



Where The Action Is !

2025 Racing and Competing Rules

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IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

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Please Note: - All Rule Changes / amendments for this year are shown in highlighted Red.

Small Grammatical changes are not highlighted.

Terminology.

In these rules the word “shall or “must” means mandatory “should” or “may” means recommended

“Driver” refers to “Boat Driver” “Jet Ski Rider” and “ProCat Driver”

“Boat” refers to ALL “Race Craft.”

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Section A - Offshore Circuit Racing – Classes and Race Boat Requirements

1. Classes & Engines

The OCR Series shall be sub-divided into four single engine classes / formula. To identify which class / formula a boat is in, the class calculator on the OCRDA web site is to be used. Generally, this will be according to the engine manufacturer's specification as detailed below:

OCR Classes Cubic Capacity / hp

Formula Sport - N/A – Single outboard unless specifically agreed by the OCRDA Committee

Formula 1 Up to 2750cc - Max 199hp

Formula 2 Up to 2200cc - Max 149hp (including experimental single seater – see below)

Formula 3 Up to 1500cc - Max 100hp

Jet Ski Classes

J1 - 300hp modified GP2 Class

J2 - 300hp Stock + NA Modified GP3

J3 - 200Hp stock **NA Modified GP3**

Waterspouts

In the interest of safety and visibility waterspouts are to be removed / capped off at all times whilst racing.

Special Dispensations

a) J2- all craft from 200hp up to and including 300bhp when furnished by the manufacturer are allowed to compete in the J2 class.

b) The Kawasaki 310hp has been given special dispensation to compete in the 300hp J2 stock class. As per limited modifications specified in the rules.

c) The Seadoo 325 has been given special dispensation to compete in the 300hp J2 stock class. As per limited modifications specified in the rules.

J4 - Naturally aspirated four stroke craft up to 200bhp are allowed to compete in the J3 class. The Honda AquaTrax (1200cc N/A turbo charged only) Watercraft has been given special dispensation to compete in the 200 class.

Jet Ski's & Pro-Cats please see Section E & F Appendices at the end of this document for further permitted modifications.

2. Boats / Hull

a) 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 logbook below).

b) Boats requiring weight to meet formula requirements may only add a maximum of 10% of the boats original weight. This weight must be permanently bolted or fibreglassed inside the boat evenly divided between the transom and crew area. No fixed weight will be allowed forward of the front 1/3 of the boat.

c) Any loose ballast / trimming weight can be positioned anywhere within the boat. Trimming weight will be removed when a boat is weighed for its classification.

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- d) OCRDA reserves the right to refuse entry to any boat and /or crew. If requested reasons for refusal will be submitted in writing.
- e) Anyone who feels their boat has been put in the wrong class then they should send their reasons by e-mail to admin@ocrda.com this will normally be responded to within 14 days from receipt.

3. Boat Registration

- a) All boats that are intending to be raced must be registered with OCRDA. Registration will relate to both the owner and the boat.
- b) The cost of boat registration will include one non-refundable race entry.
- c) Once registration has been accepted OCRDA will issue a registration logbook which must be presented at race control at each event along with their race licence.
- d) Class stickers in Oracle 7510 Vinyl are to be fitted to the bow of the boat of each of the following OCR classes **(For Jet Ski's please see Appendix 2)** as follows: -
 - F Sport – Not Required
 - F1 Yellow - 029
 - F2 Pink - 046
 - F3 Red - 039
 They should be fitted on the top and both sides and extend 500mm back from the bow with the appropriate class shown in 100mm black (If you are not sure of the precise position on the class stickers please ask).
- e) Should any boat be damaged, the Scrutineer will advise the Race Secretary to record details of any such damage in the boat's logbook.
- f) Any damage or injury sustained at an OCRDA event may 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) Requested from the OCRDA Secretary admin@ocrda.com or downloaded from the web site. Please ensure you complete all sections.
- b) For the 18 to 60 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 the 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 before the licence can be issued. This will include on water training and assessment on Boat handling as well as a theory session on racing and the rules and subsequent test on the rules.
- 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 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.

It is Highly RECOMMENDED that all competitors take out sufficient personal accident insurance to meet their individual needs. This requirement will also be shown on each licence application and a declaration that it is still in existence by a competitor signing on at an event.

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5. Age Regulations

- a) In all OCR classes the minimum age for a navigator is 16 and driver is 18 years of age
- b) In Jet Ski's the minimum age is 15 Years of age
- c) All age regulations apply on the first day of an event.
- d) All Competitors under the age of 18 must provide proof of age
- e) All competitors under the age of 18 must be accompanied at the event by a Parent/Guardian
- f) All competitors under the age of 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 and the risks involved.
- g) **Jet Ski Riders** under the age of 18 may only enter J3 class. **However, anyone who is 17 before the first race of the season can move into J1 / J2 as long as they have raced in at least 50% of the races run in the previous season (Not events - actual races started) and that the committee is satisfied as to their competence.**
- h) **Jet Ski Riders** under 18's will be required to wear hi viz race vest

6. Control of Boat

- a) Only valid licence holders are permitted to control or be in the boat whilst racing.
- b) Only the Driver signed onto the event is allowed to drive the boat during a race. Any change over of Driver / Navigator or change of any of the boats crew must be authorised by Race Control / Race Manager before the change takes place. Any request for any changes is to be supported with the reasons why.
- c) Boats are ONLY allowed out on the water when signed on at the times designated in race instructions or with the prior agreement of the Race Manager or Safety Control Officer. Any boat on the water prior to signing on must obey all local bylaws and 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 **8 RACES RUN** (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 will only be allowed to enter into Formula Sport, **or** Formula 1 **or Jet Ski J1** at the discretion of the 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 – For further information on jet Ski Race Numbers please see Appendix 4 at the back of this document.

- a) Race boat numbers will be issued by OCRDA to the driver on a first come first served basis and cannot be changed during the season.

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- b) Once issued you will be entitled to retain that number as long as the boat registration is renewed annually by the 31st of December and that you continue to be a fully paid up OCRDA member.
- c) All race boat / Jet numbers will be recorded in your OCRDA Registration Logbook.
- d) All numbers shall be black on a white background (or yellow for white boats). 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 foredeck. Numbers on the foredeck shall read correctly when viewed from the transom.
- e) **All** Numbers shall be bold, clearly visible (no italics), with a minimum Height of 300mm. In the case of small boats these dimensions may be decreased but the maximum use of available space is to be used.
- f) Race Numbers shall be mounted on the forward half of the boat / Ski
- g) Boat / Ski numbers shall also be displayed on both sides of the trailer hitch.
- h) For the 2024 season onwards any new boats / Ski's being registered will only be allowed one or 2 digit numbers. e.g. 1 to 99. Grandfather rights will be allowed for all existing three digit numbers as registered at the end of the 2023 season.

10. Race Boat and Equipment

a) Cranage and Recovery

i. Each boat is to have its own set of certified slings

- ii. 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.
- iii. If slings are used, then ideally, they should be used with spreader bars.
- iv. 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 being lifted.
- v. No persons are allowed on board any boat whilst being craned / lifted
- vi. Boats being craned / lifted must not pass over the head of any person or another boat.
- vii. 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 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. **Any boat on a trailer deemed to be unsafe to the public, crew or officials (including launch & recovery teams) will not be launched until adequate repairs have taken place.** 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.
- iv. A portable and IN DATE fire extinguisher SHALL be mounted on the front part of the trailer.
- v. **Every boat / Ski must have at least 1 x 2Kg foam or Powder fire extinguisher present in their pit area. Each extinguisher must be in good working order, show the Boat / Ski Number and up to date service record.**

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.

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e) Windshields and Windscreens

- i. All Boats must be fitted with a suitable windscreen of sufficient height and strength to offer some protection to both the driver and Navigator from the force of the water in the event of a stuff
- ii. It must be well secured.
- iii. Be of non-splintering material. The use of glass for windscreens is forbidden except where they are made from toughened glass.
- iv. Be masked by rubber or plastic on any bare edges.
- v. Must not be so designed that it would restrict the driver from being ejected.
- vi. All sharp edges must be adequately protected or removed.

f) Kick Plates shall be fitted in the footwells of all OCR Boats to prevent crews going into the bow of the boat in the event of a "Stuff" or impact with any object. Whilst Kickplates can be removeable to add / remove ballast they should be securely fixed to prevent collapse in the event of an incident.

g) Buoyancy

It is a mandatory requirement that suitable buoyancy be installed and properly secured in the bow of the boat.

h)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 except for Jet Ski's.
- iv. It is highly recommended that Hydraulic steering is used in all classes.
- v. Formula 2 boats and above are to have a matched 1500psi Steering System. 1000psi high-capacity side mount systems may be acceptable subject to OCRDA approval.
- vi. All control cables shall be in good working order, securely fastened and any lose ends taped over.

i) Engine Cut-Off

- i. Engine cut-off device ("kill switch") for connection to the driver is mandatory.
- ii. With the exception of Jet Ski's an emergency override system or additional kill cord is to be secured inside the boat with easy access 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 the Driver. A Kill switch device should also be fitted to the navigator to give an audio / visual warning to the driver if the navigator is ejected. This audio / visual warning must be clearly heard and seen by the driver but shall not turn off the engine.
- vii.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.
- viii. All craft must be able to be manoeuvred ahead and astern under power and have neutral capability with controls at the driver's position.
- ix. With the exception of Jet Ski's Hand throttles are not permitted.

