

THIS NEWSLETTER IS DEDICATED TO ALL RACING OFFICIALS AND COMPETITORS – YOU MUST READ THIS CAREFULLY AS THERE ARE SOME VERY IMPORTANT CHANGES

1. ADVISORY EXTRA INSURANCE:

- a) The RYA insurance policies do not cover competitor to competitor liability.
- b) We strongly advise that you take out Personal Accident and Death benefit insurance and:
- c) Legal Expenses cover.
- d) Loss of Earnings insurance.
- e) Travel and Medical Insurance (when travelling to foreign events)
- f) All Year Round Third Party Public Liability or Comprehensive cover on your boat/ski (outside of RYA organised Powerboat Racing events).
- g) Fire, Theft insurance cover on your own craft/trailer – check to see if your car policy covers trailing.
- h) Check all your insurance policies to ascertain whether you are covered whilst Powerboat Racing. It is imperative that you declare this.
- i) *ALWAYS SEEK INDEPENDENT PROFESSIONAL ADVICE IN INSURANCE MATTERS.*

See advertising section.

2.



ANNUAL MEDICALS – CHANGE IN ACCEPTANCE OF TYPE OF MEDICAL

EXAMINATION - Note: Recognised Medical Certificates are acceptable providing the medical examination conforms to the RYA criteria. These certificates are only valid in the year in which they were originally issued; therefore an annual medical examination is still required for subsequent years.

Medicals will be held at the De Vere, Royal Bath Hotel, in the Disraeli Suite in Bournemouth on **Saturday 19 February 2011** – RYA Awards' Ceremony weekend.

3.



POWERBOAT RACING LICENCES 2011 – Will continue to be issued by the

Certification Department – please allow at least two weeks for the return of your licence. Please note that anything required within 7 days will have the “fast-track” fee applied from January onwards. Please note that there is a VAT increase to 20% - will try and keep licence costs to a minimum under the circumstances. Licence Applications will be sent out in the New Year.

4.







RACE APPROVALS 2011 (for Offshore clubs) – these will continue to follow the new procedure, clubs will be given deadline dates by which they must send in their documentation as the Race Approvals Committee will have set meeting dates, as before.

5.

YELLOW CARDS 2010 to 2011

MALCOLM GOODMAN	NS:2000	ISSUED 25/09/2010	EXPIRES 25/09/2011
GRIEVES STUART	OB Hydro	ISSUED 13/05/2010	EXPIRES 15/05/2011
HANCOCK PHIL	OCR	ISSUED 27/06/2010	EXPIRES 27/06/2011
JELF OWEN	NS:2000	ISSUED 25/09/2010	EXPIRES 25/09/2011
NORRIS STILL	J250	ISSUED 01/08/2010	EXPIRES 01/08/2011
NAIRN BILLY	NS2000	ISSUED 31/07/2010	EXPIRES 31/07/2011
SINCLAIR JAMES	T/CAT	ISSUED 29/05/2010	EXPIRES 29/05/2011
TOLL TONY	MARATHON	ISSUED 29/08/2010	EXPIRES 29/08/2011

6.	 <p>THE LATEST 2011 CALENDARS – please check the RYA website – these will be in their draft form until “firmed up” - www.rya.org.uk - not available yet, waiting for further details from clubs but should be posted shortly.</p>																														
7.	 <p>RENEWAL OF MEASUREMENT CERTIFICATE AND RYA BOAT LOG BOOKS 2011 – you will need to renew your Measurement Certificate and RYA Boat Log Books – the fees will be advised shortly.</p>																														
8.	<p>RULE BOOKS AND OTHER DOCUMENTATION/INFORMATION REGARDING POWERBOAT RACING http://www.rya.org.uk/Pages/Home.aspx click on Powerboat Racing icon at bottom right of page.</p> <p>PB1 Amendment pages will be issued next season for all rule changes – retain your ring binder and just insert the new paperwork.</p> <p>PB2 – is being rewritten and will be issued in a similar format to that of PB1.</p>																														
9.	 <p>website: www.uimpowerboating.com You will be able to get any information about international matters from this site, plus Advance Regulations, rules etc.</p>																														
10.	 <p>POWERBOAT RACING CHAMPIONS 2010:</p> <table border="1"> <thead> <tr> <th>Circuit</th><th>Champions</th></tr> </thead> <tbody> <tr> <td>1</td><td>National Circuit JT250 Champion National Circuit JT250 Sprint Champion Ben Jelf</td></tr> <tr> <td>2</td><td>National Circuit S850 Champion Stephen Batch</td></tr> <tr> <td>3</td><td>National Circuit S850 Sprint Champion Brian Block</td></tr> <tr> <td>4</td><td>National Circuit OSY400 Champion James Bowman</td></tr> <tr> <td>5</td><td>National Circuit OSY400 Sprint Champion Craig Speller</td></tr> <tr> <td>6</td><td>National Circuit T850 Sprint Champion David James</td></tr> <tr> <td>7</td><td>National Circuit T850 Champion Pete Mantripp</td></tr> <tr> <td>8</td><td>National Circuit GT30 Champion Ben Morse</td></tr> <tr> <td>9</td><td>National Circuit GT30 Sprint Champion Nick Walsh</td></tr> <tr> <td>10</td><td>National Circuit NS2000 Champion Bill Owen</td></tr> <tr> <td>11</td><td>National Circuit NS2000 Sprint Champion Owen Jelf</td></tr> <tr> <td>12</td><td>National Circuit Outboard Champion National Circuit Outboard Sprint O:250 Champion Julian Codling</td></tr> <tr> <td>13</td><td>National Circuit SL250 Sprint Champion Keith Whittle</td></tr> <tr> <td>14</td><td>National Thundercat P750 Blue Print Champion Driver</td></tr> </tbody> </table>	Circuit	Champions	1	National Circuit JT250 Champion National Circuit JT250 Sprint Champion Ben Jelf	2	National Circuit S850 Champion Stephen Batch	3	National Circuit S850 Sprint Champion Brian Block	4	National Circuit OSY400 Champion James Bowman	5	National Circuit OSY400 Sprint Champion Craig Speller	6	National Circuit T850 Sprint Champion David James	7	National Circuit T850 Champion Pete Mantripp	8	National Circuit GT30 Champion Ben Morse	9	National Circuit GT30 Sprint Champion Nick Walsh	10	National Circuit NS2000 Champion Bill Owen	11	National Circuit NS2000 Sprint Champion Owen Jelf	12	National Circuit Outboard Champion National Circuit Outboard Sprint O:250 Champion Julian Codling	13	National Circuit SL250 Sprint Champion Keith Whittle	14	National Thundercat P750 Blue Print Champion Driver
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		European P750 Blue Print Champion Driver Sean Fisher
15		National Thundercat P750 Blue Print Champion Co-Driver European P750 Blue Print Champion Co-Driver Grant Pittard
16		National Thundercat P750 Standard Champion Driver Jon Redman
17		National Thundercat P750 Standard Champion Co-Driver Ed Redman
18		World Formula 4 Champion Mark Williams
19		European P750 Standard Champion Driver Bligh Julius
20		European P750 Standard Champion Co-Driver Naomi Williams
21		National Circuit Outboard Sprint O:125 Champion Wayne Turner
22		National Circuit Outboard Sprint O:500 Champion Matt Lockwood
23		National Circuit Outboard Sprint O:700 Champion Peter Rix
	Jet Sport	Champions
24		National Jet Sport Novice Ski Stock Champion Joe Edwards
25		National Jet Sport Ski Stock Champion Lee Farrell
26		National Jet Sport Novice Sport Open Champion National Jet Sport Sport Open Champion Tom Miller
27		National Jet Sport Ski GP Champion Renaud Urbain
28		National Jet Sport Beginner Ski Champion Mark Cowdell
29		National Jet Sport Amateur Freestyle Champion Darren Ogden
30		National Jet Sport Expert Freestyle Champion Jack Moule
31		National Jet Sport IJSBA Ski Stock Champion Anya Colley
32		National Jet Sport Novice Runabout 2-Stroke Champion Tony Warrington
33		National Jet Sport Novice Runabout Stock 4-Stroke Champion Brad Rickaby
34		National Jet Sport Runabout 2-Stroke Champion Andy Rich
35		National Jet Sport Ski Limited Champion National IJSBA Novice Ski Stock Champion Sophie Perrin
36		National Jet Sport Veteran Runabout Champion Paul Richardson
37		National Jet Sport Runabout GP National Jet Sport Runabout Stock 4-Stroke National Jet Sport Runabout Limited World IJSBA Pro-Am Runabout Stock Champion James Bushell

