

THE ROYAL MOTOR YACHT CLUB

Event Race Instructions

“THE CANCER RESEARCH OFFSHORE POWERBOAT RACE”

Class 3C and B, RHIBS, V-24, OCR, 4-Nations, P1 Superstock, Sportsboats,
Classic Boats, Marathon.

SATURDAY / SUNDAY 5th / 6th JUNE 2010

Approved by



Organised by

THE ROYAL MOTOR YACHT CLUB

**“Enchantress” Panorama Road, Sandbanks,
Poole, Dorset. BH13 7RE
Tel: 01202 707227
Fax: 01202 708775**

PRE-RACE COMMUNICATIONS

The Royal Motor Yacht Club
01202 707227. Fax: 01202 708775
Bob Eddings: 07771 533929.

EVENT COMMUNICATION

Race Control: 07802 291701
R.M.Y.C. ~ 01202 707227

TRIBUTES

The Organisers wish to thank and acknowledge
The Borough of Poole The Borough of Bournemouth
The Poole Harbour Master and Commissioners
The Marine Police, The Royal Yachting Association
H.M. Coastguard Mr Geoffrey Warde MBE

Members of The Royal Motor Yacht Club and Staff
The Owners of the Volunteer Patrol and Rescue Craft
without whom this race would not be possible

IMPORTANT NOTICE

Powerboat racing is a hazardous activity. Individuals must accept that, by engaging in active water sports such as powerboat racing, their physical safety may be endangered.

Anyone intending to participate in, or become involved with, powerboat racing organised by RYA affiliated clubs - either as a participant, team member or otherwise - does so at their own risk and such individuals must recognise the actual and potential risks associated with their involvement, including drowning, hypothermia and other physical injuries.

Participants acknowledge that it is up to them personally to assess whether any event or activity on the water is too difficult for them or their crew. Individuals acknowledge that the safety of their boat and her entire management including insurance is solely their responsibility, and they are satisfied that the boat and the crew are adequate to face the conditions that may arise in the course of the race.

Entrants into the event acknowledge that scrutineering does not constitute a condition survey of the craft and it is solely their responsibility to decide whether or not to start, or to continue, in any powerboat race. They acknowledge that the efficiency of the helmets and racing vests worn is solely their responsibility.

Individuals on signing on to the event agree (on acceptance of their entry being permitted to take part in the meeting):

- (i) **to be bound by the conditions of the Advance Programme, Racing Instructions and the General Competition Rules of the UIM and the RYA**
- (ii) **to accept the decisions of the organising committee and officials nominated by it**
- (iii) **to save harmless and keep indemnified:**
 - a. **the owners of the premises upon which the meeting is held**
 - b. **the organising club, the sponsors and the RYA and their respective officials, servants and agents**
 - c. **the other boat owners, drivers, passengers or mechanics engaged in the meeting**

AGAINST all actions, claims, costs, expenses and demands in respect of loss of, or damage to, the signatory's property or the property of his/her drivers, passengers and mechanics whether or not such loss or damage may have been contributed to or occasioned by the negligence of the said persons or bodies, their officials, servants, 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 TEAM'S DECISION TO PARTICIPATE IN A RACE, OR TO
CONTINUE RACING, IS THEIRS ALONE**

1. EVENT APPROVAL

This Event has been approved by the Royal Yachting Association, the National Governing Body for Offshore Powerboat Racing in the United Kingdom and Northern Ireland.

2. EVENT DIRECTOR

Bob Eddings, c/o Royal Motor Yacht Club, 'Enchantress', Panorama Road, Sandbanks, Poole, Dorset BH13 7RE.

Tel: 01202 707227

Fax: 01202 708775

Email: bob.eddings@btinternet.com

3. EVENT ORGANISING AND RACE COMMITTEES

Organising Committee:

Bob Eddings (Chair), Rob Beakhust, Hazel Cox, Chris Lewis, James Sydenham, Tony Rousell and Sally Windsor

Race Committee:

Officer of the Day	John Iddon	Safety Officer	Helen Strickland
Race Secretary	Sally Windsor	Chief Scrutineer	Rob Beakhust
Chief Timekeeper	Denise Monteith	Chief Marshal	Paul Harris

4. RACE OFFICIALS

Officer of the Day	John Iddon
Safety Officer	Helen Strickland
Race Secretary/Race Administration:	Sally Windsor
Chief Scrutineer	Rob Beakhust
Scrutineers	Chris Lewis and Tony Rousell
Chief Timekeeper	Denise Monteith
Chief Marshal	Paul Harris
Medical Officer	Jerry Pocknell
Media Officer	Sally Windsor

5. RACE JURY

Annie Beakhust (Chair), Chris Strickland and Sally Davis

6. RACE STATUS

Club race for Class 3C and B, RIBs, V24, OCR, 4 Nations, P1 Superstock and Sportsboats