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j) Seats

- i. All boats have a min of two seats of adequate strength and support and must be secure and unmoveable.
- ii. It is **HIGHLY RECOMMENDED** that seat backs are of sufficient height to support the back of the head.
- iii. 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.
- iv. Where practical seat height should be such that each crew members shoulder should be level with the adjacent top side of the boat.

k) Fuel and Fuel Tanks

- i. There is to be no refuelling between races on the same day. Boats should carry enough fuel to complete the days racing allowing for reasonable delays and restarts.
- ii. Only commercially available fuel with the same characteristics as that available to the public is to be used.
- iii. All tanks shall be secure in all directions undamaged and not leak.
- iv. With the exception of Jet Ski's there shall be a clearly marked and easily accessible means of manually shutting the fuel supply off from the tank(s).
- v. Permanent metal tanks shall be earthed.
- vi. Fuel lines shall be leak and chafe resistant and run in a manner to avoid damage.
- vii. All teams are advised to have their own fuel / oil spill kit.
- viii. Where an electric fuel pump is fitted it should be powered via the Kill Switches so that power is removed when the kill switch is operated.

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 - Excluding Jet Ski's
- 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 scrutineer's satisfaction.

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.

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p) Bilge Pumps and Bailing

- i. There shall be at least one electric 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. **Whether a bilge pump is automatic or manual, a switch to operate the pump shall be fitted in an accessible position on the cockpit dash**
- iv. It is MANDATORY that in addition to the electric bilge pump a secondary means of bailing is available within the boat (e.g. Bailing bucket or manual bilge pump) Excludes Jet Ski's

q) Helmets – OCR Only - for Jet Ski's Please see appendix 3

- i. 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 the appropriate size of helmet and that it fits correctly. Helmets shall be made to a minimum standard to include UN ECE22-05 or Snell M2000, or M2005 or Snell SA2000 or SA2005. All Helmets must have temple protection.
- iii. Cameras affixed to helmets are not recommended but if fitted are entirely at the responsibility of the wearer.
- iv. Front Flip up Helmets are not permitted
- v. The efficiency and condition of a helmet is the sole responsibility of the wearer who should satisfy themselves that as well as meeting the above standards that it is 'fit for purpose'
- vi. 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.
- vii. Chin straps must be in good condition and operate correctly.
- viii. Helmets must be devoid of dents or splits.
- ix. Helmet visors must be in good condition and devoid of cracks and easily detachable.
- x. It is mandatory to have a fully operational intercom system between driver and navigator.
- xi. Helmets shall be in predominantly bright orange, yellow or green and shall have no stickers other than a reference to the safety standard of that helmet and the boat number being raced which should be clearly visible on the top of the helmet. It is also recommended that the wearers name is shown on the helmet at chin level.

r) Lifejackets

- 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 must be provided and both 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.

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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.

Xi. Jet Ski's Only - Life jacket and crash vests are to be as deemed in a suitable condition by the Jet Ski Scrutineer. Minimum 50N Buoyancy with 4 x Buckle fasteners on the front or 2 to the side. If ZIP PFD is used it must be in full working order and accompanied by at least one Buckle fastener.

s) Towing Lines & Mooring Fenders

- i. A suitable tow rope with a spring loaded snap hook on one end is to be safely secured within the boat at all times whilst racing.
- ii. All towing lines and the towing point must be of adequate construction and strength for the boat to be towed when waterlogged.
- iii. Towing lines should be no longer than the length of the boat to prevent it fouling the prop should it become detached
- iv. All boats shall **have** adequate and suitable fenders and mooring lines for use when moored alongside another boat. **Fenders must be presented at scrutineering. Should fenders be carried within the boat when racing they should be suitably secured to prevent them becoming loose.**

t) Rope Cutter

All crew members must carry a suitable rope cutter, not a belt cutter, (**Excludes Jet Ski's**) on their person. Any rope cutter must be capable of cutting all ropes expect to be used in OCR Racing and in particular any rope being used in and on their boat. **Suitable KNIVES and holders ARE PERMITTED but it is the crew's responsibility to ensure that its use and wearing fully complies with UK Knife law. Knives must not be worn on lifejackets**

u) Retirement Flag – Excludes Jet Ski's

- 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.

v) 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.

w) National Flag

All boats **MUST** display their national flag (minimum 350mm x 200mm) throughout the race along with OCRDA, BPBA and UIM Stickers.

x) Protective Clothing

- i. OCR - 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.
- ii. Jet Ski's - Protective clothing for jet skis must cover both legs and torso. Covering of arms is recommended but not mandatory. Wet suits can be used subject to the Scrutineers approval.

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y)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 in 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.

- i. It is permitted to modify the engine cowling.
- ii. Carbon Reeds are acceptable but not recommended.
- iii. It is recommended the engine rubber mounts be substituted with a solid alternative.
- iv. Blueprinting of the powerhead to the manufacturer's tolerances is permitted.
- 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.
- vii. Modified production engines will be assumed as race engines and classed accordingly.
- viii. 15 inch mid and / or low water pick-ups are permitted in F Sport only.
- ix. All parts on an engine must belong to the model engine used and not changed from the OEM e.g. changing from a 40amp electronic system to a 26amp and gaining an advantage. Should proof of a part belonging to that class not be substantiated via technical drawings then the engine should be classed as "modified" in the logbook and class calculator.
- x. The use of aftermarket parts is allowed providing they are of an equivalent specification of the corresponding manufacturers parts.

(Definition of modified - Power enhancing modifications to the powerhead, Sandwich /adapter plates, exhaust tuners, ECU and electronic components. If any of these components have been modified from their original factory settings, configuration or tolerances '*Modified*' must be declared on logbook application. Saddles, trim assembly and Engine Mounts are permitted modifications. If any openings have been cut or drilled in mid-section '*exhaust relief*' must be selected in the logbook.)

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. Unless by prior agreement (e.g. late arrival of one of the crew) all race equipment is to be available whilst a boat is being scrutineered.
- iii. Any boat failing its initial scrutineering will be re-examined should time permit.
- iv. Boat compliance checks may take place at any time during an event and penalties applied as deemed suitable by the race committee.

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b) Damaged Boats – Logbooks

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 logbook and give a copy to the competitor. The boats logbook 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 logbook.

13. Technical Scrutineering

- a) Random technical inspections will be carried out through the season by the Technical Scrutineering team. Should a competitor's engine need to be stripped and rebuilt this must be carried out by the competitor or their representative. All Teams must supply their own spare gaskets and if re-built in front of scrutineers and sealed by them, then future stripping would be unlikely. At the end of the season all boats finishing 1st, 2nd & 3rd in their provisional national championship class will be stripped at the event.
- b) Engines being stripped will only be carried out after the competitor's last race of an event.
- c) All engines will be sealed before its first race of the season.
- d) All costs involved in stripping of engines to be borne by the competitor unless due to a failed protest.

14. Testing

- a) **No testing is to take place at any event (whether signed on or not) without the permission of the Race Director / Race Managers**
- b) **During testing Race Lifejackets and helmets must be worn.**

Section B - 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) Any team who are not in race administration with their relevant event registration paperwork at least 30 minutes prior to briefing may not have their paperwork processed and therefore will not be able to race.
- c) All competitors are required to sign on prior to the start of the event to signify their attendance. Failure to sign on without a lead officials' consent will result in a penalty or disqualification.
- d) All Competitors remain signed on to the event at all times race control is open as detailed in race instructions. Competitors will automatically be signed off from the event once race control closes after the last race at an event.
- e) Signing off (fit and well) - At the end of each day's racing once their boat has been recovered all competitors are required to sign off confirming that they are fit and well. Once the last person signs off Medical Support will be stood down.
- f) Any protest with regards to eligibility must be made to the Race Manager prior to the start of each briefing.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

g) Non-attendance at the start of the briefing without the consent of a race official may result in disqualification or other penalties being applied.

h) Identity Tags

Racing crew members will be issued with a waterproof temporary identification tag when they first sign on and this must always be worn on the right wrist (unless specifically agreed by the race officials) for the duration of the event. It can only be removed once signed off from their last race.

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 boat, 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. Points.

a) 400 Points will be awarded to the winner in each formula/class with each subsequent finisher's points reduced by 10%, for example: -

i. First Place 400 Points

ii. Second Place 360 Points

iii. Third Place 324 Points

b) All boats crossing the finishing line in a race will receive points subject the requirements below being met

c) Should a race be curtailed or stopped points will be awarded based on a boats position the last time they crossed the finishing line as long as the minimum race time as detailed below have been completed.

d) Points will be awarded to the boat / driver combination.

e) Points are not transferable into other classes or between boats / Skis. However, under exceptional circumstances (such as damage not being able to be repaired before the next race) a change of boat/Ski to one in the same class and the transfer of points may be permitted **but only by applying in writing to the race committee** for a dispensation. Any replacement boat must carry the same **race** number. Changing back to the original boat / Ski once repaired may be permitted by again applying **in writing** to the committee. **Failure to follow the above WILL result in a DQ**

f) Changing to a different make/model of ski (does not apply to boats) will not be permitted except in exceptional circumstances where it cannot be replaced by a matching craft, again this must be requested in writing to the committee.

g) 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.

h) Points will only be awarded upon 15 minutes of the scheduled race time (Normally 25minutes plus a lap) being completed as a single race. Should the scheduled race time be changed from the norm (above) this may be amended by the race committee.

i) The worst **6 20% (rounded down to the nearest whole number of races)** of the races **started (minimum of 4 Races)** in a season will be deducted from the total points scored when calculating the National Championship positions for each class. This will include did not finish (DNF) and did not start (DNS). Should the result be tied, the winner will be the boat with the most wins, seconds, or thirds etc. until there is a winner. Disqualifications cannot be dropped even though no points were awarded. This may be varied by the committee in exceptional circumstances e.g., insufficient races run.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

- j) Should a **whole event** not **take place** for whatever reason (such as bad weather) then it will **not** be counted as a **race** and as a result **will not need to be used as a race to be dropped**.
- k) 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.
- l) Any boat or crew returning to the pits after a race without all its required equipment may be disqualified.
- m) All boats must start a race with an engine cowling.
- n) Any boat losing a cowling **may** be black flagged and should turn into the centre of the course when safe to do so and approach the boat flying the black flag to confirm the reason for the black flag.
- o) Losing a cowling will result in a 'did not finish' (DNF), even if not black flagged.
- p) Any boat losing a cowling must as soon as they are aware turn into the centre of the course and signify its retirement from the race by use of its orange retirement flag.
- q) Any boat losing a cowling and ignoring a black flag will be disqualified.
- r) Spot checks will be carried out, unannounced, at races to verify that boats comply with the eligibility rules.