38	National Jet Sport Pro Freestyle World IJSBA Freestyle Pro Champion Lee Stone
39	World IJSBA Jet Sport Master Ski Stock Champion Lisa Barsby
Offshore	Champions
40	National Offshore Class 3B Champion Driver Ashleigh Foulser
41	National Offshore Class 3B Champion Co-Driver Adrian Foulser
42	National Offshore Class 3C Champion Driver Brian Peedell
43	National Offshore Class 3C Champion Co-Driver Dave Simpkins
44	National Offshore S250 Champion Tommy Pocknell
45	National Offshore F400 Champion Driver Ben Pocknell
46	National Offshore F400 Champion Co-Driver Max Ludwell
47	National Offshore E900 Champion Driver Camilla Pascoe
48	National Offshore E900 Champion Co-Driver Carolina Sandbrook
49	National Offshore E1500 Champion Driver Jake Swann
50	National Offshore E1500 Champion Co-Driver Ben Kendall
51	National Offshore Zapcat Champion Driver Craig Davis
52	National Offshore Zapcat Champion Co-Driver Robert Martin
53	National Offshore Marathon Class B Champion Driver Vahid Ganjavian
54	National Offshore Marathon Class B Champion Co-Driver Gareth Williams
55	National Offshore OCR 'A' Champion Driver Graham Lawton
56	National Offshore OCR 'A' Champion Co-Driver David Ayre
57	National Offshore P1 Superstock 150 Champion Driver John Wilson
58	National Offshore P1 Superstock 150 Champion Co-Driver Neil Scarborough
59	National Offshore P1 Superstock 300 Champion Driver Rupert Pugh
60	National Offshore P1 Superstock 300 Champion Co-Driver Daniel Whapples
61	Offshore V24 Championship Driver Terry Mills
62	Offshore V24 Championship Co-Driver Mick Mills
63	World Formula Future Class 4 Manoeuvring Champion World Formula Future Class 4 Parallel Slalom Champion World Formula Future Class 4 Champion Jordan Muckles
Many congratulations to our World, European and National Champions – well done!	



POWERBOAT RACING NATIONAL & WORLD RECORD HOLDERS 2010:

CONISTON WATER RECORDS NOVEMBER 2010 – WORLD VITESSE

DATE	CLASS	DRIVER'S NAME	NATIONALITY	MPH
01/11/2010	O3000	Ted Walsh	UK	146.89
01/11/2010	O250	Julian Codling	UK	112.27
01/11/2010	Marathon B E	Vahid Ganjavian	UK	107.57
01/11/2010	Offshore Class 3S 6 Litre E	Dave Arthur	UK	107.45
01/11/2010	FR1000 + Greetham Trophy	Jim Noone	UK	103.87
01/11/2010	P750 Standard E	Mike Littler	UK	55.74
01/11/2010	P750 Modified E	Roland Sjogren	UK Licence	74.14
01/11/2010	P750 Standard	Roland Sjogren	UK Licence	62.28
02/11/2010	S750 E	James Tapp	UK	34.71
03/11/2010	Ski Division Modified (Aquabike)	Graham Leech	UK	62.36
03/11/2010	S750	Roland Sjogren	UK Licence	56.80
05/11/2010	Offshore Class 3S 6 Litre	Ian Blacker	UK	113.73
05/11/2010	P1 Supersport	Daniel Cramphorn TBC	UK	100.54
05/11/2010	P1 Superstock 150 E	Rose Lores	UK	52.95

CONISTON WATER RECORDS NOVEMBER 2010 – NATIONAL VITESSE

DATE	CLASS	DRIVER'S NAME	NATIONALITY	MPH
01/11/2010	O3000	Ted Walsh	UK	146.89
01/11/2010	O250	Julian Codling	UK	112.27
01/11/2010	Marathon A E	Ali Langdon	UK	105.61
01/11/2010	Marathon B E	Vahid Ganjavian	UK	107.57
01/11/2010	Offshore Class 3D 4 Litre E	Will Nurse	UK	80.47
01/11/2010	Offshore Class 3S 6 Litre E	Dave Arthur	UK	107.45
01/11/2010	FR1000 + Greetham Trophy	Jim Noone	UK	103.87
01/11/2010	P750 Blueprint E	James Tapp	UK	56.18
01/11/2010	P750 Standard E	Mike Littler	UK	55.74
02/11/2010	S750 E	James Tapp	UK	34.71
02/11/2010	Marathon A	Miles Jennings	UK	106.30
02/11/2010	Marathon A	Drew Langdon	UK	109.19
02/11/2010	Inboard Immersed Prop Mono	Simon Wood Power	UK	103.25
03/11/2010	Ski Division Modified (Aquabike)	Graham Leech	UK	62.36
03/11/2010	Clubman Unlimited Mono	Bob McCarthy	UK	95.46
03/11/2010	Clubman 1000 Monohull E	Peter Hart	UK	56.03
03/11/2010	Offshore Class 3C 2 Litre	Scott Collings	UK	87.37
05/11/2010	Offshore Class 3S 6 Litre	Ian Blacker	UK	113.73
05/11/2010	P1 Supersport	Daniel Cramphorn TBC	UK	100.54
05/11/2010	P1 Superstock 150 E	Rose Lores	UK	52.95
05/11/2010	UK FF E900 E	Sam Whittle	UK	50.24

All World Records are subject to ratification by the UIM – ratification pending

All National Records are subject to ratification by the RYA – ratification pending

E = established Congratulations to all World and National Record Holders – we are proud of you!



