



Circuit Rule Book 2023

Circuit Powerboat Racing

Circuit Powerboat Racing in the UK is probably one of the best examples of an extreme Watersport which is both challenging and highly competitive. The Sport is administered by the Circuit Powerboat Association (CPA) who in association with their affiliated Powerboat Racing Clubs and specifically appointed board, form necessary policy to regulate the sport.

There are several different levels of competitive racing which are designed to both encourage those new to the sport and to satisfy our existing competitors at National and International level.

Good knowledge of the current rules as well as ensuring that your boat and equipment are in good working order will contribute to reducing the risks associated with high speed competition.

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The rules & regulations set herein are designed to provide for the orderly conduct of competitive events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of events hosted in the UK along with the UIM rules when appropriate.

All CPA affiliated host clubs, event organisers, officials, competitors & volunteers are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these rules and or regulations. They are intended as a guide for the conduct of the sport and in no way a guarantee against damage or no injury or death to participants, spectators or others.



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Terminology

In these regulations the word “shall” or “must” means mandatory, Throughout the book where H appears this denotes – Hydroplanes Throughout the book where S appears this denotes – Sportsboats / Monohulls

Club Racing

Look for the abbreviation ‘C’ on the CPA calendar and contact the local organising club for more details of the event.

National Racing

National Circuit racing takes place throughout the season at selected venues around the country. Look for the ‘N’ abbreviation on the CPA Calendar. To compete at this level you must race in one of the National Classes and also hold a basic Licence, National Classes are run to class specific rules; these are detailed in separate sections within this book. Details of how to apply for an CPA basic Powerboat Licence can be found in this rule book.

International Racing

International Racing is sanctioned by the UIM, Union Internationale Motonautique. Additional rules apply to competition at this level and you may be rewarded with a European or World Championship title. Events are held all over the World with most of the National classes competing. Look for the ‘I’ abbreviation on the CPA Calendar.

Organising / Host Clubs

All event organising clubs must be affiliated to the CPA and must have paid their administration fees. Clubs / Event organisers must have Third Party Insurance in place that covers their event, officials and competitors both on land & water. All event organising clubs must have paid all of their outstanding balances in order to be considered valid & active. In the case of outstanding balances, the CPA will suspend the club in question from authorised activity and will not carry out any duties relating to club members, questions or paperwork until balances are cleared.

Additionally, Competitors endorsed Licence Validity may be revoked

CPA Officials & Competitors Form

All officials, helpers and Competitors must complete and sign the form at the start of every meeting, before taking up their duties. All must remember to sign off at the end of the event.

It is the competitor’s responsibility to check the relevant UIM class rules when they are available on the UIM Website www.uim.sport

A. HOW TO START POWERBOAT RACING

This is rule book, the handbook for UK Circuit racing. The purpose of this book is to provide an introduction for newcomers to the sport and also to be a source of general information for officials and competitors.

The Rule book should be used in conjunction with the UIM International rule book. Also included are rules for club and National racing.

The Circuit Powerboat Association (CPA) is the Circuit National Governing Body with the British Power Boat Association (BPBA) governing body of all UK Powerboat Racing and is affiliated to the Union Internationale Motonautique (UIM) The Monaco based international governing body. The CPA board is responsible for developing policy for the circuit side of the sport.

The sport of circuit powerboat racing is easy to enter, all clubs are happy to welcome you to their races and are more than happy to help you get started.

There are three main types of circuit racing boat - hydroplane, monohull, and catamarans, within these types there are many classes from which to choose. Boats with engines over 1000cc are not usually available to newcomers who must first prove themselves capable of racing safely in smaller engine capacity classes.

Circuit Powerboat Racing Training is provided from the approved training centres & instructors that are listed on the CPA Powerboat Racing Website: www.ukcircuitracing.com

To further your interest, please join a club, go to their race meetings and also race meetings at other venues, talk to drivers, mechanics, officials and helpers. This will assist you to decide which type of boat you would like to race and will give you some idea of the equipment required and the cost.

There are different types of licences required to race powerboats with an upgrading system for the safe progression of drivers through the classes. The required annual medical checks the driver's health before a licence is issued and ensures that only people in good health can race

Contact Circuit Powerboat Association

E: **office@UKCircuitRacing.com**

Existing competitors should only contact the CPA for advice on participation, licensing and paperwork. Any non-administrative contact should be via your club delegate.

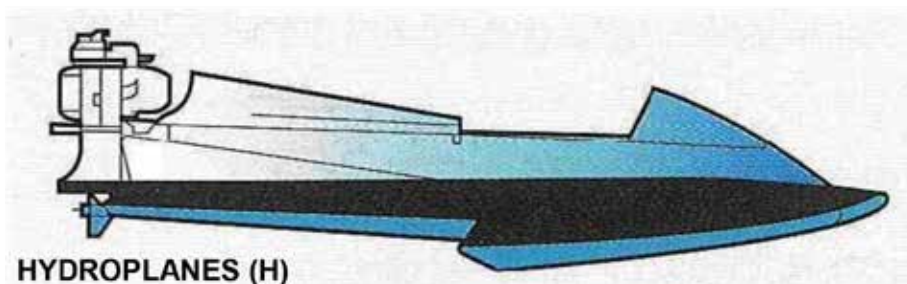
Competitors and organising clubs are also not permitted to directly contact the UIM and all enquiries must be made directly to the CPA.

HOW TO PARTICIPATE

If you want to race, the first stage is to join a Powerboat Club which is affiliated to the CPA. The three types of Circuit racing boats are:

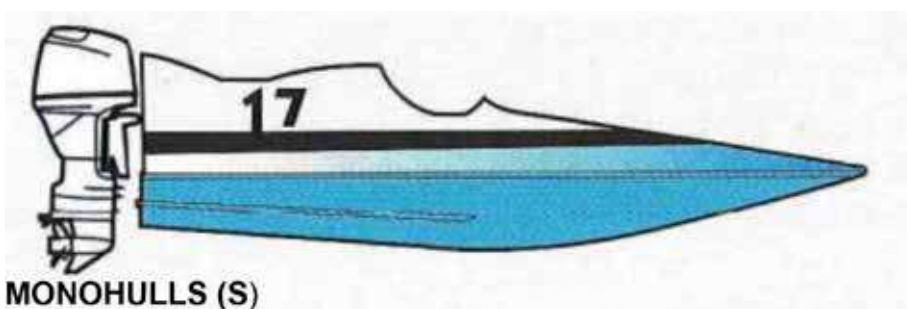
HYDROPLANES (H)

They have twin hulls for the front part of the craft extending no more than 60% along the hull narrowing to a single hull at the stern, no catamarans, monohull or V bottomed boats allowed. The driver sits, kneels or lies down. (Except F500)



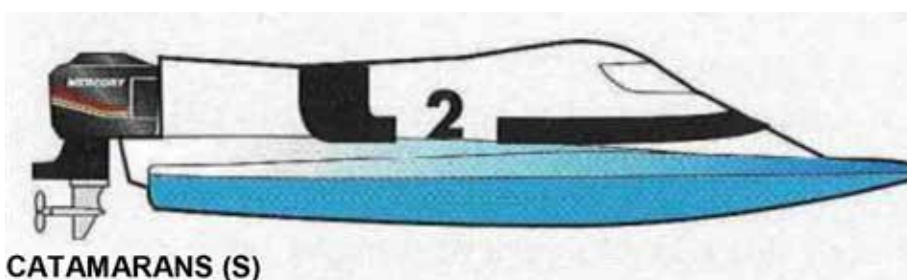
MONOHULLS (S)

They are single hulled boats similar to a ski boat. The driver is seated.



CATAMARANS (S)

They are twin hulled boats. The driver is restrained within a safety cell.



How to participate Continued:

All UK residents who wish to take part in Powerboat Racing in Great Britain must hold a valid Powerboat Racing licence issued by the CPA.

All UK residents who wish to take part in International Racing must hold a valid International Powerboat Racing licence issued by the CPA/BPBA.

All new applicants are required to undertake a powerboat race training programme, details of which can be found here: www.ukcircuitracing.com

B. CIRCUIT POWERBOAT CLUBS IN THE UK

Lancashire Powerboat Racing Club

Carr Mill Dam
Garswood Old Road
St Helens
WA11 7LZ
Club Contact: Stuart Bird
Email: lancashirepowerboat@gmail.com
www.lancashirepowerboat.com

Lowestoft & Oulton Broad Motor Boat Club

Nicholas Everitt Park
Bridge Road
Oulton Broad near junction of A146/A1117
NR33 9JT
Club Contact: Joy Shulver
Telephone: 07880 500370
Email: joy.shulver@btinternet.com
www.lobmbc.online

Stewartby Water Sports Club Ltd

Just off A421 near Kimberley College
Green Lane
Stewartby - between Junction 13 of M1 and Bedford
MK43 9PG
Club Contact: Sue Tassell
Telephone: 01234 841217 M: 07970 406163
Email: stassell74@gmail.com
www.ukcircuitracing.com/swsc.html

Windermere Motor Boat Racing Club

Broad Leys
Ghyll Head
Windermere
LA23 3LJ
Club Contact: Will Wood
Telephone: 07912 267887
Email: wmbrc-racing@hotmail.co.uk
www.wmbrc.co.uk

C.1 General

- 1.1 Licences are valid for the current calendar year in which they are applied / issued for.
- 1.2 Only one licence may be issued per calendar year by your National Authority.
- 1.3 Once your National Authority has issued your licence you must not be licensed by any other National Authority for the remainder of the calendar year. This includes temporary licensing
- 1.4 You must not apply to other National Authorities for Licences during this time and must not be issued with a foreign licence unless authorised by your National Authority.
- 1.5 Foreign competitors who are resident within the UK and wish to apply for a UK Licence must provide written permission from their own National Authority and proof of previous racing experience by the submission of a Powerboat Racing CV. The CPA will separately make contact with the National Authority to verify the application.
- 1.6 It is the competitor's responsibility to apply for a racing licence in good time.
- 1.7 Applications for CPA powerboat licences must be on an application form which includes a medical evaluation which must be completed by a suitably qualified medical doctor.
- 1.8 Family members must not countersign licence application forms.
- 1.9 All applicants must be current members of an active CPA Affiliated Powerboat Club that hosts events.
- 1.10 Only Clubs that are Affiliated to the CPA and are currently 'active' (*active defined as those who have held an event in the previous 24 months or those that have an event on the calendar in the current year.) can apply for their members to be licensed.
- 1.11 All licence application forms must be countersigned by the appointed club official who must ensure that the applicant is suitably qualified for the classes applied for, a member of the affiliated club and the CPA. This applies to both Basic & International licence applications. All completed licence application forms must then be sent with the appropriate fee to the CPA by the nominated Club officials who endorsed the application.
- 1.12 The CPA Medical Panel may refuse an application on medical grounds.
- 1.13 The CPA reserves the right to refuse a licence application or withdraw a licence following disciplinary action or unacceptable behaviour.
- 1.14 An OOD has the authority at all times to remove a competitor from competition if they fail to perform to a satisfactory standard and refer the matter to the CPA for relevant committee action.
- 1.15 Licences and Record endorsements will only be processed or sanctioned provided the competitor or any company they are or were associated with does not have any outstanding debt with the CPA. If a competitor fails to pay any outstanding balances then any titles or speed records obtained since the debt was incurred will be removed.

