

## **RYA CLUB RACING RULES change to RYA BRITISH CLUB RACING CHAMPIONSHIP RULES**

### **F1**

#### **CONCEPT**

These rules are established to encourage owners of recreational sports boats to compete in RYA **British** CLUB Racing events and to enjoy powerboat racing in a safe and fair manner.

**British** CLUB Racing is where most people start, this style of racing is designed to encourage new competitors into the sport whilst at the same time allowing RYA Class race boats to compete against each other outside of RYA National Racing series.

Any brand new competitors to the sport will be required to undertake a powerboat race training course which will include a practical on water assessment prior to being allowed to race. This training course can either be taken prior to the event or in some cases the organising club may be able to allow sufficient time for the training to be provided at the event.

New competitors are advised to consult with the RYA or the organising club regarding the suitability of their craft for racing, competitors are reminded that boats that are considered to be unsafe due to excessive overpowering will not be allowed to race.

Competitors are also reminded that they must comply with the safety, technical and administrative rules governing **British** CLUB Racing and detailed below.

All competing boats must carry a minimum of two crew members; a driver and a navigator both of which must hold an RYA Powerboat Racing Licence

### **F2**

#### **HOW TO PARTICIPATE**

You will need either a boat that complies with an RYA Class and is currently registered with the RYA or a boat that conforms to the requirements of **British** CLUB Racing particularly with regard to its size and horse power. Excessively over powered boats will not be allowed to participate. Check with the RYA Powerboat Racing Department for more information.

A powerboat racing licence available from your local National Authority under their terms and conditions for all riding crew members.

To be medically fit to participate.

To be within the age limits set by your local National Authority.

To be aware of the risks associated with powerboat racing and what you may need as an individual to mitigate those risks.

To read and understand the rules, and the Race Instructions – Before competing in the event.

### **F3**

#### **TERMINOLOGY**

In these regulations the words “shall” or “must” are MANDATORY ! whereas

the words “should” or “may” are Advisory.

**F4 THE RULES**

These rules should be read in conjunction with the Race Instructions and any Race Bulletins issued by the organising body in relation to the event. The Organisers shall judge, in accordance with the current rules, all cases not foreseen or seemingly inaccurately defined. Any driver who infringes any rules will be penalised.

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

**F5 AUTHORITY**

The organising body must either be a club recognised and sanctioned by its National Authority or shall have approval from the National Authority to organise and run events.

**F6 ENTRIES TO THE BRITISH CLUB CHAMPIONSHIP RACES**

The dates and venues of all British CLUB Races are shown on the RYA Offshore Racing calendar. This is available on the RYA web site at [www.rya.org.uk](http://www.rya.org.uk), click on the powerboat racing section at the bottom of the home page and then go to the section entitled power boat racing calendars, check to see who the organising powerboat racing club is and call the club secretary and ask for an entry form. Alternatively you can call the RYA Powerboat Racing Department on 023 8060 4239 or 023 8060 4240 who will be able to provide you with information relating to the next British CLUB Race.

If your boat is currently registered with the RYA it will be eligible to compete, if your boat is not registered with the RYA you must ensure that it meets the requirements for British CLUB Racing and is not excessively overpowered. Contact the RYA office who will be able to advise you on this.

*“The Organising body has the right to refuse entry to any boat which they consider unsuitable and/or which does not conform to the requirements of the rules or Classes”*

**F7 LICENCES**

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

All Competitors in possession of an RYA Powerboat Racing Licence are eligible to participate in British CLUB Races. New competitors to the sport can either choose to take a Provisional Licence or to take an Event Licence from the organising club at the race venue. Competitors choosing to take an Event Licence on the day of the event MUST CHECK with the event organisers that sufficient time has been made available in order for the mandatory training to be carried out.

**(a) EVENT LICENCE**

**(purchased at each event and issued by Race Secretaries)**

An Event Licence provides a competitor with a temporary Powerboat Racing licence valid only for the duration of the event at which it was issued and restricted to the class as authorised by the Event OOD and signed by the Race Secretary.

A “Medical Self Declaration” form must be completed and signed by the competitor prior to the issue of **each** Event Licence and only a **maximum of**

**two** can be issued with a MSD.

From 2012 Event Licences are now **unlimited** - after the issue of two with MSDs **a full medical is then required if a competitor wishes to continue racing**. They must then apply to the RYA for an **Annual Powerboat Event Licence (APEL) and Log Book**.

**Criteria for Unlimited Event Licences**, as above, the competitor must apply to the RYA Office for an **Annual Powerboat Event Licence (APEL) and Log Book**. This is done by filling out the usual Licence Application Form (which now carries a tick box section related to the APEL). This application must be accompanied by a full RYA Powerboat Racing Medical completed by the competitor's GP, passport photographs, Proof of Training, and if required, a current immersion test certificate. The competitor will then be issued with an **Annual Powerboat Event Licence (APEL) and Log Book**, which must be presented to Race Control on "signing on" where the Event Licence Fee of **£70 (£75 for 2012)** must be paid per event and the **Log Book** completed by the Race Secretary.

**All competitors with no previous racing experience are required to undertake a Powerboat Race Training programme prior to an Event Licence being issued.** On satisfactory completion of this training the RYA will issue an Event Licence. Full details of the Powerboat Race Training programme can be found in the RYA Powerboat Racing handbook, PB1 and also on the RYA website.

**Note:** The Officer of the Day (OOD) will require new competitors (as part of the training) to take a written/oral test prior to their first racing event and demonstrate that they fully understand the racing rules particularly those relating to overtaking and rounding of race marks, together with a full understanding of the International Regulations for Preventing Collisions at Sea (G2).

Competitors who have previously held a Powerboat Licence or Event Licence within the last two years will be eligible for an Event Licence without them having to undergo training. The RYA will send a list of all such qualified competitors to RYA Race Secretaries at the start of each new racing season.

Event Licences will be stamped prior to the race by Race Secretaries to confirm a competitor has paid the fees due and that the paperwork is in order. The competitor will retain his **Annual Powerboat Event Licence (APEL) and log book** for presentation at any future events.

**Event Licences will Cost £70 per event. (£75 for 2012 Season)**

**Note:** If a competitor wishes to race with a full RYA licence there will be **NO** reduction in the full licence fee to accommodate any Event Licence charges that have been made previously.

**Note:** If a competitor wishes to race with an Annual Powerboat Event Licence (APEL) and Log Book, they must allow adequate time to undertake a medical, fill out the Licence Application form and submit to the RYA a minimum of 14 working days before they actually require the APEL, or the normal fast-track fee will be applied (£50 or in 24hrs

**£100).**

**If a Competitor wishes to apply for an APEL in advance of their first event they can do so providing all the relevant paperwork is in place. No payment will be required until their first event of the season.**

**(b) POWERBOAT RACING LICENCES FOR THOSE UNDER 18  
(i.e. those who are not yet 18 when they apply for their licence):**

- a) All competitors under the age of 18 are required to submit an RYA Certificate of Competence Form signed and completed with their Licence Application form on an annual basis.
- b) RYA Officials who countersign a Certificate of Competence form are reminded that it is their responsibility to ensure that the named competitor has undergone a Powerboat Race Training programme, and in their opinion, is competent to participate in Powerboat Racing for the classes identified on the competitor's Licence Application Form.

**(c) WHAT DOES THE POWERBOAT RACING LICENCE PROVIDE FOR YOU?**

All competitors are provided with Third Party Public Liability insurance whilst racing and during official practice. This cover only applies once the competitor has "signed on" at Race Administration at the beginning of the event. All such cover ceases once the competitor has "signed off".

**THIRD PARTY LIABILITY INSURANCE IN UNITED KINGDOM**

Payment of the licence fee automatically ensures that the holder is subject to the terms and conditions of the insurance effected on behalf of the insurers to the RYA for and on behalf of its recognised clubs and members jointly indemnified with the RYA in respect of legal liability for death or bodily injury to persons or damage to property following accident whilst taking part in any powerboat race approved by the RYA and organised by one of its recognised clubs.