RYA POWERBOAT RACING CHAMPIONS' AWARDS CEREMONY – SATURDAY 19 FEBRUARY 2011 AT THE DE VERE ROYAL BATH, HOTEL IN BOURNEMOUTH, DORSET – Just reminding all champions to get their tickets in good time! **This is a date change!**



RYA SAFETY SEMINAR – 11/12/13 March 2011 RYA HQ - The way forward – manuals and procedures – guest Bob Wartinger – member of UIM, Chair of Cominsafe & American safety expert. Officials keep this date aside; it is very important, updates on all key safety/training issues. PUT THIS DATE IN YOUR DIARY

	IMPORTANT INFORMATION – must read:
	Update from ORC Meeting of 12 May 2010:
	Minute 3.2 - “The ORC further agreed that for any brand new competitors coming into the sport with no previous boating experience the minimum requirement prior to any specific Powerboat Racing training being taken would be Powerboat Level II.”
	“The ORC further considered Event Licences and it was agreed that those travelling as passengers, ie those not in control of the boat would be given an Event Licence which should be endorsed Passenger Permit only. Action: RYA to inform Club/Race Secretaries ”
	<p>Minute 4.4 -“Progress of Updated Measurement Forms including new Marathon form – RB. These have been created by RB and require ratification from SAT before final approval by RAM. (Secretary’s note: approved by SAT).</p> <p>£75 is the set fee for the issue of a Marathon Measurement Certificate by the RYA.</p> <p>The ORC recommended that Marathon boats be weighed prior to attending a race meeting, however, it was agreed that Marathon boats need not be weighed immediately pre-race, and that owners could self declare boat weights which would be recorded on the measurement forms. Marathon boats would then be weighed post race at the discretion of the OOD.”</p>
	<p>Minute 6.2 - “Dave Simpkins asked for clarification of the yellow flag procedure, where does the restriction apply on a short course?</p> <p>The restriction applies at the site of the accident (Secretary’s note: following this ORC meeting the use of green fluorescent flags had been agreed for short course racing, these flags when flown indicate the end of yellow flag restrictions).”</p>
	Update from ORC Meeting of 4 August 2010:
	Tribute to Ian Stirling – the Offshore Racing Committee stood for a minute’s silence in Ian’s memory. (Secretary’s note: Ian will be sorely missed by us all; he was a gentleman and a sportsman and was a credit to Powerboat Racing, our sincere condolences go to his family and friends).
	Item 12/10 – Zapcat HT coil rule change 3.2.11 & 3.2.19 – approved by SAT 20.07.10. to be ratified by the ORC. This was approved.
	Item 13/10 – Zapcat revised penalties. The ORC acknowledged the on-going process regarding revision of penalties under Zapcat rules. Mick Pritchard to keep RYA office informed of any changes.
	<p>Item 14/10 – Officials Signing In and Out Sheets – clarification over use. The process is thus: Sign on at the beginning of the event and sign off at the end of it.</p> <p>The ORC confirmed that officials signing on at an event could be breathalysed, together with competitors at any time during the event. The ORC agreed that a member of the Race Committee must be nominated as a responsible RYA official to carry out breath tests.</p> <p>Action: Clubs/RYA</p>
	<p>Item 19/10 (2nd paragraph) - The ORC agreed that new boats in Class 3C would have to be fitted with canopies and that the RYA position regarding existing boats would be to request that these be grandfathered in their current configuration for the foreseeable future. This was a majority decision by the voting delegates of the ORC. JP agreed to adopt this policy at the 2010 UIM GA.</p> <p>Action: JP</p>
	<p>Minute 4.8 – (2nd paragraph onwards):</p> <p>The ORC agreed that powerboat racing organised by RYA affiliated clubs must be carried out</p>

	<p>in accordance with current RYA rules (Offshore PB1). It was not acceptable for RYA officials to deviate from these rules for whatever reason. Action: All RYA Affiliated Clubs</p> <p>JP confirmed that disciplinary action would be taken against RYA officials who do not follow RYA rules. The ORC sought clarification regarding the process of disciplinary action that may be taken against RYA officials found guilty of the above. Action: JP/GL</p> <p>(Secretary's note: Following advice from RYA Legal: If an RYA official fails to follow RYA rules and regulations, that official will be reported to the PBRC, who will consider the facts. If the offence warrants further disciplinary action the PBRC will refer this to the RYA Disciplinary Tribunal).</p>
	<p>Minute 5.8 - Commissioners' Reports:</p> <p>It noted that Commissioners' reports are circulated to the organising club delegate, the club secretary and the rest of the ORC.</p> <p>(Secretary's note: Club secretaries to be responsible for forwarding Commissioners' reports to event OOD and Safety Officer). Action: Club Secretaries</p>
	<p>Minute 6.2 – Newly qualified Officials training others. Clarification was given regarding new trainee officials being trained by newly appointed officers. The ORC agreed that a new official could not engage in training activities until having served a minimum of 12 months from date of <i>their</i> qualification.</p>
	<p>Update from ORC Meeting of 29 September 2010:</p>
	<p>Item 22/10 – Cowes-Torquay-Cowes – loss of life raft during event, recommended UIM safety rule changes. The ORC expressed concern regarding the decision of the event jury not to disqualify Keracoll following the loss of their life raft during the CTC race. The ORC agreed that a boat must finish with all key safety equipment on board. JP asked the ORC to consider what constituted key safety equipment and John Iddon volunteered to provide a list of these items. Action: JI</p> <p>It was agreed that this list would be included in all race instructions for marathon racing at all future events. Action: Clubs</p>
	<p>Item 26/10 – Restructuring of Sub-Committees:</p> <p>The ORC Chairman confirmed that all sub-groups had been disbanded following the previous meeting as per minute 5.4, 04.08.10. The ORC Chairman further advised that the Race Approvals Group had been immediately reformed to approve races for the remainder of the 2010 season. The ORC Chairman advised that the Safety and Technical Group would now be split into two sections, one dealing with Safety and the other with Technical. The proposed delegates for the Safety Committee were: Steve Oaten Chair, supported by Chris Strickland, Mick Pritchard, Denis Swann, Brian Wheeler and John Pocknell (corresponding member).</p> <p>The Technical Committee – Terry Herring, Chair, supported by: Norman Taylor, Adam Younger, Keith Whittle and Colin Jelf and Barry Turner as corresponding members. The ORC Chairman stated that in her opinion it was important for representatives to come from both offshore and the circuit side of the sport as many engines in use were used by both disciplines and that the experience from the circuit reps would be extremely valuable.</p> <p>The Race Administration Management Group – Denise Monteith, Chair, supported by Stephanie Hall, Julie Pocknell and Marc Lamont with Sally Windsor and Shirley Simpkins as corresponding members.</p> <p>The Race Approvals Group to consist of: Anne Robinson, Terry Herring, Denise Monteith,</p>