5. 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 and disqualification 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.
- vi. Anyone failing a breath test or retest before a race will be disqualified from that day's races. Where there is more than a 2-hour gap between the start of the competitor's class of races on the same day, a retest may be requested from the Race Manager / Race Director up to one hour before the start of their next race whose decision will be final.

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) 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.
- 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 OCRDA Chairman (in confidence) so that an exemption can be made if appropriate.
- v. Independent validated drug testing may be carried out at any event at the discretion of OCRDA committee, UK National Powerboating Body (BPBA) or the UIM.
- vi. Any refusal to take a drug test without a medical reason will result in exclusion from the rest of the event.

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6. 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.

7. 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 when safe to do so and return safely to muster to await further instructions.
- ii. If the RED flag is deployed during a race all boats should come off the plane when safe to do so and return safely to the muster area or as directed by a safety or marshal boat.
- iii. Any boat failing to come off the plane after passing 2 RED Flags will be penalised.

d) Black Flag – Boat Disqualified or Stopped from 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 and contact a safety boat for further instructions as they may be a danger to themselves and / or others.

e) Green Flag – Last Lap & Start Flag

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.

Any boat / Ski failing to stop racing and / or to follow the race briefing instructions for finishing a race once the chequered flag has been flown, will result in a time penalty.

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. **NOTE:** Slower boats may be overtaken by the race leader on the last lap and may not receive a Last Lap Flag.

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 needs urgent assistance.
- iii. Once an orange flag has been raised that 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.

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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 Race Director / Race Manager will sign the provisional results and state the time of the posting.
- c) The Race Director / 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.
- 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 only be allowed if the crew of a protesting boat are incapacitated or insufficient time was available due to delays in boat recovery.

9. Penalties & Warnings

- a) Time penalties for failure to run within the rules will be as detailed in the generic and / or event specific 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 could include additional time penalties or disqualification.
- c) Obvious deviations to the rules resulting in a penalty or disqualification being applied would include but not be limited to the following: -
 - i. Missing a mark(s) 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 repetition (See Also OCRDA constitution).
- e) Should a race be stopped with a red flag and the minimum distance not be achieved resulting in a restart or that particular race being abandoned then the boat(s) or Ski deemed to be the cause of that red flag will be given a DQ for that race with all other competitors being listed as a DNF (did not Finish) if not restarted. Should there be sufficient time to restart the race the boat(s) or Ski's causing the red flag will still be DQ'd from that race.

10. Protests

All protests must be submitted in writing or on an appropriate form (if relevant) within one hour of provisional results being posted. Results of all protest will be posted in race control and if necessary (e.g. Race Control closed after completion of the event) on the OCRDA Facebook Hub. Should there be a valid reason late protests may be accepted at the discretion of the Race Director / Race Manager. When submitting a protest only video and race officials evidence will be considered. Other racers views may be considered but spectators verbal evidence will not. Whilst a competitor may ask for clarification of a penalty or rule before submitting a protest, at no time are they to harass an official after an explanation but submit a protest as below.

There are 2 types of protest as follows: -

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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 Race Director / 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 a different Protest Panel within 28 days and their decision will be final.
- iv. All and any additional costs (labour and parts if applicable) relating to the protest are to be borne by the losing party once a final decision is made.

b) Reduced Protest

- i. This must be submitted to the race secretary within the above timescale. The Race Director / 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 Race Director / Race Manager is final and cannot be appealed.

Section C – Launching & Start Procedures

1. Launching

- a) Boats must be ready to launch as indicated in Race Instructions and confirmed 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 to be a late starter meaning a boat will have to join the race once authorised and after the start run has commenced.
- b) It is the responsibility of the boats crew / team to ensure the safety and security of their boat at all times and especially during launching and recovery when they should be present to assist and accompany the launch / recovery of their boat. OCRDA does not accept responsibility for any damage or loss incurred at an event no matter how caused.

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 – For Jet Ski Start Procedure please see Appendix 6.

- 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 (see below).
- 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. 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.

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- ii. The start boat will then travel from its start position across the start chute and then return to its start position and commence the start run by 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 / 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. During the start run to the first mark competitors must have due regard of the overtaking rules and distances to be left between boats (see iii above).
- vi. 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.
- vii. **Any boat or boats causing a red flag on the start run will also receive a 2 minute time penalty. This only applies to the Start and not during the actual race where a boat causing a red flag will receive a DQ**
- viii. A boat that is in the muster area but is unable to start the race for any reason must not interfere with the start.
- ix. 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.
- x. Should any boat decide not to proceed with the race they must follow the retirement procedure and deploy the orange flag.
- xi. **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. 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 from its start position across the start chute and then return to its start position and commence the start run by 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.**
- v. During the start run to the first mark competitors must have due regard of the overtaking rules and distances to be left between boats (see iii above).
- vi. 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.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

vii. Any boat or boats causing a red flag on the start run will also receive a 2 minute time penalty. This only applies to the Start and not during the actual race where a boat causing a red flag will receive a DQ

viii. A boat that is in the muster area but is unable to start the race for any reason must not interfere with the start.

ix. 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.

x. Should any boat decide not to proceed with the race they must follow the retirement procedure and deploy the orange flag.

xi. 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) Standing Start and Grid Starts

i. The difference between a standing start and a grid start is that in a standing start all boats are in a single line and in a grid start there is F1 / FS in the front then F2 then F3. However, depending on numbers there may be more mixed classes in a grid. Details of who is in which grid will be given at Briefing.

ii. For the start procedure the start boat will go across the front row flying the yellow flag before returning to its start position as detailed in briefing. This is the instruction for all boats to get in line.

iii. Once back in position and satisfied boats are in line the green flag will be raised which indicates the start of the first line / grid.

iv. In a grid start and after a short delay, 5 to 10 seconds the green flag will be dropped indicating the start of the 2nd grid.

v. Again, after a short delay the green flag will be raised indicating the start of the 3rd grid.

vi. Any boat jumping the start or failing to get properly in line will receive an automatic 2-minute time penalty

vii. Boats can be in gear prior to the start but they must stay in line.

viii. Any boat or boats causing a red flag on the start will also receive a 2 minute time penalty. This only applies to the Start and not during the actual race where a boat causing a red flag will receive a DQ

f) Foul Weather Start

Should sea conditions dictate the start procedure will be modified as follows: -

i. The start boat will lead all 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 the 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.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

Section D – 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 affect 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 considered when following these rules.
- c) Both crew must always be sat in one of the fitted seats whilst on the plane.
- d) 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.
- e) 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 between them at all times.
- f) 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.
- g) 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.
- h) No outside assistance (including refuelling) is allowed during a race or between back-to-back races on the same day without the permission of the Race Manager / Race Director. **Should permission be given to allow on** water assistance between races in the finish / muster area **it will be on the strict understanding that it must** not delay **or interfere with** the start of the next race. Outside assistance is only allowed when a boat / ski has retired and is off the racing line or back in the wet pits. In the event of a boat / ski breaking down on or near the racing line outside assistance is allowed only to move them to a safe area. **Any boat receiving unauthorised outside assistance will be disqualified.** Boats are not allowed to return to the wet pits **during a race to** carry out repairs and then re-join the same race.

2. Wet Driver / Crew (Excludes Jet Ski's)

- a) In the event of either crew of a boat being seen in 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.
- c) Should any crew of a boat end up in the water and get back into the boat without being spotted and a red flag raised, they must immediately retire (Raise their Orange Flag) and move to a safe position within the course, advise a safety boat of their situation and await a medical assessment. Failure to do so will result in a DQ which can be retrospectively applied at any time during a season should it become apparent that this procedure was not followed.
- d) All crew who have been in the water need to be medically assessed before being cleared to race in the next heat. They are not to take part in a restart of a heat for which they were responsible for the red flag but may start subsequent heats.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

3. Accident Aid

it is mandatory for the first boat to stop and give support at an accident – however, crew must only give active assistance if

- a) requested or there is none 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.
- c) Jetski only - The first jetski 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 and have completed 75% of their class winner's laps.
- d) Should a Jetski stop to give assistance on the start run, before they have crossed the start finish line, then no position at the time of stopping will be given.

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) Any boat going within 10 Meters of a safety boat which is flying a **YELLOW** flag (subject to available space) WILL be penalised including a DQ if deemed to be putting a safety boat at risk.
- d) When it is deemed that the course is clear, yellow flags will be removed.
- e) It is all crew member's responsibility to monitor and acknowledge all flag signals whilst deployed and act accordingly, especially in the vicinity of any incident.
- f) 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 (**Excludes Jet Ski's**).
- b) Any boat going within 10 Meters of a safety boat flying a **RED** flag (subject to available space) WILL be penalised including a DQ if deemed to be putting a safety boat at risk.
- c) In the event of force majeure, the race will be stopped by waving the RED flag from all official safety and marshal boats.
- d) On seeing RED flags, boats are to stop racing immediately, come off the plane and return safely to the muster area or as detailed in race instructions / briefing.
- e) 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 and if applicable points awarded based on time elapsed as detailed in Section C.
- f) Any boat deemed to be the cause or a contributory factor in the race being stopped will be disqualified.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner 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 give way to and not cause the overtaken boat to change course or take evasive action and in all circumstances be prepared to alter its course to avoid a collision.