The policies will indemnify any holder whilst taking part in such official practice as may be defined in the advance programme or by the race committee at the time of the event.

The limit of indemnity is £5,000,000 on water and £10,000,000 on-shore for any one accident, with an excess of £1,000 and £2,500 respectively.

**(d) WHAT DOES THE POWERBOAT RACING LICENCE NOT PROVIDE FOR YOU?**

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

*ALWAYS SEEK INDEPENDENT PROFESSIONAL ADVICE IN INSURANCE MATTERS.*

**F8 BRITISH CLUB RACING COURSES**

Club Races shall be run within an area extending not more than two (2) **nautical** miles offshore and not more than ten (10) **nautical** miles from end to end unless agreed by the RYA Race Approvals Committee. The minimum lap length required is 2 nm for craft up to 2 litre/**200hp** and 3.5 nm for craft over 2 litre/**350hp**. The race distance may not exceed fifty (50) **nautical** miles in overall length. The RYA may grant dispensation for these qualifications to be changed in the event of exceptional circumstances. Any changes so made must be approved by RYA Race Approvals Committee.

**BRITISH CLUB RACING CHAMPIONSHIP CLASSES:**

There are four classes defined within these rules – F3, F2, F1, Unlimited / Open as follows:

Unlimited / Open - Over 350hp – Prefix U-

F1 - Up to 350 hp – Prefix 1-

F2 - Up to 200 hp - Prefix 2 -

F3 - Up to 115 hp - Prefix 3 -

**ORC to discuss F1 and Unlimited class / hp's to ensure their recommendations are met. (Done see above)**

**RACES TO COUNT**

The ORC, shall (each year) decide how many races are to count towards the RYA British CLUB Championship. All British Club Championship Races will consist of one Race will be held on the Sunday of the weekend event. If a race is cancelled it might not be replaced.

Also the RYA British CLUB Championship will be decided by adding together the results from all designated British CLUB Championship races.

**F9 ELIGIBILITY**

Organising clubs may restrict the entry or the type of craft eligible. All RYA registered boats may be acceptable unless otherwise specified by the organising club. Current RYA registered boats must conform in all aspects to their National Class Rules

The organisers can restrict the entry to either members of their own club or to members of such other clubs as they choose.

Boats entered that have no previous racing history may be accepted by the Race Organisers provided that the Scrutineer considers that the horsepower of the engine/s is not out of proportion to the comparative build and length of the hull.

**F10 AGE RESTRICTIONS**

In all RYA registered classes the minimum age for a navigator and driver is as per Class Rules. For competitors entering races in non registered RYA Classes the minimum age is 18 years for both driver and navigator.

All age regulations apply at the date of the race.

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

will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the race.

All persons under 18 years of age are also required to complete an RYA Certificate of Competence and return this to the RYA countersigned by a parent or guardian and the OOD. Certificate of Competence forms are available from the RYA.

**F11 CONTROL OF BOAT**

Only valid Licence Holders are permitted to control the boat whilst racing. Boats are ONLY allowed out on the water at the times designated in race instructions or with prior agreement with the OOD. Non-conformance may result in disqualification from the event and/or a fine of £100.

Any team with a crew member competing in his or her first race must display an orange band minimum 150mm wide must be placed around the outboard engine.

These teams will be positioned furthest from the start boat during their first four races

**F12 RACE ENTRY AND COMPLIANCE**

All entries must be made via the Official Entry Form supplied by the Organising Club and all accompanying terms and conditions must be complied with.

**F13 OBTAINING THE BOAT RACE NUMBER**

Boats competing must carry a Race or Identification Number. Numbers shall be a minimum 300mm high, 230mm wide, 50mm thick and 130mm spacing.

**The Organiser will decide a Prefix Letter U-, 1-, 2-, 3- and may also give dispensation regarding sizes of numbers.**

To obtain your CLUB Racing number contact the RYA Powerboat Racing Department.

Boat race numbers must be displayed on the trailer on the port **and starboard** side at the hitch to aid identification.

**F14 REGISTERING A RACE BOAT WITH THE RYA**

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.

Boats with canopies must have been measured and must hold a current Measurement Certificate to verify that the canopy is to full 508 specification.

**F15 RYA REGISTRATION LOG BOOK**

New competitors may complete an RYA boat registration application form at the race site which will then be sent back to the RYA at the end of the event. Any damage incurred during racing will be recorded in the new logbook which will then be sent to the owner by the RYA. This logbook must be produced at every race prior to being allowed to participate.

**BOAT AND EQUIPMENT**

**F16 TOWING CLEAT AND EYES**

Towing cleats and eyes shall be of adequate construction and strength for the boat to be towed when waterlogged, and shall be securely fixed to the main hull structure, not merely to the deck.

**F17 SHARP EDGES**

All sharp edges must be adequately protected or removed

**F18 STEERING and CONTROL CABLES**

All steering system components, control cables, linkages, quadrants and any fitting within the steering system must be in good condition, secure and fit for purpose.

It is not acceptable to have single push-pull steering on outboard engines  
Hydraulic steering must be fully operative, hoses and unions must be free of leaks and adequately protected.

**F19**

**ENGINE CUT-OFF**

Engine cut-off device ("kill switch") for connection to driver and co driver is mandatory. One switch with a dual connection cord is permissible.

An additional connection cord and clip to allow the engine to be restarted is mandatory

Any kill switch connection cord must not exceed 120cm between driver and the boat.

KILL SWITCH CONNECTION CORDS SHALL BE ATTACHED TO THE DRIVER AT ALL TIMES WHEN THE BOAT IS RACING, TESTING, PRACTICING or UNDER THE DIRECTION OF THE START BOAT.

**F20**

**SEATS**

All seats fitted must be secure and fit for purpose.

**F21**

**FUEL**

The only fuel to be used must have the same characteristics as the fuel commercially available to the general public as dispensed from roadside pumps or marine fuelling facilities. No additives other than lubricating oil are permitted.

**F22**

**FUEL TANKS AND LINES**

Shall be secure in all directions and shall not leak.

**F23**

**ENGINE MOUNTING**

Mounting brackets and clamps must be secure and in a satisfactory condition and attached to the transom with at least four bolts to the satisfaction of the scrutineers.

**ENGINE WELLS – OUTBOARDS**

All holes cut into the bulkheads of the engine mounting structure for the purpose of passing control cables, etc, must be watertight and must be as high as possible and must be above the level of the lowest point of the transom cut-out.

**F24**

**FORWARD AND REVERSE GEARS**

All craft must be able to be manoeuvred ahead and astern and have neutral capability operated by controls at the driver's position.

**F25**

**ENGINE HAZARDS**

The engine must be free of dangerous corrosion, oil or fuel leaks or excessive heating likely to be a fire hazard or a danger to any adjacent structure.

**F26**

**BATTERIES**

Shall be secured with fittings sufficiently strong to withstand any anticipated shock or inertial forces imposed in Club Racing

Be free of corrosive leaks and well maintained to the satisfaction of the scrutineer.

**F27**

**FIRE PREVENTION**

All boats are recommended to carry 1 x 2kg dry powder fire extinguisher readily accessible to the crew. Maintenance at manufacturer's recommended intervals is required, and evidence that this has been carried out should be available. All fire extinguishers where fitted must be fully

charged and in date.

**F28 FIRE PREVENTION INBOARDS**

In addition to the above All boats with inboard engines must carry a fixed automatic fire extinguishing system. This system must be properly installed and engineered. Maintenance at manufacturer's recommended intervals is required, and evidence that this has been carried out must be available.

All fire extinguishers must be fully charged and in date.