	<p>Steve Gallienne and JP.</p> <p>The Youth and Media Group – Fiona Pascoe Chair, plus PBRC representatives.</p> <p>The Training Committee – Fiona Pascoe Chair, supported by Steve Oaten, corresponding member.</p> <p>The ORC Chairman thanked all the delegates who had volunteered to assist on the various sub-committees (groups) and further underlined the importance of the Safety and Technical group to meet a minimum of three times a year at the RYA, with more meetings planned if necessary.</p> <p>Group responsibilities for officials' nominations:</p> <p>Safety Officers to Safety Committee with recommendation to ORC for final ratification.</p> <p>Scrutineers and Measurers to Technical Committee with recommendation to ORC for final ratification.</p> <p>RYA Commissioners and OODs to Race Approvals Group with recommendation to ORC for final ratification.</p> <p>Race Secretaries and Timekeepers to Race Administration with recommendation to ORC for final ratification.</p>
	<p>Update from ORC Offshore Safety Committee Meeting of 2 November 2010: IMPORTANT MUST READ:</p>
	<p>Minute 2.1.1. Missing Marks of the course. The chairman advised that decisions this year were made on a race by race basis.</p> <p>AR reminded the group that all of the Offshore classes can use the geographical position as per the instructions. A discussion ensued on various scenarios and actions to be taken, it was agreed (1) Should a mark drift, deflate or sink the mark will not be replaced or re-laid whilst the race is still in progress.</p> <p>(2) Depending on the circumstances at the time of the incident and in the eyes of the OOD & SO the race can continue if it is safe and fair from a racing point of view.</p> <p>Decisions made by the OOD and SO with relevance to safety are not open to protest.</p> <p style="text-align: right;">Action RYA PB1</p>
	<p>Update from ORC Offshore Technical Committee Meeting of 15 November 2010: IMPORTANT MUST READ:</p>
	<p>Minute 3.2 – 01/10 - The OTC reminded scrutineers that race numbers must be in place at the end of each race. RYA to advise by website and newsletter. Action: RYA</p> <p>OTC noted that there is no reference within the existing marathon rules for boats to carry paper charts – this must be urgently rectified and the rules amended accordingly. Action: RYA/PB1 rule change</p>
	<p>Minute 3.2 – 03/10 - Engine Homologation – new UIM process and engines requiring homologation:</p> <p>Evinrude E-TEC 250 3.4 modified race engine (To be applied for via Cominsport)</p> <p>Evinrude E-TEC 225 HO</p> <p>Evinrude E-TEC 200</p> <p>Evinrude E-TEC 150 HO</p> <p>Evinrude E-TEC 115 HO</p>

	<p>Evinrude E- TEC 90 Evinrude E-TEC 30 Evinrude E-TEC 15 HO Tohatsu 15 Tohatsu 30"</p> <p>The OTC agreed that there was an urgent need to homologate new EPA engines and that a new simplified process for implementing this procedure was urgently sought. Keith Whittle advised that in his opinion, it was not practical to strip new engines belonging to customers at his premises as the owners were not prepared to have their new engines stripped. KW therefore suggested that new engines should be inspected at the factory, photographs of engines and blocks taken in accordance with the homologation file and with the agreement of the engine manufacturers. This process would be verified by an onsite UIM inspector. RYA to send details of homologation files to KW to enable him to approach BRP Evinrude with a view to this process being agreed. KW to contact Tony Sallander. Action: RYA/KW</p> <p>(Secretary's note: details of homologation requirements have been sent to KW by RYA, KW has made contact with BRP who has confirmed agreement with the above suggested procedures, KW to provide budget costs). Action: KW</p> <p>Policing of EPA Engines - The OTC expressed concern regarding the policing of the new green engine technology. Concern was expressed over ECU chipping, Keith Whittle advised that despite rumours to the contrary there was little chance of successfully tampering with modern EPA engines, especially with the new Evinrude ETEC engines.</p> <p>OTC agreed that engines must be checked prior to the start of the season; computer readings must be taken from each engine and recorded. It was agreed that the RYA need access to engine manufacturers' software, which is available from dealers and it was also agreed that new electronically trained scrutineers who are competent to handle the software are urgently required. OTC agreed that new electronic trained scrutineers need not have the same qualifications as a full scrutineer and therefore a new category of official would be created and will be shown in the 2011 rule book. Norman Taylor noted that a number of female electronic scrutineers were qualified in other motor sports and that this may be an opportunity to encourage new officials into the sport. Action: RYA/KW</p> <p>It was further agreed that RYA officials must ensure that new green EPA engines are turned off and on immediately before the start of a race to ensure that the computer is restored to factory settings. Action: RYA Scrutineers</p>
	<p>Minute 3.2 – 04/10 - GPA nomination of Glen Stanfield as approved Scrutineer – to be circulated. Glen was approved.</p>
	<p>Minute 3.2 – 06/10A - Use of Open face helmets in open cockpit boats – The OTC considered the use of open face helmets in open cockpit boats and agreed that this should be at the discretion of the competitor. This would require a rule change as currently PB1 states that "full faced helmets must be used". Action: RYA/PB1 rule change</p>
	<p>Minute 3.2 – 06/10C - Partial Canopied boats – restraints and technical drawings - The OTC accepted that boats with partial canopies must be inspected by measurers who would determine if such boats required restraints and on-board air systems. Owners of such boats would also be advised regarding the suitability of helmets and lifejackets (life vests). Action: Scrutineers/Measurers</p>
	<p>Minute 3.2 - 07/10 – GPA nomination of Tony Le Page as Coastal Scrutineer – approved.</p>
	<p>Minute 3.2 - 08/10 – MPA nomination of Andrew Micallef as Coastal Scrutineer – approved.</p>
	<p>Minute 4.1 - The OTC agreed that a number of other scrutineers were eligible to be upgraded to 508 and that JP would compile a list and circulate to OTC for further action. Action: RYA</p>

Minute 4.2 - To consider the report on side impact protection compiled by Lorne Campbell – circulated. The OTC welcomed the safety innovations being incorporated into the new P1 Superstock class; however they also accepted the difficulties highlighted with retro-fitting options such as side impact protection and recessed bow eyes etc. It was the OTC's opinion that existing boats should be allowed to race and the crews advised of the safety recommendations highlighted in the Lorne Campbell report. RYA to circulate Lorne Campbell's letter to all offshore crews other than those in Zapcat and Thundercat classes. The OTC wished the RYA to remind competitors that the safety and the suitability of the boat to race must rest with skipper/owner/crew.