Licences available are as follows:

C2 Basic Licence (New / Returning Competitor)

2.1 This licence is issued to all new competitors following completion of race training and those competitors returning to the sport after a break of more than two years and undergone refresher training

2.2 New Applicants for a Basic Licence are required to have completed a Powerboat Race Training programme. Previous Competitors will be required to undertake a refresher Training Course.

2.3 Basic Licence holders are eligible to race in National events but will be under the close supervision of the OOD. Provisional licence holders may be withdrawn from races by the OOD and referred to their training centre for further assessment if they do not demonstrate the required levels of competence and ability. If this occurs your licence will be retained and returned to the CPA by the Race Secretary.

2.4 New Basic Licence holders will be required to take a start position on the end of the grid or position on the outside of experienced competitors on a rolling start run. The number of starts required to be completed satisfactorily to be able to start in any position on the grid or start run will be achieved after:

5 X Race Starts – Jetty Starts

On the licence upgrade sheet, there will be an area for the OOD's to endorse that you have completed amount of starts.

C.3 Basic Licence (experienced competitor)

3.1 Basic Licences are issued to all previous National Licence holders providing they have taken part in races within the last two years of the application in the class they are applying for. Proof of previous racing experience by the submission of a Powerboat Racing CV with their Licence Application Form may be required

3.2 Competitors returning to the sport after a period of absence exceeding 2 years, will be required to undergo refresher training before a licence can be issued and CPA board approval.

3.3 Basic Licence Holders can participate in Testing, Club & National Events.

C.4 International Licence & Upgrading

4.1 Competitors wishing to upgrade from a Basic Licence to an International Licence must compete in five Powerboat Racing rounds and demonstrate competence and ability to the satisfaction of the OOD. Once the licence upgrade form has been fully completed it should be returned to the CPA together with any additional fees who will then issue the applicant with an International Licence

4.2 Competitors **MUST** present their Powerboat Racing upgrade form to the OOD prior to the drivers briefing. This will be signed by the OOD at the end of the event providing the OOD is satisfied with the competitor's ability and performance

Participation in an event does not guarantee an endorsement signature.

4.3 Previous holders of an International Licence issued within the last 2 (two) years can apply for an International class specific licence which they are qualified for.

4.4 Previously experienced competitors, whose licence has lapsed, may apply directly to the CPA via their club to upgrade to an International licence. All such applications will be considered by the relevant committee. The final decision will be based on the past experience and competence of the applicant and consideration will only be given if the competitor has demonstrated that they have used every reasonable opportunity provided to them to upgrade their licence in the normal way.

4.5 All competitors applying for an International Powerboat Racing Licence must comply with all UIM Anti-doping requirements and complete the UIM declaration form included.

C.5 UIM Super Licence

5.1 Competitors who compete in F1,F2 & F4 UIM Titled Events must, in addition to their UK International licence, hold a UIM Super Licence or series licence as per the class.

5.2 UIM Super Licence application forms and procedures can be downloaded from either the CPA website or the UIM web site

5.3 All applicants are reminded that an additional UIM medical examination is required and that the deadline for a Super Licence is a minimum of four weeks before your first event.

C.6 Training Licences

6.1 Issued at an event only by Race Secretaries or OOD's.

6.2 A Training Licence provides a competitor with a temporary Powerboat Racing licence valid only for the duration of the event to complete the racing element of their Powerboat Race Training. It is restricted to the class as authorised by the Event OOD and signed by the Race Secretary. The Instructor must also supervise this activity.

6.3 Training Licences may not be issued to competitors taking part in National Championship Events.

6.4 A "Medical Self Declaration" (MSD) form must be completed and signed by the competitor prior to the issue of the Training Licence. If any medical conditions are declared then the event medical officer must review the application and advise in accordance with the rules. If a decision cannot be given then the Training Licence cannot be issued. In addition, the event Paramedic or Doctor may be required to carry out further checks.

6.5 A maximum of 1 (one) Training Licence can be issued to a Competitor for each individual class to complete their Powerboat Race Training. If a competitor is not signed off during this event then as long as the paperwork is retained securely it can be used at another Race training session (maximum 2 events)

6.6 Training licences may only be issued to UK Nationals / Residents who do NOT already hold a licence with another National Authority either full or temporary.

C.7 Event Licences

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

7.2 Event Licences can only be issued to those aged 60 and under on the day of application.

7.3 Event Licences will not be issued unless a competitor has previously held a powerboat racing licence in the last two years in the class they wish to compete or taken the CPA Powerboat Race Training Course or refresher Powerboat Race Training.

7.4 A “Medical Self Declaration” (MSD) form must be completed and signed by the competitor prior to the issue of each Event / Training Licence. If any medical conditions are declared then the event medical officer must review the application and advise in accordance with the rules. If a decision cannot be given then the Event / Training Licence cannot be issued.

7.5 A maximum of 2 Event Licences may be issued to a competitor each calendar year. This is in total and not by each class. All event licence payments will be credited against a full licence in the same season

7.6 Event licences may only be issued to UK Nationals / Residents who do NOT already hold a licence with another National Authority either full or temporary. Event Licences may only be issued on evidence of training being produced. The Training certificate or evidence of a refresher course must accompany the Event Licence when it is returned to the CPA.

7.7 Competitors who have previously held a Powerboat Licence or Event Licence within the last two years will be eligible to be issued with an Event Licence provided they have not been disqualified or had their licence removed due to Yellow/Red Cards or Disciplinary action

7.8 Event Licences at current costs per event, which can be refunded against the cost of a full licence if one is applied for.

C.8 Age Restrictions

8.1 In all CPA National classes the minimum age for a Driver and Co-Driver is according to Class Rules unless otherwise specified

8.2 For competitors entering races in CPA Club Classes the minimum age is 18 years for both Driver and Co-Driver unless otherwise specified or determined from their previous national class guidelines.

8.3 Any variation to the age restrictions given in the table below must be determined by the CPA Chairman or the CPA Committee

8.4 GT15, GT30 & F4 class - participants may train in accordance with the table published below. Competitors are not permitted to race at club or national level until they are the permitted age.

8.5 The minimum age for mixed class Hydroplane Racing (including OSY400 is 16yrs)

8.6 All age regulations apply at the date of the race. Please note * as per class rules

Licence Table

Class	Training & Testing	Basic	International
GT15	9yrs	9yrs	12yrs (Max16yrs)
GT30	14yrs	14yrs	14yrs
OSY400	14yrs	14yrs	16yrs
T850	16yrs	16yrs	16yrs
HS850*	16yrs	16yrs	16yrs
F4*	16yrs	16yrs	16yrs
O125	16yrs	16yrs	16yrs
O250	17yrs	17yrs	18yrs
O350	17yrs	17yrs	18yrs
Inboard	17yrs	18yrs	18yrs
F2 & S/Cat*	18yrs	18yrs	18yrs
O500	18yrs	18yrs	18yrs
O700	18yrs	18yrs	18yrs
FR1000 & HR1000*	17yrs	18yrs	18yrs
Clubman Mono up to 115hp	16yrs	16yrs	
GT Mono Light, under 1300cc			
Clubman Mono Over 115hp	18yrs	18yrs	
GT Mono Unlimited			

* Class requires an Immersion Test & Shallow Water Scuba Dive

C.9 Racing Licences Under 18 Years

9.1 All persons under 18 years of age must be accompanied at the event by a Parent/Guardian. All competitors who are under 18 on the date of the race will be required to submit written consent of their parent or guardian to their participation in the race and confirmation of their acceptance of the rules governing the event.

Competitors under the age of 18 are required to have their signature countersigned by their parent or guardian when signing in or out to an event.

C.10 Immersion Training and Shallow Water Dive Course (SWDC)

10.1 If you are racing in a class that requires an Immersion Training i.e. restraint and canopy boats, then you must have undertaken your training before applying for your licence. The Immersion Training must be undertaken annually as the test is valid for 14 months only. See CPA calendar for details of venues and dates when tests are being offered.

10.2 All personnel racing in a class that requires an immersion test must have successfully undertaken a SWDC course or another internationally recognised qualification such as PADI in order to be issued with a licence. The alternative course options will be approved by the relevant CPA Committee.

10.3 After an initial diving qualification has been achieved, competitors must undertake an annual refresher course.

10.4 All competitors must read and adhere to the Immersion Test Guidelines for competitors that are available from the CPA.

C.11 Injured Competitor

11.1 In the case of an injured competitor, the OOD or Race Secretary must complete an Incident Report Form, a Hospitalisation form (if they are sent to hospital), and a Licence Withdrawal/Medical Form (if appropriate) for the injured person. A copy of this documentation, including the competitor's licence must be sent back to the CPA.

11.2 On receipt the CPA will take a copy of the Licence Withdrawal/Medical Form and send this along with a covering letter to the competitor. The competitor is expected to undertake another medical examination by a doctor, declaring them fit. When this has been done, the competitor sends a copy to the CPA and the racing licence is returned to them.

C.12 Declaration of Medical Fitness to Race

Licensed competitors are required to have a medical examination on an annual basis before your application is submitted. After you have been issued with a licence it is important to let us know if your level of fitness has declined during the season, either through accident, injury or illness. It is imperative to make sure that you are fully fit before participating. Please think carefully before participation.

C.13 Next of Kin Forms

Please ensure you fill out the next of kin form that you will receive with your licence application. This must be signed by your next of kin and returned with your application. It is important that you keep this information up to date at each event and hand it to the race secretary when signing on.

C.14 T.U.E (Therapeutic Exemption Form)

Competitors are not permitted to consume any drugs, substances or products that are listed on the current wada prohibition list. This list is regularly updated and can be viewed at www.wada-ama.org. If you are currently taking prescribed medication that is included in the list, please ask your examining doctor to fill in and sign the tue exemption form. This form is an extremely important document should a competitor be subject to an anti-doping/drug test. Competitors are also reminded that any medication prescribed by your doctor after your licence has been issued should be checked on the wada list and a tue form submitted to the CPA.