**F29 EXHAUST SYSTEM FOR INBOARDS**

- (a) The Exhausting of gases must be designed in such a way that the driver and his crew are protected against the dangers represented by these gases. Carbon Monoxide Alarms must be fitted in 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 jackets or shielded. The external surface of the shield must not exceed 150°C at any time. The exit must be located in such a position whereby the crew cannot be affected by exhaust fumes.
- (c) It is acceptable for a short pipe length not exceeding 3cm in length and 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.

**F30 BUOYANCY**

It is highly recommended that all race boats carry additional buoyancy to minimise the possibility of sinking if holed.

**F31 BILGE PUMPS AND BAILING**

There shall be at least one manual bilge pump fitted to the boat. The number and capacity of pumps installed shall be appropriate to the size of the boat.

All bilge pumps shall be in proper working order and secured to the boat.

It is advised that a bucket with lanyard is carried.

It is also advised that an electric bilge pump is fitted.

**F32 PROTECTIVE HELMETS**

Unless otherwise stated at the briefing, 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.

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.

The efficiency of a helmet is the sole responsibility of the wearer

Chin straps must be in good condition and operative.

Helmets must be devoid of dents or splits.

Helmet visors must be in good condition and devoid of cracks and easily detachable (i.e. not bolted down).

The RYA recommends that full faced helmets are used at all times where practical, Open faced helmets are permitted unless other wise stated in Class Specific Rules or Race Instructions.

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

**F33 RACING VESTS AND LIFE JACKETS**

Racing Vests must be worn at all times by all persons on board whilst on



the water.

The efficiency of a racing vest is the responsibility of the wearer, but the following racing vest conditions must be complied with:

All vests must have an inherent buoyancy of at least 100 Newton and shall be fitted with collars.

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. 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 or rips or bad repairs through which buoyancy material may leak out are not permitted.

Vests must be at least 70% orange or have red 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, and must be secure to the body.

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

The vest must have impact protection material covering the back.

Some event organisers may give dispensation to the full requirements above when boats with less than 90 hp are being raced. Contact the Club Race organiser for details.

Examples of the type of jacket that comply with the above are the Hutch Wilco or Grabner, Formula, Aqua Stop. racing vests. Please contact your National Authority for additional information if you are unsure of the type of product that is acceptable

**F34 PROTECTIVE CLOTHING**

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

**F35 WHISTLE, FIRST AID COMPRESS & KNIFE**

If stipulated by the race organiser, all crew members must carry a whistle and first aid compress, both of which must be attached to them whilst racing, and each crew member must carry a sharp knife in a protective sheath.

**F36 FLARES**

The organising club must stipulate, as a requirement for the event, the minimum flares that shall be carried. This may be zero.

**F37 RETIREMENT FLAG**

All boats shall carry an orange rectangular flag of a minimum size of 0.60m x 0.40m as a means of announcing retirement from a race, and the means of maintaining it aloft where it can best be seen. Retirement flags are to be kept aloft at all times once retired if practical, so as to distinguish retired craft from those still racing.

Once a boat has retired it cannot, under any circumstances, continue or re-start Racing.

**F38 EQUIPMENT & SAFETY**

All safety equipment must be carried on board and fixed/stored to the Scrutineer's satisfaction.

**F39 CHARTS**

A current chart or charts shall be produced for the course of each race  
**If stipulated by Race Organiser.**

**F40 Anchor and Line**

The anchor shall be of a size and strength appropriate to the length and weight of the boat. An anchor line of At least 25 metres in length shall be carried. Unless otherwise stipulated in Race Instructions.

**F41 COMPASSES**

A compass must be carried if stipulated in the Race Instructions.

**F42 RACING REGULATIONS**

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

**F43 PRE-RACE DECLARATION FORM**

All drivers and crew members shall sign the local National Authority indemnity form which shall be made available by clubs. 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.

**F44 DRIVERS' BRIEFING**

Race boat driver & co-driver shall 'sign in' to signify their attendance prior to the start of the briefing.

Failure to sign in at the time requested by the organiser may result in a penalty at the discretion of the organising body.

(a) **STARTING PROCEDURE**

(b) **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**

- I. The distance between the muster area and the first turning buoy on a rolling start must be at least one nautical mile.  
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.
- II. Once in the muster area, boats must be off plane (bow down, no wake) and must circle in a counter-clockwise direction.
- III.

- 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
- V. 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.
- VI. N.B. The start boat may begin crossing the start chute in either direction. This will be detailed in the drivers' briefing.
- VII. 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.  
Race boats must observe a safe spreading distance of at least 3 metres between
- VIII. boats and no boat shall run directly behind the stern of the start boat – see diagram 2.  
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 X below
- IX.
- X. For time keepers, the official start is when the leading boat crosses the start line unless otherwise designated in racing instructions.
- XI. 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.  
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.
- XIII. 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 minutes        |
| (ii)  | Turning wrong direction during muster  | 1 minute         |
| (iii) | Interference with starting procedure   | Disqualification |
| (iv)  | Planing in the muster area   | 2 minutes        |
| (v)   | Failure to respect a safe spreading distance   | 2 minutes        |
| (vi)  | The 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).
- XV. Safety takes precedence over racing. Drivers should do nothing to endanger crew, spectators or other participants.  
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:
- XVI. The start boat will lead race boats to the muster area at which point it will raise a yellow flag, then plane slowly to allow race boats to get on plane safely 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.

Diagram 1 – Start procedure under yellow flag

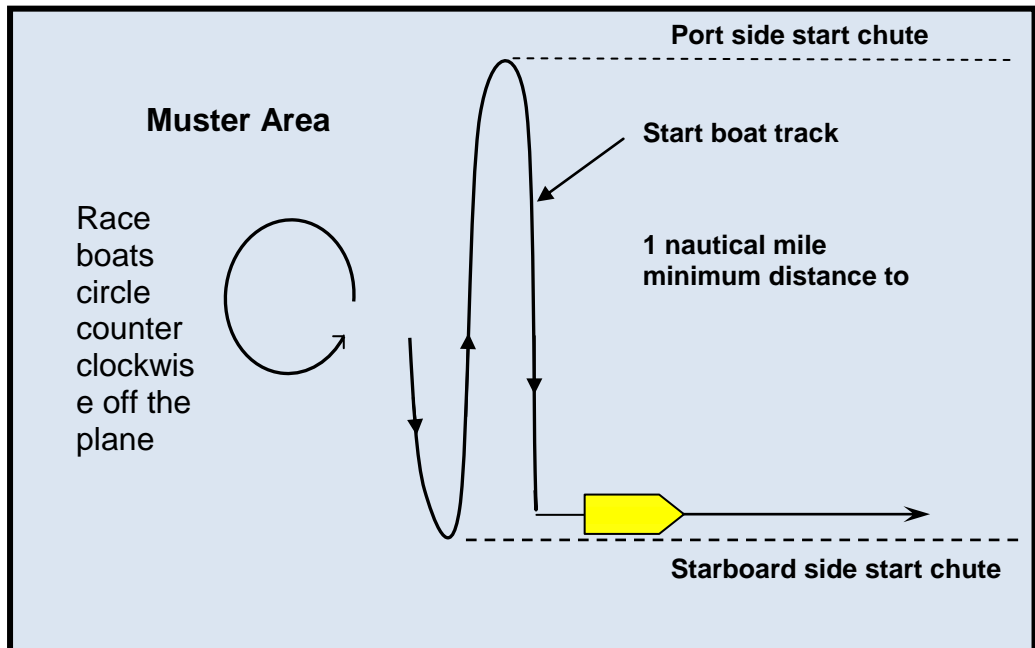
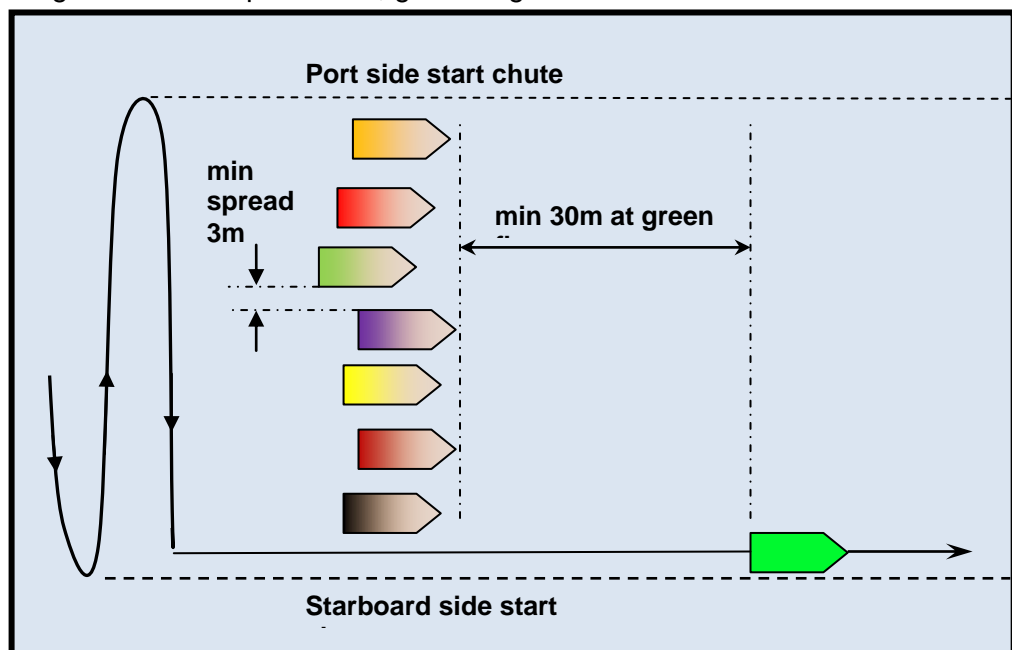