7. LICENCE STATUS

RYA Event Licences or better for all crew – minimum 2 per boat

Minimum Age: Minimum age limit as per PB1 Class Rules

NB; Event Licence requirements as per PB1

8. TIME TABLE

	From	Until
Sat 5 th June Drivers arrive	09.00	17.00
Race Administration open	10.00	17.00
Signing in	10.00	17.00
Scrutineering	10.00	17.00

Sun 6 th June	Launching	09.00	
	Race Administration open	09.00	17.00
	Signing in for Drivers' Briefing	10.00	
	Scrutineering	By arrangement only	
	Drivers' Briefing	10.15 prompt	
	Official Practice	12.30	12.45
	Race start	13.00	
	Prize giving	16.30	
<u>Tide times(BST)</u>			
	High	Low	High
Sat 5 th June	07.00	10.35	19.48
Sun 6 th June	08.01	11.31	20.43

9. RULES AND REGULATIONS

The event will be run under current rules as stated in RYA PB1, together with these Race Instructions and any other instructions issued before, or at, Drivers' Briefing or in Race Bulletins.

The organisers reserve the right to change parts of this programme for safety reasons, provided that any change will be in accordance with the current rules. Any changes will be notified to competitors in a Race Bulletin and, if possible, announced at Drivers' Briefing.

The organisers have the right to refuse any boat which they consider unsuitable and/or which does not conform to the requirements of the present rules.

Any infringement of the rules or of the Race Instructions, or instructions issued at Drivers' Briefings or in Race Bulletins may lead to disqualification or other penalties being applied by the RMYC.

10. RACE ADMINISTRATION

On arrival at the race site, all crew members should report immediately to Race Administration. Crew members must produce all documentation required under RYA Class Rules and shall sign the RYA indemnity form.

Crew members under the age of 18 on the day of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

No crew members will be permitted to take any part in the event unless they are in position of an RYA licence valid for the craft in which they intend to race.

No new competitors will be permitted to participate unless they have taken and satisfactorily passed an approved RYA Powerboat Race Training programme. See PB1 for details.

Crew members are reminded that they must provide an RYA Registration Log Book for the boat they intend to race. This will be retained by the Race Secretary for the duration of the event and given back to the competitor at the end of racing activities. If a boat is damaged during the course of the event, the details of the damage sustained will be noted in the log book which will be signed by the scrutineer. The log book will then be sent back to the RYA by the Race Secretary so that details of the damage can be recorded on the RYA central data base. Once this has been done the log book will be returned to the owner.

All RYA Licences, Measurement Forms and Boat Registration Documents will be retained at Race Administration. It is the responsibility of each competitor to sign off at the end of the event and collect their Licence, log book and any other documentation after the race.

12. PIT AREAS, PARKING AND SPECIAL CONDITIONS

Wet and Dry Pits: The Royal Motor Yacht Club, Sandbanks from 09.00, Sat 5th June.

Parking is provided for race boat and one accompanying vehicle only. This vehicle should display its official parking pass at all times during the event.

Extra parking. If required will be the responsibility of the race crews. There will be no fuelling or starting of boat engines in the pit areas. Security of boats and/or equipment is the responsibility of the entrant. The RMYC will not be held responsible for personal effects.

13. FUELLING ARRANGEMENTS

All boats should arrive fully fuelled

No transfer of fuel is permitted in the pit areas or launching areas

Refuelling is ONLY permitted in the designed Fuel Pit Area

All smoking of any type is prohibited in both pit and launching areas

This must be adhered to at all times, offenders will be penalised

14. PRE-RACE SCRUTINEERING

It is the responsibility of the crew to collect their Scrutineering Card from Race Administration and to contact the Scrutineers in order to have their boat scrutineered.

All **RYA Registered National** craft shall be presented for scrutineering ready with the documents, gear and safety equipment as required by their Class Rules.

Provisional Licence holders are reminded that, if they are in control of the boat, they must comply with Class Rules regarding craft identification.

Boats taking part in Club racing will be scrutineered according to the Club Racing Rules in PB1.

Scrutineering will be a detailed examination of the safety equipment for the boat and the crew as specified under the Class Rules in PB1. The Scrutineers will also check the general seaworthiness of the boat and in particular the steering and engine mounts. Competitors are further reminded of the importance of complying with the rules governing Protective Helmets and Racing Vests as set out below.

NB: *Competitors should be aware that passing scrutineering does not constitute a condition survey of the craft and it is the sole responsibility of each boat's driver to decide whether or not to start or continue in any powerboat race.*

15. PROTECTIVE HELMETS

- a) Unless otherwise stated at Drivers' Briefing, full face protective helmets must be worn by all persons on board at any time when the boat is on the plane during the journey to and

from the race, and during racing and practice and testing. Helmets may be removed during the race if the boat is adrift or at anchor with engines stopped or idling.