C.15 Guidelines for Upgrade Endorsement & demonstration of competency

15.1 Club / National Race signatures to Upgrade to International

3 x heats of 6 laps to constitute the minimum requirement for a competitor to have completed a Club or National event to be considered for an upgrade signature. OOD's must use their discretion if a driver fails to complete the minimum required amount due to 'force majeure' and a signature should be given only if the driver has completed a reasonable amount laps to an acceptable standard.

15.2 Signatures will only be given to those competitors that demonstrate confidence, competence and capability in the opinion of the OOD. Emphasis must also be given to good conduct both off & on the water, ability to follow rules and instructions

15.3 Participation in an event does not guarantee an endorsement signature.

15.4 Demonstration of Competency

3 x Laps at racing speed will constitute a minimum required time for a demonstration of competency when a competitor competes in a class similar to their own or crosses over to another discipline. OOD's must closely observe the handling capability and only allow race participation if the driver is competent.

15.5 The opinion and decision of the OOD is final in endorsement and allowing participation following a demonstration of competency

C.16 Risk Statement

Competitors and all officials are reminded to familiarise themselves with the content of the following Risk statement which will feature on many documents.

Risk Statement

Powerboat Racing is by its nature a dangerous sport and therefore inherently involves an element of risk. However, I understand that having good knowledge of the rules and ensuring that my equipment is in good working order will help to minimise risks.

By participating in or becoming involved with Powerboat Racing organised by CPA affiliated clubs either as a participant, team member or otherwise, individuals agree and acknowledge that:

- i. They are aware of the inherent risk involved in the sport and accept responsibility for exposing themselves to such inherent risk, including risks to their person, their property, drowning, hypothermia, collision injuries burns and other physical injuries as well as possible death
- ii. They have satisfied themselves that they have the necessary skill and knowledge to take part in the event and deal with the conditions that may arise in the course of a race
- iii. They will not participate in the event whilst under the influence of alcohol, drugs or whilst otherwise unfit to participate
- iv. They are responsible for the safety of themselves their crew their boat and their property whether afloat or ashore and that the management of their boat including insurance is solely their responsibility
- v. Scrutineering does not constitute a condition survey of the boat and it is solely The competitors responsibility to decide whether or not to start or to continue in any powerboat race
- vi. Ensuring the efficiency / suitability of the helmets and racing vests worn is solely their responsibility and meets the current specification
- vii. The provision of a race management team, rescue, tow or patrol boats and other volunteers by the event organisers does not relieve them of the competitors responsibilities
- viii. The provision of patrol boat cover is limited to such assistance as can be practically provided in the circumstances
- ix. To be bound by the conditions of the Race Entry Form, Racing Instructions / Advance Programmes and the General Competition Rules of the CPA and the UIM
- x. They will accept the decisions of the organising committee and officials nominated by the organising committee.
- xi. They understand that it is their responsibility to ensure that the event has suitable insurance cover in place before participating, it is also their responsibility to ensure that they familiarise themselves with event Risk Assessments & Race Instructions / Advance Programmes and bulletins before participating.

INDEMNITY

Competitors attending the event will be required when signing on at the event to save harmless and keep indemnified:

- (a) The owners of the premises at which the event is held;
- (b) The organising club, the sponsor / promoter the CPA and their respective officials, servants and agents; and,
- (c) The other boat owners, drivers, passengers or mechanics engaged in the meeting (together with the “Indemnified Parties”) AGAINST all actions, claims, costs, expenses and demands in respect of loss of or damage to the property of or personal injury sustained to the Indemnified Parties to the extent caused by the participants, their crew, their boat, their mechanics, support team, representatives or agents.

IMPORTANT NOTE: Persons under the age of 18 must have written authority signed by either Parent or Guardian, along with being accompanied while at the race event.

THE RESPONSIBILITY FOR A COMPETITOR DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS THEIRS ALONE

D BOAT, EQUIPMENT AND PREPARATION

D1 Race Numbers. UIM Rule 206.02

1.1. Every race boat must have a race number. The racing the number is allocated by the CPA. Race Number 1 will only be allocated to the previous year's class British Champion.

1.2. Should you wish to keep the same number in the coming season, please inform the CPA before the 31st March each year, if a driver changes from one class to another it is in their interest to inform the CPA as soon as possible and to obtain a different racing number.

1.3. Should two drivers of an international competition have the same number:

(a). The driver of the inviting nation will change their number following the instructions of the Technical Officer

(b). If none of the drivers are from the organizing nation, the driver who entered last will change their number following the instructions of the technical officer.

1.4. The race number may be fixed on a surface corresponding to the following measures and characteristics: the surface measures 32 x 40cm and the numbers must be black on a white surface on both sides of the hull in digits of 24 x 14cm.

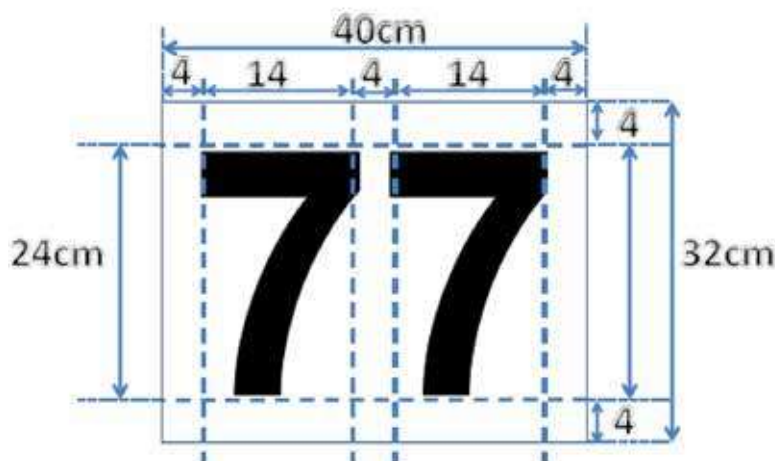
* Boats that are registered for international UIM class competition, may compete using the coloured background race number system as approved in the UIM rule book for the competitor's class only.

1.5. The width of the stroke of the number should be 4cm

1.6. The space between the rectangular with the digits must be 4cm.

1.7. The white surface must surround the digits with 4cm

1.8. All Numbers must be plain and upright (no italics). No number shall begin with zero, e.g. for 2 digit numbers (sketch as shown below):



(a) In case of a 3 digit numbers, the length of the surface must be modified consequently.

(b) The race numbers may also be painted or glued to the slightly curved surfaces and on one vertical surface provided that the whole number is within 30 degrees from the vertical position. It is recommended to use two digits only

1.9. The race number must remain visible during the whole race.

D2 PADDLE

- 2.1. One paddle, adequately secured and stowed, so that it is immediately available, must be on board. Boats with reinforced cockpits do not need to have a paddle.
- 2.2. The surface of the paddle should be a minimum of 30cm x 15cm with an adequate handle & coloured either yellow, orange or similar fluorescent colour”

D3 BUOYANCY UIM Rule 504.01

- 3.1. Every boat must have adequate buoyancy to ensure that it floats in case of an accident. This buoyancy shall be equivalent to a volume of 0.055m³ of foam per 100kg of boat weight. For catamarans the required volume must be 0.025 (m³ or ltr) per 100kg of boat weight. If a reinforced cockpit is fitted, at least half of this volume must be securely attached to the cockpit structure. Any foam is to have a maximum density of 30kg/m³
- 3.2. The flotation provided by the airbag is not to be included in the calculation for required flotation.

D4 WINDSHIELD UIM Rule 504.02

- 4.1. Boats must be uncluttered and the windscreen if fitted must be easily removable to present no obstruction to the driver getting free, and to not impede lifesaving and salvage operations. (**Classic Hydroplane class only**)
- 4.2. The edges of the coamings and the windscreen must not be sharp must be lined with rubber or other similar material to avoid injuries in case of accident.

D5 SPONSONS UIM 509.02 & 522.01

- 5.1. All race boats of catamaran type, designed and equipped with pickle-forks, must have deformable and energy absorbing pickle-forks according to the following:
 - 5.2. The most forward end of the sponson must be deformable and must be designed to crush and absorb energy in a significant impact as per the relevant UIM rules.
 - 5.3. The deformation should start at a force of minimum 100 kg.
 - 5.4. The main body of the sponson must end in a minimum 100 sq cm (16 sq. in) of forward bulkhead made of minimum 8 mm thick material. This bulkhead must be an integral part of the main structure of the sponson.
 - 5.5. The pickle-fork must be detachable, minimum of 350mm and a maximum of 500mm long.
 - 5.6. It is recommended that the sponson forward bulkhead be angled backwards at an angle of 10° to 20° from a vertical line between the sponson tips. See rule 509.02 in current UIM rule book for diagrams.
 - 5.7 H. Hydroplanes must have a skeg fitted on the rear of l/h front sponson or a similar position on the inner air trap. The skeg must be fixed with a shear bolt “with a dimension of 4mm made in stainless steel of Innox & a maximum of 40mm from the pivot bolt”
The skeg must not be retractable when racing. Minimum 140mm from bottom of the boat - minimum 40mm width - reference UIM 522.03 - minimum radius dimension of 15 mm is required between the leading edge and the bottom edge of the turning fin. The radius is tangent to the leading edge. Longitudinal position for fin must be between 25-50 % of boat length measured from the nose of the hull.

D6 TOWING CLEAT

Shall be strongly fixed to the structure preferably through-bolted, not merely to the decking. It should be remembered that this item may have to carry the whole weight of a partly waterlogged boat.

D7 PAINTER/MOORING LINES

7.1. Must be strong enough to support a waterlogged boat and must be long enough for mooring.

7.2. The painter must be firmly attached to the front of the boat and must be secured in the cockpit preferably by a jamming cleat to avoid the crew having to clamber out on to the bow to accept a tow.

7.3. It must not be long enough to become entangled with the propeller or other moving parts of the engine.

D8 SHARP EDGES UIM 509.09

All sharp edges must be adequately protected or removed.

D9 STEERING GEAR

9.1. Steering wheel and drum must be secured and locked on the shaft. The assembly must be bolted and locked to the dash panel or steering mount bar.

9.2. Steering wheels and fittings must be strong enough to withstand rough handling during racing.

Cracked, split or delaminated wheels shall not be used.

Steering wheels must be secured to the internal boss, drum or shaft.

Removable steering wheels must be demonstrated to the Scrutineer.

9.3. Steering cables must be in good condition, locked onto the drum and must be free running with adequate but not excessive tension throughout their travel. Where an engine can be trimmed while racing, the tension must be adequate through the full travel of the engine adjustments and the steering range. The cable must be stainless wire 7/19. 4mm diameter for Outboard, OSY, F700, F4, HR1000 and All Classes up to 50 hp.

