r). (i). Flywheel. Standard flywheel.
(ii). Centre boss can be welded to outer disc.
(iii). Rope wheel can be removed.
- (s). (i). Gear box must have forward neutral and reverse gears.
(ii). Gear ratio is free.
- (t). Exhaust must exit through propeller.
- (u). (i). Propeller maximum four blades.
(ii). Through hub exhaust only.
- (v). (i). Fuel Standard or Premium pump petrol only.
(ii). No additives are allowed apart from lubricating oil on UIM list.
(iii) Nitrous oxide injection is not allowed.
- (w). It is permissible to tack weld the web to the pin on a Yamaha 70 crankshaft to stop movement between the two.
- (x). The Yamaha 90 engine is permitted but only in standard form, with reed petal material steel as standard.
- (y) It is highly recommended that cut resistant overalls are used in all non-cockpit classes

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

M F2

To be read in conjunction with the UIM Rules

1.1	Engine	Weight	Length	Width	Boat Depth	Age Min	Age Max
	SST120	513kgs	4.80m	-	-	18	-
	SST200XS	550kgs	4.80m	-	-	18	-

Weight above is including Driver.

1.2. Measurements are taken while the boat is ashore.

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

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

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

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

1.7 The use of an on board air supply is mandatory.

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

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

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

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

1.11 **Seat Belts / Restraints – F2 & Supercat**

In line with new UIM seat belts must be replaced after an accident that involves damage to the structure of the cockpit or injury to the competitor, the belts will be cut by the chief on-duty Scrutineer. This also applies to accidents; where in the opinion of the official's significant impact /force without apparent significant damage has occurred.

M.2 HULL

UIM crash boxes are mandatory.

All F2 boats & above are required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

UIM approved air bags are mandatory in composite F2 boats & above

From the 1st January 2015, all catamaran cockpits must have a minimum of 5cm head clearance. This measurement will be taken with the driver seated in the cockpit wearing their buoyancy aid and helmet.

All new build catamaran cockpits from 1st January 2016 must have a minimum of 10cm head clearance.

M.3 ENGINES

3.1. A catamaran class using 2000cc sports engines

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

3.3. Only Mercury SST120 & SST200 are permitted.

M.4 MACHINERY FOR SST.120 ENGINE MODEL ONLY

UIM Blue pages F2. 8.2

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

4.2. Maximum engine displacement 2050cc

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

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

4.5. Gear cases may have their outside surfaces re-profiled, however they must meet the minimum dimensional requirements of the Engine Specification sheets. The outside surfaces of the gear cases may be either painted or unpainted. If they are painted, the colour of the paint must be the same as the original motor colour. If the gear cases are unpainted, any surface finished is acceptable.

4.6. It is permissible to remove, or render inoperable, the engine fuel primer system and plug holes opened-up by removing the system.

4.7. A maximum of 3 damaged cylinders may be re-sleeved using sleeves from any manufacturer. Sleeve material and the machined port opening's shape and dimensions must all be as original equipment.

4.8. Reeds may be of any material or design.

4.9. Cylinder block exhaust port outlet openings may be remachined to the maximum dimensions shown in the Specification Sheet. Only machined openings are acceptable, machined in the same manner as the originals (prior to assembly) in situ hand grinding or blending of any sharp or misaligned edges is not permitted.

4.10. An outboard motor is defined as a complete internal combustion power and propulsion unit that can be attached to a boat and which can be lifted bodily from the hull as one unit. Batteries used for ignition and starting, tachometer, throttle control and steering arrangement are accepted.

4.11. A manufacturer of outboard motors for F2 Racing is the one who filed specifications and is responsible for the original design and manufacture of the following: crankshaft, connecting rod, cylinder head, cylinder, crankcase, gears and valving arrangement, and who complied with such other requirements as provided by these rules.

4.12. Motors must be the product of a recognized manufacturer engaged in the production of outboard motors offered for sale to the general public.

4.13. There shall be no alterations of parts with exception of spark plugs, carburettor jets, and propellers, or specific parts approved by the Technical Commission. The intention is to race the engine exactly as manufactured and without special performance boosting accessories

4.14. No special parts or interchange of parts will be allowed, unless approved by the commission

4.15. The trim tab, thrust and locking washers may be altered or removed from the lower unit to permit the use of any propeller, thrust washer or nut.