When overtaking on the inside of another boat and **especially at a mark**, extra care is to be taken and sufficient space allowed to ensure that the overtaken boat is not forced to move from its racing line in order to avoid a collision. This is especially important when the overtaking boat is in a faster class than the overtaken boat (e.g. F1 overtaking an F2 or F3 Boat). Any boat failing to follow this rule will be penalised with a time penalty.

- d) During multi-Class races, boats on a longer course may only pass on the outside of those on the shorter course unless instructed otherwise at the pre-race briefing i.e. rounding a chicane.
- 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 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.

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) The Event briefing will specify the colour and shape of the course marks.
- d) 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.
- e) If a boat damages a turn mark **in any way** a penalty **will** be applied by the race officials and any damage / loss charged to the competitor.
- f) Should a mark be missed it is not to be retaken and the boat must continue around the designated course.
- g) 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.
- h) Any boat considered to be driving dangerously by missing more than one mark may receive further penalties or be disqualified.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will 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 competitor's 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) Any Injuries incurred whilst at an event should be declared as soon as practical to race control, which will be recorded and kept for future reference if needed.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

Section E – Jet Ski Appendices

(For 2025 season please ensure you read and understand all Rules in this whole document including these Appendices (especially those in RED)).

Section Numbers refer to the UIM Rule Book

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 WITH THE SERIES ORGANISER / RACE MANAGER.

Appendix 1 – OCJRSA / J1 Class

This class is to run under the same criteria as the UIM GP2 class and refers to UIM Rules (2022) reference numbers.

500.02 - RUNABOUT CATEGORY GP2

- 01) Intended to promote interest in personal watercraft *Competition* with a limited number of modifications, and to enable individuals to become active competitors with a relatively modest investment. Watercraft competing in this class must conform to the specifications which follow.
- 02) All watercraft must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer. All modification permitted in GP3 Class are allowed.
- 03) When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in *Competition*.

500.02.01 - MAIN CRITERIA

PWC competing in the Runabout must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 2600 cc
 - b) Atmospheric 4 Strokes 2600 cc
 - c) **Supercharged** 4 Strokes 2000 cc.
- 02) Dry weight must be greater than 310 kg.
- 03) Hull length cannot exceed 360 cm.
- 04) Hull width must be between 96 cm and 127 cm.
- 05) For Endurance only, the Hull length cannot exceed 394 cm.

500.02.02 HULL

In addition to the ones already foreseen for the GP3 category, all the following modifications/specifications are allowed.

- 01) Aftermarket hoods can be used and OEM hoods may be modified.

500.02.03 ENGINE 2 STROKES

- 01) Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within $\pm 25.00\%$ of original equipment. Engine displacement must not exceed class designation. Cylinders may be machined to accept girdle system cylinder heads.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

- 02) Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuild able style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within $\pm 5.00\%$ of original equipment. Crankpins may be welded and/or keyed to the counterweights.
- 03) Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
- 04) External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
- 05) No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components.
- 06) The cylinder head and gasket may be modified or aftermarket.
- 07) Exhaust manifold, head pipe, expansion chamber, gaskets and hose between expansion chamber and OEM water box may be modified/alterd or aftermarket. Original equipment water box must be used and may not be modified. No tuned portion of the exhaust shall protrude outside the hull. Through-hull exhaust outlet flap may be removed.
- 08) The cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, solenoids, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 09) Replacement starter motor and bendix may be used.
- 10) Replacement engine mounts may be used.
- 11) Oil-injection system may be disconnected or removed.
- 12) Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment providing the following:
 - a) Replacement gaskets may be used but must be of the same type (e.g., sheet, O-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 1.52mm.
 - b) Stripped threads must be repaired to the original size.
 - c) Fasteners (e.g., bolts, nuts and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms.
- 13) Cylinders may be interchanged between homologated watercraft of the same manufacturer subject to restrictions.

500.02.04 ENGINE 4 STROKES

- 01) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch- Brite. Repairs to the cylinder head affecting one cylinder bank are allowed.
- 02) Crankshaft must remain stock.
- 03) Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 04) Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 05) The cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. No water exit can be added to the cylinder head, the cylinder or the casing.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

- 06) The valves used in the system of cooling must be of the fixed or automatic type; thermostats, regulating pressure valve etc. may be bypassed or removed. The systems of electronic injection of water are not authorized unless they are of origin.
- 07) Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.
- 08) Valve cover may be modified or replaced for cosmetic purposes and/or weight reduction only.
- 09) Valve spring, valve washer and valve retainer washer may be modified or aftermarket. The valves themselves must remain original.
- 10) Exhaust be modified or aftermarket. Original equipment water box must be used and may not be modified.

500.02.05 AIR/FUEL DELIVERY 2 STROKES

- 01) Carburetor(s) may be modified or aftermarket provided they do not vent or spill fuel at any attitude with or without the engine running. The number of venturis cannot exceed the number of cylinders. No slide-type carburetors are allowed. Aftermarket primer may be used. Intake manifold assembly may be modified or aftermarket. Aftermarket crankcase-pressure-operated fuel pumps may be used. Additional carburetor pulse line fittings may be installed on the crankcase.
- 02) Modified or aftermarket vapor/air separators must not exceed 5cm x 15cm and must have a return line to the fuel tank open at all times. Additional fuel reservoirs may not be used. Aftermarket or modified electric fuel pumps, not exceeding 4 psi, may be used. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.
- 03) Aftermarket fuel-injection systems and components are allowed provided the following regulations are adhered to: High pressure fuel hose meeting SAE J30R9 must be used; A.N. threaded-type fittings or equivalent and non-removable, crimped- type clamps must be used on the high-pressure portion of the system (i.e., hose clamps, tie wraps, etc. are not allowed); only metal-type fuel filters may be used on the high-pressure portion of the system; all other in-line filters must be installed on the low-pressure portion of the system. When the engine is shut off or stops, the fuel pump must automatically stop. No manually operated on/off-type fuel pumps are allowed.
- 04) The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. The original equipment fuel tank, fuel filler and relief valve must be used and cannot be modified. The fuel pickup, fuel filter and fuel petcock assembly may be removed and/or after-market parts may be used. Additional fuel filters may be used and fuel cell foam may be added to the original equipment fuel tank. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.
- 05) Aftermarket flame **arresters will be allowed. Intake silencer may be removed so long as air flow is not increased and sufficient flame suppression is achieved by the air filter. An aftermarket part may be used to retain OEM airflow specification.**
- 06) Reed valve assemblies may be modified or aftermarket. Rotary valve may be modified or aftermarket

500.02.06 AIR/FUEL DELIVERY 4 STROKES

- 01) Equivalent aftermarket air filters/ flame arresters available on the market are allowed. The ducting between the flame arrester and throttle body/ intake manifold inlet/ compressor may be modified or aftermarket.
- 02) Blow-by oil system may be installed.

500.02.07 IGNITION AND ELECTRONICS 4 STROKES

- 01) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 02) RPM limiter function may be bypassed or eliminated. CDI - ECU unit may be modified ~~or aftermarket.~~ **No aftermarket units are allowed.** Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed. Original equipment charging system must be used. No other ignition system modifications will be allowed. Engine temperature sensors may be disabled.
- 03) Aftermarket spark plugs with a different heat rating may be used

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

500.02.08 DRIVELINE 2 STROKES

- 01) Impeller housing, stator vane assembly, pump mounting plate and/or pump shoe may be modified or aftermarket. No titanium driveshaft, impeller housing or stator vane assemblies. Impeller may be modified or aftermarket. Pump nozzle and directional nozzles may be modified or aftermarket. The overall length of the complete pump and nozzle assembly may be no more than 50.00mm longer than original equipment. Aftermarket nozzle-trim systems may be used.
- 02) Additional cooling fittings may be installed. Visibility spout must be removed or plugged. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Couplers, bearing housing and driveshaft may be modified or aftermarket provided they maintain a 1:1 drive ratio between the engine and the pump.
- 03) **It is authorized to change the floating ring and the c-clip on the transmission shaft, being able to leave the c-clip fixed on the floating ring, welding both pieces or with another system of union.**

500.02.10 DRIVELINE 4 STROKES

- 01) Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.
- 02) **Stator / nose cone / steering nozzle can be modified or aftermarket (Wear ring must remain OEM size.)**
- 03) Impellers may be modified or aftermarket used.
- 04) **It is authorized to change the floating ring and the c-clip on the transmission shaft, being able to leave the c-clip fixed on the floating ring, welding both pieces or with another system of union.**
- 05) **Driveline couplers are allowed to be upgraded using aftermarket replacements.**

Appendix 2 – Permitted Mods in J2 300 hp and J3 200 hp stock

1. Handling

- a) Ride Plate - Pump cover plate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more than 177.80mm (7.00 in.). The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- b) All watercraft may be equipped with a maximum of two sponsons. Stock sponsons may be modified or aftermarket. Sponsons shall not exceed 91.45cm (36.00in.). Sponsons shall not protrude from the side of the hull by more than 100.00mm (3.94 in.) when measured in a level horizontal plane. The vertical channel created by the underside of the sponson shall not exceed 63.5mm (2.50in.). No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than 38.00mm (1.50 in.). Aftermarket or modified sponsons must exceed 6mm (0.24 in.) in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the Planing surfaces of the hull. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.
- c) Intake grate may be modified or aftermarket. Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
- d) Steering system may be after market. Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Aftermarket steering cables are allowed.
- e) Seat structure must remain stock. Seat covers are permitted.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

2. Air and Fuel Delivery

- a) Air and fuel delivery must remain stock as furnished by the OEM.
- b) Craft will be allowed to utilize an aftermarket catch-can. Excess oil/fuel exiting the catch-can must be caught and not spill into the engine compartment.
- c) An aftermarket blow-off valve (BOV) may be used.
- d) Yamaha models may replace intake manifold with stock metal manifold, flame arrester / ribbon must remain in place
- e) Seadoo models are permitted to fit aftermarket retaining girdle to intake manifold

3. Driveline / Pump Area

- a) Driveline, pump stator, nozzles must remain stock as furnished by the OEM.
- b) Impeller must remain stock as supplied by the manufacturer.
- c) Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet.
- d) Yamaha models - Sound suppression plate and bracket (around pump area) may be removed. Exhaust flap must remain in position.