Action: RYA/Website/newsletter

Lorne Campbell's letter:

SAT – Dover Enquiry

Side Impact Protection - 1:

17th May 2010

1. As far as I can see the possible scenarios in a T-Bone accident are as follows – boat B1 is the ramming boat and B2 is the rammed boat:
 - a) B1 punctures straight through the side of B2 (frail) and out the other side; virtually cutting B2 in half.
 - b) B1 sticks into the side of B2 (strong) but does not penetrate more than a small amount.
 - c) B1 catches the side of B2 and starts to roll B2 over whereupon B1's bow rises and B1 skids over the top of B2. B2 may roll (thus offering protection to B2's crew) or may cease to roll and just be squashed down into the water while remaining the right way up.
 - d) B1 climbs up and over B2 without rolling B2 at all and just skids over the top.
 - e) B1 strikes at a slight angle away from 90 degrees (in plan view) and gets deflected forwards or aft – still probably resulting in B1 sliding over the top of B2.

There are probably others.

2. 1d) and 1e) seem to be the most likely – as happened at Dover.
3. I looked into the possible side protection from the point of view of 1a) and 1b) above – i.e. the possibility that by filling with foam under the coaming (from as high as possible under the coaming down to either the deck or the chine – whichever was the highest) and then laminating over the inside vertical face to make a thick sandwich beam we could convert boat B2 from a 1a) type to a 1b) type. If it is assumed that B2 is virtually stationary in the water and B1 strikes at an angle that penetrates the side of B2 then filling the coaming area (as described above) with 80 kg/cu.m (could go heavier but it will add appreciable weight) foam does hardly anything to arrest the penetration of B1.
4. This is not surprising when we consider that B1 has a relatively sharp bow (I allowed a 6" x 6" square) and I have assumed this bow does not collapse. If we consider that the reinforcement bars in a car's door have approximately similar resistance to the foam sandwich, the car that does the ramming also has a much larger area of impact and has a crush zone. Both reduce the penetration power.
5. If, however, we did manage to stop B1 penetrating the side of B2 – and I have assumed the impact speed is 40 knots – then the momentum of B1 would be transferred into the combined mass of B1 and B2. This means that, assuming both craft are similar weights, B1 would be rapidly slowed to 20 knots and B2 would rapidly be accelerated to 20 knots. If we said that B1 transferred this momentum while penetrating a distance of 1 foot the deceleration on B1 and the acceleration on B2 would be about 18G. A shorter distance results in higher G! In itself this could cause great injury but in practice the crew on the impact side would be thrown against the cockpit side with possibly even more G and the crew on the opposite side would land on top of him also, crushing him.
6. What we have to do, therefore, is try to ensure that we deflect B1 as high as possible over the top of B2 which means minimising the amount that B1 cuts into the coaming

	<p>of B2. Our efforts, therefore, should be directed at making the coaming do this as effectively as we can.</p> <ol style="list-style-type: none"> 7. Since 1d) and 1e) are, in my opinion, the most likely scenarios (boat B2 is likely to be heeled towards B1) then I do feel that reinforcing the coaming is worth doing. This could either be the foam filling we are referring to or it could be the bonding in of, say, an aluminium alloy tube high under the coaming. Angling the reinforcement to increase upward deflection, may help. 8. I feel the longitudinal distance should be (something like) from 500 mm aft of the seat back rest face (with the seat at its rearmost adjustment) forward to the dashboard/f'w'd end of cockpit. 9. My opinion is that the reinforced cockpit coaming should be at not less than shoulder height so that the crew have a chance of ducking behind it. <p>The above is my opinion but I have put some concentrated thought into it and thrown some numbers at the problem.</p> <p>There is an argument for having reinforcement above the coaming but I understand that a) it is difficult to get right and varies boat type to boat type; b) visibility issues may negate any advantage; c) it is difficult to retro-fit effectively and adds weight high in the hull. For these reasons I am not advocating the latter above coaming reinforcement and feel that efforts would better be directed at race rules and course design. L.F.C.</p>																												
	<p>Minute 4.5 – Lifting strops certification requirements further information and study to be considered at a subsequent meeting if necessary. The OTC agreed that these strops only need annual certification.</p> <p style="text-align: right;">Action: RYA</p> <p>website/newsletter</p>																												
	<p>Update from ORC Meeting of 16 November 2010:</p>																												
	<p style="text-align: center;">APPENDIX A</p> <p>LIST OF LOOSE SAFETY EQUIPMENT TO BE CARRIED ONBOARD MARATHON BOATS WHILST RACING, ALL TO BE ADEQUATELY STORED</p> <table> <tr> <th>UIM RULE</th><th>ITEM OF EQUIPMENT</th></tr> <tr> <td>1200.3.10</td><td>Lifting straps</td></tr> <tr> <td>1200.3.11</td><td>Manual Bilge Pump</td></tr> <tr> <td>1200.3.12</td><td>Foot Pump RIBS only</td></tr> <tr> <td>1200.3.15</td><td>Tow Rope and Warps</td></tr> <tr> <td>1200.3.16</td><td>Anchor and rope/chain adequate for water depths raced in (at least 50m)</td></tr> <tr> <td>1200.3.19</td><td>Fog horn and Torch</td></tr> <tr> <td>1200.3.24</td><td>Two 2kg dry powder fire extinguishers</td></tr> <tr> <td>1200.3.25</td><td>Orange retirement Flag 0.60m x 0.40m</td></tr> <tr> <td>1200.4.3</td><td>Auxiliary engine (single engine race craft only)</td></tr> <tr> <td>1200.5.2</td><td>Inflatable Liferaft compliant with rules</td></tr> <tr> <td>1200.5.3</td><td>Flares: 4 x red rocket. 4 x red handheld. 2 x orange smoke. 4 x white collision</td></tr> <tr> <td>1200.5.4</td><td>VHF handheld radio with channel 37 (M)</td></tr> <tr> <td>1200.5.5</td><td>1 x E.P.I.R.B operation on 406 MHz.</td></tr> </table>	UIM RULE	ITEM OF EQUIPMENT	1200.3.10	Lifting straps	1200.3.11	Manual Bilge Pump	1200.3.12	Foot Pump RIBS only	1200.3.15	Tow Rope and Warps	1200.3.16	Anchor and rope/chain adequate for water depths raced in (at least 50m)	1200.3.19	Fog horn and Torch	1200.3.24	Two 2kg dry powder fire extinguishers	1200.3.25	Orange retirement Flag 0.60m x 0.40m	1200.4.3	Auxiliary engine (single engine race craft only)	1200.5.2	Inflatable Liferaft compliant with rules	1200.5.3	Flares: 4 x red rocket. 4 x red handheld. 2 x orange smoke. 4 x white collision	1200.5.4	VHF handheld radio with channel 37 (M)	1200.5.5	1 x E.P.I.R.B operation on 406 MHz.
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	<p>1200.5.7 Adequate first aid kit. 1 x foil blanket.</p> <p>1200.5.8 Radar Reflector</p> <p>1200.6.1 Crash Helmet compliant with rules</p> <p>1200.6.2 Life jacket compliant with rules</p> <p>1200.6.3 Adequate protective clothing</p> <p>1200.6.4 Whistle, Knife, Compress</p> <p>Also the following safety equipment must be attached to the Boat.</p> <p>1200.3.13 Guardrails, handholds</p> <p>1200.3.17 Liquid Magnetic Compass</p> <p>1200.3.20 Engine cut-off attachments for all crew</p> <p>1200.3.21 Battery Isolator switches easily accessible to crew</p> <p>1200.5.4 Fixed VHF transceiver with GMDSS capability, as per rule.</p> <p>GPS, RADAR equipment as per Racing Instructions.</p> <p>ADDITIONAL SAFETY EQUIPMENT FOR CLOSED AND PARTIAL CANOPY BOATS</p> <p>508.16 Air supply, as rule</p> <p>508.17 Engine stop button(s)</p> <p>508.18 Strobe light</p> <p>508.21 Restraint System</p> <p>508.24 Fire extinguishers as rule 1200 3.24</p> <p>508.24 Carbon-Monoxide Sensor & Alarm. (Not partial canopy boats)</p> <p>Compiled 4th October 2010. J.K.Iddon</p>
	Update from CRC Meeting of 22 June 2010:
	Item 07/10 - Technical Working Group consists of Barry Turner, Malcolm Hughes and Kevin Turner.
	<p>Item 16/10 - It was agreed that a minimum of 2 lifting bags be available at any race meeting with cats with safety cells. They must be positioned on the same rescue boat. These air bags to be checked every year and certified by the RYA Scrutineers. RYA to create certificate for this purpose.</p> <p>Action: Scrutineers/RYA</p>
	<p>Item 17/10 - An urgent bulletin needs to be sent out to the sport regarding the T:850 class changes, which allow for the T:850 to be a fully open class (within the rules) with regard to 850 engines. Action: Bill Owen to word immediately. (Secretary's note: the new rules will be circulated shortly after CRC approval).</p>
	<p>Item 17/10 - Note to Scrutineers: Boat No 4, Pete Mantripp, it was agreed that there had been a misunderstanding by this driver on the subject of material to be used for reeds – He must now replace the carbon fibre reeds with steel reeds – and further that this will be checked by scrutineers. He is not to be disqualified from Bodymoor meeting and no loss of national points.</p> <p>Action: Scrutineers</p>