Diagram 2 – Start procedure, green flag



F45

### 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.

F46

### OUTSIDE ASSISTANCE

No outside assistance (including refuelling) is allowed during a race.

F47

### 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

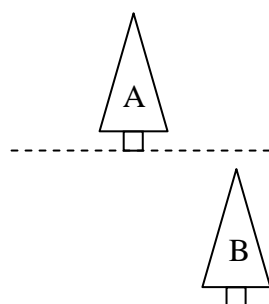
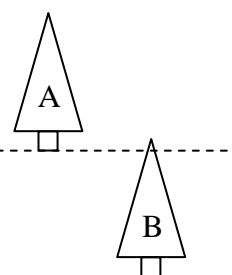


Diagram 2  
Overlap exists  
A is not clear ahead of B



### 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 F47 are subject to reduced Protest Procedures see Rule H4 –
- F47 (e) - 6
  - F47 (e) - 7
  - F47 (f)
  - F47 (g)

**F48 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

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

**F49 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.

**F50**

#### **TURN MARKS AND MISSED MARKS**

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

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 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.

A competitor may NOT return to a missed mark. The competitor must continue follow the designated course passing all remaining marks correctly. Dangerous driving resulting from missing marks will result in further penalties.

The Missed Mark will be a time penalty in minutes **at the discretion of the organising club** or as described in Race Instructions !

**F51**

#### **STOPPING THE RACE**

In case of force majeure or an accident, the race may be stopped by waving red flags. This signal will be given from all official boats.

On seeing red flags, boats shall stop racing immediately, reduce speed to less than 10 knots and return to the muster area and await further instructions.

If the race is re started the procedure identified in M48 will be followed.

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 last passing of the Finish line.

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

**F52**

#### **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 below.

### **F53 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.

### **F54 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.

### **F55 FLAG SIGNALS**

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

<b>Flag</b>	<b>Where Flown</b>	<b>Meaning</b>
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

**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.

**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 instructions.

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

**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.

**Crews disqualified by the OOD for Dangerous Driving will not be allowed the right of protest.**

**F56**

### **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.

### **RACE POINTS SCORING SYSTEM – ALL CLASSES**

(A) Points will be awarded to race boats (regardless of crew embarked)

(B) Points are not transferable into other classes or between boats

(C) No points will be awarded if a boat is disqualified for an infringement of the technical rules

The race points will be awarded as follows unless altered by Race Instructions:

#### **POINTS TABLE:**

First -400 – thereafter each subsequent placing 10% reducing:

Second	360
Third	324
Fourth	292
Fifth	262
Sixth	236
Seventh	213
Eight	191

Ninth	172
Tenth	155

### **TIED POINTS**

In the event of a tie on points, the highest number of wins will decide the Championship. If there is still a tie then 2<sup>nd</sup> places will be taken into consideration and so on. If this fails to split the tie then the result from the longest race will be taken into consideration and so on. If this fails to split the tie then the result from the first race will be taken into consideration.

**F57**

### **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

**F58**

### **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 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.

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.

**F59**

### **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

**F60**

**BRITISH CLUB 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.

**F61**

**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.

**F62**

**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.

Ends CLUB Section.

- G**      **The National Championship:**
- G1**      **Check specific class rules for updates**  
 For all RYA National Championships to be valid, there must be at least 2 boats must be on the water to start at each event for the Class to be eligible for National Points.
- All craft must carry the relevant RYA decals to qualify for RYA National Championship points.
- G2**      **OBJECTIVE**  
 The objective of the RYA Championships is to be able to name, at the end of the season, RYA National Champion Drivers and RYA National Champion Co-drivers/Navigators in the season's RYA specified events. The said competitors will be decided from the results of the current season's designated Championship races. **When the RYA Championships are presumed to be won, the winning boat may have its engine inspected If this is required by the Chief Scrutineer and the OOD**
- G3**      **ELIGIBILITY**  
**To be eligible for the RYA Championships, the competitor must:**
1. All competitors must ensure that they fully comply with the Class rules of the Class in which they intend to participate. Failure to comply with Class Rules will result in disqualification from a race and possibly from the series.
  2. Be in possession of a current Measurement Certificate or Boat Registration Logbook issued by the RYA.
  3. Drivers shall be allowed to change their boats for a different make/model of boat or the same make/model of boat during the season and still retain their points providing they continue in the same class. The RYA must be informed for registration purposes.
  4. Under no circumstances shall a driver revert to his original boat or be granted dispensation against this rule to revert to his original boat.
  5. Boats lost, damaged or destroyed may be replaced with the following proviso:  
 points scored to date will be credited to the new boat/driver combination provided that the boat is; of the same type and size, uses the same engine manufacturer, has the same type and capacity of engine, and in all other respects, conforms to previous details entered in the Measurement certificate/Log Book of the original boat.  
 If applicable new or replacement boats must be re-measured and a new Measurement certificate or Log Book created and issued by the RYA. If the above criteria is not complied with, the boat and crew combination is considered a new entry and starts with zero points and the ORC will adjudicate on the qualification.
  6. To be eligible for the RYA Championships, the competitor must start in at least one of the RYA National Final races (If two races are run as the RYA Finals)
- G4**      **POINTS SCORING SYSTEM FOR NATIONAL CHAMPIONSHIPS**  
 (also see specific Class Rules)
- (1) Points will be awarded to Driver & Navigator or Driver & Boat Combinations dependant on the championships
  - (2) National Championship points will be awarded to boats that

have completed 50% of the course distance as detailed in race instructions unless otherwise specified in race instructions

- (3) 1st place 400 points, thereafter each subsequent placing 10% reducing.
- (4) Points are awarded to all valid finishers.
- (5) Points are not transferable, including across or into other classes.
- (6) No points will be awarded if a boat is disqualified for an infringement of the technical rules.

Finishers who have missed a mark of the course or have not completed the course as set in Racing Instructions and/or Drivers' Briefing will be penalised in accordance with class specific rules or details in Event Instructions.(8) If a starter is the only starter in a class or sub-division, that starter may be awarded 40 points only.

- (9) Points will only be awarded to boats who have completed the course and taken the Chequered flag or as detailed in specific Class Rules
- (10) If a team cannot compete in a National heat because they are competing in a UIM International event where there is a conflict of dates, the team may be awarded national points for that National heat equal to their average of national points scored to date. See UIM rules on conflict of dates.