UIM rule 504.05 Alternative steering cable section is acceptable.

It is recommended that steering cables are, replaced annually

9.4. Cables running fore and aft through the cockpit are recommended to be shielded.

9.5. Cables must be secured and where doubled to form an eye must be around a thimble and must be clamped with two suitable shackles, bulldog clips or similar.

9.6. Steering cable should not be sheathed but can be routed through guides. All visible cable must be checked including moving from lock to lock.

9.7. S Pulleys must be of a minimum diameter of 2.1/2" (62.5mm)

Pulleys must operate freely and shall be through bolted with positive locking.

Pulleys with non-ferrous riveted pins are not permitted; pins may be replaced with positively locked steel bolts.

Boats with excessive wear at pulley, fixing, and steering bar etc. interfaces are not permitted

9.8. Pulleys must be suitable for the craft

9.9. Pulley yokes must not, under tension, clamp onto the wheel.

9.10. Attachment hooks must be of steel and must be closed.

9.11. All shackles must be double nutted with one being a self locking nut, attachment, fittings, bottle and stretching screws must be of stainless steel and secured with stainless lock wiring.

9.12. Steering bars must be of adequate strength and fit for purpose

9.13. For outboards - attachments to the engine, for inboards - attachments to quadrant and their fitting to the stock must be in good condition and secure.

9.14. Rudder assemblies, glands, keys etc. must be in good condition and secure with locked nuts and/or tight split pins.

9.15. Rack and pinion steering must be in good mechanical condition with no excessive backlash. Casings should also be checked.

9.16. Engine and/or rudder must operate with full and free movements in the correct sense.

9.17. Hydraulic steering.

Size, rating and design capabilities of hydraulic steering shall match that of the engine specification to which it is attached. A maximum of three full turns of the steering wheel to operate left to right full lock. Hydraulic hoses shall be suitably sized, be of correct length and be routed to ensure that no excessive stretching, tightening or rubbing shall occur in race conditions. Any signs of wear to hydraulic hoses shall cause the driver to replace immediately. Hydraulic fluid shall be topped up to recommended levels at all times to ensure engine has no significant movement when steering held still. Engine mounting bolts and brackets shall have all manufacturers fixings including half nuts as required to attach correctly to the engine and steering bracket. Helm mounting shall be as per manufacturers design and shall be suitably connected to the structure of the boat to ensure the helm is secure under normal operating conditions. Steering wheel shall be mounted to helm using correct boss and key and shall be solid fixed with the correct locking nut.

D10 CONTROL CABLES

All control cables must be securely attached.

D11 FUEL TANKS

11.1. Must be secure in all directions and must not leak

11.2. Must have sensible filling and atmospheric venting apart from outboard hydroplane classes or when a bladder tank is used in any class. They must not be close to any hot parts such as exhaust manifolds. Venting must not be near cockpit.

D12 FUEL LINES

12.1. Must be leak resistant and run in a manner to avoid damage.

12.2. Lines must be in good condition with proper connectors.

12.3. Flexible hoses and pipe runs should be clipped up at suitable intervals with fair runs to the engine (at all points of travel in the case of outboards). Lines must run so that they do not become trapped.

12.4. Flexible fuel lines must be fire-resistant, non-collapsing, purpose made and suitable for the fuel in use.

D13 THROTTLE CONTROL

13.1. Fly-off throttles must only operate in open position when held by foot or hand and must return when released to idling speed, or to stop in the case of OSY 400.

13.2. Lever unit must be securely attached, but can be breakaway on outboard hydroplanes.

13.3. Control unit, especially foot control, must be properly connected, work freely and must not be in a position where it can be fouled.

13.4. Control unit must be within easy reach of the driver in his normal position.

D14 KILL SWITCH

14.1. All boats must be fitted with an efficient automatic throttle shut-off device and a kill switch which is an automatic device in the ignition circuit which will stop the motor and fuel pump if the driver is thrown out.

14.2. The device must be clearly visible, as must be the link to the driver.

14.3. Path and length of the cord must ensure disconnection of the plug whatever direction of ejection.

14.4. Kill switch cord and attachments must be adequate and must actually cut the engine and fuel pump completely when operated.

14.5. No device may be fitted to render the kill switch inoperative.

14.6. The kill switch cord when fitted must be securely tied with a knot to the jack plug and driver, must be of a straight material not expandable or coiled, and short enough to cause circuit breakage before the driver enters the water. The maximum length of the plug cord is 600mm (2ft) when fitted.

14.7. All Sportsboat drivers and passengers must be connected to separate kill switches so that when operated the fuel pump and engine, will be stopped.

14.8. Kill switches must be tested at scrutineering and must be working at all times during a race, practice or trials.

14.9. Kill switch lanyard connections are not required to be connected to the driver in boats with reinforced cockpits.

D15 ISOLATOR SWITCHES FOR BOATS WITH ELECTRIC FUEL PUMPS OR STARTERS

UIM Rules 504.11 and 509.12 plus

15.1. Isolating switches must be included in all electrical circuits. (Bilge pumps excluded)

15.2. UIM 504.11 Electrical Isolation

(a) All boats, with batteries, must have an isolation switch as close to the positive terminal of the battery/ies as practicable (negative terminal if positive earth system).

(b).The opening handle of the switch must be easily accessible on the deck or other surface of the boat on the port side.

(c).This switch must be marked with a red flash + and the “On/Off” positions shown.

15.3. **MOTOR SHUT OFF SWITCH UIM 509.12**

(a)All boats with reinforced cockpits must have an ignition shut-off switch for the motor, located on the left (port) outside the cockpit. It must be clearly marked “MOTOR SHUT OFF SWITCH”. Kill switch lanyard connections are not required on boats with reinforced cockpits. Those with external electric fuel pumps must also connect a cut-off to the shut off system.

(b).Lanyard connection to the life vest is required to shut off the fuel on boats with electric fuel pumps in non cell boats.

D16 GEAR CONTROL

16.1. Where the rules require neutral or reverse gear positions, the gear shift control must be within easy reach of the driver in his normal seated position facing forward inside the cockpit.

16.2. Reverse gear, where required by class rules, must be demonstrably operative.



D17 SEATS UIM 509.08 & 550.3

Seats must be of adequate strength and design, firmly secured as required by the individual class rules and fit for purpose. The seat must be set to provide adequate vision for the driver.

Full seats are mandatory in all Monohull & Cell classes (Full Means a complete seat including sides & back support up to the shoulder blades.) All seats must not form part of the integral structure of the hull and must be suitably secured and fit for purpose.

D18 MOUNTINGS AND TRANSMISSIONS**18.1. Outboards**

- (a). Mounting brackets and clamps must be secure and in a satisfactory condition.
- (b). Engine mountings must be attached to the transom with at least two clamps and two bolts, or four bolts secured by locking nuts.
- (c). All clamps must be adequately tightened & secured.

18.2. Inboards

- (a). Engine mountings must be sound, and the mounting bolts securing to the hull must be pinned or lock-nutted.
- (b). Where an outdrive is fitted, the outdrive ring connection to the transom and the unit to the ring must be secure
- (c). All moving parts likely to cause damage if broken must be suitably shielded
- (d). For shafts in excess of one foot in length the shielding must not allow more than 1/2in clearance at either end.
- (e). Bearers must not be saturated with oil.

D19 ENGINE CONDITION

The engine must be free of dangerous corrosion, oil / fuel leaks or excessive heating and must not be a danger to any adjacent structure.

D20 EXHAUST SYSTEMS FOR INBOARDS

There must be adequate insulation where required, and runs sited to avoid fire.

D21 PROPELLER SECURITY

The propeller must be in good condition, and securely locked.

D22 BATTERY STOWAGE

Batteries where carried must be easily accessible, prevented from movement in any direction and not in a sealed compartment. Accessible without the need for tools Eg: Zeus clips or quick release.

D23 STRUCTURAL STATE

Drivers are at all times responsible for the condition of their boat (hull, motors, accessories, equipment, etc.).

D24 RACING VESTS UIM Rule 509.04

24.1. Drivers using a protective capsule must wear a flotation vest so constructed at the shoulders that the driver can easily be pulled clear of the cockpit. Flotation overalls are a permitted alternative. There is no colour requirement with cell boat flotation vests.

24.2. It is mandatory that an efficient belt cutter should be affixed to the vest using Velcro or similar.

24.3. Drivers and crew must sit as for racing and demonstrate for the Scrutineer that the vest is correctly sized and fitted. UIM 205.06 Racing Vests

- 24.4. Each person competing in a non-cell race boat must wear an efficient racing vest during the race and practice conforming to the following rules:
- 24.5. The efficiency of a racing vest is the sole responsibility of the wearer who must be assured that it conforms to the UIM rules and carries indelible confirmation of this,
- 24.6. This compulsory regulation is for all international races and recommended for national ones. In any case, racing vests must be in conformity with the following rule,
- 24.7. Buoyancy: a racing vest must have a minimum of 7.5kg solid buoyancy for a person weighing up to 60kg and 9kg solid buoyancy for those over 60kg (closed cells foam only),
- 24.8. The disposition of the solid buoyancy must be such as to ensure that an unconscious person shall float face up in the water,
- 24.9. All adjustable straps must be at least 40mm wide except in Junior racing vests where 25mm is acceptable and have a minimum breaking strain of 1000kg. The crutch straps must be attached at the front at the position of iliac crest and at the back in the sacral region. A recovering attachment must be placed either on the shoulders, or as a chest strap and made with strap of the same quality as indicated above,
- 24.10. Manufactured from fire resistant material and coloured **Bright** orange, red or yellow
- 24.11. The back must include a protective plate,
- 24.12. Alternatively the protective plate on the back may be a separate plate,
- 24.13. The compulsory collar must have rounded edges and extend above the bottom of the helmet. It must not exceed 180 degrees,
- 24.14. A racing vest manufacturer must undertake to comply with the rules and print indelibly on the racing vest the following: “Conforms with the regulation for a person weighing a maximum of 60kg” or “for a person weighing over 60kg”, in respect of the buoyancy,

D25 PROTECTING HELMET

25.1. It is mandatory during all on water activity for competitors to wear a helmet complying with a minimum of the following standards:

Group 1

FIA 8860-2018 ABP, FIA 8860-2018, FIA 8859-2015, FIA 8860-2010.
SA 2015 , SA 2020, EA 2016,

Group 2.

Snell M2015, M2020D, M2020R, K 2015, K2020, ECE22-06

Group 3.

CMR 2016. CMS 2016.