4. Ignition and Electronics

All electronics must remain stock as furnished by the OEM.

5. OEM Consumables

With the exception of J2 Air Filters, the use of NON OEM Consumables such as oil, filters and plugs etc are allowed.

Appendix 3 – OCJRSA / J2 and J3 naturally aspirated Class

This class is to run under the same criteria as the UIM GP 3 class and refers to UIM Rules (2022) reference numbers.

500.01 RUNABOUT CATEGORY GP3

- 01) Intended to promote interest in stock personal watercraft *Competition* and to enable individuals to become active competitors with a relatively modest investment and maintenance costs. Watercraft competing in this class must conform to the specifications which follow:
- 02) All watercraft aqua bikes must remain strictly stock, except where rules allow or require substitutions or modifications. Substitutions or modifications not listed here are not permitted. Some original equipment components may not comply with rules. Hull Identification Numbers must be displayed as furnished by the manufacturer.
- 03) When rules permit or require equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the watercraft operates safely in *Competition*.
- 04) Sound level shall not exceed 86 dB(A) at 24m.

500.01.01 MAIN CRITERIA

Aquabikes competing in this category must conform to the following criteria:

- 01) The maximum engine cubic capacity:
 - a) Atmospheric 2 Strokes 1300 cc
 - b) Atmospheric 4 Strokes 2000 cc
- 02) The maximum engine power: 200 Hp
- 03) Dry weight must be greater than 216 kg.
- 04) Hull length cannot exceed 360 cm.
- 05) Hull width must be between 96.5 cm and 127 cm.
- 06) For Endurance only, the Hull length cannot exceed 394 cm.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

500.01.02 Hull

Definition:

- a) **Deck** The upper structural body of the Aquabike located above (and including) the upper bond flange.
 - b) **Hull** The lower structural body of the Aquabike located below (and including) the lower bond flange.
 - c) **Bonding** The bonding area is the section that connects the Deck (upper) and the Hull (bottom)
- 01) All Aquabikes must have a flexible tow loop attached to the bow. The tow loop should be made of a flexible material (e.g., nylon strap, rope, etc.) so as not to create a hazard. Tow hooks which protrude beyond the plane of the hull must be removed.
 - 02) Hull and deck repairs may be made. However, these repairs must not alter the original configuration by more than 5 mm.
 - 03) Handles, drop-in type storage buckets, bolt-on type mirrors and gauges may be modified, aftermarket or removed, provided a hazard is not created.
 - 04) Aquabikes must be equipped with two rear sponsons. Original equipment sponsons may be modified, aftermarket, removed or repositioned. Overall length of each sponson shall not exceed 92 cm, each side. Sponsons shall not protrude from the side of the hull by more than 100 mm when measured in a level horizontal plane.
The vertical channel created by the underside of the sponson shall not exceed: 63.5 mm
No part of the sponson shall extend downward below the point at which the side of the hull intersects the bottom surface of the hull by more than: 63.5 mm
 - 07) Aftermarket or modified sponsons must exceed 6 mm. in thickness. All leading edges must be radiused so as not to create a hazard. Sponsons may not be attached to the planing surfaces of the hull. Fins, rudders, wings and other appendages that may create a hazard will not be allowed.
 - 09) Replacement bumpers may be used provided a hazard is not created.
 - 10) A soft, flexible water-spray deflector may be attached to the hull sides or to the bond flange provided a hazard is not created. No part must exceed the perimeter of the bumpers of origin or the external edge of the hull, measured using a plumbline.
 - 11) Handlebar, throttle, throttle cable, and grips may be modified or aftermarket. Handlebar cover may be modified or removed. Aftermarket switches and switch housings may be used. The position of the switches can be changed. Steering shaft, steering shaft holder and handlebar holder may be aftermarket. The handlebar must be padded at the mounting bracket or, if it has a crossbar, the crossbar must be padded. Quick turn steering modifications to alter steering ratio are allowed. Aftermarket steering cables are allowed.
 - 13) The original equipment base **for that model and type** must be used. The seat cover may be changed.
Back rest height must not exceed 18cm when rider seated.
 - 14) Padding and/or mat kits may be added and custom painting is allowed. The surface finish of any metal component outside the hull area above the bond flange may be polished, shot panned or painted.
 - 15) The original bilge pump may be modified, disconnected or removed. Aftermarket bilge draining systems that do not create a hazard are allowed.
 - 16) The engine support can be reinforced or replaced.
 - 17) Replacement of general maintenance parts (e.g., gaskets, seals, spark plugs, spark plug wires, spark plug caps, wiring, water hoses, fuel lines, clamps and fasteners) shall not be restricted to original equipment providing the following:
 - a) Stripped threads must be repaired to the original size.
 - b) Replacement hoses must maintain their original inside diameter.
 - c) Fasteners (e.g., bolts, nuts and washers) may not be substituted with titanium pieces unless originally equipped. Fasteners may integrate locking mechanisms. With sand filter not of origin is authorized.
 - 18) Intake grate may be modified or aftermarket. Intake grate is required and must be the full-length type with at least one bar running parallel to the drive shaft. Grates may not extend more than 12.00mm (0.47 in.) below the flat plane of the pump intake area. All leading edges must be radiused so as not to create a hazard.
 - 19) cover plate may be modified or aftermarket. An extension may be added to the rear of the pump cover plate but shall not exceed the width of the original equipment plate. Modified and aftermarket plates must not extend more 177.80mm (7.00 in.) The sides of the extension must be connected to the radiused portion of the pump plate so as not to create a hazard. Fins, rudders, skegs and other appendages that may create a hazard will not be allowed.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

500.01.03 ENGINE 2 STROKES

- 01) External modifications to the engine finish (e.g., plating, polishing and/or painting) are allowed for cosmetic purposes only.
- 02) No internal modifications of any kind, including grinding, surfacing, polishing, machining, shot peening, etc., will be allowed on any engine components.
- 03) The exhaust system must remain entirely of origin as delivered by the manufacturer.
- 04) Engines may be bored. Replacement piston assemblies may be used provided the original port timing, compression ratio, dome profile, skirt length and shape and type of material are not changed. Replacement piston assemblies must weigh within $\pm 25.00\%$ of original equipment. Engine displacement must not exceed class designation.
- 05) Crankshaft may be rebuilt using replacement counterweights, crank pins, bearings and connecting rods. Counterweights, crank pins and connecting rods made of non-ferrous metals are not allowed. Stroke and rod length may not be changed. Counterweights on non-rebuild able style crankshafts may be machined to accept a press-through crank pin. Replacement bearings must maintain their original type and dimensions. Replacement counterweights must resemble the original part (i.e., holes and/or pockets not existing on the original part may not be on the replacement part). Total weight of the crankshaft assembly must be within $\pm 5.00\%$ of original equipment. Crankpins may be welded and/or keyed to the counterweights.
- 06) Cylinders may be interchanged between homologated watercraft of the same manufacturer. Replacement gaskets may be used but must be of the same type (e.g., sheet, O-ring, etc.) as their OEM counterparts. Base gasket cannot be thicker than 0.8 mm and the intake and exhaust diagram must stay as originally. (Moved from rule 502.02.02)
- 07) Repairs to cracked or punctured crankcases may be made provided only one damaged area affecting one cylinder bank has been repaired. Crankcase drain and cable may be removed and plugged. No other modifications or repairs are allowed.
- 08) The cooling system may be modified or aftermarket. Aftermarket cooling lines and water bypass systems may be used. Additional cooling supply lines and fittings may be added to the pump. Bypass fittings may be modified, aftermarket and/or relocated but must be directed downward and/or rearward so as not to create a hazard for other riders. Any valves used within the entire cooling system must be of the fixed type or automatic (e.g., thermostats, pressure regulators, solenoids, etc.). Manually controlled devices (by any means of actuation) that alter the flow of cooling water during operation are not allowed. Cooling system flush kits are allowed.