- b) It is mandatory to wear a helmet made to a minimum standard to include UN ECE22-05 or Snell M2000, or M2005, or Snell SA2000 or SA2005. Helmets must have temple protection and must be coloured 'orange' or an equivalent bright colour acceptable to the organising body or as specified in Class Rules.
- c) The efficiency of a helmet is the sole responsibility of the wearer.
- d) When a helmet is first produced for scrutineering the wearer must prove compliance with the above standards; this may be by means of product literature. Once the scrutineer is satisfied, the helmet will be marked with a 'local National Authority helmet approved date sticker'. Proof of compliance will then no longer be required for subsequent races until the following season.
- e) It is recommended that helmets are replaced when they reach five years old from date of manufacture.
- f) Chin straps must be in good condition and operative.
- g) Helmets must be devoid of dents or splits.
- h) Helmet visors must be in good condition and devoid of cracks and easily detachable (i.e. not bolted down).
- i) All helmets must have the boats race number in black on the top, numbers should be minimum height of 7.5cm, and should be read from the rear.

16. RACING VESTS

- a) Racing vests must be worn at all times by all persons on board whilst on water and under way.
- b) The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:
 - I. All vests must have an inherent buoyancy of at least 100 Newton and shall be fitted with collars unless specified in Class rules.
 - II. Lacing ties and/or straps shall be adequate and in good condition. All straps shall be at least 40mm wide and have a minimum breaking strain of 500kg.
 - III. There must be lifting straps at the front or on the shoulders.
 - IV. Zips are not permitted as the sole means of fastening a racing vest. Where zips are used as an ancillary means of closure they must be in good working order.
 - V. Tears or rips or bad repairs through which buoyancy material may leak out are not permitted.
 - VI. Vests must be at least 70% orange or yellow, or have orange or yellow panels.
 - VII. Vests must have a lifting eye or strap attached to the main harness.
 - VIII. Vests must not be able to ride up over the wearer's head, and must be secure to the body.
 - IX. The disposition of the solid buoyancy must be such as to ensure that an unconscious person will float face up in the water.
 - X. The vest must have impact protection material covering the back.

The efficiency of the racing vest is the sole responsibility of the wearer and must be worn in accordance with class specific rules.

17. LAUNCHING

Launching is the boat crew's responsibility and should not be undertaken before scrutineering, unless otherwise stated.

LAUNCHING BY CRANE:

All competitors are reminded to comply with Class Rules regarding lifting points, eyes and lifting strops.

LAUNCHING ON SLIPWAY

Competitors are reminded to comply with all local regulations concerning the use of the slipway. Details of the marshalling area and procedures will be given at Drivers' Briefing.

NB: *Hard hats or helmets shall be worn in the craning area. Competitors must obey instructions from the Marshals when manoeuvring to and from the crane site.*

Please note: Launching at the RMYC is by slipway only.

18. DRIVER'S RESPONSIBILITY

- a) The driver accepts responsibility for any eventuality that may occur as a result of entering a race. It is solely the driver's responsibility to decide whether or not to start or continue in a race once he/she has passed scrutineering.
- b) It is forbidden to start the motor with the propellor rotating in the air.
- c) ALL SMOKING OF ANY TYPE IS PROHIBITED IN THE PIT AREAS. Adequate signs will be posted to this effect and the rule will be rigorously applied by pit marshals.

19. DRIVERS' BRIEFING

Mandatory Drivers' Briefing will take place in the Royal Motor Yacht Club.

Signing in will commence 15 minutes before the Briefing. All crew for each race boat must sign in to the briefing by the start time and attend the entire briefing. A Roll Call may be held.

The start of Drivers' Briefing marks the end of the eligibility protest period and the Jury members will be introduced.

Penalty for absence may be disqualification from starting the race or other penalties as defined in Class Rules or by the race organisers.

Breathalyser and Drug tests may be given.

All competitors are expected to have read the Advance Race Instructions and these Race Instructions prior to attending the Drivers' Briefing.

NB: *Competing crew members only will be allowed to attend the Drivers' Briefings.*

20. TRAINING AND LICENCE UPGRADES

See Training Syllabus on RYA website: www.rya.org.uk

Unfortunately training will not be available at this event. So any crew member requiring an RYA Event Licence who has not raced before, must compete in a race earlier in the season in order to undertake the training programme specified by the RYA. If in doubt contact the Event Director, Bob Eddings.

21. OFFICIAL PRACTICE

All competitors are reminded that it is an RYA requirement for crews to complete a minimum number of laps of the race circuit prior to racing.

Full details of the practice laps will be fully explained at Drivers' Briefing. The minimum number of laps of the race circuit for this event is 1.5.

22. STARTING PROCEDURE

Minimum Visibility

There must be at least one nautical mile visibility over the entire race course and there must be no forecast or other reason to believe that there will be any lesser visibility on any part of the course or its vicinity throughout the expected duration of the race.

