

MARATHON CLASSES RULES

WC1 AUTHORITY AND JURISDICTION:

1.1 The Rules and Regulations for this Event have been drawn from a combination of RYA National Offshore Rules and UIM Pleasure & Navigation International Rules. The Event will be run under the Rules and Regulations of this Programme and any subsequent Race Instructions and Bulletins as may be issued in writing by the Organisers within the permitted jurisdiction of the Organisers.

1.2 The Event is under the sole jurisdiction of the Organising and Race Committee whose decisions on the interpretation of these Rules & Regulations and acceptance of entries and classification of entries **are final. The Race Committee and Organisers reserve the right to refuse any entry which it considers not suitable for the race, is in violation of any rule or is likely to bring the sport into disrepute. The Race Committee and Organisers are under no obligation whatsoever to explain their reasons for such an action at any time.** The Race Committee respectfully suggest that should any competitor be in doubt regarding the eligibility of their entry, they should contact the Organisers well in advance of the starting date for guidance. Enquiries and Responses should be in writing.

1.3 ***Marathon Licensing Requirements.***
Competitors who have not held a Marathon Licence must submit a detailed CV of their racing and boating experience to their National Authority This C.V. must demonstrate practical experience and theoretical knowledge to a minimum "RYA" qualification or military equivalent of: RYA Day Skipper – or RYA Coastal Skipper – or RYA Yachtmaster – or – RYA Advanced Powerboat (not RYA Powerboat Level 2 on its own). National equivalent qualifications approved by the applicants National Authority will also be accepted

For ultra long distance marathon races in excess of 500 miles such as Round Britain and Cowes Monte Carlo the minimum qualification is RYA Advanced Powerboat or RYA Coastal Skipper or local National equivalent qualifications approved by the licence holders National Authority
Foreign competitors wishing to apply for a UK Marathon Licence must submit a detailed CV in accordance with the above and provide either RYA qualifications as listed above or recognised equivalent qualifications from their own National Authority.

Previously experienced competitors who do not hold a formal qualification will be assessed by their own National Authority in order to determine if the competitor competent and eligible to apply for a marathon licence.

A current sea survival certificate must be held by the nominated driver and co-driver.

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All competitors and crew members who race in boats with restraints, canopies, and partial canopies must hold a current immersion test certificate.

*Minimum number of crew on board is 2 persons; maximum number of crew on board is 6 persons. **Minimum age is 18 years at the start of the event.***

- 1.4 The Race Committee reserve the right to terminate the race at any time and this is totally at their discretion.
- 1.5 Any infringement of the Rules and Regulations, the Race Instructions and Race Bulletins including those issued at Drivers' Briefings, may lead to disqualification.
- 1.6 The Rules & Regulations detailed below are current at time of publication, but the Race Committee reserve the right to make further changes for safety and other reasons at their discretion. No changes will be made to the Rules & Regulations after 90 days prior to the start of the event except for safety reasons.
- 1.7 In these Rules, the words "shall" or "must" means mandatory; the word "should" means recommended.

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- 1.8 Disqualification** The Race Committee reserve the right to disqualify a driver from the entire race for such faults as dangerous driving, or any other conduct which is considered prejudicial to the best interest of the race, its sponsors, the other competitors or the organisers.

All Boats must start and finish and carry throughout the race the minimum equipment list as detailed in Appendix 1. Further additional equipment may be specified by in Race Instructions by event organisers.

WC2. COMPETITION RULES:

2.1 DECALS - UIM 1200.2.1

Competing craft will be asked to display the race decals on either side and on the deck of the craft. The decals will be provided by the Organisers/Sponsors.

2.2 OUTSIDE ASSISTANCE - UIM 1200.2.2

No outside assistance is allowed during a race. Competitors may however refuel during a race at recognised port or marina fuel outlets within harbour confines. Ship to ship or air to ship refuelling at sea is not permitted. Any competing craft may be towed and if a tow is accepted, then that competitor will be treated as a retirement from the race or that particular leg of the race.

2.3 IDENTIFICATION - UIM 1200.2.3

All competing craft must carry race numbers as laid down in the UIM Rules: this includes deck numbers. Race numbers shall include a prefix letter, 'A', 'B', 'C', 'D', 'E', 'F', 'G' or 'H' to match each sub-class of Marathon classification. Numbers shall be painted in waterproof black paint on a yellow or white background or be made of black coloured self-adhesive materials of adequate strength. No number may begin with a zero. All numbers shall be plain and upright. The numbers shall be painted as to be clearly visible from both sides and above. Numbers must be placed on both sides of the hull within the front third of the boat and on the foredeck within the front third of the boat. Numbers displayed on the foredeck must read correctly from the transom and shall be underlined by a black bar.

Minimum dimensions for individual numbers must be:

Height = 30 cm; width = 23 cm; thickness = 5 cm; spacing = 13 cm.

The background shall extend at least 23 cm in front of and beyond the end number and at least 7.5 cm above and below the numbers.

British boats will be expected wherever possible to make a race number change where an overseas competitor has the same number.

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ADVERTISING - UIM 1200.2.4

- 2.4** No part of any advertising, sign writing, flags, badges, emblems or marks of any kind shall be within 24 inches of the race number. No material may be displayed which advertises any product which is in conflict with the race sponsor's products unless prior permission in writing is obtained. Display material considered to be offensive in the opinion of the organisers will be required to be removed. Failure to comply could result in disqualification.

2.5 RACE FUEL - UIM 1200.2.5

Only standard fuel as available from retail pump outlets will be allowed. No performance enhancing additives are permitted.

WC3. RACE BOATS:

3.1 HULL LENGTH - UIM 1200.3.1

***The minimum** hull length for all competing craft is 24ft/7.32 meters and the maximum for all is 50ft / 15.20 metres using UIM standard measurement procedure. See Class classifications. A diagram is available from the Organisers for clarification*

3.2 SPEED - UIM 1200.3.2

All competing craft must be capable of exceeding 40 knots, except for Historic Class boats. Historic Class boats must have a speed capability of 30 knots up to a maximum of 50 knots.

3.3 MONOHULL BOATS - UIM 1200.3.3

*In the Spirit of Offshore Endurance Racing, all competing craft must be Monohull **or stabilized Mono Hull** unless otherwise agreed by the race organizer. Partial canopies may be permitted subject to the technical inspector's approval, ~~which must be obtained a minimum of 3 months before the event~~ **this approvals process must be commenced a minimum of 3 months before the event.** Canopies are permitted but must comply to UIM 508 Rules.*

Stabilized Monohull – Definition *A planning craft with a single, central main hull that provides the majority of the hydrodynamic lift (greater than 90%) when proceeding at planning speed, coupled with two stabilizing sponsors, placed on each side of the main hull, that provide stability in roll.*

3.4 CANOPIED BOATS - UIM 1200.3.4

Must have a current Measurement Certificate and comply with full UIM 508 rules for canopies.

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Additionally the following rules apply:

- 1 Boat builders/designers must confirm in writing that the boat is designed for such activities and to race in a given class. This confirmation is to be supported by detailed technical drawings as appropriate.**
- 2 Crew must be able to demonstrate that they can safely exit the boat (maximum recommended exit time 30 seconds) This may be subject to scrutineer testing at events.**
- 3 The nominated skipper of the vessel accepts ultimate responsibility for complying with all of the above requirements**
- 4 Carbon monoxide sensors and alarms must be fitted in all canopied boats.**

3.5 PARTIAL CANOPY BOATS - UIM 1200.3.5

Partial canopies may be permitted subject to the technical inspector's approval, this process must be commenced a minimum of 3 months before the event.

