



## SALCOMBE POWERBOAT GRAND PRIX 2010

### Event Race Instructions

CLUB  
10<sup>th</sup> to 12<sup>th</sup> September  
Approved by



Organised By  
Steve Oaten  
OCRDA

C/O South Hams Clutch Centre  
Churchstow, Kingsbridge, TQ7 3QH  
01548 856154

chairman@ocrda.org  
Bob McCarthy 01548 856154

In association with  
Salcombe Town Council

## **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 upon 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 Secretary**

Name Carole McCarthy  
Address South Hams Clutch Centre, Churchstow, TQ7 3QH  
Telephone 01548 856154  
Email cags.mccarthy@hotmail.com

## **3a Event Organising Committee Bob McCarthy, Steve Oaten**

### **3b Race Committee**

Officer Of the Day	Roy Trott
Safety Officer	Steve Oaten
Race Secretary	Carole McCarthy
Chief Scrutineer	Matt Humby
Chief Time keeper	Carole McCarthy
Chief Marshal	Barry Groves
Local Harbour Master	Ian Gibson

### **4 Race Officials**

Officer of the Day	Roy Trott
Safety Officer	Steve Oaten
Race Secretary	Carole McCarthy
Race Administration	Carole McCarthy
Chief Scrutineer	Matt Humby
Scrutineer/s	Andy Nelves
Chief Marshal	Barry Groves
Chief Time Keeper/Lap Counter	Carole McCarthy
Time Keeper/ Lap Counter	Rosie Austin, Steph Hall
Medical Officer	Iain Ashton
Training Officer	Bob McCarthy
Officials in Training	Graham Lawton, Adrian Roberts (Scrutineer) (Timekeeper)

## **5 Race Jury**

Andy Nelves, Ian Jacobson, Adrian Roberts.

## **6 Race Status**

Club

## 7 Licence Status

National: RYA National Licences for all competitors.

For competitors who do not hold an RYA Full licence a maximum of 2 Event Licences per season

Club: 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 Timetable

<b>Friday 10<sup>th</sup> September</b>	From	Until
Social Ferry Inn	19:00	Late
<b>Saturday 11<sup>th</sup> September</b>	From	Until
High Tide	09:34	N/A
Drivers Arrive From	00:01	08:00
Race Administration Open	08:30	11:30
Race Administration Open	15:15	16:30
Signing In	08:30	10:00
Scrutineering	09:00	10:30
Safety briefing	10:30	11:00
Drivers Briefing	11:30	12:00
Launching	12:15	13:00
Official Practice	13:15	13:25
Race 1 Start	13:30	14:00
Race 2 Start	14:15	14:45
Recovery	15:00	16:00
Social Ferry Inn	19:00	Late
<b>Sunday 12<sup>th</sup> September</b>	From	Until
High Tide	10:11	N/A
Drivers Arrive From	N/A	N/A
Race Administration Open	09:00	11:00
Race Administration Open	14:30	16:00
Scrutineering	09:00	10:00
Safety Briefing	09:15	09:30
Drivers Briefing	09:45	10:00
Launching	10:30	12:00
Race 1 Start	12:30	13:00
Race 2 Start	13:15	13:45
Recovery	14:00	15:00
Prize Giving	16:00	

## **9 RULES AND REGULATIONS:**

The races will be run under current rules as stated in R.Y.A. PB1, together with these Race Instructions and any other instructions issued before or at Drivers' Briefings or in Race Bulletins.

The Organisers reserve the right to change these Instructions at any time 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.

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 organising club.

## **10 Race Administration**

Blue Water Marine Cafe, Island Street, Salcombe.

## **11 Registration**

On arrival at the race site, All crew members should report immediately to the Race Administration. (See Timetable)

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 possession 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 & SPECIAL CONDITIONS**

WET PITS: Batson Car & Boat Park

DRY PITS: Batson Car & Boat Park

Parking is provided for Race boat and one accompanying vehicle only. This Vehicle should display its official parking pass (if applicable) at all times during the event.

Extra Parking, If required will be the responsibility of the race crews  
Security of boats and/or equipment is the responsibility of the entrant. The host venue or event organisers will not be held responsible for personal effects.

## **13 FUELLING ARRANGEMENTS**

Boats to arrive fully fuelled and ready to race.

Refuelling is ONLY permitted in the designated Fuel Pit Area with permission of a race official.

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 the 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 or 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 RYA 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).

## **16 RACING VESTS**

- (a) Racing Vests must be worn at all times by all persons on board whilst on the water and under way.
- (b) The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:
  - i. All vests must have an inherent buoyancy of at least 100 Newton and shall be fitted with collars 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 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.

NB// The efficiency of helmets and racing vests is the sole responsibility of the wearer and must be worn in accordance with class specific rules PB1 2010.

On completion of scrutineering any defects will be noted on the scrutineering card and it is the competitors' responsibility to rectify all such defects to the satisfaction of the scrutineer prior to being allowed to race.

The completed Scrutineering Card must be returned to Race Control. An Entrant who has not returned a cleared Scrutineering Card to Race Control will be posted as a NON-STARTER and cannot race.

## **17 LAUNCHING**

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

### *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.

## **18 Drivers' 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 has passed scrutineering.
- (b) It is forbidden to start the motor with the propeller rotating in the air.
- (c) ALL SMOKING OF ANY TYPE IS PROHIBITED IN THE PIT AREAS. Adequate signs will be posted to this effect and the rule will be rigorously applied by pit marshals.