502.02.04 ENGINE 4 STROKES

- 01) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted or cleaned with abrasive material such as steel wool or Scotch- Brite. Repairs to the cylinder head affecting one cylinder bank are allowed.
- 02) Crankshaft must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 03) Camshaft(s) must remain stock. Replacement bearings or bearing shells are allowed, providing they maintain their original type and dimensions.
- 04) No water exit can be added to the cylinder head, the cylinder or the casing. Derivations of water exit can be modified and/or replaced but must be directed in bottom and/or backwards not to create a danger to other competitors.
- 05) The valves used in the system of cooling must be of the fixed or automatic type (for example thermostats, regulating pressure etc.). The systems of electronic injection of water are not authorized unless they are of origin.
- 06) The manually ordered devices which change the water run-off of cooling are not authorized. Rinsing kits are authorized.
- 07) Valve covers may be modified or replaced for cosmetic purposes and/or weight reduction only.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

502.02.05 AIR/FUEL DELIVERY 2 STROKES

- 01) Aftermarket flame arresters that meet USCG, UL-1111 or SAE J-1928 Marine standards may be used. Carburetor jets (replaceable type), needle valves and needle valve springs may be changed. Choke may be removed provided additional air intake for the engine is not created. An aftermarket primer system may be installed. No other carburetor modifications will be allowed.
- 02) The entire fuel system is a closed system. The watercraft must not vent or spill fuel at any attitude with or without the engine running. Original equipment fuel tank, fuel pickup, fuel filler, fuel filter, fuel tap assembly and relief valve must be used and cannot be modified. Fuel petcock may be bypassed. Additional fuel filters may be used. Fuel tank filler cap may be modified or aftermarket provided a hazard is not created.

502.02.06 AIR/FUEL DELIVERY 4 STROKES

- 01) Equivalent aftermarket air filters/ flame arresters available on the market are allowed. The ducting between the flame arrester and throttle body/ intake manifold inlet may be modified or aftermarket.
The air intake manifold may be reinforced at the extremities with screws, rivets, or by adding a metal plate fixed on the sides. Units where a ribbon system is employed as the OEM flame arresting device may have the ribbon removed so long as air flow is not increased and sufficient flame suppression is achieved by the air filter. An aftermarket part may be used to retain OEM airflow specification.
No other modification, internal or external is allowed. Intake manifold must always conform to the original model.
- 02) The Use of an aftermarket crankcase vent catch-can is allowed. Excess oil/fuel exiting the catch- can must be caught and not spill into the engine compartment.

502.02.07 IGNITION AND ELECTRONICS 2 STROKES

- 01) RPM limiter function may be bypassed or eliminated.
- 02) CDI unit may be modified or aftermarket.
- 03) Ignition timing may be changed. Modifications to the original equipment ignition pickup mount will be allowed.
- 04) Original equipment charging system must be used.
- 05) No other ignition system modifications will be allowed.
- 06) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 07) Engine temperature sensor may be disconnected and/or removed.
- 08) Aftermarket spark plugs with a different heat rating may be used.

502.02.08 IGNITION AND ELECTRONICS 4 STROKES

- 01) Replacement batteries are allowed but must fit into the original equipment battery box and be securely fastened.
- 02) The electronic control unit must be original but may be re-flashed. Engine temperature sensors may be disabled.
- 03) Aftermarket spark plugs with a different heat rating may be used.

502.02.09 DRIVELINE

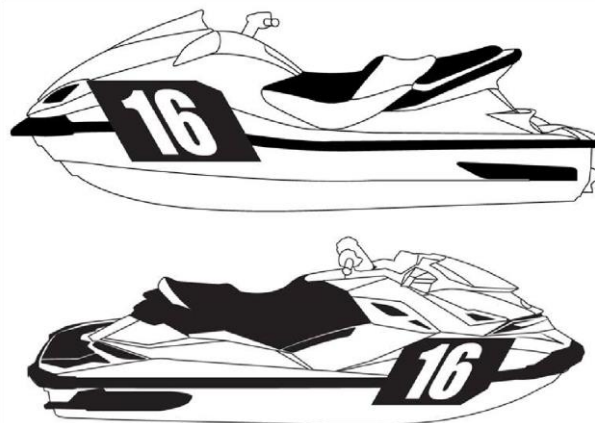
- 01) Impellers may be modified or aftermarket, providing that the original diameter is maintained. Replacement wear rings that are within OEM internal diameter specifications may be used. Silicone adhesive sealant may be used in addition to original equipment seal to seal pump inlet. Visibility spout must be removed or plugged.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

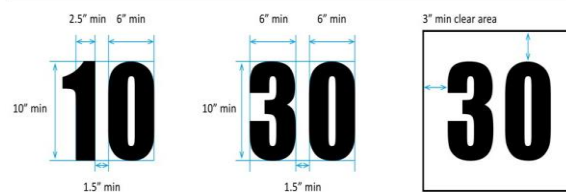
Appendix 4 – Jet Ski Numbers

1. All numbers **must** be Black on a White background forward of handlebars, to make it easier for race officials and lap scorers to see. Failure to provide a suitable number which cannot be easily read by the officials may result in not being able to race or a loss of points.
2. All race boat / Jet numbers will be recorded in your OCRDA Registration Logbook
3. All numbers shall be black on a 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 foredeck. Numbers on the foredeck shall read correctly when viewed from the transom.
4. For the 2024 season onwards any new boats / Ski's being registered will only be allowed one or 2 digit numbers. e.g. 1 to 99. Grandfather rights will be allowed for all existing three digit numbers as registered at the end of the 2023 season.
5. All Numbers shall be bold, clearly visible (no italics), with a minimum Height of 300mm and mounted on the forward half or the ski.
6. If your number is not read correctly, because it does not meet the requirements your lap may not be counted

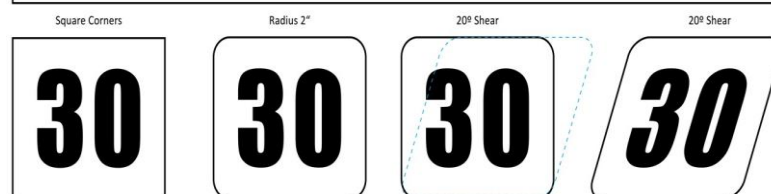
Pic.



SIZE & SPACING



NUMBER PLATES



IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

Appendix 5 – Jet Ski Helmets

Helmet: A properly fitting, full coverage helmet with double D ring fastener and chin and mouth protection (motocross type) that meets current international recognized standards must be worn at all times while on the water and that offers a level of safety and protection equivalent to the following examples.

- a) Comply Snell M2010 or DOT FMVSS 128 Safety standards for motorcycle use
- b) Comply British Standard BS 6658:1985 - Kitemark
- c) Comply with UNECE Regulation 22.05
- d) Comply with any standard accepted by a member of the European Economic Area which offers a level of safety and protection equivalent to BS 6658:1985
- e) The helmets must be in excellent condition and devoid of any damage that could impair the structure and effectiveness of the helmet.
- f) **The helmet must have as a minimum of 50% coverage of in a hi-visibility/bright colour which must all be on the top section of the helmet – Black or dark coloured helmets are not allowed.**
- g) Helmets will be approved by the scrutineer at pre-race technical inspection

Appendix 6 – Jet Ski Starting Procedure.

1.Starting positions

Will be determined by the following method: -

- a) Race 1 - Starting positions will be decided by random pick when registering.
- b) Race 2 - Starting positions will be decided by finishing position of Race 1.
- c) Race 3 - Starting positions will be decided by finishing position of Race 2
- d) Race 4 - Starting positions will be decided by finishing position of Race 3

2.Notes

- a) Riders must hold their line until clear of the Start Boat and only then if they are four or more watercraft lengths in front of adjacent watercraft are they allowed to move across.
- b) Under 18 or new riders, will be positioned on the outside of the class line.
- c) J1, J2 & J3 classes will line up for the start in this order.
- d) Riders must observe a distance of 2m/6ft between craft.
- e) The UIM translation uses the abbreviation 'ex'; where this appears its meaning should be read to mean 'FOR EXAMPLE'

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

Section F Pro Cat General Racing Rules and Requirements

PC. 01 CLASSES

P750 – Racing as Procat / ProStock Class under OCRDA

Capacity: 551cc to 750cc

Length: 3.8m (minimum)

Width: 1.7m (minimum)

Weight: 75kg (minimum)

The only outboard engines approved in are:

Tohatsu M50 D1 & D2

Yamaha 50H

Mariner 50 D2

The above mentioned weights apply to the dry weight of the boat, without any accessories, and without the engine. To reach the minimum weight ballast may be added. This must be screwed or bolted to the boat, but must not exceed 10% of the weight of the boat without ballast.

PC.02 HULL/BOAT

2.01

Boats must be tunnel hull designed and must conform to the model of the official catalogue of the manufacturer.

2.02

A minimum of 2 (two) boats must be built and be available for inspection before homologation is applied for.

2.03

Boats that take part in competitions must be listed in an official catalogue of the manufacturer. That 2 (two) boats must have been manufactured and have been advertised and are commercially available in the open market. All boats to be fitted with a serial number plate, issued by the manufacturer, on either nose cone or transom with all relevant Information on, i.e. Make, Model, date of manufacturer and serial number.

2.04

Boats must be inflated only with atmospheric air and must have 2 (two) independent compartments. The boat must be able to float even if one compartment is out of service.

2.05

The boat should be able to deflate, be collapsible, foldable or be able to be rolled up, so that no dismantled part has a length greater than 1/3 (one third) of the full length of the inflated boat.

2.06

No aerodynamic appendages are allowed.

2.07

Modifications above the waterline are allowed, with reference to foot straps, handles, loop patches only and not modifications that interfere with original dimensions of the boat. Drilling of the nose cones to drain water is allowed with two 8mm holes at maximum. A waterline is defined as the line taken when a boat is at rest in the water with no person in the boat, but at full race trim with the motor fitted. The waterline will be deemed to be below the bottom of the transom.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

2.08

A splash plate may be fitted to the back of the transom as long as it complies with Rule PC.2.07 and the following dimensions: If this plate runs port to starboard of the transom, i.e. from tube to tube, then the width of this plate is restricted to 100mm. If the width of this plate exceeds 100mm then its length is restricted to 150mm across the back of the transom, but may protrude as far back towards the motor as required.