Procedure for Starts

- (a) The distance between the muster area and the first turning buoy must be at least one nautical mile. – Unless specified differently in class rules and briefed accordingly at Drivers Briefing.
- (b) The muster area will be defined in Race Instructions and further explained at the drivers' briefing. Boats should proceed to the muster area as described at the drivers' briefing. Competitors are reminded to comply with the International Regulations for the Prevention of Collision at Sea and local bylaws whilst proceeding to the muster area.
- (c) Once in the muster area, boats must be off plane (bow down, no wake) and must circle in a counter-clockwise direction.
- (d) The start chute, between the muster area and the first turning mark must be straight, be adequate for the number of starters and be kept clear.
- (e) Two minutes before the start of the race, the start boat will raise and continue to display a yellow flag. This indicates the commencement of the start procedure. The start boat will then proceed across the start chute between the fleet and the first race mark and then return across the start chute. When the start boat has crossed the start chute for the second time, it will turn and begin its start run towards the first race mark – see diagram 1.
- (f) N.B. The start boat may begin crossing the start chute in either direction. This will be detailed in the drivers' briefing.
- (g) All race boats may then begin their start run towards the first race mark remaining at least 30 metres behind the start boat until the raising of the green flag.
- (h) Race boats must observe a safe spreading distance of at least 3 metres between boats and no boat shall run directly behind the stern of the start boat – see diagram 2.
- (i) When the starter is satisfied that all boats are in an acceptable racing line and proceeding at a suitable speed, the green flag is raised and the yellow flag is lowered simultaneously.

The raising of the green flag determines the actual start except for time keepers – see point (j) below.

- (j) For timekeepers, the official start is when the leading boat crosses the start line; the start line an imaginary line running North/South – 0.7 nm East of Bournemouth Pier.
- (k) If at any time during the start procedure (prior to the green flag being raised) a red flag is raised, the start has been aborted and all boats must return off plane to the muster area for restart or follow specific instructions of the start boat.
- (l) A boat that is in the muster area but is unable to start for any reason must not interfere with the start. The boat must go to one side of the chute and request permission to start from the OOD before commencing its start. Late starters are only permitted at the discretion of the OOD. Alternative instructions for late starters may be given in the Race Instructions and by the OOD at the drivers' briefing
- (m) It is recommended that the Start boat personnel should be limited to the following: a driver, flag person, flag person assistant and the starter.
- (n) Penalties for infringement of the starting procedure are as follows, but may be altered in the Race Instructions:

(i)	Failing to respect a safety distance of 30 metres	3 minutes
(ii)	Turning wrong direction during muster	1 minute
(iii)	Interference with starting procedure	Disqualification
(iv)	Planing in the muster area	2 minutes
(v)	Failure to respect a safe spreading distance	2 minutes
(vi)	The boat of any boat in front of the transom of the Start Boat when the green flag is raised	3 minutes