Group 4

ECE 22-05. ECE 22-06

Group 1

Restraint classes All drivers regardless of age.

Group 2 & Group 1.

Non restraint classes. Drivers 18 and above . Mandatory Full Face with Full Visor.

Group 3.

Drivers under 18. Mandatory Full Face with Full Visor.

Group 4.

Non restraint classes 18 and above. Mandatory Full Face with Full Visor. UK ONLY.

The helmet std must be on strap or original label inside helmet. If not visible the helmet will fail scrutineering. Stick-on label on the outside of the shell is not acceptable.

Helmets must have temple protection and must be coloured fluorescent orange, Fluorescent Red, Fluorescent Yellow or international orange colour These helmet Colours must be bright enough to be clearly visible in the water.

For competitors under the age of 18yrs it is mandatory that helmets conforming to Snell CMR/CMS 2016 are used. These helmets must not be used by competitor’s age 18 years and over.

Competitors under the age of 18 with a head circumference of more than 60cm must contact the CPA for further advice.

For enclosed cockpit classes competitors under the age of 18 yrs. Must wear a general standard helmet conforming to the minimum standards as described above in the general helmet rules. This is to facilitate the use of air and accommodate the use of a FHR system which is mandatory.

25.2. The efficiency & fit of a helmet is the sole responsibility of the wearer, No packing is allowed to change the fit of the helmet. Under helmet balaclavas are acceptable providing the mouth is uncovered.

25.3. Chin straps must be in good condition and operative.

25.4. Helmets must be devoid of dents or splits.

25.5. Helmet visors must be in good condition and devoid of cracks and easily opened.

25.6. Helmet visors must remain closed during racing activity.

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

25.8. External recording devices such as cameras are not permitted to be attached to helmets.

25.9 Helmets will be inspected at every race and Scrutineers will use the list as a guide. If your sticker or standard is absent, your helmet will not pass scrutineering.

25.10 Full face helmets are mandatory in all non-restrained boat classes.

D26 FUEL as UIM Rule 508

26.1. UIM 508.02 Sports engine fuel (S.T.P.E. – OSY400 – F1000 – F2 – F4 and O Classes – O850 and Above)

(a).Fuel will be unleaded automotive gasoline only for use in non-racing automobiles equipped with catalytic convertors.

(b) Fuel may also be intended for sport engines supplied to the organizer by an international fuel company.

(c).Fuel will have a minimum octane rating of 95 RON

(d).All fuels supplied must be in conformity with the minimum requirements of the engine manufacturers.

26.2. UIM 508.03 Racing engine Fuel (R Classes)

(a). Fuel produced by an international company for motor sports use. Octane rating to be minimum of 100RON maximum 104RON

Unleaded fuel is preferred.

(b).Aviation fuel AVGAS 100LL, may be used. (No longer allowed in EEC Countries)

(c) All fuels supplied must be accompanied by a data sheet.

(d).All fuels supplied must be in conformity with the minimum requirements of the engine manufacturers.

26.3. UIM 508.05 Alcohol based Fuel

(a) The fuel must be methanol (CH₃OH) or Ethanol (C₂ H₅ OH) (b).The fuel may contain water (H₂O)

26.4. **UIM 508.06 Additives** Only lubricating oil for two stroke engines may be added to fuel. The use of any other additives is prohibited to either the fuel [carburant] or the air intake [comburant]

26.5. UIM 508.06 Lubricating Oil

(a) Only two stroke engines that are not equipped with mechanical oil injection systems will be permitted to use fuel with lubricating oil premixed in it

(b) The use of environment-friendly oil is recommended in pre-mixed fuel/oil.

26.6. UIM 508.07 Random Testing of Competitors' Fuel

- (a) Fuel samples taken at random from competitors during the event will be tested at the race venue, and may also be chemically analysed afterwards in the laboratory. The organizer must seal the sample of the fuel in a fuel approved can.
- (b).The entire installed fuel system may be dismantled, removed from the boat and inspected.
- (c).Competitors own fuel may be checked this may be part of pre-race scrutineering
- (d).The presence of illegal fuel at any time will result in the driver being immediately disqualified up to that point.

26.7. UIM 508.08 Testing Procedures

- (a) Gasoline fuel or fuel/oil mixture may be checked at any time using CPA/UIM approved equipment and procedures. Meters and equipment will be calibrated each time in accordance with the CPA/UIM fuel testing guidelines
- (b).Non-gasoline fuels will be tested in accordance with CPA/UIM current procedures. Density test will be performed on non-gasoline fuels. Density of the fuel should be less than 0,830kg/dm3

26.8. UIM 508.10 Refuelling - Refuelling is allowed only at places announced by the event organizer

26.9. UIM 508.11 Starting Aids No chemical starter aids are permitted on the start pontoon except for alcohol based fuels.

D27 GLASS FILTER BOWLS

The use of glass filter bowls is prohibited. (Glass fronted pressure gauges are permitted)

D28 PROPELLER GUARDS

28.1. Propeller guards must be used on all boats with exposed propellers at all times when they are out of the water except for hydroplanes immediately prior to launch. Propeller guards must be of rigid construction.

28.2. (S) an engine with the propeller fixed must not be started out of the water.

D29 CLOTHING

29.1. It is mandatory that drivers and passengers wear adequate clothing providing full limb coverage.

29.2. It is recommended that clothing should be brightly coloured and fire resistant. In classes without reinforced cockpits it is recommended that participants wear cut resistant clothing.

29.3. Clothing including shoes must not have any ends, loops, folds etc. which could become caught and delay a driver and/or passenger leaving a boat.

D30 TUNNEL 'SPOTS' AND LIFTING EYES

30.1. All hulls with drivers in restraining harness and/or with protective capsules must have a 500mm diameter fluorescent orange circle at the bow end of the tunnel underside.

30.2. The lifting eyes must be highlighted with bright orange paint or sticker.

30.3. The lifting eye must have a hole of at least 30mm diameter and be bolted through the structure of the boat with at least 8mm diameter bolts with end plates of at least 10 sq. cm per lifting point made from minimum 3mm stainless steel plate. OEM lifting systems such as those supplied from new by BABA & DAC etc are excepted.

30.4. Monohulls with restrained drivers to have the first 600mm of the bow painted fluorescent orange all round.



D31 FLYWHEEL GUARDS

All un-encased outboard motors with capacitor discharged ignition must have a flywheel guard.

D32 SLINGS, HOOKS AND LIFTING

32.1. Slings and hooks must have current certificate/s and be so marked - to at least double the lifted weight.

32.2. The angle of the sling at the lifting point must be less than 90 degrees.

32.3. Drivers are entirely responsible for slings used on their boats.

32.4. Drivers must provide their own slings.

32.5. All hooks must be of the closed type.

32.6. Where a combined weight of the boat and driver is required it is mandatory that they must be weighed separately, the driver being weighed on approved scales.

D33 BALLAST

Must be fastened, to the inside of the hull, so that it cannot move during racing. All ballast must be fixed and be able to be presented to the Scrutineers should it be required. The use of disposable liquid ballast is forbidden.

D34 BOAT NUMBER ON TRAILER

The number & class of the boat should be marked clearly on the trailer.

D35 FIRE EXTINGUISHERS

It is highly recommended that all boats have their own fire extinguishers attached to their trailers or in their support vehicle.

D36 CPA / UIM / NATIONAL FLAG DECALS

36.1 All boats must display the CPA Powerboat Racing decals on either side of the boat.

36.2 Boats taking part in International races must display their national flag & UIM Decals on either side of the boat as described in the UIM Rules.

D37 COMPRESSED AIR AND GAS

Compressed air and gas is not permitted except for the driver's life support system & air bag systems.

D38 RADIOS

Radios may be used by Drivers in safety cell boats. Any driver using a radio shall specify the radio person, who must sign in, attend Drivers' Briefing and during racing, stand in the area designated by the OOD.

For all other classes - during any qualifying period and racing there must be no radio or other telemetric communication between the driver and any other person. Penalty - disqualification from the event.

D39 MEASUREMENT FORM AND CERTIFICATE

39.1. Boats competing at Club, National and International racing must, at every event, produce current measurement certificates. The certificate states the class or classes in which that boat may race. The CPA will keep a register of measurement certificates and renewals which will be circulated to Clubs. If a boat arrives without a current measurement and it is not on the current register then the boat can be measured on the day by an approved measurer for the appropriate fee. The measurement certificate should remain with the boat for life even if transferred.

39.2. The measurement certificate will include a log of any damage to the boat. The measuring of the boat for a measurement certificate is carried out by a listed CPA Measurer who will check and measure the parts (hull dimensions, cockpit registration, safety measures, engine homologation, etc.) necessary to establish the class for the boat.

39.3. It is the driver's responsibility to ensure that the boat is correctly prepared for the measurer and the appropriate measurement form obtained.

39.4. If the boat or paperwork fails to conform, the boat must be resubmitted to the same measurer. The measurer may inform the CPA of the failure of a boat.

39.5. The procedure for measuring a boat for a measurement certificate is:

- (a) Receive new boat
- (b) Download the relevant CPA measurement form via the website
- (c) Ask CPA for a circuit hull registration number
- (d) Ask CPA for a race number if intending to race nationally
- (e) The circuit hull registration number must be permanently marked on the boat along with the supplied CPA id sticker.
- (f).Paint or fix Race number on boat.
- (g) Present to Measurer to be checked.
- (h) Measurer to complete measurement form.
- (i).Competitor to send completed form plus the correct payment to CPA.
- (j).CPA issue Measurement Certificates.
- (k).Annually, competitors retaining boats and engines must have their outfits including personal race wear checked at a pre-season scrutineering session or prior to their first race event with the measurement certificate signed off when passed.
- (l).Re-measurement is required after alterations to any of the measurements taken from the certificate.

D40 MEASUREMENT CERTIFICATE

All race boats competing must hold a CPA measurement certificate, this must be given to the race secretary when signing in to the event.

The Scrutineers will record any damage sustained to the boat during racing/practice incidents. When significant damage has been recorded by the Scrutineer the certificate will be returned to the CPA who will record details of the damage on a central data base. The certificate will then be returned to the competitor.

In the event of significant damage competitors will be advised by the Scrutineers if the repair work needs to be carried out by a competent repairer. Once this work has been completed the boat repairer must countersign the measurement certificate to confirm that the repairs have been completed satisfactorily.

If no damage has been sustained Certificate will be returned to competitors when they sign out of the event.

All repair work will be inspected by the Scrutineer at the next event prior to the boat being allowed to participate.