4.16. Cylinder head and power head attaching studs may be substituted for bolts.

- 4.17. Electronic engine RPM limiting devices may be over-ridden or rendered inoperative.
- 4.18. Engines (outboard) as referred to in these rules shall be defined as outboard models which:
- (a). Are manufactured in annual or model year quantities of more than 25 units
 - (b). Are not necessarily intended for sale and to be used by the general non-racing public.
 - (c). Are not necessarily advertised through the same media, in the same publications and given the same prominence as the manufacturer's other engines.
 - (d). Are not necessarily distributed through the manufacturer's normal channels.
 - (e). Accessory gear case, as submitted by the manufacturer, may be used in these engines provided that they are built in a total quantity of no less than 25.
- 4.19. Exhaust stacks not contained in the driveshaft housing will not be permitted
- 4.20. Engines may only be run in the configuration that they were homologated in by the technical committee.

M.5 REPLACEMENT PARTS FOR SST.120 ENGINE MODEL ONLY

UIM Blue pages F2 8.3

- 5.1. Only such parts shall be permitted as are standard production OEM parts used on the motor as the purchaser may obtain it from the dealer as a stock item or electrical or electronic products as approved by the technical commission, and published and available to the general public through dealers. These products cannot provide any performance advantage over original OEM parts.
- 5.2. No replacement part for current production motors shall be considered standard production until this part appears on current production motors which can be purchased from the dealers
- 5.3. Any replacement part for motors no longer in production shall be approved only after the part being replaced is no longer available for the motor model from the manufacturer or is specifically approved by the commission
- 5.4. Final approval of non-OEM electrical or electronic parts approved for use in F-2 shall not be given until all provisions of the rule have been complied with, and until such time as the manufacturers have built at least 250 units of the part submitted for homologation.
- 5.5. For non-OEM electrical or electronic parts, the manufacturer must follow the same rules as specified for motor manufacturer registration with respect to submission of specifications to the commission and the time period for which the parts are approved.

M.6 MOTOR MODIFICATIONS

UIM Blue pages F2 8.4

- 6.1. There shall be no blueprinting or modifications whatsoever to the motor as furnished by the manufacturer other than:
- 6.2. Any carburettor jets, spark plugs or propellers may be used provided other parts are not altered to accommodate them with the exception of the trim tab.
- 6.3. Only such parts shall be permitted as are used by the motor manufacturer on the particular model as built on the production line. Modifications covered by a manufacturer's service or engineering bulletins are legal seven days after the date of any such bulletin and approval by the Technical Commission, provided all direct purchasers of affected engines are notified by mail as well as all inspectors, and followed by printing in the UIM Bulletin at the next opportunity. In the event the manufacturer is unwilling or unable to meet these criteria, modifications covered in such bulletins will be legal after printing in the propeller.
- 6.4. Oversize pistons furnished by the manufacturer of an outboard motor may be used in the model for which they are furnished. The bore of the engine may be enlarged by the amount that the oversize pistons differ from the standard size pistons. An additional total 0.005 inch enlargement of the bore will be allowed for bore enlargement due to wear or re-matching errors, or measuring tolerance. Under no circumstances may the bore be enlarged more than 0.035 inch over the original dimension.

It is not permissible to chromium plate cylinder walls unless the motor manufacturer uses chrome plating of cylinder walls as standard production procedure on that particular model.

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

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

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

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

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

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

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

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

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

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

M.7 SST.200 ENGINE MODEL *UIM Blue pages F2*

- 1) The SST.200 engine, unaltered, is a legal engine in F2.
- 2) The SST.200 engine may not be modified in any manner.
- 3) Maximum engine displacement 2550 cc.
- 4) Exchange or replacement of the engines PCM (electronic unit) may be demanded by the O.O.D./Scrutineer/UIM commissioner at any time during a race event.
- 5) Only original standard voltage (12 Volt) is admitted for the start of the SST 200 Engine (in respect of the rule)
- 6). For SST 200 Engine, only original standard reed valve from engine manufacturer is allowed (in respect of the rule)
- 7) The Pin Plug connection wire and cover of the ECU (Electronic control units) of the SST 200 Engine is an integral part of the SST 200 Engine; only original standard from manufacturer is allowed (in respect of the rules).