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

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

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

Diagram 1 – Start procedure under yellow flag

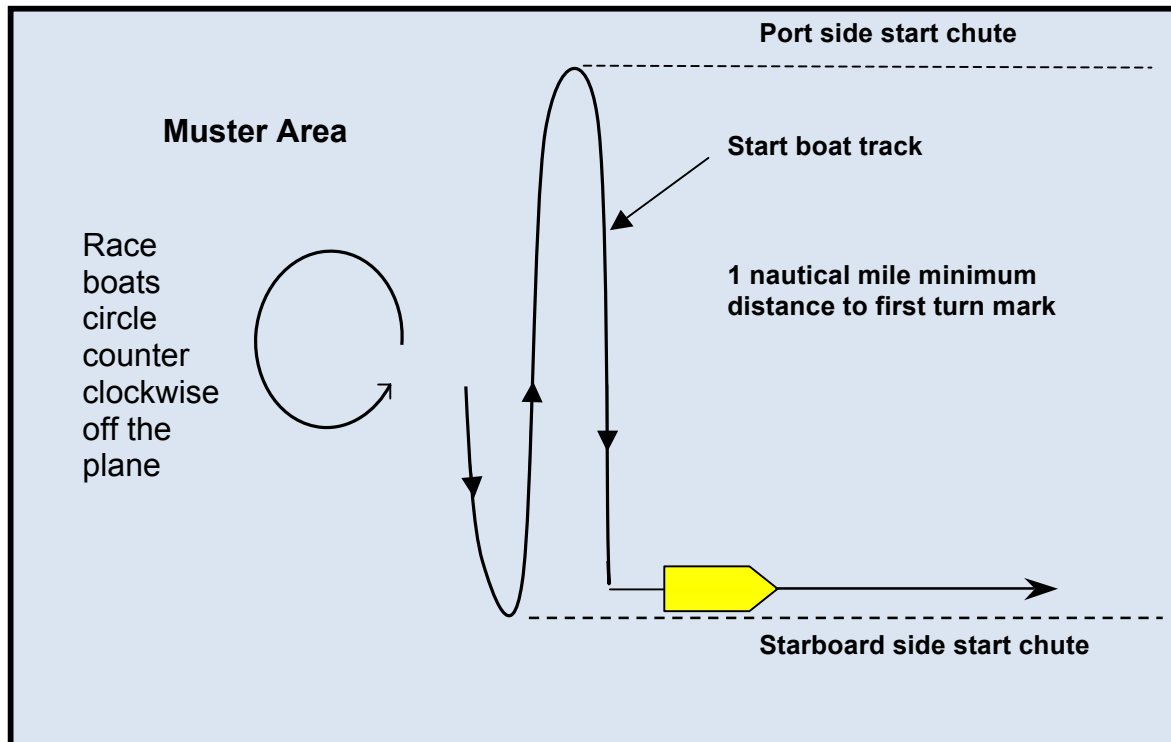
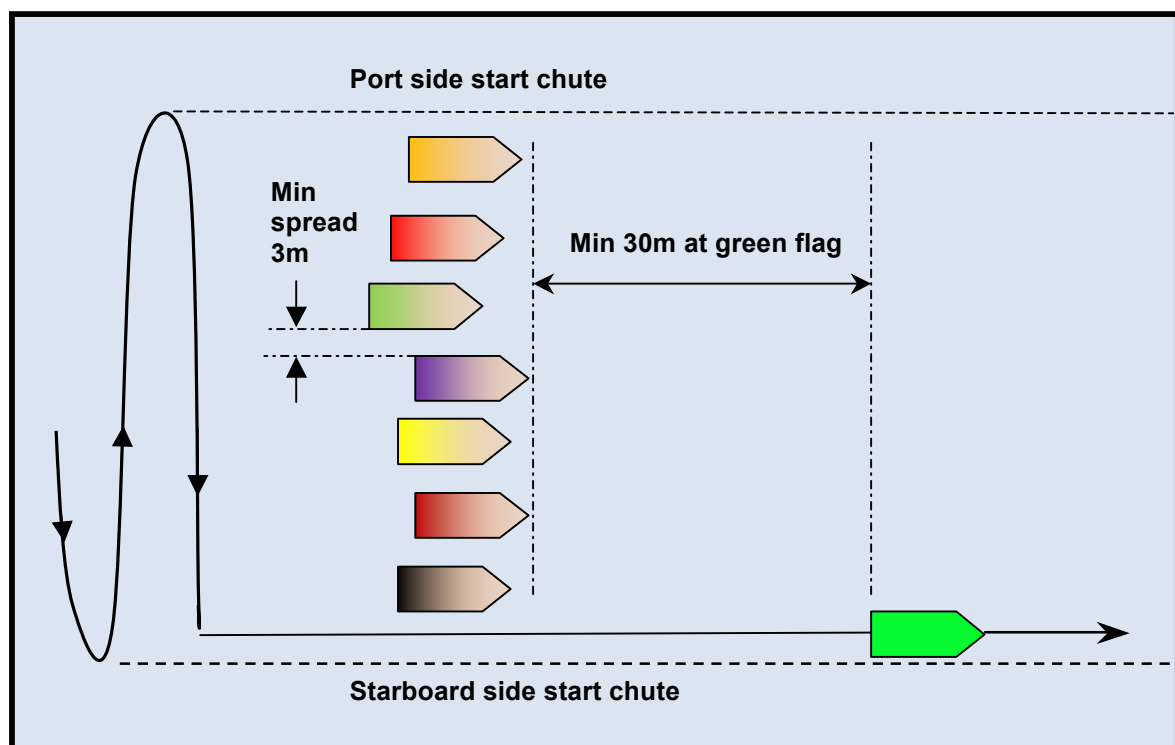


Diagram 2 – Start procedure, green flag



23. POSTPONED START

If it is necessary to delay the Start, the Start Procedure will **not** commence at the scheduled time. Instead, the Start Boat will indicate the postponement time. At 2 minutes before the new start time, the Start Boat will proceed as per the normal start procedure. It is strongly recommended the crews with VHF radios keep a listening watch on their designated VHF Channel during any delay.

24. START ABORT PROCEDURE

If at any time during the start procedure, a *RED FLAG* is raised, this signifies the Start is aborted and the Race boats must slow down carefully and return to the mustering area for a re-start. Re-starting after any abort will follow the same start procedure.

25. RACE CANCELLATION

If at any time BEFORE the start of the race the Start Boat displays a single RED FLAG, this will signal that the race has been cancelled. ALL competitors should return to the Wet Pits and report to Race Administration.

