

O.C.R.D.A.



"Where The Action Is"

Racing and Competing Rules

Version 1 – 28th February 2018

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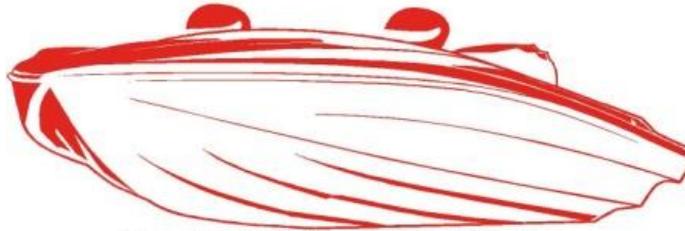
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O.C.R.D.A.



"Where The Action Is"

Section A - Offshore Circuit Racing – Officials

1. Race Manager

- a) The Race Manager heads up all the race officials and is responsible for coordinating, consulting and liaising with all other officials in order to put on races which are as safe, fair and enjoyable as possible for all those involved.
- b) The Race Manager will also be responsible for appointing the official spokesperson for the event.
- c) In addition to the above the Race Manager will work closely with the Safety Control Officer at all times whilst race boats are on the water.

2. Safety Control Officer (SCO)

- a) Answering to and working closely with the Race Manager, the SCO is responsible for all aspects of Safety for the duration of the event both on and off the water.
- b) He / She is responsible for but not limited to: -
 - i. Ensuring sufficient medical, safety and rescue assets are available and in position and that the course is clear before a race starts.
 - ii. Monitoring the racing and ensuring all incidents are dealt with safely, quickly and professionally
 - iii. Contacting where appropriate local harbor masters and coastguards advising them of the start and finishing of a race.
 - iv. Making sure both the wet and dry pits are safe not only for the racers but also members of the public.
 - v. Liaising with all other race Officials and Admin to deliver a fair and safe event.

3. Race Compliance Officer (RCO)

- a) Answering to and working closely with the Race Manager the RCO is responsible for the interpretation of all rules and ensuring they are all properly implemented and adhered to.
- b) Working with timekeepers to ensure the results are correct and published in a timely manner.
- c) Dealing with any protests or disputes as may arise in a fair and even-handed manner.

4. Race Secretary

- a) The race secretary is responsible for ensuring all racers, officials and helpers are properly signed in and that next of Kin forms are in place.
- b) Ensure anyone turning up to race has all the relevant paperwork required in order to race at any given event.
- c) Provide all relevant information (e.g. boat and crew details etc.) to other Officials (including timekeepers) confirming number of boats, crew's names and eligibility to race.

5. Chief Timekeeper

- a) The Chief Timekeeper is responsible for ensure the timekeeping team are clearly briefed on their given role within the team during a race stressing the importance of accuracy in recording laps and times.
- b) Produce provisional results as accurately and quickly as possible and present them to the RCO

Section B - Offshore Circuit Racing – Definitions, Classes and Race Boat Requirements

1. Definition

- a) Offshore Circuit Racing (OCR) is multiple short lap powerboat racing consisting of several timed races at each event.
- b) OCR is an affordable entry level form of powerboat racing which welcomes competitors of all ages.
- c) Racing takes place near the shore which associated with challenging courses containing several turn marks tax the driving and navigational skills of the crew.
- d) OCR is a family friendly sport which engages spectators wherever it takes place.

2. Classes

The OCR Series shall be sub-divided into Four classes according to the engine manufacturer's horsepower as below:

a) Engines

<u>Class</u>	<u>Allowable Engines</u>
---------------------	---------------------------------

- | | |
|---|--|
| 1 | Engines over 200Hp up to 350Hp (Unless specifically agreed by the OCRDA Committee) |
| 2 | Engines up to 200 Hp / 2750cc |
| 3 | Engines up to 150 Hp / 2200cc |
| 4 | Engines up to 100 Hp / 1500cc |

- b) High output, racing modified or forced induction engines move up to next class.
- c) With no specific boat design criteria, competitors should ensure that their engines fall within the boat hull manufactures specification and should seek confirmation from OCRDA as to the eligibility of a boat and its engine prior to entry (see registration log book below).
- d) OCRDA reserve the right to refuse entry to any boat and /or crew. If requested reasons for refusal will be submitted in writing.

3. Boat Registration

- a) All boats that are intended to be raced must be registered with OCRDA. Registration will relate to both the owner and the boat.
- b) Once registration has been accepted OCRDA will issue a registration log book which must be presented at race control at each event along with their race licence.
- c) Should any boat be damaged the SCO or Scrutineer will authorise the Race Secretary to record details of any damage in the log book
- d) Any damage sustained at an OCRDA event will be recorded on the relevant incident form to be used as part of a separate record of incidents at an event

4. Licences

To enter the OCR series all competitors must be a full member of OCRDA and be in possession of a valid OCRDA powerboat racing licence which can be obtained as follows: -

- a) Request from the OCRDA Secretary ocrdasecretary@gmail.com or download from the web site a racing licence application form and complete all sections.
- b) For the 18 to 50 age groups the application form shall be accompanied by an OCRDA self-declaration medical form which should be accurately filled in and if necessary obtain relevant approval from a qualified doctor. Applicants outside of these age groups will require a full medical.