*There must be an open top frame with a minimum open space sufficiently large (minimum 55cm X 82.5cm) for each person in the boat to exit immediately. Alternatively, there must be an open space in the rear of the craft sufficiently large (minimum 1.3m X 1.3m) for all crew to exit the boat immediately. **Access at this opening must not be restricted in any way whatsoever.***

Partially canopied boats may have restraint systems fitted which, if fitted, must comply with the following Offshore Rules: 508.01 (Crew Immersion Test), 508.17 (Air Supply), 508.19 (stop buttons for engine cut-off), 508.21 (Rear of Head Protection) and 508.22 (Specification of 5 or 6 strap Harness).

Additionally the following rules apply :

- 1 Boat builders/designers must confirm in writing that the boat is designed for such activities and to race in a given class. This confirmation to include key safety points below, with detailed technical drawings supplied as appropriate.**
- 2 Crew must be able to demonstrate that they can safely exit the boat (maximum recommended exit time 30 seconds) This may be subject to scrutineer testing at events. .**
- 3 Seat belt mounts must be of appropriate strength and position, considering the boats maximum designed speed – see 508 rules**
- 4 Structure of the partial canopy must be of similar strength to the hull/running surface of the boat**
- 5 The screen must be of a suitable materials and have flanges adequate to offer the strength required to meet the anticipated loads and speed of the craft**

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- 6 All crew must have in date immersion test training and hold a current immersion test certificate.**
- 7 Doors or hatches must be so designed to allow them to be easily opened from inside and out and must be labelled to allow rescuer to immediately understand opening system and backup system – hinges must have removable pins**
- 8 There must be an air system provided for each crew member – spare air systems are not acceptable**
- 9 There must be a minimum clearance between seats or door aperture of 40cm if this is the primary exit route**
- 10 The nominated skipper of the vessel accepts ultimate responsibility for complying with all of the above requirements**
- 11 Carbon monoxide sensors and alarms must be fitted in all canopied boats.**

3.6 SEAT BELTS/RESTRAINTS - UIM 1200.3.6

No seat belts or restraints whatsoever are permitted in open-top open boats, i.e. boats with no canopies or boats with no partial canopies.

3.7 REINFORCED WATER DEFLECTOR - UIM 1200.3.7

ALL Craft with a top speed in excess of 50 knots which do not have a forward cabin structure must have a Reinforced Water Deflector over and under the deck, designed and constructed of materials with sufficient strength to provide adequate crew protection. The forward fairing on deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position. The top 5cm of the water deflector must be at least 45 degrees from the horizontal with a minimum of 30cm width per person measured transversely in the horizontal plane. The Reinforced Water Deflector must be designed and constructed so as to present no hazard if the crew is thrown forward and must be so designed that it would not restrict the crew from being ejected in all cases. Open RIBs must have a solid fitted console to deflect water. In addition, all vessels must have a means of preventing the riding crew from sliding forward under the foredeck when in their normal racing position. A bulkhead or suitable kick-board in front of each of the riding crew must be fitted and be of sufficient strength to prevent the riding crew from forward movement in the event of rapid deceleration. The bulkhead/kick-board must be secured so that there is no more than 1 inch space between the crews' floor and the bulkhead.

3.8 UIM 1200.3.8

All competing craft must be capable of going astern.

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3.9 BOW BALLAST TANKS - UIM 1200.3.9

Bow ballast tanks are permitted.

3.10 LIFTING POINTS - UIM 1200.3.10

Where possible, teams should ensure that their boat has fixed lifting points, and their own certified strops, which must be carried in the boat. For ALL boats, the lifting positions of the craft for emergency lift by crane slings must be clearly marked on either side of the boat.

3.11 BUOYANCY - UIM 1200.3.11

It is recommended that enough buoyancy is provided in the race boat or in the material used for its construction to ensure that the boat floats if capsized or holed.

3.12 BILGE PUMPS - UIM 1200.3.12

Suitable and automatic bilge pumps shall be fitted to the boat capable of pumping out all sections of the boat even where water-tight bulkheads are fitted. They shall be accessible and be fitted with a suction pipe leading to the lowest point of the bilge and with a discharge pipe overboard. There shall also be at least one manual bilge pump in the boat.

3.13 PUMP - UIM 1200.3.13

All RIBS shall carry a hand or foot pump capable of being operated below the gunwale.

3.14 DECK FITTINGS - UIM 1200.3.14

All boats must have guard rails or handholds as rails or handles raised above the deck of a suitable material or wire in stanchions. A single rail would suffice. A rope secured to the bow and made fast in the cockpit will not be accepted.

3.15 TOWING - UIM 1200.3.15

*All vessels must be fitted with a proper facility (~~Sampson post or cleat~~) **a properly designed towing point** of adequate construction and strength for the boat to be towed when waterlogged for extended periods. Tow lines suitable in length and strength for the boat in all weathers must be carried by all craft and must be permanently attached to the strong point during races **unless the crew can demonstrate that a towing line can be easily attached***

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to the towing point whilst at sea. This towing line must have a fixed loop to provide ease of attachment. In addition each boat should carry sufficient fenders & warps as to be able to dock or raft independently in port or to be able to raft suitably to another vessel if assistance was either required or being offered.

3.16 ANCHOR - UIM 1200.3.16

Anchor/s with adequate anchor lines must be carried at all times and shall be of a weight and type adequate to hold the boat and shall be properly stowed in an accessible place.

COMPASS – UIM 1200.3.17

Compass, Charts/back-up navigation and Nautical Almanac:

- 1. Compass - All boats must be equipped with a liquid filled magnetic compass. Compass deviation cards for magnetic compasses must relate to adjustment within the 12 months prior to the date of the event. Electronic compasses may be used in addition.**
- 2. Charts/back-up navigation system – All boats must carry at all times a comprehensive set of paper charts of suitable scales and detail to enable safe navigation over the entire course. Or portable electronic chart plotters with additional emergency batteries.**
- 3. Nautical Almanac – All boats must carry at all times a nautical almanac providing detailed navigational information of the entire course.**

3.18 NAVIGATION LIGHTS - UIM 1200.3.18

Navigation lights in working order shall be carried in accordance with International Rules for the Prevention of Collisions at Sea.

3.19 FOG HORN/TORCH - UIM 1200.3.19

All boats shall carry an efficient fog horn and a powerful waterproof torch.

3.20 ENGINE CUT-OFF DEVICES - UIM 1200.3.20

Engine cut-off devices for connection to the crew are mandatory (first man out shuts off engine). An emergency over-ride system to restart the engine/s shall be mandatory. The lanyards used must not exceed 120cm

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between driver and the boat. The emergency cut-off devices must be positioned so that when they operate the lanyard and cap (or clip) will not catch or foul. The lanyards shall be attached to all crew members at all times when the boat is racing. For boats using restraints, see 3.5 above for stop buttons.