26. SHORTENED COURSE (CURTAILMENT)

The races can be curtailed at the discretion of the Officer of the Day. Should this be necessary, then the Class curtailment procedure as described in PB1 Class Rules Will be implemented

27. STOPPING THE RACE:

For reasons of 'force majeure', the O.O.D. may stop the whole of the races. This will be signified by a RED FLAG being waved from the Official Patrol Boats and the Finish Line. On seeing this signal, ***all boats must stop racing***, come off the plane and proceed with caution at slow speed to the recovery area. Boats with VHF radios should listen out for information and/or instruction

28. INCIDENT PROCEDURE

- (a) In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet – see Rule R.74.
- (b) There is NO OVERTAKING in the vicinity of the yellow flags.
- (c) When it is deemed the course is clear, yellow flags will be removed.
- (d) In the event of a serious incident, the red flag procedure will apply.
See Flag Procedure Section below.
- (e) It is the crew members' responsibility to monitor the all flag signals whilst deployed.

29. SERIOUS INCIDENT PROCEDURE

In the event of a serious incident the race will be red flagged and all Race Boats must cease racing immediately. This procedure may be adopted if crew members are ejected into the water and this will be fully briefed at Drivers Briefing.

30. EVENT SAFETY COVER

This event will be run in accordance with RYA safety requirements and as set out in the Event Risk Assessment.

All competitors running boats with cockpit safety cells and restraints are reminded that they are responsible for their own safety and that in the event of a capsize their own survival depends on

their ability to extract themselves from the boat. Limited safety cover at the event may be available to assist but all crews must accept that this assistance cannot be relied upon and should be considered as secondary to their own capacity for self-extraction. The RYA recommends that all crews in restraint boats take a scuba diving course such as provided by PADI or BSAC.

31. ACCIDENT AID

It is mandatory for a boat(s) to stop to give aid at an accident unless otherwise specified in Class Rules or at Drivers Briefing. Crews that have stopped to assist at an incident shall immediately advise Race / Safety Control of the incident.

32. DISTRESS PROCEDURE

Any craft in a distress situation should notify the Safety Officer on the designated VHF Safety Channel, stating race number, position and the nature of the distress. If no response use VHF MAYDAY distress procedure on Channel 16, and wave the orange flag and report to the nearest Patrol/Rescue Boat. Remember a MAYDAY call should only be sent when there is grave and imminent danger or when there is a life threatening or vessel threatening situation

33. RETIREMENT

All competitors are reminded that they must inform either the Race Safety Officer or if this is not possible a race official as soon as they retire from the race. Full details of the retirement communications procedure will be given at Drivers Briefing. Competitors are also reminded that where practical they must raise the orange flag to indicate they have retired from the race.

Competitors who do not make known their retirement from the race and/or who do not fly their Orange Flag will be reported to the National Authority for possible disciplinary action.

34. FINISHING

When the leading boat in each race crosses the finish line, they will be shown the class finish flag. All following boats in the race will then be flagged as Finishers. On receiving the Finish Flag, race boats are to slow down and turn to Port/Starboard to carefully keep clear of the course whilst other craft are still racing. It is not permitted to continue racing after receiving the Finish Flag. When it is safe to do so, return to the pits, observing all Harbour Speed Limits.

To qualify as a Finisher, competitors have to complete the course correctly as set in the Race Instructions, described at Drivers' Briefing and any instructions given in any race Bulletins. It is the responsibility of each Competitor to ensure that they have received all of these issued instructions. Failure to comply with these instructions will result in exclusion from the Results.

35. OUTSIDE ASSISTANCE

Refuelling or outside assistance will not be permitted during the National or Club races. Penalties for such may be disqualification.

36. COURSE DETAILS

Charts Admiralty Chart No 2175

Chart datum reference: WSG 84

A schematic drawing of the course is provided for your assistance.

It is not to be used as a chart for navigational purposes.

Course Marks

A full description of each course mark will be given at Drivers' Briefing, including the start run and any exclusion zones.

Muster Area

1 cable WEST of Boscombe Pier

Start Line

An imaginary line running North/South – 0.7nm EAST of Bournemouth Pier.

Lap/Finish Line

A GATE formed by an orange pillar buoy 10 metres SOUTH of Bournemouth Pier head and a pillar buoy (Mar 1) laid 1.5 cables SOUTH thereof.