2.09

No modifications below the water-line are allowed, unless homologated as per the standard homologation procedure, as referred to in Rule PC.2.03.

2.10

All boats must be fitted with two designated righting ropes/webbing. This ropes/webbing may not share common use as the designated bowline. The ropes must be at least 10mm thick and the webbing at least 25mm wide.

2.11

All boats must be fitted with a designated bowline, which must be a standard nylon 3-strand rope/webbing, minimum 10mm thick in case of a rope and 25mm wide in case of webbing. Length must be 4m with a spliced or stitched eye at the end of the rope/webbing. If webbing, minimum width is 20mm. All boats must have a designated fixed towing point situated underneath in the middle of the nose cone area to facilitate safe towing of the boat. The bowline must be fixed to the nose cone. The towing point must be able to withstand a pulling power of at least 3 times the fully laden weight of the boat or 300 kg. The towing point must be situated in the middle of the nose cone.

2.12

It is the competitor's responsibility to ensure that the team boat is within the legal requirements with regards to the homologation specifications.

PC.03 MACHINERY

3.01

An outboard motor is a mechanical propulsion assembly that can be removed from the boat in a single unit, complete with its transmission and which does not transmit its power through the hull at any point. The engine must be naturally aspirated. The mounting supports fixed to the boat, the tiller arm, the tachometer with its connection and the fuel tank and the fuel lines do not form part of the motor unit. Power trim and tilt units are not allowed.

3.02

To be homologated as a standard tourist motor, an outboard motor must be sold and advertised by an industrial firm as being manufactured in standard production series (that is to say with all parts interchangeable and with identical dimensions, weights and materials) for the propulsion of tourist boats. No performance enhancement kits are permitted.

3.03

Applications for homologation will only be accepted if approved by the UIM. This homologation will only be valid for a period of 10 years unless extended by the UIM.

3.04

The engine must be able to function at reduced speed.

3.05

When the motor is in the water the cooling must be effected by the motor's own circulating pump. External pick-ups or water pick-ups attached or affixed to the boat or motor are prohibited.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

3.06

An efficient control handle giving forward, neutral and astern movements is compulsory. The control lever for reverse gear, ready for use, must be within reach of the driver. Astern manoeuvring of the boat must be possible by selection of reverse gear only.

3.07

The manual starter must ensure a quick and easy start with no external aids; the engine must be fitted with a "Kill switch", operated with a lanyard no longer than 1.3m. The lanyard must be strong and very firmly fixed to the driver, a second "Kill switch" lanyard must be formally attached to the co-driver at all times. Lanyard failure or kill switch failure will result in disqualification from the relevant heat/discipline.

3.08

A boat, motor or any part thereof that is irreparably damaged due to no fault of the competitor may be replaced during the event after advising the OOD. All replaced items must be made available for inspection if so requested. All relevant racing numbers must be correct on the replaced equipment. The replaced motor must be sealed in accordance with the rules and the old motor must be placed in the compound area for inspection. All costs pertaining to the stripping of additional equipment will be carried by the competitor in question. A fee, as specified in the advance programme will be paid to cover the inspection of any protested engines. Non-homologated boats or engines may not be entered into a championship event.

3.09

All leading edges of the gearbox may not be tampered with, Only normal wear and tear is acceptable, if the skeg is damaged it needs to be mended prior to venue as per homologation; the tolerance for this wear and tear is limited to 5mm. A stainless steel cover, with the same characteristics as an original gearbox, can be used to protect the leading edges. Rule PC.8.09 does not apply to this item. At venue scrutinising, skeg's will be checked pre and post event.

3.10 PROPELLERS:

Propeller: The original propeller may be replaced by any other three blade propeller; provided that it has a through the hub exhaust. The locking nut, spacer, adapter, split pin, thrush washer/ washers are free for the securing of the propeller;

Re-bushing and keying of propellers are allowed. No holes or ventilation slots of any nature whatsoever are allowed in the hub or blade. Transgression of this rule will lead to disqualification.

3.11

Spark plugs, spark plug caps, HT leads & coils may be replaced with any alternative.

3.12

Revolution counters may be installed.

3.13

Thermostats of the cooling circuit may be removed.

3.14

All auto lubes may be removed, together with parts related thereto.

3.15

Over-rev limiters may be removed as well as lighting coils.

3.16

Re-boring is allowed up to the limits provided for by the manufacturer and within the limits of the class provided parts are listed in Tohatsu, Yamaha & Mariner parts list. (0.5 oversized)

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

3.17

Steering bar and brackets may be reinforced; additional steering bars may be mounted. Steering bars must be able to tilt independently from the motor. Strengthening of transom bracket and lower leg are permitted.

3.18

1 (one) by 6mm hole may be drilled in the lowest part of the air box to allow water to drain from it.

3.19

Engine mountings may be replaced with rigid or rubber mounts with similar characteristics.

3.20

Springs may be added to the throttle lever of the carburettors.

3.21

Carburettor jets (air and fuel) may be interchanged, provided that the parts fitted are the same genuine dealer parts and quoted in their official catalogue for the specific model. No modifications are allowed to these parts.

3.22

The replacement of nuts or the addition of lock nuts, drilling and wiring, split pinning or key ring is allowed provided the screws and pins are similar.

3.23

The gear interlock device on the starter may be removed.

3.24

Motor locking brackets may be removed.

3.25

Baffle plates in carburettor fuel bowls to prevent fuel surge are permitted.

3.26

The motor cowling may be secured by means other than, or in addition to the standard means. Fastening of the engine cover must be adequate to satisfy the Scrutineer but must not obscure the race numbers. Motor cowlings may not be altered to increase airflow.

3.27

It is allowed to change the original motor cowling with one of identical characteristics, measurements, weight and specifications. In case of a discrepancy, the part in question will be compared to an original part as supplied by the manufacturer.

3.28

Telltale cooling pipe may be replaced with another pipe of other characteristics.

3.29

A splash plate may be fixed to the trunk of the motor as long as it is not rigid and that it is fitted above the cavitation plate

3.30

The crank may be welded, pinned and balanced as long as the dimensions of the crank after welding do not exceed the original manufacturer's dimensions & weight of the crank.

3.31

Only parts where a dimension is quoted in the homologation specs may be altered for the purpose of reaching that specific measurement. The shape of the part altered cannot change.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

3.32

A part, the weight of which is quoted in the homologation sheet may be machined for the purpose of reaching that specific weight but without altering other measurements given for the part in question. It is not allowed to change the flywheel but balancing machining is allowed if the dimensions and weights provided for on the homologation sheet are respected.

3.33

Measurements not quoted in the homologation sheet may not be altered in any form e.g. polished, sanded etc. If detail cannot be verified with the aid of the pictures in the homologation sheet, the part in question can be compared to a corresponding stock part. In such a comparison 3 x identical new parts must be used to get an average for that measurement.

3.34

No part of the internal motor can be changed with another manufacturer's or pirate part except for the tiller arm, tiller arm bracket, gear change lever, propeller and cowling.

3.35

It is allowed to change bearings provided those with similar characteristics are used.

3.36

Steering dampers may be fitted.

PC.04 FUEL

4.01

Refuelling may be able to take place between heats depending on the race schedule. This must be done in the refuelling zone as per race instructions.

PC.05 SAFETY EQUIPMENT

5.02 CARRIED SAFETY EQUIPMENT: Safety equipment as specified in each discipline must be carried at all times. Failure to do so will involve penalties as described in the relevant discipline. The boat number must be marked on all safety equipment.

5.03 EYE PROTECTION:

Eye protection is mandatory for all disciplines. This protection can be goggles or helmet visor.

5.05 CLOTHING: All limbs must be covered at all times including feet. Gloves optional.

TC.06 RACE DISCIPLINE RULES

6.01 Race Disciplines

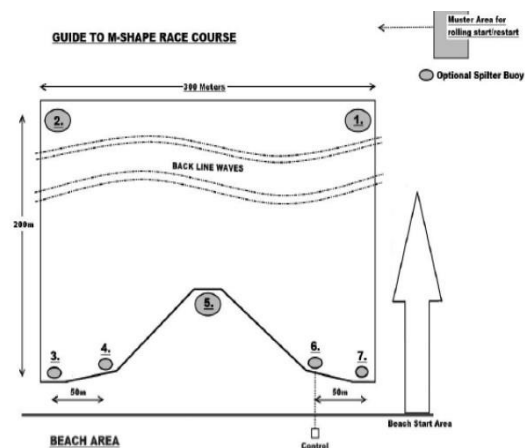
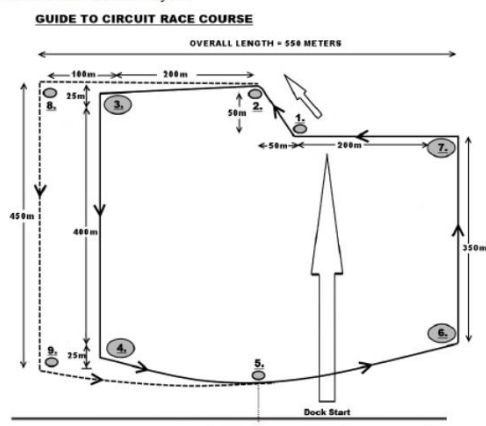
'Circuit' event shown diagrammatically under Diagram H - Circuit Race Course. The course can change shape due to the size of the water available. Course size should be shown in the advance race instructions. Starts for this discipline can be flag, jetty or deep water start.