D41 COMPUTERS, ECUs and TELEMETRY

Passive data collection devices are permitted. The use of external devices capable of digital engine control are not permitted. Engine ECUs must not be accessed at any time during the event unless under the supervision of an approved Scrutineer. ECU's accessed during an event without the permission / presence of a Scrutineer will result in disqualification. (except outboard Hydroplanes)

Data loggers that 'read' information from the engine for the driver presentation, such as RPM are allowed, but diagnostic type equipment may only be used under the supervision of a Technical Officer during a race weekend.



D42 STARTER CONNECTIONS

All electrical engine starter connections should be 12V. The only exception is the SST120/200 APX which has specific permission to connect to 24V

D43 BOAT, EQUIPMENT AND PREPARATION

The Delayed Operation Buoyancy Airbag System (Airbag) is mandatory for all composite and foam sandwich boats over 1998cc. , Only UIM approved & Homologated/Licensed systems may be used and installed. (Minimum 180Bar)

D44 COCKPITS UIM 509

Only UIM Approved / Homologated / Licensed cockpit builders may construct or upgrade cockpits. The strength of the cockpit must be recorded as the strength that is approved by the UIM and the cell number installed by the cockpit builder must be the same number that has been issued to them by the UIM and listed on their website. Construction of cockpits must be of the exact composition and lay-up of the original sample that the cockpit builder submitted to the UIM and gained approval from. Cockpit construction & upgrades must be carried out as per UIM rules. When a cockpit has been upgraded, an additional plate & cockpit number must be attached to the hull in question and the information on the measurement certificate updated. A letter of confirmation from the cockpit builder must be sent to the CPA if any upgrade or significant repair or alteration has been carried out.

Canopies: all restrained cockpit classes where a canopy was originally fitted must be run with the canopy at all times and will be required to have an appropriate release for the front hinge that can be operated from inside and outside the cockpit. The canopy hinge must be fitted with re-enforced backing plates or large washers. The words 'Canopy Release' must be located on the boat next to the external release.

D45 CRASH BOX

Crash boxes are mandatory for all catamaran classes that are using engines with a CC capacity of 1998cc and above.

All Crash Boxes must be manufactured and supplied by a UIM approved builder.

D46 CAMERAS

External recording devices such as Go-Pro's must be securely fixed and not mounted in a such a way that their presence will cause a hazard to a competitor being ejected from their craft.

Cameras may also not be mounted in any way that could cause disturbance to a competitor's field of vision.

Cameras must not be mounted/fixed externally on helmets.

D47. Air Supply

It is mandatory in all classes where the competitor or crew are restrained to have a suitable air supply system available to them and each member on-board. All crew members must also have a valid recognised diving qualification.

There should be one individual air supply (not oxygen) bottle & air regulator /mouthpiece for each crew member on board.

Each air supply bottle should have a minimum capacity of 400 litres at normal atmosphere.

Spare Air devices or air supply bottles that are less than 2 ltrs in capacity cannot be used except has a back-up to the main air system.

Each air supply bottle, regardless of size, shall be designed for the delivery of breathing air. The tank shall be stamped to verify inspection and certification of the tank to meet air delivery standards. The air tank shall be securely mounted to the boat.

The air supply bottle must be securely fastened to the boat and switched on during all on-water activity.

Each air supply bottle must have a pressure gauge fitted that should be at least 5cm in diameter to allow easy reading during pre-race scrutineering and by crew members on-board.

Each air supply bottle must show the correct pressure in order to pass pre-race scrutineering.

The air supply hose from the tank to the driver mask/ mouthpiece hose connection shall be of sufficient length to allow the driver to stand up in the cell.

The air regulators / mouthpiece for each crew member must be easily accessible for each individual on-board. Air regulators / mouthpiece must operate in any position i.e. upside down. Alternatively, a driver's mask may be used and must cover the driver's nose and mouth and be designed to be watertight. The mask must be attached in such a way as to prevent its being dislodged or removed inadvertently. An ambient air valve is required. A quick release pressure sealing coupler shall be used to connect the air supply hose from the tank (first stage regulator) to the driver mask hose (second stage regulator); the driver mask hose length shall be 25 cm (min) to 91 cm (max) to the connection.

A female coupler fitting shall be attached to the air supply hose from the tank; the male coupler fitting shall be attached to the driver mask/mouthpiece hose. A tee block with two male coupler fittings, attached to the driver mask/mouthpiece hose, is allowed. Parker part number SHI-62 / SHI-63 (or other manufacturer interchange) is the accepted design sealed coupler assembly; stainless steel material is highly recommended, brass is an acceptable alternative.

Each crew member in full race attire & race position must physically **demonstrate** to the scrutineer that they are able to locate and use their Air Supply Equipment. Competitors & crew members are responsible at all times for maintaining their equipment and ensuring that it complies with the rules.

D48. Head Clearance UIM 509.05

Minimum 5cm (2 in) clearance above driver's helmet, with 10cm highly recommended, covering at least 50% of the top of the helmet and at least 50% of the side of the helmet with the driver's head in the furthest aft position, as an integral part of the cockpit construction. It is mandatory for new boats built after 1 January 2016, the cockpit must afford a minimum of 10cm (4in) clearance above the driver's helmet and extending laterally at least 45 degrees from the vertical.



D49 Frontal Head Restraints – Cockpit Classes

It is mandatory for all restrained competitors to wear a Frontal Head Restraint (FHR) system that complies with SF138.1 or FIA 8858 standards.

Quick release fixing posts that disconnect the device via a 'quick release system' and low profile uprights in the head and neck area for all FHRs are mandatory.

It is the responsibility of the wearer to ensure that the FHR device that they are using is suitable for the application that they will be wearing it for and consideration of use should be given to FHR devices.

It is also mandatory to wear your FHR device during your Cockpit Evacuation / Immersion Training. Self disconnection from the helmet of the FHR before attempting to exit a cockpit forms part of the Immersion test training.

D50 Frontal Head Restraints – Non-Cockpit Classes

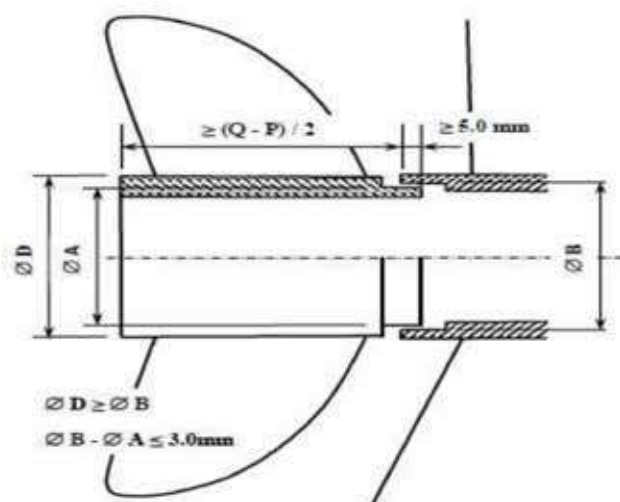
All requests for the use of a frontal head restraint in a non cockpit class must be made in writing by the competitors club representative to the CPA board for approval. No system should be used in a non cockpit class with out approval for the CPA board.

D51 Propellers for F4 / GT15 & GT30

UIM 504.13 PROPELLERS WITH EXHAUST TUBE

Gear cases with a propeller exhaust must use propellers equipped with an exhaust tube. Requirements for propeller equipped with an exhaust tube for gear cases with through propeller exhaust.

1. The length of the exhaust tube measured from the gear case to the end of the exhaust tube must at least be $(Q - P)/2$, where measure Q and P are taken from the homologation file of the relevant engine
2. Propeller exhaust tube outside diameter must at least equal to the inside diameter of machined recess into which the standard propeller boss fits at the rear of the gear case.
3. The maximum allowed radial clearance between the exhaust tube and the machined recess of gear case, measure as diameter, is 3.0 mm.
4. The exhaust tube must enter the machined recess of the gear case by a minimum of 5.0 mm.
5. No spacing of the propeller to allow venting of the exhaust gases around the propeller is permitted.
6. No holes or ventilation slots of any type are allowed in the exhaust tube.



D52 EPA/LOW Emission Engines

UIM & UK events will require all EPA/Low Emission engines to use standard spark plugs as supplied by the manufacturer.

Homologation files will be updated to include this information and these will be checked at every British Championship / UIM event.

E RACE RULES AND REGULATIONS

E1 AUTHORITY

1.1. Racing is organised in accordance with the appropriate rules and regulations of The Union Internationale Motonautique (UIM), the international governing body, the Circuit Power Boat Association (CPA), the Circuit national governing body and the individual rules and regulations of the club and water concerned.

1.2. Rules must not be amended during the season except for safety reasons meriting immediate implementation. All new rules and amendments must be agreed by the CPA before implementation.

E2 TERMINOLOGY

Interpretation of Rules and Regulations

The words “shall” or “must” are mandatory.

Where items refer to a specific type of boat they are marked appropriately “S” Sportsboat or “H” Hydroplane.

Where no such markings appear, the rule is applicable to both types of boat.

E3 DEFINITION OF EVENTS

3.1 Testing / Training

Calendared events where training or testing takes place. Look for the abbreviation ‘T’ on the CPA Calendar.

3.2 Club Racing

Look for the abbreviation ‘C’ on the CPA calendar and contact the local organising club for more details of the event. This rule book will provide more information on how to get started.

3.3 National Racing

National Circuit racing takes place throughout the season at selected venues around the country.

To compete at this level you must race in one of the National Classes and also hold a basic Licence, National Classes are run to class specific rules; these are detailed in separate sections within this book. Details of how to apply for an CPA basic Powerboat Licence can be found in this rule book.

3.4 International Racing

International Racing is sanctioned by the UIM, Union Internationale Motonautique.

Additional rules apply to competition at this level and you may be rewarded with a European or World Championship title. Events are held all over the World with most of the National classes competing. Look for the ‘T’ abbreviation on the CPA Calendar.

E4 ORGANISING / HOST CLUBS

All event organising clubs must be affiliated to the CPA and must have paid their administration fees. Clubs / Event organisers must have Third Party Insurance in place that covers their event, officials and competitors both on land & water. All event organising clubs must have paid all of their outstanding balances in order to be considered valid & active. In the case of outstanding balances, the CPA will suspend the club in question from authorised activity and will not carry out any duties relating to club members, questions or paperwork until balances are cleared.

Additionally, Competitors endorsed Licence Validity may be revoked

E5 CPA OFFICIALS INDEMNITY FORM

All officials and helpers must complete and sign on / off the form at the start and end of every meeting, before taking up their duties, along with being a current CPA member.