Marks of the Course

<u>Mark</u>	<u>Latitude</u>	<u>Longitude</u>	<u>Mark Description</u>
Mark 1(gate)	(Lapline & FinishLine)		Laid marks off Bournemouth Pier Head
Mark 2	50°42.20'N	01°53.40'W	Laid mark
Mark 3	50°41.06'N	01°54.18'W	Sailing Awards.com- yellow sailing mark
Mark 4	50°41.24'N	01°52.68'W	Jenkins Marine - yellow sailing mark
Mark 5	50°42.92'N	01°49.10'W	Boscombe East - yellow can
Mark 5a	50°42.72'N	01°49.10'W	Laid mark
Mark 6	50°42.88'N	01°50.43'W	Boscombe Pier - yellow tower outfall buoy

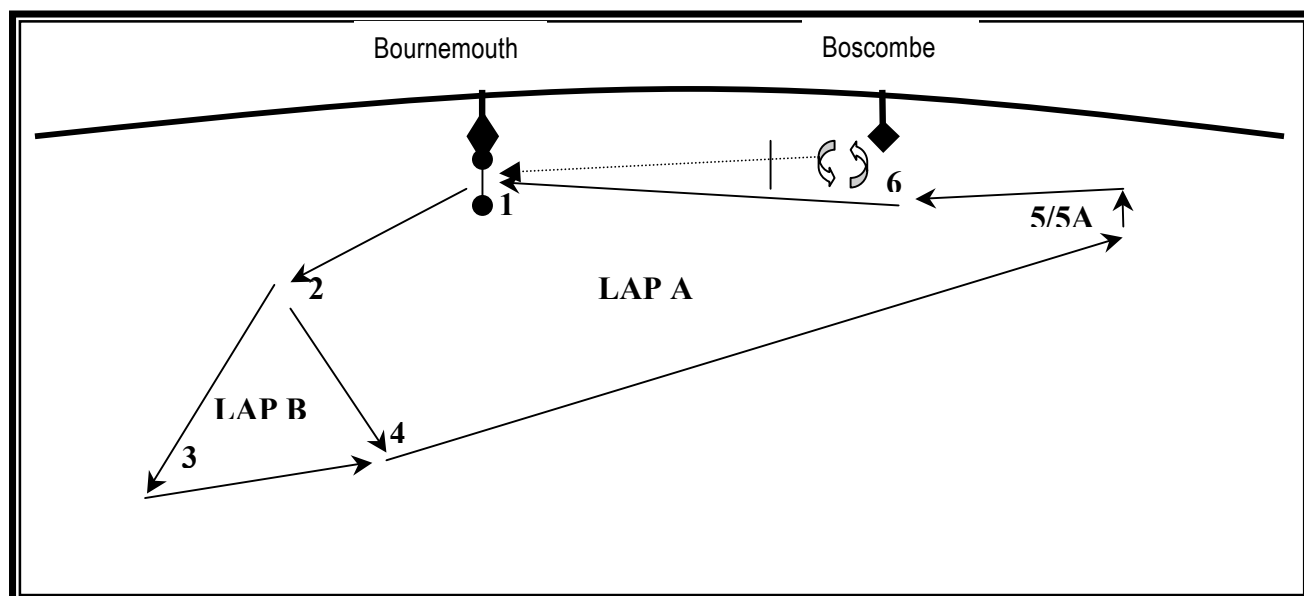
Laps

<u>Mark</u>	<u>To</u>	<u>Mark</u>	<u>Distance (Nm)</u>	<u>Leave to</u>
Start Run				
Start Line		Lapline(Mark 1)	0.70nm	Gate
Lap A				
Lapline		Mark 2	0.79nm	Port
Mark 2		Mark 4	1.06nm	Port
Mark 4		Mark 5a	2.72nm	Port
Mark 5a		Mark 5	0.20nm	Port
Mark 5		Mark 6	0.85nm	Starboard
Mark 6		Lapline	1.31nm	Gate
		Total Distance	6.93nm	
Lap B				
Lapline	To	Mark 2	0.79nm	Port
Mark 2	To	Mark 3	1.24nm	Port
Mark 3	To	Mark 4	0.97nm	Port
Mark 4	To	Mark 5a	2.72nm	Port
Mark 5a	To	Mark 5	0.20nm	Port
Mark 5	To	Mark 6	0.85nm	Starboard
Mark 6	To	Lapline	1.31nm	Gate
		Total Distance	8.08nm	

Race Distance

START RUN + B + B + B + A + A + A = 45.03 nm

Schematic Drawing of the Course



37. FLAG SIGNALS

Flag	Where Flown	Meaning
Yellow Flag	From Start Boat From Safety/Patrol Boat	Start procedure underway Incident in vicinity, proceed with care, no overtaking
Green Flag	From Start Boat	Race Start and last lap
Red Flag	From Start Boat (during start) From official boats	Start Aborted Race stopped
Chequered Flag	At Finish line	Race finished/curtailed
Black Flag	From Start boat	Boat disqualified from race – Boat number boat stop racing
Orange Flag	Flown from competing boat Waved from competing boat	Retirement Urgent assistance required
RYA Flag blue/yellow	From official boat	Indicates official boat

YELLOW FLAG – on seeing the yellow flag signal from an official boat, competitors **MUST ACKNOWLEDGE THE SIGNAL** proceed with caution, not overtake other race boats whilst in the area of the yellow flag and keep clear of any danger areas. The start boat yellow lights may be used in conjunction with yellow flags. These lights shall have the same meaning as a yellow flag. Any competitor who ignores or abuses the yellow flag signal may be penalised.