- c) If appropriate the applicant must carry out the relevant powerboat training (see training section) before the licence can be issued.
- d) Return the racing licence application form to OCRDA together with the completed medical form, evidence of training (if appropriate) and the fee as stated on the form.
- e) OCRDA licences will be valid for only for the calendar year in which it was issued. At the discretion of OCRDA a discount may be applied for licences issued mid-season.
- f) Valid licences from any other national authority will also be considered although a fee may apply.

5. Age Regulations

- a) In all classes the minimum age for a navigator is 16 and driver is 18 years of age
- b) All age regulations apply on the first day of an event.

6. Control of Boat

- a) Only valid licence holders are permitted to control or be in the boat whilst racing.
- b) Boats are ONLY allowed out on the water when signed on at the times designated in race instructions with the prior agreement with the Safety Officer. Any boat on the water prior to signing on must obey all local bylaws and if appropriate liaise with the local harbour authority. Non-conformance may result in disqualification from the event and / or fined by the authorities.

7. Novice Crew

- a) Any team with a crew member competing in his or her first 3 events (Classified as a Novice) MAY be required to display identification that they are a novice. Details of this will be given in advance if required. Novices entering in a class one boat will only be permitted at the discretion of the race organisers / OCRDA committee.
- b) These teams may need to be positioned furthest from the start boat during their first four races, this will be detailed in race instructions or at the drivers briefing.
- c) Novice Drivers and Co-drivers will be under periodic review to monitor their performance and where necessary may be required to undertake additional training

8. Race Entries

- a) All entries must be made via the official entry form and all accompanying terms and conditions complied with.
- b) Entry of any team into any race of the championship is fully at the sole discretion of OCRDA and the organisers reserve the right to refuse entry.
- c) OCRDA reserve the right to refuse entry to any boat and /or crew. If requested reasons for refusal will be submitted in writing.

9. Race Boat Numbers

- a) Race boat numbers will be issued by OCRDA on a first come first served basis.
- b) Once issued you will be entitled to retain that number as long as boat registration is renewed annually by the 31st December and that you continue to be a fully paid up OCRDA member.
- c) All race boat numbers will be recorded in your OCRDA Registration Logbook.

- d) All numbers shall be black on a yellow or white background. There should be at least 25mm of background colour surrounding the race boat number. Numbers must be on both sides of the boat and optionally on the fore-deck. Numbers on the fore-deck shall read correctly from the transom.
- e) Numbers shall be bold clearly visible (no italics) with a minimum Height of 300mm
- f) Boat numbers shall be displayed on both sides of the trailer hitch.

10. Race Boat and Equipment

- a) Craning and Recovery
 - i. If the Boat is to be craned at any event it is recommended that it be fitted with a minimum of three lifting eyes suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin.
 - ii. If slings are used, then ideally, they should be used with spreader bars.
 - iii. Boats are lifted at the owner's responsibility and it is his / her responsibility to ensure the correct positioning of all strops and that they are certified, adequate and within the SWL for the boat's weight including any equipment when it is to be lifted.
 - iv. No persons are allowed on board any boat whilst being craned
 - v. Boats being craned must not pass over the head of any person or another boat.
 - vi. Everyone in the craning area must always wear either a hard hat or a racing helmet.
- b) Trailers
 - i. To aid identification Boat race numbers must be clearly displayed on the both sides of the trailer hitch.
 - ii. All trailers (including jockey wheel, winches, winch straps, winch handles and brakes) should be in a good and roadworthy state of repair. Wheel blocks should always be available to be used if required.
 - iii. Trailers shall have no smoking signs on either side of the winch post.
- c) Towing Cleats 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 and not merely to the deck.
- d) Decks

Decks must be able to bear the weight of a 100 Kg person standing at any point.
- e) Windshields and Windscreens
 - i. Must be well secured.
 - ii. Must be of non-splintering material. The use of glass for windscreens is forbidden except where they are made from toughened glass.
 - iii. Must be masked by rubber or plastic on any bare edges.
 - iv. Must not be so designed that it would restrict the driver from being ejected.
 - v. All sharp edges must be adequately protected or removed.
- f) Buoyancy

It is a mandatory requirement that suitable buoyancy is installed and properly secured in the bow of the boat.
- g) Steering and Controls
 - i. 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.
 - ii. Hydraulic steering must be fully operative, hoses and unions must be free of leaks and adequately protected.