Item 17/10 - Note to Race Secretaries/Competitors – see adjusted points table for Body Moor

ADDENDUM TO CRC MINUTES OF 22nd JUNE 2010

Re-issued results of class T850 run at Body Moor national race meeting held on the weekend of 19th/20th June 2010 after deliberation by Circuit Racing Committee when it was agreed that boat no.5, driven by Stuart Williams would be disqualified from the meeting, and no points to be awarded.

Boats no.4 (Peter Mantripp) and boat no 42 (Mike Pillow) were **not** disqualified and would be awarded drivers' championship points.

T850 DRIVERS' CHAMPIONSHIP POINTS TABLE.

POS	BOAT NO	NAME	LIC NO.	POLE POINTS	TOTAL
1	4	PETE MANTRIPP	20	1	21
2	7	PAUL BALFOUR	3954		17
3	42	MIKE PILLOW	27		15
4	22	DAVE JAMES	24		13
5	35	STEPH GILDERDALE	137		11
	5	STUART WILLIAMS			0

NOTE : BOAT NUMBER 5 DQD ON TECHNICAL INSPECTION

Item 18/10 - Martin Powell – approval from CRC to become OOD – approved.
Ian Wright - approval from CRC to become OOD - approved.

Item 19/10 - Licences – clarification/streamlining/checking by clubs when submitted and classes eligible. It was agreed that licences must go from driver to club secretary, who must countersign the Licence Application Form and then forward to the RYA – the RYA must then return the licence to club secretary.

Item 21/10

Green Engine Rules for the GT15 and GT30 classes.

New rules, all as UIM rule book (to be included in PB2) – must have standard ECU.

Only one oversized piston allowed per engine, only UIM homologated engines to be used.

UIM Commissioner or OOD can ask competitors to swap ECUs at race meetings.

The above points to be included in the UIM Proposals and to be included in the next RYA newsletter to the sport.

Action: RYA newsletter

Also to be included in the newsletter: that the GT30 and G15 World Championships will be hosted UK in 2011.

Item 22/10

Colour of life jackets as stated in rule book (orange) – Barry Turner request for a decision after Commissioner's report from Oulton Broad national:

Agreed that life jackets be coloured **bright red/bright orange/bright yellow** – non cell.

Agreed helmets **must** be primarily – **bright orange**. **Action: RYA newsletter/website**

Update from CRC Meeting of 7 September 2010:

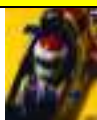
Circuit Safety Working Group – Malcolm Curtis has now retired as Chairman and Scott Shrimpton has replaced him. (Malcolm will however be called upon for his expertise). Thanks go to him for his years of dedicated service.

	<p>Minute 6.9 – Technical Report/Matters: Minimum Standard requirement for Prop Guards – Prop Guards Must be of a rigid plastic – plastic bags/cloths etc are not acceptable. This will be enforced by Scrutineers. RYA to inform all scrutineers. Clubs also to inform their scrutineers</p>
	<p>Minute 7.3 – Propellers for J250 LOBMBC has been requested to confirm what propellers can be used on J250. Stainless Steel Propellers can be used for National Racing. Club Racing at Oulton Broad will only allow Aluminium Propellers.</p>
	<p>Minute 7.4 - Starting Ages for GT30. Clarification was asked for regarding the starting age/qualification for new drivers wishing to enter GT30. It was agreed that new drivers to the sport aged 14 years upwards would need to follow the normal route of five signatures for club races before they could take part in national races. Drivers that come up to GT30 from Junior racing, with two years experience, could go straight into national racing in GT30 after they had proved they were capable of handling the boat.</p>
	<p>Update from CRC Meeting of 23 November 2010:</p>
	<p>Item 25/10 – T850 Permitted Modifications paper by Bill Owen – forwarded to Technical Group. Response from BT – see Appendix A:</p> <p>It was unanimously agreed that ‘Appendix A’ be accepted in its entirety; this to be integrated into the PB2/2011.</p>
	<p style="text-align: center;">APPENDIX A</p> <p>“Proposals for T850</p> <ol style="list-style-type: none"> 1) Only engines proposed by CRC are allowed. (Contact RYA office for list) 2) Naturally aspirated engines only. 3) All parts and replacement parts must be original manufacture unless approved and listed. 4) Engines can be re-bored, up to 870cc as per UIM rule 541. Wiseco pistons can be used. Pistons must not be modified. 5) Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm. No polishing of internal channels. Repairs are allowed by welding or bonding providing internal shapes are maintained as standard. 6) Reed valves as homologation but reed petal material is free. 7) Carburettors to homologation sheet. Jets can be changed. Must use original air box. Engine cowl must be original size and have original inlet hole size only It is allowed to fit electric fuel pump, non of original fuel delivery system can be removed. 8) Ignition as homologation sheet. Ignition timings can be altered but not firing order. 9) Cylinder head one piece, welding reworking of squish allowed. Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head. Minimum head volume including plug hole 28cc. (See note) 10) Flywheel. Standard flywheel. Centre boss can be welded to outer disc. Rope wheel can be removed. 11) Gear box must have forward neutral and reverse gears. Gear ratio is free. Exhaust must exit through propeller. 12) Propeller maximum four blades. Through hub exhaust only