## G5

### POINTS TABLE:

1 <sup>st</sup> - 400	10 <sup>th</sup> - 155	19 <sup>th</sup> - 60	28 <sup>th</sup> - 23
2 <sup>nd</sup> - 360	11 <sup>th</sup> - 139	20 <sup>th</sup> - 54	29 <sup>th</sup> - 21
3 <sup>rd</sup> - 324	12 <sup>th</sup> - 126	21 <sup>st</sup> - 49	30 <sup>th</sup> - 19
4 <sup>th</sup> - 292	13 <sup>th</sup> - 113	22 <sup>nd</sup> - 44	31 <sup>st</sup> - 17
5 <sup>th</sup> - 262	14 <sup>th</sup> - 102	23 <sup>rd</sup> - 39	32 <sup>nd</sup> - 15
6 <sup>th</sup> - 236	15 <sup>th</sup> - 91	24 <sup>th</sup> - 35	33 <sup>rd</sup> - 14
7 <sup>th</sup> - 213	16 <sup>th</sup> - 82	25 <sup>th</sup> - 32	34 <sup>th</sup> - 12
8 <sup>th</sup> - 191	17 <sup>th</sup> - 74	26 <sup>th</sup> - 29	35 <sup>th</sup> - 11
9 <sup>th</sup> - 172	18 <sup>th</sup> - 67	27 <sup>th</sup> - 26	36 <sup>th</sup> - 10

## G6

### TIED POINTS

In the event of a tie on points, the highest number of wins will decide the Championships. If there is still a tie then 2nd places will be taken into consideration and so on. If this does not split the tie then the result from the longest race will be taken into consideration and so on. If this fails to split the tie then the result from the first race will be taken into consideration and so on.

## **H**

### **H1 PROTESTS & APPEALS**

#### **H1 INTRODUCTION**

##### **A PROTESTS**

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

##### **B APPEALS AGAINST PROTESTS**

Parties to a protest hearing may not be satisfied with the Jury's decision. They may, solely on a question of the interpretation of the rules, appeal to an RYA Appeal Panel.

##### **C APPEAL PANELS**

RYA Appeal Panels will be convened in accordance with Rule P3 and the decisions of RYA Appeal Panels are final.

##### **D LIABILITIES**

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

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

##### **E AUTOMATIC PENALTIES**

Certain UIM rules enable a Race Committee to impose automatic sanctions. A competitor must not be denied the right of a hearing if he believes an injustice has been done.

## **H2. PROTESTS**

### **A. THE JURY**

1. The Jury, having been appointed by the organising committee, is an entirely separate body from the Race Committee; it cannot be replaced, disbanded or its composition altered. Its decisions cannot be altered by the Event Organisers.
2. The Jury must: convene when required and hear properly constituted protests; submissions for redress and submissions from the OOD, Race Committee and RYA Commissioner; decide facts and apply relevant sanctions, and when necessary, submit its case in writing to an Appeal Panel.  
Composition: Chairman, RYA Commissioner, when there is one appointed to the event and at least two and at most four other members. The Chairman and at least one of the 'other' members can be from the organising club. The appointment of the Jury is the responsibility of the organising club. Representatives of other clubs do not have the right to be appointed. Members should be as broadly based as possible. The Chairman must appoint either a member of the Jury or another disinterested person to be secretary to take and draft the minutes of the meeting.

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

## **B. PROTEST PROCEDURE**

### **1. THE PROTEST**

- (a) The Protest must be in writing on the RYA Protest Form, signed by the Protestor and handed to the Race Secretary.
- (b) The Protest must be lodged in time.
- (c) The Protest must be accompanied by the protest fee of £100 (unless a lesser amount is specified in the race instructions).
- (d) A correctly lodged Protest shall not be refused.
- (e) The Protestor cannot withdraw his/her Protest.
- (f) The Jury must hear the Protest as soon as practical, immediately if possible, while everything is fresh in the minds of the parties and witnesses and ideally before the end of the event.

### **2. PRESENTATION OF THE PROTEST**

The Protest must be presented within the following times, unless otherwise stated in the race instructions:

- (a) Against eligibility i.e. validity of an entry, or the rules or handicap must be lodged before Drivers' Briefing.
- (b) Against other competitors - must be lodged within one hour of the posting of the Protestee's relevant race results.
- (c) Against the results - must be lodged within one hour of the time of the provisional results being posted.

### **3. REPRESENTATIVES**

When the Race Committee is one of the parties, it is normally represented by the OOD or the Chairman of the Race or Organising Committee.

The Protestor must represent himself unless incapacitated.

The Jury must allow an interpreter when appropriate.

The Protestee must be notified promptly.

All parties must be given reasonable notice of when and where the hearing is to take place and that they are expected to attend.

### **4. THE HEARING**

The Hearing must be held in private and where there are no distractions which could prejudice the proceedings. Minutes must be taken by the secretary appointed pursuant to Rule P2.A.3.

Clear the room of all except the Jury and minute taker.

Examine the Protest which must:

- (a) Be on the RYA Protest Form, in writing and signed by the Protestor;
- (b) Give the date, time and position of any incident;
- (c) Provide a description of any incident with a diagram and any photographic/video evidence where appropriate;
- (d) State the rule/regulation infringed if known;
- (e) Be lodged in time - in very exceptional circumstances the Jury may extend the time;
- (f) Be accompanied by the Protest fee of £100 (or such lesser amount as may be specified in the race instructions).

When these pre-requisites have been met the Jury must declare the Protest valid and hear the Protest. When they have not been met the Jury must dismiss the Protest as invalid and return the fee.

When the Protest is valid, call the Protestor and Protestee; both must be present throughout the hearing and questioning of each other and all witnesses.



When a party fails to attend the Jury must determine the matter using the following procedure appropriate for the absence and with the evidence provided by those attending:

- (a) Read out the Protest;
- (b) The Protestor states his case;
- (c) The Protestor is questioned by the Protestee. The Protestee must confine himself to testing the Protestor's case through questions, he must not at this time seek to state his case.
- (d) It is permissible, and in cross-protests more convenient, for the Protestee to defer his questions until he has stated his case;
- (e) The Protestor is questioned by the Jury;
- (f) The Protestee states his case and is questioned by the Protestor.
- (g) The Protestee is questioned by the Jury;
- (h) Any Jury member witness to the incident states his evidence and is questioned by both parties and the Jury;
- (i) Call the Protestor's witnesses, if any, one at a time;
- (j) The witness makes his statement and is questioned by the Protestor, then Protestee and Jury, then leaves the room and is not permitted to give further evidence unless recalled by the Jury;
- (k) Call the Protestee's witnesses and proceed as for the Protestor;
- (l) The Protestor then the Protestee make their final statements and then both withdraw from the room.

The Jury shall have the power to expedite or to adjourn, postpone or suspend the proceedings, where fairness so requires.

## **5. THE DECISION**

After discussion, the Jury must decide the facts, state the rules which apply and determine any appropriate penalties. The facts, rules and sanctions must be recorded in writing in the minutes of the hearing by the secretary appointed pursuant to Rule P2.A.3.

Call the Protestor and Protestee and read out the facts, rules and penalties and if requested by the Protestor and/or Protestee provide copies signed by the Jury Chairman.

## **6. RE-OPENING A HEARING**

A hearing may be re-opened when the Jury decides it may have made a significant error or when material new evidence becomes available within a reasonable time.

When a hearing is re-opened, the majority of the original Jury should be present, including the Chairman. Additional Jurors up to the original number and as broadly based may be appointed.

## **7. APPEAL**

The Protestor and/or Protestee may appeal to an RYA Appeal Panel. The decision of the Appeal Panel is final.