E6 OFFICER OF THE DAY (OOD) & RESCUE OFFICER (RO)

6.1. OOD & RO must be appointed to officiate at all International, National, Club & Testing and demonstrations organised under the jurisdiction of the CPA. All OODs & RO's must be on the list of Approved Officials

6.2. The appointment of an OOD or RO is made by an organising club and could be subject to final approval of the CPA.

6.4. OODs & RO's must not compete in any event at which they are officiating, nor be a member of the Protest Committee.

6.5 It is mandatory that an Assistant OOD is appointed to National & International Events.

6.5. The role of the OOD is to control the overall event and to ensure that all rules and regulations are adhered to. In the absence of the OOD the Deputy OOD must assume responsibility.

6.6 The role of the RO is to coordinate the on-water safety network plan and ensure that all required cover is in place and briefed on their responsibilities. It is also the responsibility of the RO to ensure that all medical cover is in place and good communication with any harbour or official authorities is maintained. The RO should also coordinate any on-water recovery operations.

E7 CPA APPROVED MEASURER'S

Measurer's shall where possible, not measure any boats which they have designed, built or in which they have any financial or other interest.

E8 CPA TECHNICAL INSPECTOR

Technical inspectors are appointed by the CPA Board. The CPA in conjunction with the Board will maintain a list and appoint Inspectors as required to meetings during and at the end of the season. Inspectors where possible, should not undertake any work or duty at a meeting which compromise their appointment.

E9 SCRUTINEERS

9.1. A Scrutineer must examine a boat with a view to confirming that it complies with the items on the official check lists supplied by the CPA and at their discretion, for any other items not so listed. They must refer any discrepancies to the Chief Scrutineer/OOD for decision. Where possible this should be carried out in good time before the start of a race.

9.2. Whilst the check lists may not necessarily cover every item which a Scrutineer may wish to check, nor does every item refer to every class of boat, the items must normally be taken in order.

9.3. In all cases of complete rejection by the Scrutineer or OOD a full report must be made to the CPA.

9.4. Following any loss of equipment or damage or modifications to the boat including alteration or other disturbance to its engine, fixtures, fittings, all safety, personal and other equipment carried on the boat resulting from an incident, the affected items must be re-scrutineered before practicing or racing continues. It is the driver's responsibility to see that this is done.

9.5. A Scrutineer where possible must not Scrutineer any boat which they have designed or built or in which they have a financial or other interest.

E10 CPA Observer

Observer are to be appointed by the CPA to as many International, National events as possible.

Role & Responsibilities

- Observer must be a current or have previously been an OOD or current CPA director but must pass an annual written test for re-validation.
- Observer must report on all aspects of the meetings to which they are appointed and their function is to audit the performance of officials & compliance with rules.
- Observer must receive from the organizing club, the full results and copies of all Incident Report Forms and must submit Reports together with copies of the Results and Incident Report Forms to the CPA within 14 days of meetings. The CPA must immediately on receipt of the report copy the documents to the CPA Board for review.
- Any breach of the racing rules by a Club, Official, driver or mechanic must be reported to the CPA by the CPA observer.
- Observer should endeavour to discuss any problems encountered with a representative of the organizing club. All observer report forms must be reviewed by the CPA and if required the CPA Chair will contact the club to discuss any relevant issues. If serious problems arise the CPA will be notified by the CPA Chair and agreed appropriate action taken. All CPA directors will be notified as soon as possible if any such action is required.
- The CPA Observer, in conjunction with the OOD, is entitled to take action with the race organisation if safety conditions are not met. In some case they may be entitled to request that an event is suspended if safety conditions are not approved or rules are not being adhered to.

The reports from the Observer are confidential and are not to be used for aims which are contrary to those of the CPA. Nor should they be communicated to the press.

E11 ADVANCE PROGRAMME AND ENTRIES

11.1 Advance Regulations must follow the form of the CPA Model Advance Regulations with any additional rules and regulations included where appropriate. Race Organisers must send the Advance Regulations and CPA Entry Form to Clubs, the appointed observer and CPA EXEC and the CPA office at least 28 days before an event.

11.2. It is the Driver's responsibility to obtain Advance Regulations and CPA Entry Form from Race Organisers. The CPA Entry Form must be completed for all National events.

11.3. The entry closing date must be stated.

11.4. Race Organisers must, immediately after the event closing date, notify drivers if, due to lack of entries, a class does not qualify for points.

11.5. A copy of the Advance Regulations must be prominently posted.

E12 ADVANCE PROGRAMME CONTENT

12.1. For National and International meetings, the Advance Regulations shall contain the following information:-

12.2. SPECIAL RACING INSTRUCTIONS

- (a).If, through “Force Majeure” or any other reason, it is found necessary to make any change in the regulations contained in the Advance Programme all potential entrants must be notified immediately.
- (b) No change may be made which could affect the eligibility of an entrant to race.
- (c).No changes may be made on the race day without the approval of the OOD
- (d).Must include any additional changes or amendments to deal with local conditions and circumstances.

It is recommended that the following statement be included in all Advance Programmes: -

“The Organisers reserve the right to enforce any rule or conditions which may be imposed upon them by Local or National Authorities”.

E13 ARRIVAL, SIGNING-IN and SIGN-OUT PROCEDURE

On arrival for driver passenger and crew:

13.1. Drivers/Crew must, without delay, obtain parking instructions from the organisers and park boat and vehicle where instructed.

13.2. The boat must not be launched until all Scrutineering and entry requirements are satisfactorily completed and Briefing attended. Slipway run in is allowed before a briefing but only when agreed by prior arrangement of the race officials.

13.3. To establish a competitor has arrived and is entering a driver and passenger must report to Race Control as soon as they arrive on site or Control opens and:

- (a).complete and sign all outstanding forms
- (b).complete and pay for any Event Licences

13.4. Pay any outstanding fees

13.5. Submit licence, measurement certificate /(seen by the Scruitneer also) and scrutineering slip to the Race Secretary for the duration of the event.

13.6. After completion of the above, Race Control may issue driver, passenger or crew with:

- (a). identification/passes etc.
- (b). any additional regulations or race bulletins

13.7. Race Entry

When entered into an event participants are reminder that they are subject to the direction and control of the OOD. However, it is the sole responsibility of each entrant to decide whether to start or continue to race/participate in an event.

13.8 Signing Out/Licence Collection

Competitors and parents/guardians are reminded that it is mandatory to sign-out at the end of the event and to be responsible for collecting their own paperwork from the race Secretary.

Drivers under 18 must have a responsible adult that signs in at the event, attend drivers briefing and be with them through out the whole race meeting. If through exceptional circumstances they have to be changed, the OOD and or race secretary must be informed.



E14 PRE-EVENT SCRUTINEERING

14.1 Scrutineering Control slip (the Slip to have tick boxes or similar for the Scrutineer to indicate

- (i) that the checklist has been completed,
- (ii) Measurement Certificate and Homologation papers are in order, digital versions are acceptable

14.2 As early as possible within the scheduled time for Inspections, drivers must prepare for inspection and place helmet(s) and race vest(s) on foredeck to indicate to the Scrutineers that all is ready for inspection. Driver and passenger must be present and dressed ready for racing.

14.3. Drivers must provide the Scrutineer with the current Measurement Certificate and when necessary the engine Homologation papers. Current Measurement Certificates are mandatory for all classes.

Engine homologation papers are mandatory for OSY400, GT15, GT30, T850, HS850, F4 and F2

14.4. Only after inspection of all the necessary items to the Scrutineers satisfaction will the Scrutineer complete and sign the control slip. It is the Scrutineers sole discretion whether or not to sign the slip.

14.5 Scrutineering does not constitute a condition survey of the craft. Once scrutineering has been passed it is the driver's sole responsibility to decide whether or not driver, crew and the equipment for crew and boat are fit to start or continue in any powerboat race. A boat that has passed scrutineering means that the required areas have been checked to the minimum standards during inspection and does not guarantee that these requirements will be met once the inspection has been completed. The condition & compliance of all equipment is the sole responsibility of the driver.

14.6. For all events, entries must pass scrutineering on each day before launching.

14.7. CPA Technical Inspectors appointed to an event - where possible, should not be involved in pre-race scrutineering.

14.8. All boats involved in incidents/capsize must be re-scrutineered before resuming racing. Any damage sustained must be recorded on the competitor's measurement certificate/log book.

E15 DRIVERS BRIEFING

15.1 It is mandatory that all drivers and parents/guardians attend Driver's Briefing. In addition to the Driver, one member of their team is allowed to attend the Driver's Briefing. For those who are under 18 years old, this shall be the person/guardian that signed them in. If a Driver has a Radio person, it is mandatory for them to attend the driver briefing after signing in.

15.2. The briefing must be held prior to practice or racing and the completed scrutineering sheets must be handed to the OOD prior to the briefing.

15.3. A roll call must be taken.

15.4. Drivers must attend for the duration of the Briefing, the attendance of a responsible crew member for each driver is recommended.

15.5. Drivers must answer to their names with their race number

15.6. When a driver misses a briefing it is the driver's responsibility to apply to the OOD for a separate briefing. The OOD will hold a separate briefing at their convenience if it is decided the absence was caused by force majeure.

15.7. Drivers failing to comply with (15.2) (15.3) and (15.4) above, will be disqualified.

15.8. The RO and Doctor/Paramedic should also attend.

15.9. A chart of the course should be prominently displayed at the driver Briefing at all National races and advised for club racing.

15.10. After the roll-call, obtain assurance that all competitors:- Understand English; (exceptions must be briefed separately afterwards through an interpreter) have received, read and understood the Advance Regs. If any special racing instructions inform competitors.

15.11. Use chart to ensure complete understanding of start and finish regulations and to point out water depths between 1.22m/4ft and 1.83m/6ft.

15.12. Run through procedures necessary if a race is stopped through 'Force Majeure'

15.13. Explain use of signal flags.

15.14. Confirm names of Protest Jury.

15.15. Wet Driver Rule applies to all classes unless otherwise provided for by the OOD at Driver's Briefing in accordance with other or UIM Rules.

15.16. After Pre Race Scrutineering no boats must leave the pits for the duration of the meeting other than to practice and race when instructed.

15.17. Re emphasise the importance of the sport being non-contact and the importance of maintaining lane discipline during a start until passed the designated separation mark

15.18 The OOD must request that any driver taking prescribed medication or subject to new or existing medical conditions must report to OOD/medical officer and disclose any relevant details before participating.

15.19. Any Questions?

15.20. Synchronise watches.

Drivers Briefing Reference Points for National Racing

Welcome everyone to the event. It's important that the OOD must always keep control of the meeting. Instruct no talking, mobile devices must be put onto silent or switched off.