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

N.SUPERCAT (NATIONAL HANDICAP SERIES)

N1. GENERALLY

- 1.1. This class is open to any catamaran with an engine of 2000cc, or larger, capacity.
- 1.2. All class specific rules apply to the Supercat National Handicap Series.
- 1.3. All minimum safety requirements for boats fitted with safety cells & the F2 Rules apply to this class.
- 1.4. Boats will be individually handicapped with handicaps based on practice times for the first heat and thereafter based on race times.
- 1.5. In the event of a boat improving on its handicap heat time by more than 1 clear second, a penalty is applied before the heat result is calculated and a new handicap is calculated after reviewing the individual lap times for that heat.
- 1.6. The penalty is the number of seconds that the heat time has been improved by, multiplied by 2.

N2 HULL

Certified Crash boxes are mandatory for this class.

All Supercat class boats are required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

UIM Approved air bags are mandatory in composite Supercat Class boats and highly recommended for all other boats.

From 1st January 2012 all new Build boats must fully comply with UIM Rules.

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

The use of an on board air supply is Mandatory.

Seat Belts / Restraints – F2 & Supercat

In line with new UIM seat belts must be replaced after an accident that involves damage to the structure of the cockpit or injury to the competitor, the belts will be cut by the chief on-duty Scrutineer. This also applies to accidents; where in the opinion of the official's significant impact /force without apparent significant damage has occurred.

N3 Measurement Certificates are required as per National Championship Rules.

O GENERAL – APPLICABLE TO ALL NATIONAL CLASS ENGINES EXCEPT ‘O’ SERIES HYDROPLANES

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

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

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

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

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

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

O.2 ENGINE ELIGIBILITY

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

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

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

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

P PROTESTS & APPEALS

P1 INTRODUCTION

1.1. PROTESTS

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

1.2. EXPENSES

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

1.3. LIABILITIES

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

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

1.4. AUTOMATIC PENALTIES

Certain UIM / RYA rules enable an OOD, Jury or Appeal Panel to impose automatic sanctions.

1.5. HEARING

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

P2. PROTEST

2.1. THE JURY

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

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

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

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

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

2.2. THE PROTEST

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

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

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

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

- (e). The Protestor cannot withdraw his/her Protest.
- (f). The Jury must hear the Protest as soon as practical, immediately if possible, while everything is fresh in the minds of the parties and witnesses and ideally before the end of the event.

2.3. PRESENTATION OF THE PROTEST

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

- (a). Against eligibility i.e. validity of an entry, or the rules or handicap must be lodged before Drivers' Briefing.
- (b). Against other competitors - must be lodged within 30 minutes
- (c). Posting of the Protestee's relevant race results.
- (d). Against the results - must be lodged within 30 minutes of the time of the provisional results being posted.

2.4. REPRESENTATIVES

- (a). When the Race Officials is one of the parties, it is normally represented by the ODD, or the Assistant OOD.
- (b). The Protestor must represent himself unless incapacitated.
- (c). The Jury must allow an interpreter when appropriate.
- (d). The Protestee must be notified promptly.
- (e). All parties must be given reasonable notice of when and where the hearing is to take place and that they are expected to attend.
- (f). A protest may not be heard if the protestee or protestor have not been notified or are not in attendance. This does not apply if either party has been notified and has made an informed decision not to attend. In the case of the Protestee or Protestor not being notified as per mentioned in (e) then the Jury Chairman must refer the protest back to the RYA with an explanation. The RYA must then make arrangements for the hearing to take place as soon as possible. The hearing should take place with as many jury members from the original composition as possible but this is not necessary if it is not practical.