3.21 FUEL TANKS - UIM 1200.3.21

Fuel tanks must be purpose made and permanently fixed. They must be secure, non-leaking, vented, grounded and have an easily accessible means of shutting the fuel supply off from the tank/s. For safety, it is strongly recommended that fuel tanks in engine compartments are suitably encased to prevent any flying objects in the engine compartments from penetrating the bare skin of the fuel tank. When additional electric pumps are fitted to the fuel supply of outboard motors, a fuel cut-off switch for the pump shall be fitted in easy reach of all crew members. The positioning of the fuel cut-off switch must be clearly marked for safety reasons. **Fuel transfer at sea is only permitted between your own fixed onboard tanks. Race fuel may not be stored or carried on board in any jerry-can type of container.**

3.22 BATTERIES - UIM 1200.3.22

Batteries shall be housed in ventilated compartments, mounted upon a secure and solid platform and be fitted with an isolator switch. The battery isolator switch position must be clearly marked for safety reasons.

3.23 ELECTRICAL HARNESS - UIM 1200.3.23

Electrical Harness: Properly protected terminal boards shall be used with flexible (not solid core) cabling supported well up to the terminals and at suitable intervals throughout the length of any run. Where relative movement or vibration occurs across any gap, cables shall be sheathed in plastic or metal tube anchored at both ends. Reinforced cable suitable for marine duty shall be used. Electrical equipment in engine compartments shall be kept to a minimum and sited away from heat or fuel.

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3.24 FIRE PREVENTION - UIM 1200.3.24

All boats with inboard engines shall carry a fixed automatic fire extinguishing system. This system shall be properly installed, engineered and maintained. Sensors and injectors shall be in danger regions of the engine compartment/s. ALL boats including inboards shall carry a minimum of 2 fully charged dry powder 2kg fire extinguishers.

3.25 RETIREMENT FLAG - UIM 1200.3.25

All boats shall carry an orange rectangular flag of minimum size 60cm X 40cm as a means of announcing retirement from a leg of the race, and the means of maintaining it aloft in a well visible position.

3.26 NATIONAL FLAGS – UIM 1200.3.26

All boats shall display their national flag in either fabric or graphic form so as to be visible from both sides of the craft.

4. ENGINES

4.1 ENGINE LIMITS - UIM 1200.4.1

Engine limits are as described in the Class Classifications.

4.2 ENGINE DESCRIPTIONS - UIM 1200.4.2

ENGINE DESCRIPTIONS for all classes except A, B & C

Note: The term 'OEM' = Original Engine Manufacturer

- a) Engines eligible for Marathon classes other than the classes A, B and C (all these are 'free') must be based on currently, or previously advertised/available mainstream production units (ie, Mercruiser, Volvo, OMC, Yanmar, Cummins, FPT etc) available to the general public through normal distribution channels with a minimum production run of 500 units. Engines should be from the pleasure line, not the race line of engines from any manufacturer.

If the engine is listed with separate runner exhaust, as described in section (g), the motor is not acceptable. As an example, the Merc 525hp motor used in P1, has CMI headers with runner lengths greater than 6" long, so these motors would not be permissible. The old Merc 500 carb, had GILL/Merc alloy manifolds with common plenum, they would be acceptable, as would STD Merc 496HO's, or 502efi's.

- b) The original bore & stroke must be retained, however, an allowance will be made for OEM piston oversize, i.e., +0.030.
- c) Inlet system (intake manifold, intercooler, throttle body etc) MUST remain OEM; throttle bodies must retain OEM internal dimensions at butterfly. Turbochargers must be OEM as specified as STD for motor to which it's fitted.

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- d) Internal engine modifications are allowed, such as camshaft choice, cylinder head gas flowing etc, however, rules for OEM induction systems, intercoolers, turbochargers, etc will be **strictly enforced**.
- e) Engine components may be compared to standard OEM components to establish eligibility.
- f) Transom or side exhausts are permitted, providing that the total volume of water passing through the engine cooling system mixes with the exhaust gases from the manifold.
- g) Choice of exhaust manifold is free, so long as they are not of the separate runner type, i.e., Stellings, CMI, PF Marine, KE Lightning, etc. Exhaust ports must exit to a common plenum within the manifold, with each branch not exceeding 150mm in length. It is in the competitors' interest to contact the RYA prior to purchasing exhaust systems to ensure eligibility if there is any doubt. No dispensation will be given for exhaust manifolds that do not meet the rules.
(See diagrams below)
- h) Drive systems are 'free'.
- i) Height adjustable hydraulic engine jacks are NOT permitted.

EXHAUST SYSTEMS FOR INBOARDS

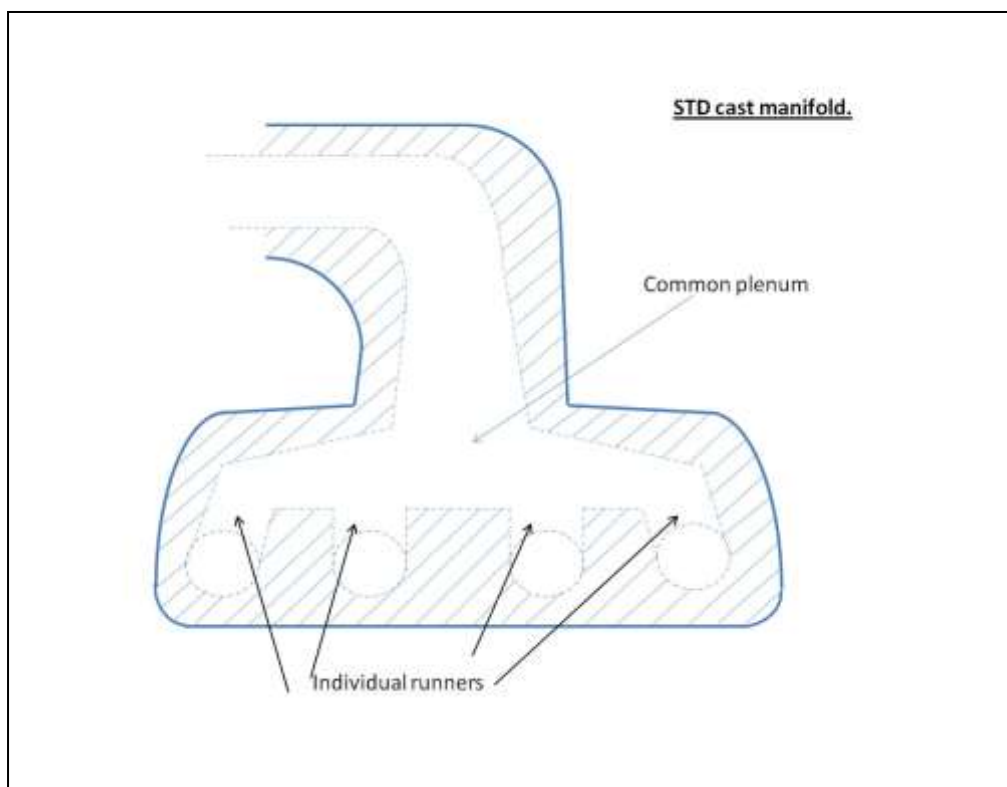
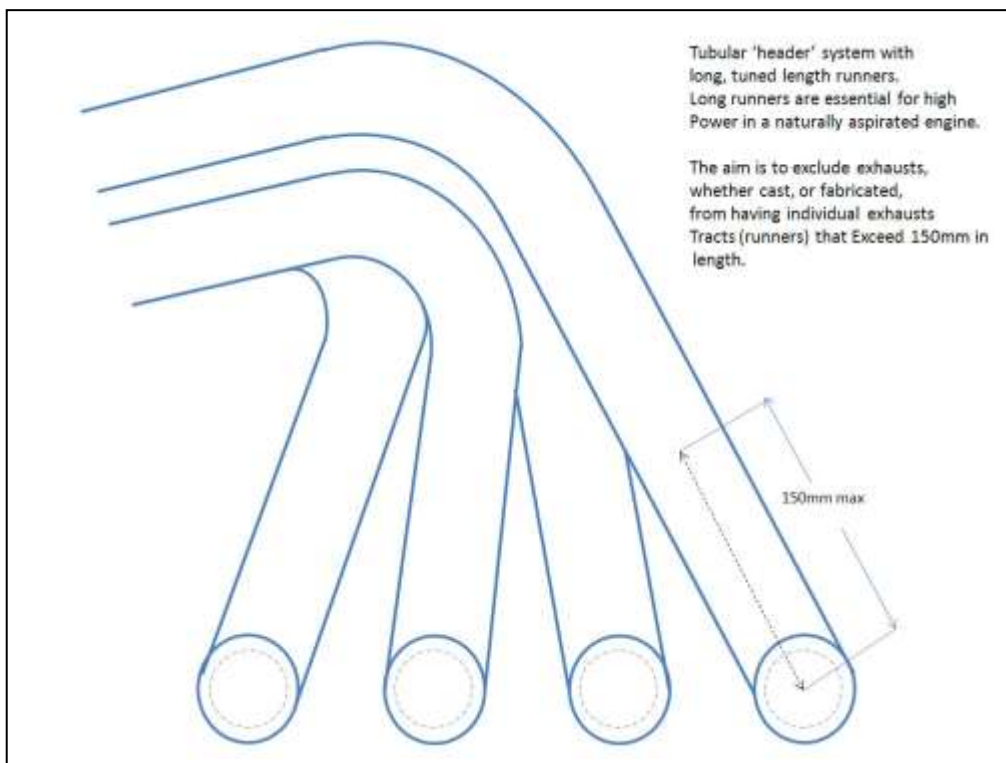
4.2.1