- iii. Single push pull steering is not permitted.
 - iv. It is highly recommended that Hydraulic steering is used in all classes.
 - v. All control cables shall be in good working order, securely fastened and any loose ends taped over.
- h) Engine Cut-Off**
- i. Engine cut-off device (“kill switch”) for connection to driver is mandatory, however, it is **STRONGLY RECOMMENDED** that engine cut offs are fitted for both the driver and navigator.
 - ii. An emergency override system or additional kill cord is to be stored inside the boat to allow the engine to be restarted if the driver is not in the boat. Co Pilots / navigators will be required to demonstrate their ability to restart the engine and drive the boat if required.
 - iii. Kill cords must not exceed 120cm between driver and the connection to the boat.
 - iv. The emergency cut-off device must be positioned so that when it operates, the connection cord and cap or clip will not catch or foul.
 - v. Kill Switches are to be connected to the driver at ALL times when the engine is running
 - vi. Boats with a tandem set up are required to be fitted with a kill switch for both the Driver and Co-pilot / Navigator OR an audio/visual alarm which will activate in the event of the Co-pilot / Navigator being ejected from the boat.
- i) Throttle Control and Gears.**
- i. Foot throttles must be properly connected, work freely and must be in a position where it cannot be fouled. It must quickly return the engine to idling speed when released and have a secondary means of return in the event of failure
 - ii. All craft must be able to be manoeuvred ahead and astern under power and have neutral capability with controls at the driver’s position.
 - iii. Hand throttles are not permitted
- j) Seats**
- i. All boats must have a min of two seats of adequate strength and support and must be secure and unmoveable.
 - ii. It is **STRONGLY RECOMMENDED** that seat backs are of sufficient height to support the back of the head (Note: - This may become mandatory from 2019)
 - iii. The positioning in the boat is to be abreast or, if the fore and aft differential is more than 150mm then the craft is considered to have tandem seating and will be required to have a visual / audible warning device in the driver’s position activated by a kill switch (or similar) if the co-driver / navigator is ejected.
 - iv. An infill behind the front seats is permitted but in the case of tandem seating the infill must start behind the navigator / co-driver’s seat. Infills must be at least 40mm below the top of the seat backs and must be securely fitted. Should an infill be removed or not fitted all pins and brackets must be removed from the hull/deck.
- k) Fuel and Fuel Tanks**
- i. Only commercially available fuel with the same characteristics as that available to the public is to be used.
 - ii. All tanks shall be secure in all directions undamaged and not leak.
 - iii. There shall be a clearly marked and easily accessible means of shutting the fuel supply off from the tank(s).
 - iv. Permanent metal tanks shall be earthed.
 - v. Fuel lines shall be leak and chafe resistant and run in a manner to avoid damage.

- l) Engine Mounting & Hazards**
- i. Mounting brackets and clamps must be secure and in a satisfactory condition and attached to the transom with at least four bolts each secured with locking nuts and must be to the satisfaction of the scrutineer.
 - ii. 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 within the boat.
- m) Batteries**
- i. A clearly marked battery isolation switch in the positive or negative supply line shall be fitted in an accessible position within the boat.
 - ii. All batteries shall be mounted upon a secure and solid platform and secured with fittings sufficiently strong to withstand any anticipated shock or inertia encountered during a race.
 - iii. Batteries shall be free of corrosive leaks and well maintained to the satisfaction of the scrutineer.
- n) Propeller Security**
- i. It is the responsibility of the competitor to ensure that the propeller or propellers are sound, particularly at the blade roots and are securely locked by the propeller nut(s).
 - ii. When the boat is not in the water, the propeller shall be fitted with a suitable guard which is sufficient to prevent injury in the event of any physical contact by a person.
- o) Engine Well – Outboards**
- All holes cut into the bulkheads of the engine mounting structure for the purpose of passing control cables etc., must be watertight, as high as possible and above the level of the lowest point of the transom cut-out.
- p) Bilge Pumps and Bailing**
- i. There shall be at least one bilge pump fitted to the boat. The number and capacity of pumps installed shall be appropriate to the size of the boat.
 - ii. All bilge pumps shall be in proper working order and secured to the boat.
 - iii. It is highly recommended that in addition to the bilge pump a secondary means of bailing is available within the boat
- q) Fire Prevention**
- i. It is recommended that a suitable fire extinguisher be secured within the boat and that it should be readily accessible to the crew. Powder types are not recommended. All fire extinguishers where fitted must be fully charged and in good serviceable condition.
- r) Helmets**
- i. Unless otherwise stated at the briefing, full face protective helmets of the correct size 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, 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.
 - ii. 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.
 - iii. The efficiency and condition of a helmet is the sole responsibility of the wearer.
 - iv. When a helmet is first produced for scrutineering the wearer must prove compliance with the above standards; this may be by means of product literature.
 - v. Chin straps must be in good condition and operate correctly.
 - vi. Helmets must be devoid of dents or splits.