2.5. THE HEARING

- (a). The Hearing must be held in private and where there are no distractions which could prejudice the proceedings.
- (b). Minutes must be taken by the secretary appointed pursuant to Rule S2.1. (c)
- (c). Clear the room of all except the Jury and minute taker.
- (d). Examine the Protest which must:
 - (i). Be on the RYA Protest Form, in writing and signed by the Protestor;
 - (ii). Give the date, time and position of any incident;
 - (iii). Provide a description of any incident with a diagram and any photographic/video evidence where appropriate;
 - (iv). State the rule/regulation infringed if known;
 - (v). Be lodged in time - in very exceptional circumstances the Jury may extend the time;
 - (vi). Be accompanied by the Protest fee of £100 (or such lesser amount as may be specified in the race instructions).
- (e). When these pre-requisites have been met the Jury must declare the Protest valid and hear the Protest. When they have not been met the Jury must dismiss the protest as invalid and return the fee.
- (f). When the Protest is valid, call the Protestor and Protestee; both must be present throughout the hearing and questioning of each other and all witnesses
- (g). The following procedure should be used:
 - (i). Read out the Protest;
 - (ii) The Protestor states his case;
 - (iii). The Protestor is questioned by the Protestee. The Protestee must confine himself

to testing the Protestor's case through questions, he must not at this time seek to state his case.

(iv). It is permissible, and in cross-protests may be more convenient, for the Protestee to defer his questions until he states his case;

(v). The Protestor is questioned by the Jury;

(vi). The Protestee states his case and is questioned by the Protestor.

(vii). The Protestee is questioned by the Jury;

(viii). Any Jury member witness to the incident states his evidence and is questioned by both parties and the Jury;

(ix). Call the Protestor's witnesses, if any, one at a time;

(x). The witness makes his statement and is questioned by the Protestor, then Protestee and Jury, then leaves the room and is not permitted to give further evidence unless recalled by the Jury;

(xi). Call the Protestee's witnesses and proceed as for the Protestor;

(xii) The Protestor then the Protestee make their final statements and then both withdraw from the room.

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

2.6. THE DECISION

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

(b). The facts, rules and sanctions must be recorded in writing in the minutes of the hearing by the secretary appointed pursuant to Rule S2.A.3.

(c). Call the Protestor and Protestee and read out the facts, rules and penalties and if requested by the Protestor and/or Protestee provide copies signed by the Jury Chairman

2.7. RE-OPENING A HEARING

(a). A hearing may be re-opened when the Jury decides it may have made a significant error or when material new evidence becomes available within a reasonable time.

(b). When a hearing is re-opened, the majority of the original Jury should be present, including the Chairman. Additional Jurors up to the original number and as broadly based may be appointed.

P3. APPEAL

3.1. THE APPEAL

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

(b). The Appeal must be in writing and accompanied by the fee of £600 and all relevant submissions.

(c). The parties to the Appeal and those submitting rejoinders are advised to be concise in their statements and to remember it is not the function of an Appeal Panel to seek to establish facts or resolve conflicts outside the racing rules.

(d). An Appeal, once lodged, cannot be withdrawn unless the Powerboat Racing Manager [PRM] receives written notice from the appellant that he accepts the original decision. If the Appeal is withdrawn before the papers are sent to the Appeal Panel, half the fee may be returned, otherwise the fee is not returned.

(e). From the time the Appeal is lodged any penalties imposed by a Jury are suspended until the Appeal is decided. When an Appeal against the removal of points and trophies

is dismissed, any points or trophies gained during this period are forfeited.
(f). All submissions to Appeal Panels shall be in writing, photographic or video.
No parties to the original hearing, witnesses or observers shall be present.

3.2 COMPOSITION

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

3.3 PROCEDURE

- (a). Appeals must be received by the Powerboat Racing Manger within 10 days.
- (b) Where possible, Within 10 (ten) working days of receiving the Appeal the PRM should copy the Appeal to the other party who then has ten days from receipt of the Appeal for any rejoinder to be received by the PRM. The Event Organisers will be also be notified of the appeal and requested to provide any relevant paperwork.
- C) All appeals & rejoinders should be in writing and accompanied by any photographic or video evidence.

d). The Race Organisers must within four days of the expiry date for any rejoinder, send to the PRM:

- The Protest Form;
- Minutes of the Jury hearing;
- The official diagram and any other diagrams and photographic and video evidence that were seen by the Jury;
- Any Other relevant information
- Race organisers are strongly advised to keep copies of all papers and evidence sent to the PRM.