- a) The exhausting gasses must be designed in a such a way that the driver and crew are protected against the dangers represented by these gasses. **Carbon Monoxide alarms must be fitted in all canopied boats.**
- b) The engine exhaust manifolds, pipes and exhaust driven turbines from the engine outlet to the point of exit must be water cooled by water jackets or shielded. The external surface of the shield must not exceed 150 degrees Centigrade at any time. The exit must be located in such a position whereby the crew cannot be affected by the exhaust fumes.
- c) It may be tolerated that a short pipe length not exceeding 30mm in length in connecting the exhaust piping to the cylinder block or between the different sections of the piping or the connection with the turbine supercharger, or the interruptions necessary for the supercharger, need not be cooled.

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4.2

Ctd.



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4.3 UIM 1200.4.3

Single engined craft and single shaft driven boats may compete. All such boats MUST carry an auxiliary engine for use in emergency breakdowns capable of propelling the craft at 5mph for a minimum of 35 miles. This engine can be stowed in the boat but must be shown to be sufficiently retained so that it will not work loose or cause damage.

4.4 UIM 1200.4.4

Boats with more than one outboard engine or outdrive must have a properly engineered tie-bar system.

4.5 ENGINE MOUNTINGS - UIM 1200.4.5

Outboards: Engine mountings shall be attached to the transom with at least 4 bolts, which shall be either pinned or lock-nutted.

Inboards: Engine mountings shall be sound and the mounting bolts securing to the hull shall be pinned or lock-nutted. Engines shall be enclosed in their own compartment/s with the exception of normal ventilation. Each and every engine need not be contained in its own compartment. The compartments shall have rigid covers.

WC5 SAFETY EQUIPMENT FOR THE BOAT

5.1 EMERGENCIES - UIM 1200.5.1

It must be understood that in Marathon (Endurance) Racing every team/crew must be prepared for any/all eventualities with regard to their own safety. If any team experiences difficulties or an emergency during the race, then they must be aware and prepared to be effectively on their own until rescue teams (from whatever source) can arrive. Every team must therefore have emergency plans in place for immediate action until the appropriate rescue teams arrive.

5.2 INFLATABLE LIFE RAFT - UIM 1200.5.2

*It is mandatory that every boat carries one certified ~~(within the last twelve months)~~ and in date Inflatable Life Raft capable of carrying the complete crew, together with adequate fresh water and a first-aid kit. The life raft shall be stowed in an easily accessible position so that in the event of emergency the life raft can be quickly released, particularly in the event of fire. **Aviation style life rafts are not acceptable for Ultra Marathon races where the total race length exceeds 500nm.** The life raft is recommended to comply with ISAF Offshore Special Regulations (OSR) Appendix A Part 2 or ISO 9650 Type 1 Part 1, Group A standard, and should be fitted with a boarding ramp. (Or equivalent NA approved standards)*

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5.3 FLARES - UIM 1200.5.3

All boats will carry a R.O.R.C. standard flare pack comprising: 4 red parachute rockets, 4 red hand held, 2 orange smoke hand held, and 4 white collision hand held flares in a waterproof canister. If any flares are deployed must be replaced before the start of the next race.

5.4 VHF RADIO - UIM 1200.5.4

All boats will carry a shipboard installation of a fully synthesized VHF transceiver with GMDSS capability carrying all 55 International Channels, including Channel 37 (M), 157.850 MHz Simplex, with an aerial output of not less than 25 watts. In addition, a multi-channel waterproof hand held VHF radio, which should be carried by one crew member at all times when racing. Each vessel must have a Ship's Licence for their radio equipment and at least one crew must have an Operator's Licence, both Licences to be checked at Race Control and be available for scrutineering.

5.5 E.P.I.R.B - UIM 1200.5.5

A portable emergency position indicating radio beacon (E.P.I.R.B.) operating on 406 MHz shall be carried and stowed in an easily accessible position.

5.6 TRACKER SYSTEM - UIM 1200.5.6

Tracker System: If made available through the organisers, all boats shall have tracker systems fitted which must be operative throughout the event

5.7 FIRST AID KIT - UIM 1200.5.7

*All boats shall carry an adequate medical kit and emergency thermal protective aids (~~foil blankets~~). **for each member of the crew.***

5.8 RADAR REFLECTOR - UIM 1200.5.8

All boats must carry a RADAR reflector suitable for the boat or a Search & Rescue Transponder – SART.

WC6. SAFETY EQUIPMENT FOR EACH CREW

6.1 PROTECTIVE HELMETS - UIM 1200.6.1

Protective helmets are to 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 practising or testing. Protective helmets may be

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removed when undertaking repairs providing the boat is off the plane. Protective helmets must be orange in colour and have temple protection. Helmets must have the boat's race number on the top, painted in black and minimum height of 7.5cm.

Helmets must be devoid of dents or splits and any modifications must not infringe on the standard. Bolts used for fittings and attachment of a visor must be small and must not protrude into the inner surface of the helmet. Visors must be devoid of cracks and easily detachable (i.e. not bolted down). Chin straps must be in good condition and operative.

All Protective helmets must comply with the following specifications:
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.

It is also recommended that helmets are replaced when they reach five years old from date of manufacture. When a helmet is produced for scrutineering the wearer *must* prove compliance with the above standards; this may be by means of product literature. Once the Scrutineer is satisfied, the helmet will be marked with a "RYA helmet approved" date sticker.

6.2 RACING VESTS - UIM 1200.6.2

All crew must wear a racing vest suitable for their class. For crew using restraints, the racing vest must comply with rule 508.26 and must be a manual inflation type (pull to inflate.)