	<p>13) Fuel. Standard or Premium pump petrol only. No additives are allowed apart from lubricating oil on UIM list. Nitrous oxide injection is not allowed.</p> <p>If not listed check with engine inspector for clarification.</p> <p>Note pump petrol only, if we run to original specification of Yamaha 70 it has a head volume of 28cc which was designed to run on petrol. At this level there is no gain in running different fuels. Head can be reworked as in list so there should be no problem. When drivers sign in they are indicating they are running to the rules. Head volume is easiest way to check, we all know testing fuel at a circuit is a waste of time.”</p>
	<p>Item 26/10 – OSY engines to be sealed at their first meeting – drivers’ request – CRC decision. The CRC confirmed this must be carried out and the first OSY event of 2011 to be held at LPRC. Action: LPRC</p> <p>The CRC considered fuel testing and agreed that the best method of administering this was for fuel samples to be sent away for analysis, clearly the results of these tests could be some weeks after the event and the rules in PB2 need to be amended to reflect this process. This should also be applied to drug testing, where samples are sent away for analysis. Action JS/JJ/JP RYA for PB2</p> <p>RYA to purchase drug testing kits for 2011 season and to highlight the importance of competitors completing TUE forms where applicable. RYA to publicise via website and newsletter. Action: RYA</p>
	<p>Item 27/10 – Engines to be stripped after winning Sprints or end of season – CRC decision. This to be carried out at Stewartby. Action: SWSC</p>
	<p>Item 30/10 - Penalty for non attendance of drivers at prize giving.</p> <p>If you are 1st, 2nd or 3rd in the results you must attend prize giving. If you fail to attend prize giving, your points will be removed. You will keep your position title, but will not be awarded associated points. Those in other positions will not be promoted to higher positions and will only receive the points relating to their official positions in the results.</p> <p>Note: this rule change to be highlighted in PB2/2011. Action: RYA/JS/JJ</p>
	<p>Item 33/10 - LPRC nomination of Tim Mooney as OOD late submission - This was agreed</p>
	<p>Minute 4. Safety Report</p> <p>Scott was concerned about putting 2 lifting bags on 1 rescue boat and thought that 1 per drop front would be better. CRC also agreed that following discussions with Scott Shrimpton that one lift bag should be on each main rescue boat, two in total.</p> <p>JP also advised CRC that there would be a three day safety seminar 11/12/13 March to be held at RYA HQ. JP to urgently advise on details of this seminar so that CRC can advise clubs/officials ASAP.</p> <p>JP stated that there is to be a Safety seminar on 11th March 2011, Bob Wartinger will be invited to attend during which further advice on this matter will be sought.</p> <p>Note: this information to be included in PB2/2011. Action: RYA/JS/JJ</p> <p>Note: RYA to inform Scott Shrimpton of Safety Seminar scheduled for 11/12/13 March 2011. Action: RYA</p>
	<p>Minute 7. Event Licensing was discussed:</p>

	<p>It was re-affirmed by the CRC that only two event licences can be issued to a competitor during a season.</p> <p>For all National Events – competitors must have a medical and if the class rules require a dunk test this also must have been done. They must also pay 50% of the full national licence for that class. Action: Rule E10 PB2/Newsletter</p>
	<p>Note: Jeni Jelf was proposed, seconded and accepted as the new Circuit Racing Committee Chairman.</p>
	<p>NOTIFICATION FROM OUR INSURERS – HEATH LAMBERT TO ALL CLUBS AND OFFICIALS:</p> <p>Mr John Puddifoot Powerboat Racing Manager Royal Yachting Association RYA House Ensign Way Hamble Southampton SO31 4YA</p> <p>3rd December 2010</p> <p>Dear John,</p> <p>Re: Royal Yachting Association – Powerboat Insurance</p> <p>With reference to our recent dialogue, I write with reference to continued problems encountered in respect of completion of Incident Report forms.</p> <p>Unfortunately, on a relatively frequent basis we have received Incident Report Forms from host/organising Clubs with insufficient information and, in some cases, large parts of the form left unanswered.</p> <p>I would point out that this lack of care and attention may prevent respective Insurers from logging incidents, which may in turn adversely affect the handling of the claim going forward. Clearly this is something which we must avoid at all times.</p> <p>May I please ask you to reiterate to all host Clubs/Organisers that a diligent approach is adopted at all times when completing Incident Report Forms.</p> <p>I trust that this is all in order, however please contact me personally should you require any further clarification.</p> <p>Yours sincerely,</p> <p>Ben Bennett Cert CII Account Executive - RYA Mobile – 07786 110278</p> <p>Admiral House Waterfront East Brierley Hill West Midlands DY5 1XG Telephone 01384 822 279 Fax 01384 822 121 Email bbennett@heathlambert.com www.heathlambert.com</p>

ADVERTISING:



WHERE TO BUY POWERBOAT RACING EQUIPMENT - Useful websites:

www.demon-tweeks.co.uk www.tigerperformance.com www.vortex-racing.co.uk
 The RYA does not seek to recommend any particular equipment. Any purchase remains the responsibility of the buyer. Go to the website for the latest safety specifications.
www.rya.org.uk



IMMERSION TESTS 2011 – details on RYA website: www.rya.org.uk

It is a mandatory requirement to have an annual immersion test if you are racing in a restrained/safety cell (closed cockpit) craft. This applies to both Circuit and offshore racers.

The immersion test is valid for 14 months from the date of successful completion.
 If you are racing a Super Licence class, you will require a copy of a UIM Immersion Test certificate, which will be issued by the RYA Powerboat Racing Department.

Location	Date	Time
Chase Tech College, Burntwood, Staffs	Saturday 22 nd January 2011	13:00 – 15:00hrs
St Felix Girls School, Southwold	Sunday 13 th February 2011	10:00 – 13:00hrs
Chase Tech College, Burntwood, Staffs	Saturday 5 th March 2011	13:00 – 15:00hrs
Meadows Leisure Centre, Magul, Liverpool	Saturday 12 th March 2011	16:30 – 18:30hrs
Chase Tech College, Burntwood, Staffs	Saturday 26 th March 2011	13:00 – 15:00hrs

Please book by telephone: Bob Reynolds 07811 959520

Booking to be confirmed by sending a cheque in advance made payable to Osprey Powerboat Rescue Team

Send to: Bob Reynolds, 43 Lilac Grove, Rising Brook, Stafford, ST17 9ED

Note: Minimum of 3 people per session.