e) Unless there are exceptional circumstances, the Appeal Panel must meet within 21 days of receipt by PRM of notice appeal

f) If an appeal is upheld then expenses for the appeal hearing will be deducted and any remaining amounts will be returned.

g) If an appeal is **not** upheld, the fee will not be returned

h). **THE APPEAL DECISION IS FINAL**

P. PENALTIES

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

Q GROSS BREACH OF RULES OR MISCONDUCT

Q.1 ACTION BY PROTEST JURY

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

1.2. Where any member of the Jury, from his own observation or a report received from any source, considers that a competitor, team member or official may have broken a rule, the

Jury may call a hearing. The Jury shall promptly inform the competitor, team member or official in writing of the alleged misconduct and of the time and place of the hearing. If the competitor, team member or official provides an acceptable reason for being unable to attend the hearing, the Jury shall rearrange it.

1.3. The Jury shall conduct the hearing following the same procedures as for protests. If the Jury decides that the competitor, team member or official has breached rule is the Jury shall either:-

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

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

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

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

Q.2 ACTION BY RYA

2.1. When the RYA receives any official report alleging a breach of misconduct rules or any it may conduct an investigation and, when appropriate, may call a hearing.

The RYA may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the RYA's jurisdiction.

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

R. MEDICAL EXAMINATION/ ALCOHOL & DRUG TESTING

It is implicit that any driver, crew member, mechanic or race official entered or working or present at a powerboat event consents to allow the OOD to:

MEDICAL

Request at any time, any driver, crew member, mechanic or race official entered or working at that event be submitted to a medical examination by the Medical Officer (Doctor or Paramedic) present at a Powerboat Racing Event and consents to the Medical Officer giving their opinion about the fitness to compete of the person to the OOD / RYA Commissioner.

Anyone refusing any examination shall be suspended by the OOD from the event and reported to the RYA Disciplinary Board /Tribunal. When, in the opinion of the Medical officer the person's ability to perform their role is impaired or where they are a danger to others or themselves, the OOD shall exclude the person from the event and report the circumstances to the RYA Disciplinary Board / Tribunal.

ALCOHOL & DRUG TEST

Request at any time, any driver, crew member, mechanic or race official entered or working in that event to submit to a drugs and/or alcohol test (of breath, blood, urine and or saliva) which must be an appointed Race Official or accredited tester and consents to the results being given to the OOD who will take the appropriate action.

Drivers, crew members, mechanics or race officials found to have more than 0.10 micrograms of alcohol in 100 millilitres of breath will be immediately disqualified or suspended from the day's events. This must also be reported to the RYA where further disciplinary action may also be taken

Anyone refusing an alcohol test shall be suspended by the OOD from the whole event and reported to the RYA. When, in the opinion of the Medical Officer the person's ability to perform their role is impaired by drugs or alcohol, the OOD shall exclude the person from the event and report the circumstances to the RYA for further action.

Banned Substances and Banned Methods

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

Doping Control is governed by the revised UIM Anti-Doping Regulations, which are available from the RYA by written request or viewed on the UIM web site www.uimpowerboating.com.

No competitor may protest another competitor for an infringement of this rule.

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" is available from WADA, which contains detailed information on the current list of prohibited drugs. This can be obtained from www.wada-ama.org.

Therapeutic Use Exemption (TUE)

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 and a copy should also be sent to the RYA Powerboat Racing Department.

Anti-Doping 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 a minimum of 2 years.

S CIRCUIT COURSE REGISTRATION

- 1.1 All Circuit Course registrations must be completed on the Template that is available on the RYA Master Stationary Pack.
- 1.2 All courses must be in accordance with RYA or class rules and where possible, should follow UIM requirements.
- 1.3. Course Plans must be drawn accurately to scale or representation on google earth images are acceptable.
- 1.4 Copies of course registration papers must be kept at race venues and be available for inspection at any time.
- 1.5 Event organisers should review their course registration documents annually and update them whenever changes are made.
- 1.6 Specific Course Rules are as follows:
 - There must be a minimum of 100m in width in all areas of the course that involve boats travelling simultaneously in opposite directions.
 - There must be at least 50m distance on the racing side of any turn mark (left or right-hand turns) and any obstruction i.e. a bank or pier
 - There must a minimum of 300m distance set for race start straights
 - Wherever possible, UIM class rules on min /maximum straight distances must be observed.
 - Orange buoys must be used to indicate Left turns & Yellow buoys must be used to indicate right turns. This can only deviate from the set rules in exceptional circumstances and competitors must be clearly briefed in these circumstances.
 - For circuit races, bridges in the circuit should be avoided. If unavoidable, minimum opening clearances must be 50 m width for hydros, 80 m width for other classes and 15 m vertical clearance, except for endurance races.