- vii. Helmet visors must be in good condition and devoid of cracks and easily detachable.
 - viii. It is mandatory to have an intercom system, between driver and navigator, installed and operational.
- s) Lifejackets / Racing Jackets**
- i. Lifejackets must be worn at **ALL** times by any person on board whilst the boat is on the water.
 - ii. The efficiency of any jacket is the responsibility of the wearer, but the conditions specified in this section must be complied with.
 - iii. All jackets must have an inherent buoyancy suitable for the wearer and shall be fitted with a collar.
 - iv. Lacing ties and/or straps shall be adequate and in good condition. There must be lifting straps at the front or on the shoulders and have a lifting eye or strap attached to the main harness.
 - v. Zips are not permitted as the sole means of fastening a jacket. Where zips are used as an ancillary means of closure they should be in working order.
 - vi. Tears or rips or bad repairs through which buoyancy material may leak out are not permitted
 - vii. Jackets must be at least 70% orange, Red or yellow or have orange, Red or yellow panels.
 - viii. Jackets must not be able to ride up over the wearer's head and must be secure to the body.
 - ix. The disposition of the solid buoyancy must be such as to ensure that an unconscious person will float face up in the water.
 - x. The jacket must have impact protection material covering the back. Examples of the type of jacket that comply with the above are the Hutch Wilco, Grabner, Formula, Aqua Stop. Please contact OCRDA for additional information if you are unsure of the type of product that is acceptable.
- t) Towing Lines & Mooring Fenders**
- i. A rope shall be carried for use as a towing line.
 - ii. All towing lines and the towing point must be of adequate construction and strength for the boat to be towed when waterlogged.
 - iii. All boats shall carry adequate and suitable fenders and mooring lines for use when moored alongside another boat
- u) First Aid Compress & Knife**
- All crew members must carry a first aid compress and a sharp knife in a protective sheath which must be attached to them whilst racing,
- v) Retirement Flag**
- i. 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. Retirement flags are to be kept aloft at all times once retired if practical so as to distinguish retired craft from those still racing. The Orange Flag should be waved vigorously if urgent assistance is required.
 - ii. Once a boat has retired it cannot, under any circumstances, continue or re-start racing.
- w) Advertising**
- i. Sponsor decals and application instructions may be issued by the organising body. It is the responsibility of each driver to ensure these are placed on their boat as directed.

- ii. No owner or crew can be compelled to carry any conflicting advertising whatsoever on their person, clothes or upon the boat that is being raced and their refusal to do so cannot in anyway be an obstacle to their participation in any race.
- iii. Political publicity or immoral advertisements are not allowed.
- iv. No advertising is to contain any inappropriate or offensive words or images.
- x) National Flag
All boats should display their national flag throughout the race.
- y) Protective Clothing
Protective clothing in the form of race overalls and footwear which covers all limbs must be worn at all times whilst on the water in the boat.
- z) Scrutineering
 - i. It shall be the competitor's responsibility to offer for scrutiny a boat that does not have any structural or mechanical defects.
 - ii. All safety equipment required must be carried on board and fixed/stored for the Scrutineer to see to their satisfaction.

11. Modifications to Engines

Any change or modification that is not allowed for under these rules will result in disqualification from the race. Should you wish to make a modification not listed below and to avoid disqualification please request clarification from the committee via the club secretary ocrdasecretary@gmail.com

a) Permitted Modifications

- i. It is permitted to modify the standard engine cowling to facilitate the fitting of alternate steering assemblies provided that any non-standard openings are sealed so the engine cannot pull in any additional air
- ii. It is recommended the engine rubber mounts be substituted with a solid alternative.
- iii. Blueprinting of the powerhead to the manufacturers tolerances.
- iv. Modifications and minor optional alternatives as listed and priced by the engine manufacturer may be permitted provided they do not affect engine performance but improve convenience and safety.
- v. Transom brackets may be reinforced.
- vi. The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. The remaining void must be sealed to prevent any extra air entering the cover.
- vii. Modified production engines will be assumed as race engines and classed accordingly.

12. Scrutineering

a) Scrutineers Inspections.

- i. Scrutineering does not constitute a condition survey of the boat and should not be taken that the boat is safe to race.
- ii. Scrutineers will use the current OCRDA Scrutineering Sheets. The scrutineering sheet may not necessarily cover every item that a scrutineer may wish / need to check on a particular boat nor does every item necessarily refer to every class of boat. A scrutineer will reject a boat if it does not comply with the rules and / or the requirements of the organiser and any non-compliance referred to the race committee. Any decision will be taken as quickly as possible to allow where appropriate changes to be made before the start of a race

iii. Any incomplete entry may, at the scrutineer's discretion, be put back to be re-examined later if time permits.

b) Damaged Boats – Log Books

If during an event a boat is damaged so as to be deemed unfit to race, the Race Scrutineer will complete the relevant part of the log book and give a copy to the competitor. The boats log book will be withdrawn by OCRDA and only be reissued after the competitor provides proof from a competent person that the boat has been examined after repairs have been made and deemed fit to race. Ultimately it is the competitor's responsibility to ensure that a boat is fit to race. In addition, any recommendations made to a competitor about the condition of a boat will be noted on the log book.

Section C - General Rules and Definitions

1. Eligibility

It is the Race Committee's duty to decide upon competitor's eligibility and as to whether boats and engines conform to the rules. If a Race Committee decides to check an engine to verify its eligibility, the cost shall be borne by the competitor if the engine fails the eligibility check, otherwise the cost will be borne by the race organiser.