Specification:

All vests must have inherent buoyancy of at least 16kg/33lbs (100 Newton) and must be fitted with collars. (The Grabner & Hutch Wilco Motorboat Offshore Racing vests which comply with UIM Rule 205.06. are acceptable.)

Lacing ties and/or straps must be adequate & in good condition. All straps must be at least 40mm wide & have a minimum breaking strain of 500kg. There must be lifting straps at the front or on the shoulders. 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. Tears/rents or bad repairs through which buoyancy material may leak out are not permitted. Vests shall be at least 70% orange or yellow or have orange or yellow panels. Vests must have a lifting eye or strap attached to the main harness. Vests must not be able to ride up over the wearer's head & be secure to wearer's body. The disposition of the solid buoyancy must be such as to ensure that an unconscious person shall float face up in the water. The vest must have impact protection material covering the back.

6.3 EFFICIENCY OF PROTECTIVE HELMET AND RACING VEST - UIM

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1200.6.3

The efficiency of the protective helmet and racing vest is the sole responsibility of the wearer.

6.4 PROTECTIVE CLOTHING - UIM 1200.6.4

All crew members whilst racing must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles. Protective clothing used must be durable enough to provide bodily protection and is recommended to be fire retardant.

6.5 WHISTLE, MEDICAL COMPRESS AND KNIFE - UIM 1200.6.5

All crew must carry on their person whilst racing a whistle, medical compress and a knife.

Class Classifications table follows >>>

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WC7 CLASS CLASSIFICATIONS TABLE – January 2012.

Key: **2S/EPA = 2 Stroke EPA, 4S/SC = 4 Stroke Supercharged, 4S = 4 Stroke, * = Non EPA Outboards**

CLASS	LENGTH As per UIM measurement	INBOARD PETROL ENGINES (TOTAL LITRES) (Forced Induction penalty 1.4)	INBOARD DIESEL ENGINES (TOTAL LITRES)	OUTBOARDS (TOTAL LITRES)	Min Installed Engines	LIMITATION MINIMUM WEIGHT (KG per Metre) Including residual fuel at end of race
A	11.3 – 15.3m (37' – 50')	27	27	22	2	410kg/M
B	9.15 – 15.3m (30' – 50')	18	18	8.000 2S 10.500 2S-EPA 9.000 4S/SC 13.500 4S	2	360kg/M
C (Sport Class)	8.23 – 15.3m (27' – 50')	14	14	N/A	2	O/B 280kg/M
C (Stock Class)	8.23 – 15.3m (27' – 50')	13	13	6.000 2S 7.000 2S-EPA 6.000 4S/SC 9.000 4S	2	I/B 328kg/M
MINIMUM 2 ENGINES ENGINE MODIFICATIONS ALLOWED (FREE), CRASH BOXES ALLOWED						

CLASS	LENGTH As per UIM measurement	INBOARD PETROL ENGINES (TOTAL LITRES) (Forced Induction penalty 1.4)	INBOARD DIESEL ENGINES (TOTAL LITRES)	OUTBOARDS (TOTAL LITRES)	Min Installed Engines	LIMITATION MINIMUM WEIGHT (KG per Metre) Including residual fuel at end of race
D	8.23 – 15.3m (27' – 50')	12.5 (T) 8.5 (S)	10.0	6.100 2S-EPA 4.200 4S/SC 7.300 4S	1	O/B 197kg/M I/B 262kg/M
E	7.35 – 15.3m (24' – 50')	6.5	6.5	5.200 2S-EPA 3.500 4S/SC 5.800 4S	1	O/B 180kg/M I/B 246kg/M
F Motor Cruiser	9.15 – 15.3m (30' – 50')	27	27	ALL	2	460 kg/M

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G Motor Cruiser	7.35 – 15.3m (24' – 50')	13	13	ALL	2	394 kg/M
H1 Classic	6.7 – 15.3m (22'-50')	18	18		1	No Limitation
H2 Classic	6.7 – 15.3m (22'-50')	8.5	13	8.5	1	No Limitation
SINGLE ENGINES PERMITTED, ADVERTISED 'MAINSTREAM' PRODUCTION PLEASUREBOAT ENGINES ONLY, NO OUTSIDE MODIFICATIONS/OEM TURBOCHARGERS AND SUPERCHARGERS ONLY, SHIFTABLE GEARBOXES, ONLY STANDARD INLET/EXHAUST MANIFOLDS ETC.						

Motor Cruiser (F) cabin capacity minimum H 1.75 x 1m². Length/Beam ratio < 3.75:1

Motor Cruiser (G) cabin capacity minimum H 1.50 x 0.8m². Length/Beam ratio < 3.75:1

Classic (H1 & H2) Boats can be conventional or stern drive, surface drive or outboard.

All competing craft must be capable of exceeding 40 knots, except for Historic Class boats. Historic Class boats must have a speed capability of 30 knots up to a maximum of 50 knots.

Owners of historic/classic boats must certify that the average speed of their boat during a race will not exceed 50 knots. 10% more engine capacity than the original installation is accepted. Classic Boats must be at least 25 years old from date of build.

WC8. REGISTERING A RACE BOAT WITH THE RYA AND THE RYA REGISTRATION LOGBOOK

- All boats that are intended to be raced must be registered with the RYA. Registration relates to both the owner and the boat. Any change in ownership requires re-registration. Boat registration forms are available from the RYA and these must be completed and returned to the RYA a minimum of 28 days prior to the intended first race date unless by prior arrangement. A registration fee may be payable to the RYA. Please contact the RYA for details.
- The RYA will issue a registration log book which must be presented at race control at the same time as racing licences.
 - The OOD will authorise the Race Secretary to record details of any damage sustained at the event on an RYA Incident Report Form and in the RYA Boat Registration Logbook. A copy of all incident reports will be sent to the RYA.

RACING REGULATIONS

WC9. DRIVERS' RESPONSIBILITY

- The driver accepts responsibility for every eventuality that may occur as a result of entering a race. It is the driver's sole and ultimate responsibility to decide whether or not to start or continue in a race once he has passed scrutineering.**
- It is forbidden to start the motor with the propeller rotating in the air.
 - ALL SMOKING OF ANY TYPE IS PROHIBITED IN THE PIT AREAS.

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Adequate signs will be posted to this effect and the rule will be rigorously applied by pit marshals.

WC10.	SCRUTINEERS' INSPECTIONS
(a)	Scrutineers shall work with the current RYA scrutineering list as a guide and equipment listing.
(b)	Scrutineering does not constitute a condition survey of the boat. The scrutineering sheet may not necessarily cover every item that a scrutineer may wish to check on a particular boat nor does every item necessarily refer to every class of boat. A scrutineer shall reject a boat if it does not comply with all of the requirements of the organiser, UIM or RYA. The scrutineer shall refer any non-compliance to the Race Committee. Any decision related to eligibility shall be made in good time before the start of the race.
(c)	Any incomplete entry may, at the scrutineers' discretion, be put back to be re-examined later if time permits.
(d)	Post Race scrutineering will take place at the discretion of the OOD/Chief Scrutineer. Competitors must make their boats available when requested – failure to do so may result in disqualification. The first three boats in each class in any race may not leave parc ferme or crane area without prior permission of the chief scrutineer.
(e)	
WC11.	PRE- RACE DECLARATIONS
(a)	For racing in the UK and Republic of Ireland, all crew members who are racing shall sign the RYA Indemnity Form, provided by the organiser. On signing on all competitors must produce the relevant class specific paperwork, including Class Licence, Measurement Form / Log Book and a copy of Race instructions and class specific rules.
(b)	For racing outside the UK and the Republic of Ireland, all crew members who are racing must sign the indemnity form provided by the organiser who will be responsible for the provision of the insurance. Details of this insurance are available from the organiser.
WC12.	DRIVERS' BRIEFING, SIGNING IN, ALL CLASSES
(a)	Race boat drivers and navigators shall 'sign in' to signify their attendance prior to the start of their briefing. Only crew members and race officials will be allowed to attend this briefing.
(b)	Failure to sign in by the time stated will result in a £100 fine per person. Non-attendance at this briefing may result in a £500 fine per person, with a re-scheduled briefing being held at the OOD's convenience.
(c)	
WC13	STARTING PROCEDURE
(a)	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.
(b)	Procedure for Starts
I.	The distance between the muster area and the first turning buoy on a rolling start must be at least one nautical mile.
II.	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