## **19 Drivers Briefing**

Mandatory Drivers Briefing will take place in the: The Blue Water Marine Cafe  
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 these Race Instructions prior to attending the Drivers' Briefing



NB// Competing crew members only will be allowed to attend the Drivers Briefings.

## **20 TRAINING & LICENCE UPGRADES**

See Training Syllabus on RYA Website [www.rya.org.uk](http://www.rya.org.uk)

## **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 **ONE IT IS THE DRIVERS RESPONSIBILITY TO KNOW THE CORRECT COURSE.**

## **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) *ALL heats will utilise the STANDING (off plane) Start Procedure*
- (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 may circle in either 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.
- (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.
- (i) After 2 minutes the starter will raise the green flag whilst simultaneously lowering the yellow. The raising of the green flag determines the actual start
- (j) The official start is when the green flag is raised
- (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
- (l) A boat that is in the muster area but is unable to start for any reason must not interfere with the start. It may however start when the course is clear enough to do so without interference to other craft.

- (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	N/A
(ii) Turning wrong direction during muster	N/A
(iii) Interference with starting procedure	Disqualification
(iv) Planing in the muster area	2 minute
(v) Failure to respect a safe spreading distance	2 minutes
(vi) The bow of any boat in front of the transom of the Start boat when the green flag is raised.	3 minutes

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

- (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.

## **23 POSTPONED START:**

If it is necessary to delay the Start 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 that 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 await further instruction

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 muster 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.
- (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.

**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 an 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

Marathon Classes may use assistance as per PB1 Marathon Rule M2.2

### **36 COURSE DETAILS**

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 Heats 1 & 2*

SW of Mark One In Starehole Bay

#### *Muster Area Heats 3 & 4*

South of Ferry Crossing adjacent to mark 5

#### *Start Run*

Off Plane Standing Start

#### *Lap/Finish Line Heats 1 & 2*

Between Mark 3 and Committee boat

Heats 3 & 4 After mark 6 a line projected from sailing club to Sail Mark

### **Marks of the Course Saturday**

<b><u>Mark</u></b>	<b><u>Latitude</u></b>	<b><u>Longitude</u></b>	<b><u>Mark Description</u></b>	<b><u>Leave to</u></b>
Mark 1			Laid Orange	Port
Mark 2			Laid Red	Starboard
Mark 3			Laid Orange	Port
Mark4			Laid Orange	Port
Mark 5			Laid Orange	Port
Mark 6			Laid Red	Starboard
Mark 7			Laid Orange	Port
Mark 8			Laid Orange	Port

### **Laps**

<b><u>Mark</u></b>	<b><u>TO</u></b>	<b><u>Mark</u></b>	<b><u>Distance (NM)</u></b>
Mark 1	To	Mark 2	0.18nm
Mark 2	To	Mark 3	0.14nm
Mark 3	To	Mark 4	0.03nm
Mark 4	To	Mark 5	0.16nm
Mark 5	To	Mark 6	0.05nm
Mark 6	To	Mark 7	0.05nm
Mark 7	To	Mark 8	0.07nm
Mark 8	To	Mark 1	0.18nm
		Total Distance	0.86nm =1ml

### **Marks of the Course Sunday**

<b><u>Mark</u></b>	<b><u>Latitude</u></b>	<b><u>Longitude</u></b>	<b><u>Mark Description</u></b>	<b><u>Leave to</u></b>
Mark 1			Laid Orange	Port
Mark 2			Laid Red	Starboard
Mark 3			Laid Orange	Port
Mark4			Laid Red	Starboard
Mark 5			Laid Orange	Port
Mark 6			Laid Orange	Port

### **Laps**

<b><u>Mark</u></b>	<b><u>TO</u></b>	<b><u>Mark</u></b>	<b><u>Distance (NM)</u></b>
Mark 1	To	Mark 2	0.08nm
Mark 2	To	Mark 3	0.03nm
Mark 3	To	Mark 4	0.43nm
Mark 4	To	Mark 5	0.14nm
Mark 5	To	Mark 6	0.02nm
Mark 6	To	Mark 1	0.63nm
		Total Distance	1.33nm

### **Race Distance**

25 mins + 1 Lap









Muster standing Start to mark-1 (-.72 Mls)

Lap Distance= 1.52 Mls

Salcombe, UK

East Portle

Google  
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50°13'56.10" N 3°46'00.96" W elev 10 ft

Eye alt 5313 ft

## 7 Flag Signals

Flag	Where Flown	Meaning
Yellow Flag	From Start Boat	Start procedure underway
	From Safety/Patrol Boat	Incident in vicinity, proceed with care, no overtaking
Green Flag	From Start Boat	Race Start and last lap
Red Flag	From Start Boat (during start)	Start Aborted
	From official boats	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	Retirement
	Waved from competing boat	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**

Race Organisers may apply penalties referred to in class rules as well as additional penalties listed below

Missed Mark of the course 1Lap penalty being the lap the mark was missed on. Missing 2 marks on same lap will result in disqualification.

#### **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

Prize-giving will take place at 15:00

All competitors are required to attend.

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

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 be presented for the following categories:

1st, 2<sup>nd</sup> & 3rd in all Classes with a min of 4 entries

1<sup>st</sup> & 2<sup>nd</sup> in all classes with a min of 3 entries, 1<sup>st</sup> only if only 2 entries.

#### **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.