S2 MAXIMUM NUMBERS

According to a separate table published in the master stationary pack

T. WORLD AND NATIONAL RECORDS

Foreword

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

T1 INTRODUCTION

1.1. This procedure has been evolved as a result of many enquiries to the RYA asking for details of the administration of record attempts. It is hoped that this section will be of assistance to both Clubs and Individuals in the setting up and costing of record attempts. However, it must be remembered that all rules in both RYA (PB1 & PB2) rule books and UIM (Union Internationale Motonautique, the International Governing body) rule books (Offshore & Circuit), still apply and must be observed.

1.2. There are two distinct categories of Record Attempts:

- (a). One is Long Distance, the details of which can be found in Long Distance Records book (commonly known as the “red book”).
- (b). The other is Short Distance, the full details of which can be found in The Procedure for Clubs & Individuals wishing to establish Water Speed Records (commonly known as the “blue book”).

1.3. Short Distance Record Attempts (Short Distance means by the measured mile/kilometre). Attempts take place on Coniston Water at end of October/beginning November on an annual basis. All national offshore, circuit and Jet Ski classes are eligible to attempt national records during Records Week at Coniston Water. Coniston is the current “operational” records course. The Windermere Motor Boat Racing Club is responsible for the organisation and timing of national and world records. All enquires for an attempt must be made through them.

Note: The end of October/beginning of November is the time of year when Powerboat Racers/Jet Sport Riders have the opportunity to attempt/break records in their particular discipline or try for an “experimental” category. All those attempting records must have a full RYA Powerboat Racing licence issued with the correct status, i.e. national or international.

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

T2 NOTIFICATION

In the unlikely event of there being an “individual” circuit record request (outside of the Records’ Week) an application form, which can be obtained from the RYA, shall be completed and returned to the RYA together with the appropriate fee(s) at least 4 (four) weeks before the proposed attempt. Note: Coniston is the main water for record attempts and permission is granted for the end of October/November time slot only. If other homologated waters should be added to the record base list at a future date then this form and procedure will apply.

T3 FEES

3.1. Fees are payable to the RYA upon notification of individual/one off record attempt(s).

3.2. Notification fee to RYA

3.3. For Record Attempts on Coniston Water an event entry fee is required.

T4 ON SUCCESSFULLY ATTAINING A RECORD:

4.1. A set of homologation papers (RYA/UIM official record document), will be filled out by the RYA Officials – these are the same set as for national or world attempts. The correctly completed and signed paperwork is then submitted to the RYA office for ratification (if a national record, or UIM for a world record), along with the corresponding fee, photograph of the boat (if required) and a copy of the measurement certificate (if required). These must be submitted as a matter of urgency; for world attempts this must be in sufficient time for the RYA to submit all necessary papers to the UIM no later than four weeks after the event, [UIM 615.04](#).

4.2. If a competitor has attained a world record he will be given the choice of having a UIM painted certificate, a calligraphed certificate or his attempt homologated only (no certificate) and there are different fees for each of aforementioned.

4.3. Ratification – by the UIM:

- (a). International Record:
 - (i). Painted Certificate
 - (ii). Copy of Painted Certificate
 - (iii). Hand Written Certificate
 - (iv). Homologated only, no certificate
- (b). National Record only

The national certificate is printed and usually signed by the Princess Royal, the RYA President.

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

T5 PERFORMANCE CERTIFICATES

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

T6 LICENCE REQUIREMENTS

The minimum licence status is as follows:

6.1. Clubman - National Licence

6.2. National Record - Those wanting to attempt a National Record must apply to the RYA for a Licence Application Form and obtain a National Licence and pay the respective fee to the National Authority.