## **8. EXPENSES**

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

### **H3. APPEAL**

#### **A THE APPEAL**

1. Parties to a Protest Hearing may not be satisfied with the Jury's decision. They may, solely on a question of the interpretation of the rules, appeal to an RYA Appeal Panel.
2. The appeal must be in writing and accompanied by the fee of £500.
3. The parties to the Appeal and those submitting rejoinders are advised to be concise in their statements and to remember it is not the function of an Appeal Panel to seek to establish facts or resolve conflicts outside the racing rules.
4. An Appeal, once lodged, cannot be withdrawn unless the Powerboat Racing Manager [PRM] receives written notice from the appellant that he accepts the original decision. If the Appeal is withdrawn before the papers are sent to the Appeal Panel, half the fee may be returned, otherwise the fee is not returned.
5. From the time the Appeal is lodged any penalties imposed by a Jury are suspended until the Appeal is decided. When an Appeal against the removal of points and trophies is dismissed, any points or trophies gained during this period are forfeited.
6. All submissions to Appeal Panels shall be in writing, photographic or video. No parties to the original hearing, witnesses or observers shall be present.

#### **B COMPOSITION**

1. Three members, appointed by the Chairman of the PBRC and the Chairman of the Sub Committee concerned. All may vote. The PRM is present to take the minutes and to advise on relevant rules/procedures.
2. The members must have no 'interest' in the matter to be considered.

#### **C PROCEDURE**

1. Appeals must be received within ten days by the Race Committee of the event, and at the same time a copy must be sent to the PRM.
2. Within two working days of receiving the Appeal the PRM must copy the Appeal to the other party who then has ten days from receipt of the Appeal for any rejoinder to be received by the PRM.
3. The Race Committee must within four days of the expiry date for any rejoinder, send to the PRM:
  - (a) The Protest Form;
  - (b) Minutes of the Jury hearing;
  - (c) The official diagram and any other diagrams and photographic and video evidence that were seen by the Jury;
  - (d) The appellant's additional supporting evidence;
  - (e) Any rejoinders;
  - (f) The Appellant's Appeal fee.

4. Race Committees are strongly advised to keep copies of all Appeal papers and evidence sent to the PRM.
5. Unless there are exceptional circumstances, the Appeal Panel must meet within twenty one days of the receipt by the PRM of notice of Appeal.

#### **THE APPEAL DECISION IS FINAL**

#### **D PENALTIES**

The RYA may uphold change or reverse the Protest Jury's decision; declare the protest invalid, or return the protest for the hearing to be reopened, or for a new hearing and decision by the same or a different protest.

### **H4. REDUCED PROTEST PROCEDURE**

For certain rule infringements (to see which ones apply see individual rules) a reduced protest procedure may be applied by a competitor as follows:-

1. A reduced Protest Sheet must be submitted to the OOD within 1 hour of the end of the final race of the day in which the competitor takes place.

2. There will be no protest fee
3. Once the OOD has read the protest he will discuss the matter with the competitor before carrying out his own investigation in consultation with any witness he deems appropriate.
4. The OOD will make a judgement which may be to reduce or waive the penalty.
5. The OOD's decision is final and cannot under any circumstances be appealed against.

**I**  
**I.1**

**GROSS MISCONDUCT**

**ACTION BY PROTEST JURY**

1. Where any member of the protest Jury, from its own observation or a report received from any source, considers that a competitor, team member or official may have committed a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute, the Jury may call a hearing. The Jury shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing. If the competitor provides an acceptable reason for being unable to attend the hearing, the Jury shall rearrange it.
2. The Jury shall conduct the hearing following the procedures set out in rule P2. If the Jury decides that the competitor committed the alleged misconduct the Jury shall either:-
  - (1) Warn the competitor; or
  - (2) Impose a penalty by excluding the competitor and, where appropriate, disqualifying the boat involved, from a race or the remaining races or all races in the series, or by taking other action within its jurisdiction.
3. The Jury shall report any penalties to the RYA, the Organising Club, the competitor/boat owner and to the national authorities of the competitor/boat owner, as appropriate.
4. If the competitor, team member or official does not provide an acceptable reason for being unable to attend the hearing and does not attend, the Jury may conduct the hearing without the competitor, team member or official being present. If the Jury does so and penalises the competitor, team member or official the Jury shall include in its report to the national authorities made under rule I.1.3 the facts found, the decision and the reasons for it.
5. If the Jury decides not to conduct the hearing without the competitor, team member or official being present or if the hearing cannot be arranged for a time and place when it would be reasonable for the competitor, team member or official to attend, the Jury shall gather all available information and, if the allegation appears to have merit, make a report to the RYA and to the national authorities of the competitor/boat owner, as appropriate.

**I.2**

**ACTION BY RYA**

1. When the RYA receives any official report alleging a gross breach of a rule, good manners or sportsmanship, or any official report alleging conduct that has brought the sport into disrepute, or any official report required by I.1.3 or 5, it may conduct an investigation and, when appropriate, may call a hearing. The RYA may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the RYA's jurisdiction.
2. The RYA shall promptly report a disqualification under rule F26.B.1 to the national authorities of the person and/or the owner of the boat disqualified, as appropriate. If the disciplinary action taken by the RYA

pursuant to Rule I.2.1 includes disqualification from taking part in an International event then the RYA shall promptly report a disqualification under rule I.2.1 to the UIM.

### **I.3 MEDICAL EXAMINATION**

The Race Committee or OOD may ask the Medical Officer or Paramedic, present at a Powerboat Racing Event, to submit any driver, crew member, mechanic or race official entered or working in that event, to an Alcohol or Drugs test at any time during the event. The Medical Officer shall carry out a breath or saliva test as appropriate. Anyone refusing any test shall be suspended by the OOD from the event and reported to the RYA Disciplinary Board. When, in the opinion of the Medical officer a competitor or official's judgement is affected by drugs or alcohol, the OOD excludes the competitor or official from the event and reports the findings to the RYA Disciplinary Board. The maximum level of alcohol for drivers, officials and crew is the current Road Traffic Act.

### **I.4 BANNED SUBSTANCES AND BANNED METHODS**

#### **Banned substances and banned methods**

- (a) A competitor must neither take a substance nor use a method banned by the current edition of the World Anti Doping Agency (WADA) list of Doping Classes and Methods. This is available from the RYA by written request or viewed on the WADA website [www.wada-ama.org](http://www.wada-ama.org).
- (b) Doping Control is governed by the 2009 UIM Anti-Doping Regulations, which are available from the RYA by written request or viewed on the UIM web site [www.uimpowerboating.com](http://www.uimpowerboating.com).
- (c) No competitor may protest another competitor for an infringement of this rule.

### **I.5 Doping Control in the UK.**

"UK Anti-Doping" is the national authority on anti-doping and as such all information relating to this can be found on [www.ukad.org.uk](http://www.ukad.org.uk) "UK Anti-Doping" can test competitors at random without the prior consent or permission of the RYA. Conversely the RYA can also approach "UK Anti-Doping" and request they carry out tests on competitors. A comprehensive and informative document entitled "Athletes Guide Edition 5" is available from WADA, which contains detailed information on the current list of prohibited drugs. This can be obtained from [www.wada-ama.org](http://www.wada-ama.org).

Competitors taking drugs for medical reasons that contravene the list of prohibited substances are required to carry a Therapeutic Use Exemption (TUE) form detailing the medication being taken, prescribed or non-prescribed. The TUE Form is available from the RYA. It will also be enclosed with all Licence Application Forms.

### **I.6 Penalties**

Anti Doping violations when proven are subject to fixed penalties, which, in the case of a first time offence, is suspension from the sport for 2 years.

**J1. RACE ORGANISATION  
DEFINITION OF EVENTS**

Competitive events are divided into:

- (1) **International** competitive events which are those inscribed on the International calendar published by the UIM and open to competitors holding an International licence as issued by their National Authority.
- (2) **National** competitive events which are those inscribed on the National calendar published by the RYA and open to competitors holding an RYA licence
- (3) **Club** competitive events. Such events may only take place on a restricted course as laid down by the RYA. For Club competitive events competitors shall hold an RYA Licence
- (4) National class boats may race at International meetings.
- (5) Demonstrations and displays - drivers must be current RYA licence holders. Officials and boats must be agreed and approved by the RYA in advance of any demonstration. Rescue craft must be in place. The required third party insurance fee must be received by the RYA prior to the demonstration.