2. Pre- Race Declaration, Signing On, Signing Off and Race Briefing

- a) All drivers and crew members must be fully paid up members of OCRDA and shall sign the indemnity waiver form.
- b) All competitors are required to sign on prior to the start of the briefing to signify their attendance. Failure to sign in at the time requested on Race Instructions may result in a penalty or disqualification at the discretion of the race officials.
- c) Any protest with regards to eligibility must be made to the Race Manager prior to the start of each briefing.
- d) Non-attendance at the start of the briefing without the approval of a race official may result in disqualification or other penalties being applied.
- e) Identity Tags
Racing crew members will be issued with a waterproof temporary identification when they first sign on and this must be worn on the right wrist (unless specifically agreed by the race officials) at **ALL** times for the duration of the event. It can only be removed once signed off from their last race.
- f) Signing off
At the end of each days racing and their boat has been recovered all competitors are required to sign off from that days racing. It should be noted that when signing off you are confirming that you are fit and well as once the last person signs off the Medical Support will be stood down.

3. Competitors Responsibility

- a) The competitors accept responsibility for every eventuality that may occur as a result of entering a race. It is the crews sole and ultimate responsibility to decide whether to start or continue in a race once they have passed scrutineering.
- b) It is forbidden to start the motor with the propeller rotating in the air.
- c) Smoking of any type is strictly prohibited in the pits, fuelling or launch areas. Adequate signs will be posted to this effect and the rule will be rigorously applied by the race organisers and officials.

4. Alcohol and Drug Testing.

- a) Alcohol
 - i. Random testing for alcohol will take place at each event. Any competitor or official exceeding 5 micrograms of alcohol for every 100 millilitres of breath will be excluded from the event until they are within the allowed limit.
 - ii. Retesting immediately before a race will be at the discretion of the race organisers / officials.
 - iii. Where race organisers / officials have good reason to believe a competitor or race official may be over this limit they may ask for a breath test to be taken.

- iv. Any refusal to take a breath test without a medical reason will result in exclusion from the rest of the event.
- v. Repeated failures of the breath test at different events will result in disciplinary action being taken and a written warning issued.

b) Drugs

- i. Random drug testing may be carried out at an event.
- ii. No competitor or official is to take any drug currently banned by the World Anti-Doping Agency (WADA)
- iii. Where race organisers / officials have good reason to believe a competitor or race official may be under the influence of drugs then they may ask for a test to be taken.
- iv. Should you believe that any prescribed or over the counter drug which you are taking is banned under WADA then you are to provide details to the club secretary ocrdasecretary@gmail.com (in confidence) so that an exemption can be made if appropriate.
- v. Failure of a drug test at an event may result in a validated test being carried out the cost of which will be borne by the competitor if failed or OCRDA if passed.
- vi. Independent validated drug testing may be carried out at any event at the discretion of OCRDA committee.
- vii. Any refusal to take a drug test without a medical reason will result in exclusion from the rest of the event.

5. Valid Starters

A valid starter is defined as 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.

6. Flags

The following describes the flags used in a race (see race start procedure for start flags), their meaning and what action to take.

a) Blue "Race Official" Flag – This flag will be flown by signed on Safety and Marshall boats.

b) Yellow Flag – Warning

Unless flown in the muster from the start boat this is a warning flag carried by safety and marshal boats. It is used to advise race boats that there is an incident in the vicinity. At least one of the crew should acknowledge a yellow flag by raising their arm, do not overtake until clear and proceed with caution.

c) RED Flag – Race Stopped

Carried by safety and marshal boats the red flag immediately stops the race.

- i. If the RED flag is deployed by the start boat during the start procedure all boats should come off the plane and safely return to muster to await further instructions.
- ii. If the RED flag is deployed during a race all boats should come off the plane and return safely to the muster area.
- iii. Any boat failing to come off the plane after passing 2 RED Flags will be penalised.

d) Black Flag – Boat Disqualified or Stopped Racing

Carried by the start or finish boat (may be the same) and is used sometimes with a white board showing a boat number or pointed at a boat to instruct them to cease racing immediately return safely to the wet pits and await further instructions as they may be a danger to themselves and / or others.

- e) Green Flag – Last Lap
Carried by the finish boat this is shown to the lead boat and all subsequent boats (irrespective of their position in the race) to indicate that they have commenced the last lap of the race.
- f) Chequered Flag – Finish Flag
Shown from the finish boat to the lead boat and all subsequent boats one lap after the green last lap flag to indicate the race has finished. On receiving the chequered flag, it should be acknowledged, slow down when it is safe to do so and follow the race finished instructions as described at the Race briefing.
- g) Chequered Flag **NOT** preceded by a Green Last Lap flag – Race Curtailed
Shown from the finish boat to the lead boat and all subsequent boats to indicate the race has been curtailed. On receiving this flag, it should be acknowledged, slow down when it is safe to do so and follow the race finished instructions as described at the Race briefing.
- h) Orange Flag – Race Boat Retirement.
 - i. If flag is just held aloft then race boat has retired.
 - ii. If an orange flag is actively waved, then that race boat is in need of urgent assistance.
 - iii. Once an orange flag has been raised the race boat has retired and must not under any circumstances re-join the race.
 - iv. The Orange flag must continue to be shown by the retired boat until either the race has finished or they are in the recovery area.