If minimum persons are not confirmed 4 days prior to the session it will be cancelled and any cheques received for that session will be returned

www.ospreyrescue.com

FOR ANDARK DIVING IMMERSION TESTS:

Andark – Andy Goddard – 01489 581755

NEIL HOLMES POWERBOAT RACING TRAINING ACADEMY – Email:

neil@powerboatcentre.com Web: www.powerboatcentre.com For all your training needs contact Neil Holmes on: 07900 453305 – Southampton based.

THUNDERCAT TRAINING FOR OFFICIALS/COMPETITORS -

www.thundercatracing.co.uk/node/422 Contact: Fiona Pascoe on: 07795 618701 – Southampton based.



JONATHAN WRIGHT – OFFERS HIS SERVICES AS A MARSHAL BOAT –

Prefers to work in the South/South West Coast area.

If organisers require his services, these are his contact details:

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Mob.: +44(0)7850106672

email: wrightavionics@gmail.com



YAMATO RACE ENGINES

Ex-stadium race motors suitable for UIM class OSY.400 and classic runabouts. Contact Mike Ward on 01502 731195 or email mike@yamato.ndo.co.uk, or visit the new web site at www.YamatoRacing.co.uk which contains the latest news and results and the availability of motors and spares.



SPORTS INJURIES – REACTIVATE – Physiotherapy and Sports Medicine

Contact: Jonathan Gittins – Office 01730 233025, Mobile 07905 502963

Email: cae@reactivate-physio.co.uk Web: www.reactivate.co.uk Winchester based.



RACE INSURE – NEW INSURANCE ON OFFER.

This company are specialist insurers for Powerboat Racing and Associated Industries. They offer boat cover – give them a call for full details - their number is: 01926 495113, and their website is:

www.bateman-group.co.uk

EXTREME COVER – Bespoke Insurance Service:

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Critical Illness Cover

Disability Cover

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Medical & Health Insurance

Income Replacement

For further information contact: Daryl Boswell – 07970 676541 www.extremecover.co.uk



Don't forget to have a wonderful Christmas!

AND FINALLY.....

Have you remembered to get all your paperwork ready for 2011?

EXISTING POWERBOAT RACING COMPETITORS' ANNUAL CHECK LIST

- If you are not already a member of a RYA Affiliated Powerboat Racing Club, then you must join one (list available in the relevant rule book, PB1 or PB2 – info on RYA website: www.rya.org.uk).
- Fill out all the relevant paperwork completely. This means the Licence Application Form; the Data Protection Form is only filled out if you **DO NOT** want your personal information sent onto third parties connected to the sport. It is important that you take note of the Therapeutic Use Exemption Form TUE and read the section regarding Anti Doping on your LAF- this form is only applicable to people with certain conditions that require medication. If you are under 18 make sure that you submit your annual Certificate of Competence.
INCOMPLETE DOCUMENTATION WILL BE RETURNED UNPROCESSED TO COMPETITOR.
- Submit completed Licence Application to your Club for over-signing, with a cheque made payable to the RYA/or give credit card details, for the relevant amount of licence money, plus your passport photographs.
- Once in receipt of the documentation at HQ the paperwork will be checked and processed. All paperwork will be sent directly to the competitor. **(Circuit please note the licence will now be returned to your club).**
- Fast-track Service – if you want a licence processed within 7 days of an event this will cost you an extra £50 on top of the quoted licence price, if less than 24 hours it will be £100 more. The licence will be dealt with directly by the Certification Department and sent to all competitors by Special Delivery.

Please allow plenty of time for the issue of your documentation. At the beginning of the season we are normally weighed down with licences and measurements from February through to May. Please plan ahead – it will save you the extra cost involved of processing something last minute.

Do you require further explanation? Telephone HQ on 02380 604238/239/240, but please read the forms first *as significant changes have been made from January 2010.*

FURTHER REMINDERS:

- Offshore newcomers – do you need a copy of the IRPCS? (Highway code of the Sea), you must acquaint yourself with these as you will be asked and/or given written questions at your first event.
- Offshore, Circuit and Jet Sports – have you got a copy of the current rule book?
- Jet Sport, Circuit and Offshore Minors (under 18s) have you included your Certificate of Competence?
- Offshore and Circuit - Have you remembered to reserve your race number for this season or requested one?
- Offshore and Circuit - Have you remembered to renew your measurement certificate or get a RYA Boat Log Book?
- Offshore and Circuit - If buying a new boat – you will need to have it measured or obtain a RYA Boat Log Book – have you arranged this? You will need a form from the office and a registration number will be allocated. You must also ensure that you have a HIN number for the vessel (Hull ID no.).
- If you are transferring ownership of an existing race boat – have you arranged alteration of the measurement certificate?
- Have you got the engine homologation papers for your class?
- Have you arranged your Immersion Test? (This is for canopied boats with restraints) You must have the test before you apply for our licence – we cannot issue the licence until this has been undertaken.
- Have you got your VHF licence? (Offshore) – the office requires a copy to record its no.

POWERBOAT RACING (NEWCOMERS') CHECK LIST

- If you are not already a member of a RYA Affiliated Powerboat Racing Club, then you must join one (list available in the relevant Offshore and Circuit rule books, PB1 or PB2 – info on RYA website: www.rya.org.uk).
- Please check the Training requirements on your Licence Application form. A newcomer to the sport is required to undergo a Training Programme before he/she is issued with a Powerboat Racing licence – read paragraph 1 of the LAF.
- Fill out all the relevant paperwork completely. This means the Licence Application Form; the Data Protection Form, which is only filled out if you **DO NOT** want your personal information sent onto third parties connected to the sport. It is important that you take note of the Therapeutic Use Exemption Form TUE and read the section regarding Anti Doping on your LAF- this form is only applicable to people with certain conditions that require medication. If you are under 18 make sure that you submit your annual Certificate of Competence. **For newcomers: on satisfactory completion of the Training Programme written proof of competency must be submitted with your documentation.**
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- Submit completed Licence Application to your Club for over-signing, with a cheque made payable to the RYA/or give credit card details, for the correct amount of licence money, plus your passport photographs and all other relevant documentation (as described above).
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- Jet Sport, Circuit and Offshore Minors (under 18s) have you included your Certificate of Competence? Over 18s – have you enclosed a copy of your Training Certificate?
- Offshore and Circuit - Have you remembered to reserve your race number for this season or requested one?
- Offshore and Circuit - Have you remembered to obtain a measurement certificate or RYA Boat Log Book for the boat?
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alteration of the measurement certificate?

- Have you got the engine homologation papers for your class?
- Have you arranged your Immersion Test? (This is for canopied boats with restraints)
You must have the test before you apply for our licence – we cannot issue the licence until this has been undertaken.
- Have you got your VHF licence? (Offshore) – the office requires a copy to record its number.

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