**J2. GENERAL RULES for ORGANISING RYA NATIONAL OFFSHORE RACES,  
CLUB RACES AND UIM INTERNATIONAL RACES**

**RACE OFFICIALS**

- (1) All race officials are reminded of the requirement to comply with the operational procedures as detailed RYA PB3 training manual. All events must be run to the rules as laid out in PB1 and the UIM Offshore Rule book when applicable.
- (2) Minimum safety and support cover both on and off the water must be based on the agreed Event and (PBR) Risk Assessment as carried out by the Organising Club. The Organising Club Must provide the OOD and SO with a copy of the PBR Race Approvals document. Organisers are reminded that this document is a legally binding contract between the RYA and the organising club and that all minimum stated safety requirements must be adhered to at all times.
- (3) Distances from the muster area to the first turn mark must be as long as possible and must conform to the requirements in class specific rules.
- (4) All first turn marks in junior racing must be made as soft as possible using additional marks.
- (5) First turn marks in all other classes must also be made as soft as possible, failure by organising clubs to achieve this may lead to courses being rejected by the RYA Race Approvals Committee
- (6) Turns must not be reciprocal. Turns more of 90 degrees or more may be required to be marked with additional turn buoys
- (7) All turn marks must be laid marks or navigational marks.
- (8) The turn mark Observer boat and all spectator craft should be kept back a safe distance from the racing line, see recommendations in OOD/SO section of PB3
- (9) Electronic marks may be used particularly for marathon classes full Latitude and Longitudes must be given.
- (10) Multi start races – Race organisers must allow sufficient time between starts to ensure safe multi start races.
- (11) Flag procedures as RYA rules. The flags appropriate to these rules may not be used in any other way during the race.
- (12) A preliminary notice should be published where possible at the club's earliest convenience to give broad details of the event. A copy of the

detailed race instructions must be sent to the Race Officials prior to the event.

**J3. MANDATORY MINIMUM CRITERIA for RYA NATIONAL OFFSHORE RACES, CLUB RACES AND UIM INTERNATIONAL RACES FACILITIES & EQUIPMENT**

1. All safety boats must be equipped to a minimum standard acceptable to the RYA Safety Officer, OOD and organising club. All safety boat crews must wear life jackets at all times, minimum age of crew manning safety boats 18 years. Juniors are permitted to assist in manning marshal boats and observer boats with the approval of the OOD. Minimum number of Safety boats as stated on PBR Form must be linked by VHF radio and where possible mobile telephone to a dedicated Race Control manned by experienced race personnel.
2. Medical Officer: National and Basic racing must have at least a paramedic currently registered with the Health Professions Council. See website: <http://www.hpc-uk.org/> For International events a doctor is mandatory.
3. Adequate First Aid facilities must be provided suitable for the venue and size of the event.
4. A media spokesperson must be appointed at all events by the race organisers and noted on the race instructions
5. Race organisers must have a copy of the major incident guidelines available at all times.
6. Organisers must comply with any specified environmental requirements
7. No transference of fuel, smoking or naked flames to be allowed in the pits area.
8. Fire point signs and adequate fire fighting equipment to be provided in pits and in crane area.
9. Adequate no smoking signs to be displayed around the pits.
10. Adequate office facilities for Race Administration and Secretariat.
11. When race boats are being craned in and out of the water prior to, during or after a race, the boat must be craned unoccupied. The arrangements for craning must be so organised that on no account will the craned boats pass over the head of any person, any boat or any equipment. Personal hard hats or racing helmets must be worn by all personnel in the craning area. Craning areas shall be cordoned off for safety.
12. Caution flags must be used to warn drivers of accidents or danger. If used they shall be provided to all on water safety assets as specified by safety officer and OOD. The colour of caution flags shall be yellow; abort race flags shall be red.

**J4. RECOMMENDED MINIMUM CRITERIA for RYA NATIONAL OFFSHORE RACES, CLUB RACES AND UIM INTERNATIONAL RACES FACILITIES & EQUIPMENT**

- (1) Fresh water supply and hoses.
- (2) Effective marshals team with an understanding of first response fire fighting techniques.
- (3) **Restricted area for:**
  - (1) Damaged boats awaiting inspection by scrutineers.
  - (2) Fuel spillage or fuel transference.
  - (3) Minimum of 2 divers to be available to be called as necessary to

the slip and/or crane during and after the race. Water suction pumps of sufficient capacity should be available at the retrieval area.

- (4) Sufficient cranes (in a restricted area) for the type and number of boats entered, with if possible, one to seaward of any lock or marina sill. Sufficient launching vehicles to suit type and number of boats entered.
- (5) Suitable boat and car parking arrangements.
- (6) Pontoons for boats mooring to suit number of entries is recommended.
- (7) Security for boats during event.
- (8) Sufficient electricity, telephones, rubbish bins, floodlights (where possible), catering facilities, toilet and washing facilities should be readily available.
- (9) Suitable protected area for engine inspection and engine stripping (covered).
- (10) Mooring facilities should be reserved for Rescue boats, and restricted access is recommended.
- (11) A private (quiet room) area should be available for any personal problems e.g. relatives and/or friends after an accident.
- (12) A Press centre on site is recommended.
- (13) A suitable area for a protest hearing.
- (14) Briefing area, restricted for drivers' briefings, safety briefings and press conferences.
- (15) Suitable arrangements to be made for prize giving and social events.
- (16) Good sign posting on approach roads to an event is recommended.
- (17) A dedicated telephone number for Race Control shall be displayed in Race Administration.
- (18) An undercover facility for post race engine stripping should be provided at all National and International races. This facility should be large enough to cover the aft end of a typical competing boatboat. There should be power and light and a bench/table with a vice (a Workmate type of bench is acceptable). There should be a polythene sheet available large enough to cover the engine bay of an inboard installation to enable inspection.
- (19) Safety boats, marshal boats observer boats and tow boats should be identified with an RYA Officials flag; flags are available from the RYA on request.

## **J5. RYA RACE APPROVALS**

- (a) **ORGANISING CLUBS** - All organising clubs must be affiliated to the RYA and must have RYA Third Party Public Liability Insurance Cover. When an event has been approved and the insurance fees paid the RYA will send the organising club the Insurance cover note and Race Approvals documentation together with the Insurance policy document.
- (b) **DEADLINES** - A club which is organising an event must apply for RYA approval by submitting the RYA PBR form together with the Event Race Instructions(using the standard template as provided by the RYA) a Risk Assessment and other such particulars as shall be required by the PBR document. **Applications for race approval must be received by the RYA powerboat Racing Department by latest the Friday**



**before the Race Approvals committee meeting date preceding the race. All race applications must show confirmed approval of either the local HM, QHM, Local authorities, local sailing clubs and HMCG** If applications are not received by these deadlines the event may not be approved.

Clubs may contact the RYA Race Approvals group via the RYA office for up dates on progress of applications. The RYA office will confirm receipt of all applications and will be available to discuss areas of concern. Race organisers are reminded that the Race Approvals Committee meet at pre set dates throughout the year, details of these dates are sent to organising clubs on a regular basis as well as being published on the RYA web site. Race applications are dated upon receipt by the RYA and applications will be taken in strict date order. Clubs are further reminded to ensure that their race applications are received in good time and not left to the last meeting of the Race Approvals Committee as this may result in the application not being considered. All clubs whose race applications are reviewed by the Race Approvals Committee will be contacted immediately following the meeting and they will be advised if the application has been approved or rejected. If an application is rejected a list of points that require attention will be sent to the organising club which must be addressed before re submission.