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- International Regulations for the Prevention of Collision at Sea and local bylaws whilst proceeding to the muster area.
- III. Once in the muster area, boats must be off plane (bow down, no wake) and must circle in a counter-clockwise direction.
 - IV. 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. 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.
 - V. N.B. The start boat may begin crossing the start chute in either direction. This will be detailed in the drivers' briefing.
 - VI. 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.
 - VII. 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.
 - VIII. 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 lowered simultaneously. The raising of the green flag determines the actual start except for time keepers – see point 9 below
 - IX. For time keepers, the official start is when the leading boat crosses the start line unless otherwise designated in racing instructions.
 - X. 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.
 - XI. 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
 - XII. It is recommended that the Start boat personnel should be limited to the following: a driver, flag person, flag person assistant and the starter. 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 minute
(ii)	Turning wrong direction during muster	1 minute
(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
 - XIII. The penalties above will be aggregated including (i) and (vi).
 - XIV. Safety takes precedence over racing. Drivers should do nothing to endanger crew, spectators or other participants.
 - XV. 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
 - XVI.

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raise a yellow flag, then plane slowly to allow race boats to get on plane safety before accelerating towards the start chute.. Race boats will follow the start boat at the 30 metres minimum safety distance until the raising of the green flag.

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Diagram 1 – START PROCEDURE UNDER YELLOW FLAG

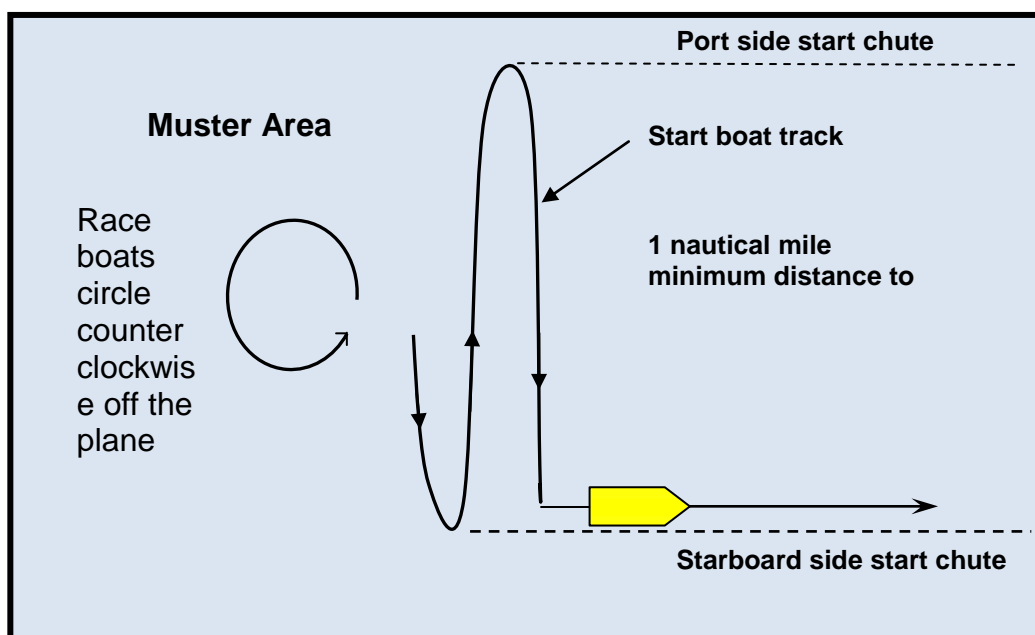
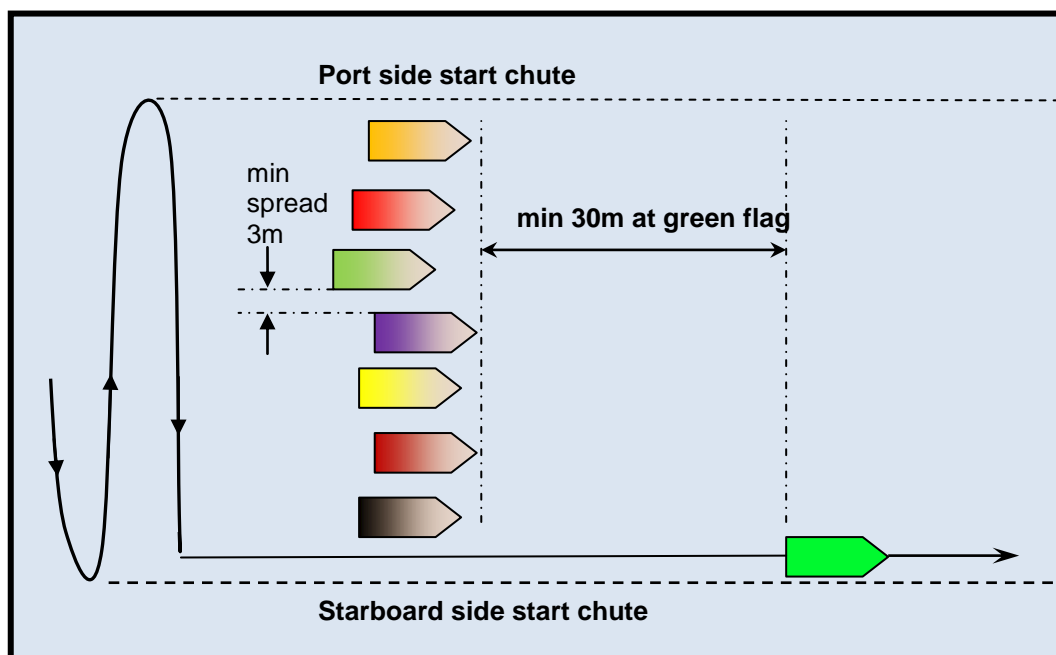


Diagram 2 – START PROCEDURE, GREEN FLAG



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WC14 VALID STARTERS

An entry accepted by the Organisers and having satisfactorily completed scrutineering, attended all required briefings and then crossed the start line as described in the racing instructions at the prescribed time, under the starting arrangements specified by the race programme or at drivers' briefing, is considered to be a valid starter.

WC15 OUTSIDE ASSISTANCE

No outside assistance is allowed during a race. Competitors may however refuel during a race at recognised port or marina fuel outlets within harbour confines. Ship to ship or air to ship refuelling at sea is not permitted. Any competing craft may be towed and if a tow is accepted, then that competitor will be treated as a retirement from the race or that particular leg of the race.