6.3. International (World) Record - Those wanting to attempt a World Record must apply to the RYA for a Licence Application Form and obtain an international Licence, in the respective class, and pay the relevant fee to the National Authority.

6.4. If you require a licence, please contact the Powerboat Racing Department on:
T. 023 80604240 or E. powerboat.racing@rya.org.uk

T7 ELIGIBILITY

7.1 Only RYA British Powerboat Racing Licence Holders that are also in possession of a full British Passport or have current certified British Nationality may establish or attempt British Speed or Long Distance Records. This does not apply to International UIM records that can be attempted by any internationally licenced competitor in accordance with the UIM rules.

7.2. Sportsboats. No qualifications required for weight restricted national classes, except Clubman. Clubman is a Class for the drivers regularly competing at Club level, but whose boats do not necessarily conform to a National Class. Entrants must prove that they have satisfactorily completed at least 12 heats. It is NOT a Class for 'One-Off' Specials, and entrants attention may be drawn to Records advance regulations, Rule 6d (eligibility).

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

T8 RECOGNISED CLASSES

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

8.2. National Records. All International classes contained in the current UIM rules, all National classes contained in the current RYA rules, unlimited inboard immersed propeller, unlimited outboard immersed propeller, 'pump fuel' hydroplane classes, offshore gas turbine experimental, unlimited water jet, steam and outright ladies. Details of current records can be obtained from the RYA.

8.3. Performance Certificates. Performance certificates may be issued by organizing clubs for different classes subject to prior approval by the CRC

8.4 Competitors wishing to establish a new or challenge an existing speed record using a hull or engine configuration that does not conform to a specific class will have to submit their plans to the RYA well in advance of their attempt.

The plans will be reviewed by the appropriate committee and any decisions or requirements will be communicated to the competitor accordingly.

We strongly advise that plans are submitted before or during the early part of any project formation.

T9 OFFICIALS REQUIRED AND EXPENSES

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

9.1. Officer of the Day

9.2. Timekeepers (2)

9.3. Chief Observer

9.4. Timekeeper Observers (2)

9.5. Measurer

9.6. It is recommended that the OOD is appointed first so that he can be responsible for ensuring that all arrangements, including those for rescue, are provided.

9.7. A rescue service is mandatory at all record attempts.

9.8. The Attempts Organising Committee or OOD is responsible for deciding whether or not an ambulance is required. It is recommended that an ambulance is provided for 'weekend' or 'week' attempts organised to cater for multiple attempts from eligible all-comers.

9.9. RYA officials may claim expenses for subsistence plus car allowance, per mile. Check current costs with RYA office.

T10 COURSE REGISTRATION

Authorised venues for record attempts are:

10.1. Coniston Water, Lake Windermere & Holme Pierrepont.

10.2. A club must apply to the RYA if it wishes to seek registrations for other venues.

Note: Always check with the RYA to ascertain whether any new courses have been added.

T11 PRESENT RECORDS

An up-to-date list of current national records is held by the RYA and world records by the UIM. A combined list is maintained by a member of the Powerboat Records Committee (PRC). Records for the classes listed may be attempted, subject to driver and boat eligibility. Note: the world records list is maintained by the UIM and can be found on their website, www.uimpowerboating.com. The national records list (short and long distance) is maintained by Mike Ward.

T12 NOTIFICATION OF NEW RECORDS TO THE RYA

12.1. Successful individual attempts must be telephoned through or emailed to the RYA at the earliest possible time, by the officials who had overseen the record. NO LATER THAN 48 HOURS.

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

T13 MEASUREMENT

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

T14 CLAIMING A RECORD

14.1. It is incumbent upon the record holder to claim the record and pay for its ratification. All records established or broken are to be claimed and payment made for such to the National Authority/UIM. Remember this is history in the making.

14.2. For full details of the record's process please refer to the Procedure for Clubs & Individuals wishing to establish Water Speed Records, either on our website www.rya.org.uk or by contacting the RYA office on T: 023 8060 4240 E: powerboat.racing@rya.org.uk

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

U. UIM & RYA Class: P750 – THUNDERCAT RACING

SEE UIM P750 RULES