RED FLAG – on seeing the red flag signal, all boats shall stop racing immediately, turn in to the centre of the course and await further instructions.
Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.

If a competitor misses 2 red flags in any one race they will immediately be disqualified and referred to the RYA for further disciplinary action.

BLACK FLAG - any race boat deviating from the course into restricted areas, or displaying conduct deemed to be unsporting or dangerous, will be shown the black flag along with its race boat number the next time it passes the start boat and will be disqualified from the race. Disqualified boats must return to wet pits area, safely moving off the course and avoiding any interference with the race or other race boats. Disqualified boats will not be awarded points for that race and may be fined.

38. POST RACE DECLARATION

The Driver or Co-Driver must sign off at Race administration as soon as possible after their finishing time. Failure to do so within one hour of the finish of the race will incur exclusion from the results.

Protests against another competitor must be lodged by signing off time.

All Crew Members must report to Race Administration before the end of the event to sign off and collect race documentation.

39. RESULTS

The Results will be posted at Race Administration as soon as possible after each race.

Protests against the results must be lodged within one hour of the posting of results or otherwise as specified by the organising club

40. POST RACE SCRUTINEERING

Crew members must be available with their craft for post-race scrutineering if required up to **one hour** after the posting of the Results. One or more engines may be checked and fuel sampling may take place.

41. PENALTIES

Please note: There will be a £10 fine for using a mobile phone in the Club house; all fines donated to charity

42. PROTESTS TO RACE ADMINISTRATION

Against eligibility

BEFORE DRIVERS' BRIEFING

Against another competitor

BY SIGNING OFF TIME LIMIT

Against the Results

WITHIN 1 HOUR OF POSTING or as otherwise specified

Only completed RYA Protest Forms accompanied by a Protest Fee payment of £100 will be accepted by Race Administration. This Protest Fee will be refunded if the Protest is upheld.

43. PRIZE GIVING

Podium presentations will take place at The Royal Motor Yacht Club

Prize-giving will take place at 16.30

All competitors are required to attend.

Non Attendance at Prize Giving may result in Penalties being applied in accordance with Class rules.

A good standard of dress is required in the Club House at all times.

Prize Presentations Under Protest

In order to avoid embarrassing delays when prize presentations involve the media or civic dignitaries it is permitted to present prizes in race finishing order, leaving the officially confirmed results to be published later.

44. TROPHIES

Trophies will also be presented for the following categories:

Cancer Research Trophies

The RMYC Club Classics – F1, F2 and Unlimited 1st , 2nd , 3rd in Classes

1st in class for V-24

45. NOISE AND SPEED RESTRICTIONS

Competitors must obey all local regulations and Bye Laws relating to excessive speed and noise.

All competitors are requested to refrain from starting their engines unless absolutely necessary before proceeding to the race or official practice sessions. Failure to observe local regulations will result in penalties being applied.

SAFETY INFORMATION

SAFETY TAKES PRIORITY OVER RACING AT ALL TIMES

All Race Boats must observe the International Rules for the Prevention of Collisions at Sea when encountering any other Non racing craft

- A) Swimmers, board sailors, private and commercial craft of all types of may be encountered. Competitors are reminded to keep a sharp look out at all times and to take the necessary action in accordance with the IRPCS Rules.*
- B) Competitors are reminded to keep a sharp lookout at all times for any marine wildlife that may be encountered in the vicinity of the race course and take the necessary avoiding action.*
- C) Competitors are warned to remember their speed and the fact that other craft may not be fully aware or able to keep clear.*
- D) Competitors are asked to bear in mind that Official Patrol & Rescue boats have no power to insist that any craft or swimmer keep clear of the course of the race. Advice can only be given for the safety of other craft and swimmers.*
- E) International Code Flag "A" denotes "DIVERS". Competitors must give a wide clearance of at least 100mtrs.*
- F) The Course will be patrolled by Official Patrol & Rescue Boats with official Observer boats in the vicinity of certain race marks, other race marks may be observed from the shore*
- G) Any Official Patrol/Rescue boat may wave a yellow flag to give warning of imminent danger in its vicinity. Competitors seeing this signal are to acknowledge the signal, slow down to less than 15 knots and keep clear of the danger area.*

Mandatory Insurance

Drivers (2 per boat) require £5 million on water and £10 million on land Third Party Public Liability Insurance. (RYA Licences provide this)

Insurance Excess

Third Party Public Liability Insurance cover provided by the RYA licence at powerboat races is subject to a 'claim excess' of £1000.

Drivers are reminded that, if a claim is made and upheld for Third Party damage caused by you or your boat, liability for the payment of this excess is the responsibility of the driver of that boat.