WC16 THE RACING RULES

General - It is the duty of each crew member to ensure that their boat is driven in a manner that does not compromise the safety of themselves, any other competitor or any spectator. Powerboat racing is a non-contact sport and crew members may be penalised if contact occurs. Whilst not racing or participating in official practice sessions, boats are bound by the International Rules for the Prevention of Collision at Sea. ***All Race Boats must observe the International Rules for the Prevention of Collisions at Sea when encountering any other Non racing craft at all times.***

- (a) Responsibility of all crew members - It is the responsibility of each crew member to ensure they are fully aware of the consequences of their actions and to anticipate the actions of other boats in their immediate vicinity. All crew members must take any action necessary to avoid a collision, even if they have the right of way. A constant look out must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- (b) Flag Signals – Boats must obey all flag signals given by officials during testing, practice and racing. Failure to comply with flag signals may result in a penalty or disqualification.
- (c) Overlap – An overlap can be attempted and exist on either side. An overlap exists when one boat is not clear ahead of another. See diagrams 1 and 2 below for clarity.

Diagram 1
No overlap
A is clear ahead of B

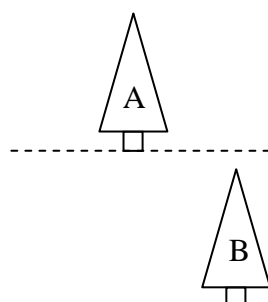
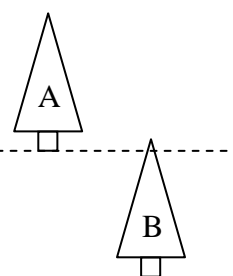


Diagram 2
Overlap exists
A is not clear ahead of B



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Definitions

OVERLAP – An overlap exists when one boat is not clear ahead of another and the overtaking boat has no longer a free choice on which side it shall pass.

OVERTAKEN - An Overtaking boat is deemed to have **overtaken** when its aftermost point is in front of the overtaken boats bow. If the overtaken boat then closes on the other it then becomes the overtaking boat and therefore must act accordingly.

(d) RULES OF THE ROAD - RIGHT OF WAY

The international Regulations for the Prevention of Collisions at Sea apply at all times between race boats and non race boats

(e) OVERTAKING

1. Any overtaking boat must give way to the overtaken boat.
2. A Boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat, once an overlap has been established.
3. An overtaking boat that has established an overlap must in all circumstances be prepared to alter its course in order to avoid collision.
4. During Multi-Class races, boats on the longer course may only pass outside of the boats on the shorter course.
5. Extra caution is advisable when overtaking canopied boats that may have limited visibility to the rear.
6. If a boat, in consequence of its neglect of any of these rules fouls another boat it may be penalised.
7. All colliding Race boats **will** be disqualified

- (f) Fouling Competing Boats - If a boat, in consequence of her neglect of any of these rules compels others to foul each other, she may be disqualified.

Definition of Fouling - By consequence of a boats actions it either collides with another boat, or causes another boat to have a collision, or causes another boat to take avoiding action to avoid a collision which may or may not result in that boat infringing another rule (e.g. - Missing or hitting a mark of the course)

- (g) Fouling Marks - If a boat is forced on to a mark by another boat, the driver may lodge a protest.
- (h) The following sections of Rule WC16 are subject to reduced Protest Procedures see Rule H4 –
- WC16 (e) - 6
 - WC16 (e) - 7
 - WC16 (f)
 - WC16 (g)

WC17 INCIDENT PROCEDURE

In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet

When it is deemed the course is clear, yellow flags will be removed

In the event of a serious incident, the red flag procedure will apply

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It is the crew members' responsibility to monitor the all flag signals whilst deployed

WC18

ACCIDENT AID

It is mandatory for the first competing boat to arrive at the scene of the incident to stop and offer assistance. If no qualified rescue assistance is present.

Placing and championship points shall be awarded to any boat/driver that stops at the accident and provides assistance. Such placing shall be related to the last confirmed position it held prior to the time of stopping at the accident scene after deleting all non-finishers from the placing list.

However, except in extreme circumstances as decided by the race committee, the boat/driver that gives assistance must, when relieved of their duties by suitable rescue personnel, continue in the race until the completion.

Providing such competitor does finish at the completion of the race, at racing speed, the 70% rule shall not be applied to that boat/driver.

Should such boat/driver improve its position, it will keep its better place.

Penalties imposed by the OOD or the RYA/UIM Commissioner for reason of failing to stop in an accident or dangerous driving must be imposed as soon as possible on receipt of the evidence of the offence. In a multi-heat championship this must be before the next heat.

WC19

TURN MARKS

Turn Marks:

All marks, including GPS marks will be laid in the approximate positions referred to in the race instructions. It is the competitor's responsibility to follow the geographical course as described in race instructions and to drive close enough to the course marks to ensure that they have been seen to pass them correctly.

Competitors who do not follow the geographical course as described in race instructions will be disqualified from the race or in the event of multi-leg events they will be disqualified from that leg of the race.

The Event Race Instructions will specify the colour and shape of the course marks.

Should a mark go missing the driver must pass through the approximate geographical position referred to in race instructions.

If a boat hits a turn mark – A Yellow Card penalty or other penalties may be applied.

If a boat destroys a buoy or cuts the securing line – A Yellow Card may be applied. If a boat damages a buoy a fine will be applied.

Missed Marks:

A competitor may NOT return to a missed mark. The competitor

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must continue to follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missing marks will result in further penalties. The missed mark penalty is as described in race instructions.

WC20

STOPPING THE RACE

In case of force majeure or an accident, the race may be stopped by waving red flags or the transmission of a group MMSI VHF DSC call. Red flags will be flown from official boats and a group MMSI call if sent will be transmitted from Race Control. On seeing red flags or receiving a group MMSI call from Race Control shall stop racing immediately as is.

On seeing red flags, boats shall stop racing immediately, reduce speed to less than 10 knots and contact race control as soon as possible for further instructions.

In the event of the race being aborted by the use of the Red Flag procedure the finishing positions will be taken as at the passing of the last recorded turn mark.

Any boat deemed to be the cause or a contributory factor in the race being aborted will be disqualified.

WC21

FINISHING THE RACE

When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the 'winner' of the race and the start of the finish procedure of the race.

The chequered flag will also be given to all subsequent boats that cross the finish line after the first boat.

Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag.

A boat shall be timed for completing a race when her bow crosses the finishing line.

All boats crossing the finishing line after the 'winning boat' will be classified as having finished the race.

Upon completion of a race, a boat shall;

- i. turn in to the centre of the course or as specified in race instructions,
- ii. conform with the International Regulations for Preventing Collisions at Sea,
- iii. not hinder other boats that are still racing and Await escort back to the Wet Pits.

Time Limit: All boats have a maximum of 15 minutes from the time the winning boat crosses the finish line to complete their final lap.

Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.

The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race – see Rule M46

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below.

WC21 B

Time Limit:

The time limit applicable for boats finishing a marathon race is based on the following: If the total race distance is 100 nautical miles it is assumed that all boats will achieve an average speed of 25 knots. Therefore the maximum permitted time for the race is 4 hours. Race Organisers must stipulate the maximum race time in Race Instructions which may be longer than the four hour time limit as given above.

The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race.

WC22

CURTAILMENT OF THE RACE

A curtailment decision can be made at any time during a race provided the curtailment is signalled on the Start/Finish line to the leading boat. The leading boat shall then stop racing immediately. All other boats shall stop racing when they next cross the Start/Finish line.