- (c) **SUBMITTING COURSES** - For races with lap/s of more than five n.m. distance, organisers must supply one in-date nautical paper chart with muster area, start line, finish line and all race marks shown. If photocopied charts are supplied, these must show scales and grids. Courses may be submitted on electronic charts providing the above criteria for paper charts are observed.  
For races with lap/s of less than five n.m. distance, organisers must supply three schematics drawn to a declared scale, showing the minimum depths, muster area, start line, finish line and all race marks in relation to the local coastline. Unless otherwise requested by the Race approvals committee.
- (d) **CRITERIA FOR RYA RACE APPROVALS**  
**Course** - The course must have no obvious safety hazards and possess inherent safety integrity e.g. no conflicting directions, 180° reciprocals, proximity of harbour entrances, moorings, etc.

**First Turn Mark** – it is mandatory for classes in which juniors race for the first turn mark to be made as “soft” as possible, additional turn marks may be used to achieve this. Turns of 90° or more are not acceptable.

**Distances** - Distances must be measured and given from proposed start line to first turn mark, from each turn mark to the next turn mark, total lap distance/s and total race distance relevant to each class racing i.e. National, Basic, sub-divisions, etc. The distance from the muster area to the first turn mark must be shown on all applications

**Laid Marks** - all laid marks must have their proposed positions clearly stated (Lat & Long) *except* for races where the lap/s are less than five n.m. total. For courses of less than 5nm the position of all laid marks

must be shown on the schematic chart and the positions of these marks shown relative to the coastline.

**Proposed Safety Network** - The proposed Safety network should be defined. List the proposed radio channels to be used and the position of Race Control.

**Race Instructions** - It should be clearly stated that the race will be run in accordance with the RYA rules applicable to the current year.

**Race Officials** - Qualifications of all listed race officials must be verified by the Race Approvals committee.

### **Trainee Officials**

All new trainees must apply to the RYA office for an official upgrade form

Race instructions must include the names of any trainee officials and the capacity in which they are being trained. Trainee officials can only be appointed to one position at each event.

Trainees are required to work under the instruction of an RYA official and they will be assessed at the end of the event by the official. The RYA official will complete the trainees upgrade form and return it to the RYA after the event. These forms will indicate if the trainee has satisfactorily completed the training at the event or in the case of not achieving the required standard they will be so advised and required to re take that training module at a future event.

All trainee officials will be required to satisfactorily complete a minimum of five events under instruction of a qualified RYA official. Trainees will then be required to run one event in the capacity in which they have been trained under the supervision of an RYA nominated official. If the trainee completes this to the satisfaction of the RYA they will be appointed to that position by the relevant RYA Committee

**Start & Abort Procedures** - If the start, abort and/or stopping procedure are defined in the Race Instructions, these must be checked by RYA Race Approvals Committee

- (e) **CONSTITUTION OF RYA RACE APPROVALS COMMITTEE**  
RYA Race Approvals shall consist of PRM and two or more officials agreed between both PRM and chairman of Race Approvals Committee.

## **J6. RACING INSTRUCTIONS**

- (a) International Events – Race instructions must be submitted in accordance with current UIM requirements as per UIM Rule 202. Advanced notice is required 6 months prior to the event with Race instructions submitted to the UIM at least 45 days before the event.

National & Club Events - Race instructions must be submitted in accordance with current RYA requirements. Race instructions must be submitted to the RYA Office by at least the Friday before the Race Approvals Meeting scheduled before the event. A list of dates is available from the RYA or on the RYA Powerboat Racing Section of the website

(b) **NOTIFICATIONS**

A club which is organising an International event shall give notice of its requirements to overseas competitors in the Advance Notice/Race Programme.

(c) **LOGOS**

The RYA logo must be placed on all literature concerning National racing and the UIM and RYA logos on literature concerning International racing.

**J7. EVENT RACE INSTRUCTIONS**

The **STANDARD RACING INSTRUCTIONS template** is published below and must be completed in full by the organisers prior to submission to the RYA Race Approvals Committee:

1. Event Detail

- a) Club
- b) Event Title
- c) Venue
- d) Eligible Classes
- e) Date
- f) Approved by RYA Powerboat Racing
- g) Event Organiser
- h) Club Contact details, Name Address, Telephone & Email
- i) Event Communications; Race Administration Contact & Telephone Number
- j) In association with; Local Authorities or Event Sponsors

2. 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 as well as possible death

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 Race Entry Form, 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**

3. 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.

4. **COMPETITORS RESPONSIBILITY**

All competitors entering this event must have read RYA PB1 specifically the rules relating to the class in which they are competing. Competitors are reminded to pay particular attention to the following key areas relating to racing safety:

**a) Start procedures**

**b) Overtaking rules**

**c) Flag procedures**

**d) Emergency assist procedures**

Competitors must have also read the important notice at the front of these race instructions as well as the safety information at the back. By signing the race entry form and the RYA official signing on form at the event all competitors are bound by the rules contained in the RYA PB1 2011 and UIM Rules where applicable. It is the competitors sole responsibility to decide whether or not to start or continue in a race

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once passed scrutineering. All competitors accept responsibility for any eventuality that may occur as a result of entering a race.

5. Event Secretary  
Name,  
Address  
Telephone  
Fax  
Email
6. Event Organising Committee
7. Race Committee
8. Race Officials
9. Race Jury
10. Race Status
11. Licence Status
12. Timetable; including Tide Times
13. Race Administration; Location & Contact Details
14. Registration;

On arrival at the race site, all crew members must report immediately to the Race Administration and shall sign the RYA indemnity form. Crew members must produce all documentation required under RYA Class Rules including **a copy of the 2011 PB1 Class rules for the class they are racing in**. Crews not in possession of the correct paperwork will not be allowed to race.

15. Drivers Briefing  
Mandatory Drivers Briefing will take place in the: **[LOCATION]**  
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.

16. Pit Areas, Parking & Special Conditions  
Wet Pits: Location & Co-Ordinates  
Dry Pits: Location & Parking arrangements

17. Fuelling Arrangements
18. Official Practice Arrangements  
IT IS THE RESPONSIBILITY OF ALL ORGANISING CLUBS TO DESCRIBE THE ARRANGEMENTS FOR OFFICIAL PRACTICE WHICH IS MANDATORY FOR ALL CLASSES. THIS INFORMATION MUST BE INCLUDED HERE. DETAILS OF THIS MUST ALSO BE GIVEN AT DRIVERS BRIEFING

19. Course Details

#### *Charts*

Admiralty Chart No.  
Imray Chart No.  
Chart Datum Reference  
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*

[Location & Distance] [Any Local Bye Laws or Harbour Regulations applicable]

### *Start Run*

[Distance from beginning of Start run to first turn mark]

### *Lap/Finish Line*

[Location & Distance & Description of Marks]

### **MARKS OF THE COURSE**

<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>
Eg Mark 1	50°42.32'N	01°53.40'W	Yellow Can – Bournemouth Rocks	Port

### **LAPS**

<b><u>Mark</u></b>	<b><u>TO</u></b>	<b><u>Mark</u></b>	<b><u>Distance (NM)</u></b>
Eg Mark 1	To	Mark 2	0.78nm
	To		
	To		
	To		
	To		
	To		
		Total Distance	

### **RACE DISTANCE**

START RUN + [No] No of Laps = **[DIST]** Nm or **[TIME]** Minutes duration

### **CHART OR SCHEMATIC DRAWING**

#### **Details**

20. Penalties; specific Event Penalties
21. Protests; Event Protest fee
22. Prize Giving; Location, Time & Dress Code
23. Trophies;
24. Pre-Race Scrutineering
25. Launching
26. Official Practice
27. Start Procedure
28. Flag Signals
29. Post Race Scrutineering
30. Post – Race Declaration
31. Noise & Speed Restrictions
32. Rules & Regulations The races will be run under current rules as stated in RYA PB1 2011 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.

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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.

### 33. 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 in 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.*