7. Points.

- a) Points for each race will be awarded in a class where 3 or more boats cross the start line as follows:
 - i. First Place 200 Points
 - ii. Second Place 180 Points
 - iii. Third Place 162 Points
 - iv. Points reduced by 10% for each subsequent position
- b) Points will be awarded to the driver boat combination only.
- c) Points are not transferable into other classes or between boats.
- d) Points will only be awarded to Boats crossing the finishing line having completed 75% of their class winner's laps rounded down to the nearest whole lap.
- e) Points will only be awarded upon 50% of the scheduled race time (rounded down to the nearest minute) being completed as a single race.
- f) Any driver / boat combination disqualified from a race because of a technical infringement WILL lose all points to date and those races may not be dropped as worst results for championship point's status.
- g) Any boat or crew returning to the pits after a race without all its required equipment may be disqualified.
- h) Any crew / boat combination disqualified from a race for any other reason may not drop that race as a worst result for championship points status.
- i) Spot checks will be carried out, unannounced, at races to verify that boats comply with the eligibility rules.

8. Posting of Results

- a) Where possible provisional results will be posted in or outside of Race Control within an hour of the last race of the day.
- b) The RCO or Race Manager will sign the provisional results and state the time of the posting.

- c) The RCO or Race Manager will be present for one hour from the time of posting the results to receive any protests.
- d) Provisional results will become official one hour after posting provided no protests have been received and all teams have signed off.
- e) It is the competitor's responsibility to monitor the posting of the provisional results.
- f) Only protests submitted in writing within an hour of the posting of results will be considered. Protests after that time will not be allowed.

9. Penalties & Warnings

- a) Time penalties for failure to run within the rules will be as detailed in race instructions.
- b) Where the race officials feel a penalty does not reflect the actions of a competitor or that any advantage gained is more than the penalty detailed in Race Instructions then additional penalties will be applied. This would include additional time penalties or disqualification.
- c) Obvious deviations to the rules resulting in a penalty being applied would include but not be limited to the following: -
 - i. Missing a mark of the course.
 - ii. Failing to keep a safe distance at the start as detailed in the rules
 - iii. Jumping the start
 - iv. Dangerous, reckless and unsafe driving.
 - v. Failing to acknowledge Red and Yellow warning flags
- d) Bad behaviour by competitors at any time during the event will be discussed with race officials and if necessary a written warning given detailing the reasons, the discussions, what is expected and what will happen should there be any repeat.

10. Protests

All protests must be submitted on the appropriate form (available from race control) within one hour of provisional results being posted. There are 2 types of protest as follows: -

- a) Full Protest –
 - i. This must be submitted to the race secretary within the above timescale along with a protest fee of £100 cash. The RCO or Race Manager will then consider the protest, interview the parties involved and any witnesses, look at any supporting evidence and make their decision known along with any subsequent actions in writing to the protestor. Should the protest be upheld and there is no counter protest, (a counter protest fee of £100 cash is required) within 1 hour of this decision, the original protest fee will be returned and the matter closed.
 - ii. The first protest will always be considered on the same day only with the evidence available at the time.
 - iii. If the protest is not upheld or there is an appeal or counter protest this will be considered by an independent Protest Panel within 28 days and their decision will be final.
- b) Reduced Protest
 - i. This must be submitted to the race secretary within the above timescale. The RCO or Race Manager will then consider the protest, interview the parties involved and any witnesses, look at any supporting evidence and make their decision known along with any subsequent actions in writing to the protestor.
 - ii. The decision of the RCO or Race Manager is final and cannot be appealed.

Section D – Launching & Start Procedures

1. **Launching**

Boats must be ready to launch as indicated at the Race Briefing and under the instructions of the Launch Marshall. Failure to be ready for launching on time may result in you not being able to race or be a late starter.

2. **Transit to and waiting in the Muster Area**

- a) Boats must proceed to the muster area as detailed in race instructions and in an orderly fashion having due regard for harbour speed limits and other water users.
- b) When in the muster area boat must be off the plane bow down and no wake keeping a careful lookout for other boats.