WC23

RETIREMENT PROCEDURE

On retiring from a race, boats must hoist and display an orange flag when practical to do so until the boat has been recovered from the water. The crew should attempt to contact Race / Safety Control immediately by radio and inform them of the boat's retirement. If radio communication is not possible, the nearest Safety/Patrol boat should be informed.

WC24

FLAG SIGNALS

The following flags having the meanings shown will be used in all races unless Race Instructions state otherwise:

(a) Flag	Where Flown	Meaning
Yellow	From Start Boat	Start procedure underway
	From Safety/Patrol Boat	Incident in vicinity, proceed with care.
Green	From Start Boat	Race Start and Last Lap
Red	From Start Boat	Start Aborted return to muster
	From official boats	Race stopped return to muster
Chequered	At Finish line	Race finished/curtailed
Black	From Start boat	Boat disqualified from race
Orange	Flown from competing boat	Retirement
	Waved from competing boat	Urgent assistance required
RYA Flag blue/yellow	From official boat	Indicates official boat

- (b) **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 incident and keep clear of any danger areas. Any competitor who ignores or abuses the yellow flag signal may be penalised.
- (c) **RED FLAG** – on seeing the red flag signal, all boats shall stop racing immediately, and return at a safe speed to the muster area to await further

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instructions.

Infringement of any of the above may result in disqualification and/or yellow card and/or a time penalty or any combination.

- (d) **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.

WC25 POSTING OF RESULTS

The provisional results will be posted within an hour of the end of the races, where possible.

The OOD must sign the results and state the time of posting on the provisional results. The OOD will be present for one hour from the time of posting the results to receive any protests.

Provisional results will become official one hour after posting provided no protests have been received and all teams are signed off.

It is the teams' responsibility to monitor the posting of the provisional results.

WC26 MEDICAL EXAMINATION

The Race Committee may instruct the Medical Officer (Doctor) who is present at any Powerboat Racing Event, to submit any crew member entered to a physical, alcohol or drugs test at any time during the event. Anyone refusing any test shall be suspended

from the event and reported to the RYA for possible suspension. The maximum blood alcohol level for crew members, mechanics and officials is the same as that defined by the legislation, in the country in which racing is taking place, relating to driving a motor vehicle on the public highway.

The results of such examinations shall be communicated to the OOD/Race Committee who, based on the report of the Medical Officer, may exclude the crew member from the competition

WC27 YELLOW CARDS, RED CARDS AND ADDITIONAL PENALTIES

Yellow and red cards can be given to any crew member by the OOD or the RYA. Commissioner.

Up to two yellow cards can be given for each incident of dangerous driving and a red card can be given for any incident of extreme blatant dangerous driving.

A crew member given a red card is immediately prevented from taking any further part in the event and will be referred to the RYA.

A crew member with three or more yellow cards will lose the right to take part in the next OCR event and will be referred to the RYA

All yellow and red cards will be confirmed in writing and will be posted with the results. Any crew member issued with a yellow or red card has sixty minutes from the time of posting the results in which to lodge a protest.

The organiser shall inform the National Authority of the crew member. Within three days if any cards are issued.

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Each yellow card is valid for 12 months from the date of issue

Yellow and red cards will be recorded in the Commissioners report.
Yellow and red cards may be issued on the evidence of any media/TV footage.

WC28

ASSOCIATED ADDITIONAL PENALTIES

In addition to the above, the associated additional penalties listed in the table below will be applied. If the resulting associated additional penalty includes a time penalty, then the appropriate time will be added to overall elapsed race time if the card is given for an on water offence.

Penalty Card	Number of offence	Associated Additional Penalty
Yellow	First yellow	1 minute penalty
	Second yellow	2 minute penalty
	Third yellow	3 minute penalty
Double Yellow	First double yellow	2 minute penalty
	Second double yellow	4 minute penalty
Red	First offence in calendar year	disqualification from that event.
	Second offence in calendar year	disqualification from the rest of the series

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WC29 MARATHON RACING SPECIFIC PENALTIES (APPLICABLE IF INCLUDED IN RACE INSTRUCTIONS)

At the discretion of the OOD, a yellow card penalty may also be applied in conjunction with the penalties listed below. A written penalty notice will be given and the time of the penalty written on the notice.

Smoking in the defined wet or dry pits:	£200 fine.
Fuel transfer outside the designated fuelling areas:	£200 fine.
Launching: persons on boats whilst being lifted or craned:	£200 fine.
Failure in launch/ramp discipline; I. first offence:	warning and/or £100 fine
II. second offence:	£200 fine
Late or non-attendance of prize winners at the prize giving, without previously tendering apologies to Race Secretary:	£150 fine
Not wearing race overalls at podium presentation:	£150 fine.
Failure to present engine or craft for technical examination:	Disqualification.
Misrepresentation or providing untrue statements:	Disqualification.
Failure to raise and fly retirement flag when able:	£100 fine.
Failure to report Retirement to Race / Safety Control:	£100 fine

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

WC30 FAILURE TO PAY ANY FINE

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

WC31 INJURED DRIVERS

If during an event a crew member is injured then the event organiser will complete form PBR19 and their licence may be suspended until the competitor has been given the all clear by a suitably qualified medical doctor.

The event organiser will give the original form to the competitor and send a copy of the form plus the driver's licence to the RYA. PBR19 describes the procedure for licence re-instatement.

WC32 IDENTITY TAGS

All crew members will be issued with waterproof temporary identification which must be worn on the right wrist at all times during racing or testing.

These identification tags may be collected at the boat retrieving ramp/crane area after the final race to validate the driver/crew/boat combination.

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Appendix 1

All Boats must start and finish and carry throughout the race the following minimum equipment:

UIM RULE ITEM OF EQUIPMENT

- 1200.3.4 & 3.5 Carbon monoxide sensors for boat with full canopies**
- 1200.3.10 Lifting straps**
- 1200.3.11 Manual Bilge Pump**
- 1200.3.12 Foot Pump RIBS only**
- 1200.3.10 Foot Pump RIBS only**
- 1200.3.11 Tow Rope and Warps**
- 1200.3.12 Anchor and rope/chain minimum length 50 metres.**
Additionally all boats must carry a sea anchor of suitable size for their particular vessel.
- 1200.3.19 Fog horn and Torch**
- 1200.3.24 Two 2kg dry powder fire extinguishers suitably mounted close to engines or crew**
- 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
1 mini flare pack to be carried per person
- 1200.5.4 VHF handheld radio with channel 37 (M)**
- 1200.5.5 1 x E.P.I.R.B operation on 406 MHz.**
Recommendation 1 per person carried
- 1200.5.6 Tracker System as specified or provided by event organiser.**
- 1200.5.7 Adequate first aid kit. 1 x foil blanket + thermal protective aids for each crew member.**
- 1200.5.8 Radar Reflector**
- 1200.6.1 Crash Helmet compliant with rules**
- 1200.6.2 Life jacket compliant with rules**
- 1200.6.3 Adequate protective clothing**
- 1200.6.4 Whistle, Knife, Compress**

Also the following safety equipment must be attached to the Boat.

- 1200.3.13 Guardrails, handholds**
- 1200.3.17 Liquid Magnetic Compass**
- 1200.3.20 Engine cut-off attachments for all crew**
- 1200.3.21 Battery Isolator switches easily accessible to crew**
- 1200.5.4 Fixed VHF transceiver with GMDSS capability, as per rule.**
GPS, RADAR equipment as per Racing Instructions.