'Surf' event shown diagrammatically under Diagram H - M Shape Race Course. Starts for this discipline should be Beach Wet Start or Beach Le Mans. Note 1: Any form of start procedure listed as per the P750 rules may be used and the start procedure that is most suited to the current conditions should be used. Note 2: There does not have to be breaking Surf in order to engage in this discipline, although it should take place on a suitable beach where possible.

'Long-haul' event defined as Should be run over a maximum distance of 150kms to a minimum of 80kms. Minimum lap distance of 10kms and should be area bound. This event can be staged in two legs in one day or over two days, having individual legs of a minimum of 60kms per leg and a maximum of 150kms in total, it must be stated in the advance program.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

DIAGRAM H: Guide to Circuit Course Layout



6.02 Surf Start:

The start will be as follows: Both driver and co-driver will be out of the boat, the kill switch may be plugged in and on the drop of a single green flag the race will start. Both hands of the driver must be on the anti-hogging rope. Both feet of the driver and co-driver must remain on the ground at all times before the flag drops. The driver must have both feet on the floorboard of his boat before he is allowed to start the motor. A co-driver may not start the boat at the start of the race. Failure to abide by this rule will result in being moved to the end of the grid. Due to surf conditions, the start may be changed after consultation between the OOD / Race committee. Any team jumping the start by starting his engine before the green flag is dropped or does not have both feet on the ground will be moved to the end of the grid. In the event of a second jump start (false start) the offending team will be DQ from that heat.

6.03 Surf Le-Mans Start:

Boats must be held in a line in the water by the Driver; the boats must be at least 2 metres apart. All co-pilots should be lined up in such a way that they run an equal distance to their boats. Kill cords must be held at full arm's length in the air by the pilots. Motors can be started in or out of gear. Any team jumping the start by starting his engine before the green flag is dropped or does not have both feet on the ground will be moved to the end of the grid. In the event of a second jump start (false start) the offending team will be DQ from that heat. One extra boat handler is permitted to assist with the holding of the boats in difficult conditions at the OOD discretions but in the event of a boat not starting immediately must withdraw from the water before the starting boats complete a full lap. The team can be disqualified if the assistant is still in the water when the first of the leading boats rounds the start/finish buoy for the first time

6.04 Circuit Start:

Starts will utilise two flags, both Driver and Co-pilot have to be in the boat. Both flags will be raised and on dropping the first flag, the motor must be started in neutral. On dropping the second, forward gear can be selected and the race may commence. If a boat jumps the start for the first time it will be moved to the end of the grid. If the same boat jumps the start again it will be disqualified from the heat. If another boat jumps the start after a previous jumped start, that boat will then be moved to the end of the grid next to the first offender. All drivers must keep their line to the first turn buoy. Competitors may not change lanes in front of or behind other competitors until they have passed and rounded the first buoy, or they will be disqualified from the heat.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

6.05

If a boat should burst or deflate rapidly during a heat for any reason, that boat will immediately cease racing and clear the course. This also applies to a competitor who loses a helmet during a race.

6.06

If more than 2/3 (two thirds) of the race have been completed by all the boats, there will be no re-start of that heat and the results will be taken in the order that the boats last passed the finishing buoy. The offending team will not be awarded any points for that heat. For circuit racing, the course must be completed to include equalisers.

6.07

The 'Wet Driver' rule is only NOT applied during the running of a long haul. If a competitor falls out of their boat during a long haul, they can if within the range of safety & without injury continue. All competitors following must exercise extreme caution and render assistance to fellow competitors if they are in immediate danger.

6.08

All competitors must acknowledge by raising their hand at all flag signals to the official giving the signal. Failure to comply with this rule will render the competitor liable for penalisation of points per flag missed for that heat.

6.09

The heat is live when the first boat crosses the start/finish line for the first time. If the last boat has not passed the start/finish line, then the re-start is for the full amount of laps.

6.10

All boats must carry the following safety equipment at all times during any race discipline. All safety equipment must be marked with the competitor's boat number:

2 x Designated righting rope/webbing

1 x designated bow line

2 x Kill cords

PC.07 RACE IN PROGRESS RULES LONGHAUL:

7.01

All long haul events must be run on timing.

Time Allowance: A boat must complete each race/leg on the water under its own power within the cut-off time to qualify for that race/leg. The cut-off time for the last competitor to cross the line will be defined in the Race Instructions. All safety procedures will be kept in place until all boats are accounted for. (2011 UIM Rule)

7.02

Deviation from the set course will result in disqualification from the race (missing marks, buoys etc)

7.03

No person shall provide or receive assistance from the air or by radio during a race. Assistance from the air is only permitted in the case of injury. Failure to observe this rule will result in disqualification from this race.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

7.04

Safety Equipment: In a long-haul event the following safety equipment is the minimum requirement and must be carried at all times. All equipment should be clearly marked with the boat number. The advance race instructions must state what equipment is required dependent on the type of long-haul.

Circuit Long-haul: Tool kit- flip kit with a minimum of: Easy start spray, number 7 flexible socket, 3 dry spark plugs, spark plug spanner, Phillips screw driver – all to be kept in a dry sealed container. First Aid Kit, paddles x 2 (two) attached to the boat, orange flag min 0.6 x 0.4m and means of hoisting to indicate retirement, VHF radio or mobile phone in waterproof case – fully charged, emergency water 2 x 1lt and 2 x energy bars (glucose or similar)

Ultra Long-haul: The organisers may require competitors to carry the above plus any of the following: Pencil flares x 6 (in date), 1m x 3m ID sheet for those pontoons are not red, yellow or orange in colour, Anchor 1.5kg with chain 2m (min 4mm thick), anchor rope 30m, a drogue anchor, space blankets x 2, emergency water 2lt, 100ft flares x 2. (2011 UIM Rule)

7.05

A boat in long-haul races must cross the finish line on the water, under its own power, or by paddle power, to receive an elapsed time for the leg.

7.06

A boat must complete each leg on the water under its own power within the cut-off time to qualify for that leg. Boats not completing the leg will receive the last boats time, plus a penalty of 10 (ten) minutes. The cut-off time for the last competitor to cross the line is 1.5 X the first boat's time in that specific class. All safety procedures will be kept in place until all boats are accounted for.

7.07

Not doing the required number of beach stops will result in disqualification from that race. Boats are to beach in order of arrival in the opposite direction of departure. High-speed drops are not allowed on to the beach, a ten-minute penalty will be given to offenders. At all beach stops the motor must be killed and the boat must remain in the water line until such time as the co-driver returns to the boat. Not killing the motor at beach stops will result in a ten-minute time penalty. The co-pilot must not leave the boat until the engine is killed. Back-up crews may assist at the discretion of the OOD. The pilot must not leave the boat until the engine is killed

7.08

No interference by any competitor or his back-up crew with another competitor on a beach stop is allowed. Any obstruction of any kind will be penalised with a disqualification from the race.

PC.08 P750 BLUE PRINT - TECHNICAL SPECIFICATIONS

The following section provides assistance and clarity on a number of technical areas. Any work is permitted on the engine in order to meet any measurements included in the relevant homologation papers as supplied from the original manufacture.

No measurement means no alteration

14.01- PISTONS

Where a dimension is quoted for a piston, metal may be removed to reach a specific weight, provided the dimensions are maintained. Should there still be an excess of weight, this may be removed from the inside of the piston i.e., the inside of the skirt or the area where the gudgeon pin goes through.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified

14.02- FLYWHEEL

No modifications may be made to the flywheel.

14.03- CRANKSHAFTS

Holes may be drilled in the crankshaft to reduce weight. It is not allowed to reduce the diameter of the crank.

14.04- CONNECTING RODS

It is allowed to reduce the overall weight of the con rods by removing the flashing on the shank of all three connecting rods to attain the weight spec., provided for in the homologation specs.

14.05- ELECTRICAL COMPONENTS

It is allowed to remove any excess wiring, i.e. heat sensors, rev limiters, low oil sensors etc. It is forbidden to tamper with CDI units or to add any electrical component (starter) or any other part that is not a standard original part.

14.06- HEAD VOLUME

It is allowed to encroach into the squish pan area in the skimming process as long as the minimum combustion chamber volume is maintained. It is not allowed, should this minimum be exceeded to remove metal within the squish pan area to regain lost volume. Measurement of the head volume will be taken with the head removed from the block.

14.06.01 Head volumes > P750 class

Tohatsu 50D2 & Mariner 50 & Yamaha 50

Min head volume: 27.7cc for all 3 (three) cylinders

14.06.02 Head volume measuring procedure:

The head volume is measured off the block, using a glass plate of minimum 3mm thick. A burette calibrated in 50cc increments to be used with a paraffin / oil mix of 50/50. All head volumes to be taken with a B8HS10 NGK plug. The head is measured with no gasket. All old gasket material is allowed to be cleared off. It is also allowed to clean all carbon deposits in the head. The glass plate must be sealed with a thin layer of marine grease (Castrol marine grease).

14.07- PORTS, TRANSFER, BOOST AND EXHAUST

It is allowed to blend the aluminium track to a depth of 10mm measured from the sleeve to the track behind the port window. Should the modified port window be smaller than the track, the track may not be tampered with.

14.08- KILL SWITCHES

It is allowed to interchange kill switches from one manufacturer to another. However, the toggle type switch that can be activated without the insertion of the "curly cord" is forbidden. No modifications are allowed to the kill-cord i.e.: strengthening.

14.09- THROTTLE ADVANCE

On various models it is allowed to change the position of the throttle cable link pin on the advance cam. It is not allowed to modify the cam itself or change the radius on the cam.

IMPORTANT: - Safety is Paramount and any competitor acting in a dangerous or unsafe manner will be disqualified