3. **Start Procedure**

- a) The start procedure will be fully explained in the race briefing including a description of the start boat and will be either a 'Rolling start' or an 'Off the Plane Rolling Start' In exceptional circumstances a foul weather start may be deployed.
- b) The start chute, between the muster area and the first turning mark must be straight and of adequate length for the number of starters and be kept clear.
- c) Rolling Start
 - i. Two minutes before the start of the race and once the course is clear, the start boat will raise and continue to display a yellow flag, this will indicate the commencement of the start procedure, during which time all boats should line up in an orderly fashion in preparation for the start.
 - ii. The start boat will then travel across the start chute before turning away from the fleet picking up speed and on the plane towards the first turn mark.
 - iii. At this time race boats should follow and be in line abreast and / or as detailed in race instructions and the briefing and follow the start boat at a distance of at least 30 meters and spaced at least 3 meters apart from other race boats, picking up speed in line with the start boat.
 - iv. When the starter is satisfied that all boats are in an acceptable racing line and proceeding at a suitable speed, the green flag will be raised and the yellow flag lowered simultaneously - **The raising of the green flag determines the start of the race.**
 - v. 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 a restart or follow specific instructions of the start or other officials / safety boat.
 - vi. A boat that is in the muster area but is unable to start the race for any reason must not interfere with the start.
 - vii. Late starters are only permitted at the discretion of the Safety Officer / Race Manager. Alternative instructions for late starters may also be given in the Race Instructions or at the drivers' briefing.
 - viii. Should any boat decide not to proceed with the race they must follow the retirement procedure and deploy the orange flag.
 - ix. **The start is one of the most dangerous times in a race and as always safety is paramount and takes precedence over racing. Drivers should do nothing to endanger their crew, those in other race boats, or official and spectator boats.**

d) Off the Plane Rolling Start

- i. Two minutes before the start of the race and once the course is clear, the start boat will raise and continue to display a yellow flag, this will indicate the commencement of the start procedure, during which time all boats should line up in an orderly fashion in preparation for the start.
- ii. The start boat will then travel across the start chute before turning away from the fleet picking up speed off the plane towards the first turn mark.
- iii. At this time race boats should follow and be in line abreast and / or as detailed in race instructions and the briefing the start boat at a distance of at least 30 meters and spaced at least 3 meters apart from other race boats, off the plane and at a speed in line with that of the start boat.
- iv. 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 start of the race and boats may increase speed on the plane**, however, for the timekeeper's race position purposes the start of the race will be as the lead boat passes the start / finish line.
- v. 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 a restart or follow specific instructions of the start or other officials / safety boat.
- vi. A boat that is in the muster area but is unable to start the race for any reason must not interfere with the start.
- vii. Late starters are only permitted at the discretion of the SCO / RM. Alternative instructions for late starters may be given in the Race Instructions or at the drivers briefing.
- viii. Should any boat decide not to proceed with the race they must follow the retirement procedure and deploy the orange flag.
- ix. **The start is one of the most dangerous times in a race and as always safety is paramount and takes precedence over racing. Drivers should do nothing to endanger their crew, those in other race boats, or official and spectator boats.**

e) Foul Weather Start

Should sea conditions in the muster area be such that boats ship water when in the muster area while off the plane, the procedure will be modified as follows: -

- i. The start boat will lead race boats to the muster area flying a yellow flag.
- ii. The start boat will head towards the first mark slowly on the plane to allow race boats to get safely in line on plane.
- iii. Race boats will follow the start boat at the 30 metres minimum safety distance until the raising of the green flag.
- iv. Once satisfied that boats are reasonably in line the start boat will raise the green flag and the race will commence.

f) Late Starters

Late starters can only join the race after confirmation that they are allowed to do so from race control via VHF radio or a safety boat.

Section E – Racing Rules

1. General

- a) It is the duty / responsibility 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. Different boats and different classes of boat handle and respond in different ways and different weather and sea conditions effect the way boats handle.
- b) The amount of sea room required and time needed to make a manoeuvre or avoid a collision will vary from boat to boat and race to race. This must be taken into account when reading these rules.
- c) Whilst racing or participating in official practice sessions, boats are still bound by the International Rules for the Prevention of Collision at Sea in regard to other water users which are not part of the event.
- d) 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. A constant lookout must be maintained and crews are reminded of the importance of good and efficient communication at all times.
- e) Any boat involved in a collision WILL be disqualified. Where a competitor believes that contact was of no fault of theirs they may continue to race if it is safe to do so and lodge a reduced protest procedure once the race is over and within an hour of results being posted.
- f) 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.
- g) No outside assistance (including refuelling) is allowed during a race. Any boat receiving unauthorised outside assistance will be disqualified.

2. Wet Driver / Crew

- a) In the event of either crew of a boat being ejected into the water all racing will stop regardless of whether the red flag is being flown.
- b) Irrespective of a red flag being flown if any boat comes across crew in the water they must immediately stop to offer assistance, warn other boats to keep clear and try and alert one of the safety team if not already in attendance.

3. Accident Aid

- a) It is mandatory for the first boat to stop and give support at an accident – however, crew must only give active assistance if requested or there is no or insufficient help at the scene.
- b) The first boat which stops to render assistance as detailed above will be awarded points related to the position they held the last time they crossed the start finish line prior to stopping to give support at an accident. No other finishers will have their points or positions affected by this action. However, should the boat that rendered assistance restart the race and improve its position from when it stopped, it will keep its better position and points. To qualify the boat giving assistance must take the chequer flag.

4. YELLOW FLAG - Incident Procedure

- a) In the event of a hazard or incident on the course, the yellow flag procedure will be used to control the fleet.
- b) There is NO OVERTAKING in the vicinity of the yellow flags.
- c) When it is deemed that the course is clear, yellow flags will be removed.
- d) It is all crew member's responsibility to monitor all flag signals whilst deployed and act accordingly.
- e) Any crew not following these instructions may be liable for disqualification.

5. RED Flag – Stopping a Race

- a) In the event of crew being in the water the race will be stopped irrespective of whether a red flag is being flown.
- b) In the event of force majeure, the race will be stopped by waving the RED flag from all official safety and marshal boats.
- c) On seeing RED flags, boats are to stop racing immediately, come off the plane and return safely to the muster area.
- d) In the event of the race being stopped using the Red Flag procedure, the finishing positions will be taken as recorded the last time a boat crossed the start finish line.
- e) Any boat deemed to be the cause or a contributory factor in the race being aborted will be disqualified.

6. Overtaking

- a) Any overtaking boat must give way to the overtaken boat.
- b) A boat being overtaken must not deliberately alter its course in any way that would hinder the overtaking boat.
- c) An overtaking boat must in all circumstances be prepared to alter its course to avoid a collision.
- d) During Multi-Class races, boats on the longer course may only pass outside of the boats on the shorter course.
- e) Extra caution is advisable when overtaking canopied boats that may have limited all-round visibility, especially to the rear.
- f) If a boat in consequence of its neglect of any of these rules compels another to foul, it will be disqualified.
- g) Definition of fouling - if any boat by its action 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), they will be penalised.
- h) Any/all boats involved in a collision will be disqualified (See 1 a above).

7. Multi Class Racing

- a) Multi class racing can incorporate two or more courses.
- b) During Multi-Class races, boats on the longer course may only pass outside of the boats on the shorter course, except on a chicane where the responsibility is on the overtaking boat. This will be clearly described at drivers briefing.
- c) If canopied boats are racing in a mixed class event, competitors are to be particularly careful when overtaking as these boats have limited all-around visibility, especially to the rear.

8. Turn Marks – Rounding, Fouling and Missing

- a) All marks will be laid in the approximate positions referred to in the race instructions.
- b) 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.
- c) Where 2 or more boats approach a turn mark they should give way to the boat on their inside and ensure enough room is left for them to take the mark safely. Any boat on the inside must not deliberately alter course or take the mark wide where it might force the boats on the outside to take avoiding action.
- d) The Event Race Instructions will specify the colour and shape of the course marks.
- e) Should a mark go missing the race will be stopped but until that happens the Boat must pass through the approximate geographical position referred to in race instructions and not seek to gain an advantage.
- f) If a boat hits a turn mark a penalty may be applied by the race officials and any damage / loss charged to the competitor.
- g) Should a mark be missed it is not to be retaken and the boat should continue correctly around the designated course.
- h) Any boat missing a mark will receive a penalty as detailed in these rules or Race Instructions, however, any penalty may be increased should it be deemed that a boat has gained an advantage over and beyond the penalty given.
- i) Any boat considered to be driving dangerously after missing a mark may receive further penalties or be disqualified.

9. Finishing a Race

- a) When the leading boat has completed the time or laps as detailed in race instructions they and all boats following will receive the Green Last Lap Flag at the start / Finish line.
- b) When the leading boat completes the last lap and crosses the finishing line, the chequered flag will be waved indicating they are the winner and that the race is finishing.
- c) The chequered flag will also be given to all subsequent boats that cross the finish line.
- d) After crossing the finishing line boats should continue for a short distance before slowing down and turning into the centre of the course or as described in race instructions conforming with the International Regulations for Preventing Collisions at Sea. They should then await further instructions from a Marshal / Safety Boat before being escorted back to the wet pits for recovery
- e) Boats shall not begin a new lap if they cross the finish line after the leading boat has taken the chequered flag, should any boat fail to stop racing a penalty will be applied.
- f) All boats crossing the finishing line after the winning boat will be classified as having finished the race and timed for completing a race when her bow crosses the finishing line.
- g) 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 otherwise they will be classed as a non-finisher.
- h) Boats will be ranked according to the number of laps completed and then the time it has taken to complete those laps.

10. Race Curtailment.

- a) A race may be curtailed at any time for a number of reasons but especially on the grounds of safety and curtailment will indicate the finish of the race.
- b) For curtailment of a race the Chequer flag (without the last Lap flag) will be flown by the finish Boat at the Start / Finish Line starting with the lead boat.
- c) All boats will then follow the finish procedure as detailed above.

11. Retirement Procedure

- a) On retiring from a race, boats must hoist and display an orange flag when practical to do so and continue to fly it until the boat is back in the wet pits.
- b) The crew should attempt to contact a safety / marshall boat or Race Control by radio and inform them of the boat's retirement and the reasons.

12. Injured Crew

- a) In the event of any competitor being injured they should if possible seek immediate medical assistance from the medical officer at the event and / or notify race control or a safety boat.
- b) Should the injury be such that the Medical Officer considers it is unsafe to continue racing he will advise Race Control and the competitors licence will be withdrawn preventing him from racing until notification is received in writing from their doctor or the hospital that they are fit to do so.
- c) All injuries will be recorded by Race Control and records kept for future reference if needed.