1. ROLL CALL: Conduct roll call with competitors answering with their race number. Elect Jury members

2 OFFICIALS: Introduce the OOD, deputy OOD, RO, Medical Provider, NA Observer, Event Sponsor & Trophy Presenter.

3 ADVANCED REGS: Confirm everyone has received a copy of the Advanced Regs/race instructions and understood.

4 JURY: Announce Jury Chairman & Members.

5 ENVIROMENTAL ISSUES: Stress the use of absorbent carpet under engine. No spilling of fuel and point out where refuelling can take place. Explain the position of oil/fuel dump, the use/need of waste bags/bins & that you must leave your area clean including taking rubbish home at the end of the event. Point out the location of ALL fire extinguisher stations.

6 LAUNCHING: Highlight timings and procedure. Drivers MUST always have a crew member to hitch - unhitch their trailer/dolly and be responsible for it. Emphasise the mandatory use of hard hats in the crane area & also when weighing will be available/expected.

7 RACE COURSE: With the use of course map indicate position of turn buoys, outside course markers, in and out lanes including late start buoy, finish line markers & water depths. Explain the position of start jetty and procedure of loading, if your crew are not ready do not approach the jetty & do not go around in circles creating wash. Run through start procedure count down, Sport boats - 2 minutes, 1 minute, 30secs, lights on from 5 to 12 seconds, lights off/race start. Outboard and OSY classes must be full minutes. Tell competitors the position of start lights and inform they will be tested before the start of the first heat for all classes. Remind drivers going outside course markers is a mandatory disqualification.

8 FLAG SIGNALS: Yellow: Caution racing will continue. Yellow waved: Immediate caution be prepared to take avoiding action. Red: Stop racing and return back to jetty/pits at reduced speed following the course, keeping well clear of the incident. Black flag: This will be shown with a board with race number on & the competitor must return to pits immediately.

9 RACING RULES: Remind ALL drivers to read the rule book as there far too many rules to go through at a drivers briefing. This is a non contact sport. Racing penalties will be applied as per the rules. Turn buoy penalties are as per the CPA rule book. Touching the first buoy no penalty, dislodging or destroying is 1 lap penalty, touching second buoy no penalty, dislodging or destroying second turn buoy is Disqualification. Destroying a turn buoy max cost £???. Boats should only leave the pits when instructed. Detail the order of racing, number of laps to be completed for each class, 70% restart rule and how many laps that would be, this only applies for jetty starts. Sportsboat classes with jetty starts will be the number of laps left minus one, there will be no refuelling. Outboard and OSY classes will be a full number of laps and refuelling allowed. Jetty positions for restart will be taken from the previous lap of the stopped race. Emphasise that straight lines off the jetty to either the demarcation buoy OR to & around the first turn, usual racing rules will then apply. Indicate when late start penalties will be applied and procedure. Drivers to inform crew they will have to leave jetty if requested. In handicap racing it is full restart with 2 permitted & refuelling is allowed.

10 RACE FINISH: At the finish line do not slow down for a reasonable distance and do not deviate off the course. Each boat must take safety lap at reduced speed and leave the course as instructed; this will also be the same for practice/training.

11 SAFETY: Drivers must inform Doctor/Paramedic of any medication they are on especially if this has changed since their licence was issued. No wearing of jewellery or false teeth. If a driver stops, they must indicate they are OK by raising a hand, in restraint classes raise cockpit canopy. If there is no movement then it is assumed, you are injured so the race will be stopped. Give a report on the weather/wind conditions and if they have any effect on the course. Wet driver rules apply, if a person is in the water the red flag will be shown, that applies to anyone on course. Drivers to be reminded/informed that their crew are not to enter water even if they think they are being of assistance in the pits/jetty. (This does not apply within reason at the launch area/slipway). Rescue boats are given priority at all times. If you are involved in an incident you will be rescued, you must abide by the instructions given. If you are in the water, you will be recovered on a stretcher and taken to shore. From that point the medics will take over & tell you what to do, they will check for any problems/injuries. If you are able and want to proceed in the race meeting you must have a check over and be passed fit by the medics, your boat must be re-scrutineered. If you have an accident involving a claim you must pay the policy excess, this must be paid before you race again & your CPA licence will be withdrawn pending the payment. Tow boats are provided to take boats back to the pits that have stopped & only when safe to do so.

12 ALCOHOL & DRUGS: Any driver, mechanic or official can be requested to take an alcohol or drugs test at any time. Refusal will result in disqualification for the driver & removal from the position for others, a report will also be sent to the CPA. Drivers and officials are reminded not to drink alcohol or take drugs during racing activity.

13 INFORMATION: No smoking anywhere on race site, designated smoking areas must be notified. Any local rules or restrictions must be informed that are particular to race site/venue, but these must not conflict any rules in the rule book. Confirm the race schedule & any evening functions or special offers along with the time, place & procedures of prize giving.

14 ANY QUESTIONS:

15 TIME CHECK: Thanks, good luck and safe racing!

Drivers Briefing Reference Points for Club Racing

Welcome everyone to the event. It is important that the OOD must always keep control of the meeting. Instruct no talking, mobile devices must be put onto silent or switched off.

- 1. ROLL CALL:** Conduct roll call with competitors answering with their race number.
- 2. OFFICIALS:** Introduce the OOD, Deputy OOD, RO, Medical Provider, Event Sponsor & Trophy Presenter.
- 3. ENVIROMENTAL ISSUES:** Stress the use of absorbent carpet under engine. No spilling of fuel and point out where refuelling can take place. Explain the position of oil/fuel dump, the use/need of waste bags/bins & that you must leave your area clean including taking rubbish home at the end of the event. Point out the location of ALL fire extinguisher stations.
- 4. LAUNCHING:** Highlight procedures. Drivers MUST always have a crew member to hitch - unhitch their trailer/dolly and be responsible for it.
- 5. RACECOURSE:** With the use of course map indicate position of turn buoys, outside course markers, finish line markers & water depths. Explain the position of start jetty and procedure of loading, if your crew are not ready do not approach the jetty & do not go around in circles creating wash. Run through start procedure count down, Sport boats - 2 minutes, 1 minute, 30 secs, lights on from 5 to 12 seconds, lights off. Outboard and OSY classes must be full minutes. Tell competitors the position of start lights and inform they will be tested before the start of the first heat for each class. For handicap races the position of countdown clock, milling area & procedure needs to be explained. The location of flags at race control and in rescue and tow boats. Remind drivers going outside course markers is a mandatory disqualification.
- 6. FLAG SIGNALS:** Yellow: Caution racing will continue. Yellow waved: Immediate caution be prepared to take avoiding action. Red: Stop racing and return back to jetty/pits at reduced speed following the course, keeping well clear of the incident. Black flag: This will be shown with a board with race number on & the competitor must return to pits immediately.
- 7. RACE RULES:** Remind ALL drivers to read the rule book as there are too many rules to go through at a drivers briefing. This is a non-contact sport. Racing penalties will be applied as per the rules. Touching first buoy no penalty, dislodging or destroying is 1 lap penalty, touching second buoy no penalty, dislodging or destroying Disqualification. Destroying a turn buoy max cost £???. Boats can only leave the pits when instructed. Detail the order of racing, number of laps to be completed for each class.
- 8. RACE FINISH:** At the finish line do not slow down for a reasonable distance and do not deviate off the course. Each boat must take safety lap at reduced speed and leave the course as instructed; this will also be the same for practice/training. Notify location of racing results & any penalties.

9. SAFETY: Drivers must inform Doctor/Paramedic of any medication they are on especially if this has changed since their licence was issued. No wearing of jewellery or false teeth. If a driver stops, they must indicate they are OK by raising a hand, in restraint classes raise their cockpit canopy. If there is no movement then it is assumed that you are injured so the race will be stopped. Give a report on the weather/wind conditions and if they have any effect on the course. Wet driver rules apply, if a person is in the water the red flag will be shown, that applies to anyone on course. Drivers to be reminded/informed that their crew are not to enter water even if they think they are being of assistance in the pits/jetty. (This does not apply within reason at the launch area/slipway). Rescue boats are given priority at all times. If you are involved in an incident you will be rescued, you must abide by the instructions given. If you're in the water, you will be recovered on a stretcher and taken to shore. From that point the medics will take over & will tell you what to do, they will check for any problems/injuries. If you are able and want to proceed in the race meeting you must have check over and be passed fit by the medics, your boat must also be re-scrutineered. If you have an accident involving a claim you must pay the policy excess, this must be paid before you race again & your CPA licence will be withdrawn pending the payment. Tow boats are provided to take boats back to the pits that have stopped & only when safe to do so.

9. ALCOHOL & DRUGS: Any driver, mechanic or official can be requested to take an alcohol or drugs test at any time. Refusal will result in disqualification for the driver & removal from the position for others, a report will also be sent to the CPA. Drivers and officials are reminded not to drink alcohol or take drugs during racing activity.

10. INFORMATION: No smoking anywhere on the race site, designated smoking areas must be notified. Any local rules or restrictions must be informed that are particular to race site/venue, but these must not go against any rules in the rule book. Confirm the race schedule, place, time & procedures of prize giving.

11. ANY QUESTIONS:

12. TIME CHECK: Thanks, good luck and safe racing!

E16 BRITISH NATIONAL & BRITISH SPRINT CHAMPIONSHIP, CLUB RACING, & TESTING

Calendar

- (a). Clubs must apply to the CPA for the following year for all events for each class.
- (b). Changes to dates and classes raced must not be made after the final calendar has been published.
- c) All events must be entered onto the CPA Calendar in order for them to be 'authorised'.
- d) CPA British & Sprint Championship Events take precedence over Club Racing and will take priority with calendar dates. Club Class Racing for National Classes cannot take place on the same date unless it is agreed by the CPA Board in exceptional circumstances.

CPA British National Championship

The British National Championship's events are held over 4 individual heats with all to count for the final championship positions.

Qualifying for the first heat will take place in the normal way. The starting grid for heats 2, 3 & 4 will be determined on the finishing positions of the previous heat.

Event related matters, such as serving yellow cards or gaining signatures will be unchanged and will apply for the event as a whole and not each individual round.

Trophies will be awarded at the end of event prize giving based on the total points awarded to each driver from all 4 heats.

CPA British Sprint Championship

The British Sprint Championship will take place over one weekend. The racing format will be 3 heats with all to count.

The points system is specific for the Championship and detailed in the points section of this rule book.

E17 PRACTICE/ QUALIFYING

17.1. At an event, classes competing for British or Sprint Championship points must have the same duration of practice. Practice also constitutes as qualifying. This can be reduced in the case of force majeure.

17.2. Competitors must complete a minimum of two practice laps at full racing speed in order to start a British or Sprint Championship race or heat. This only applies to competitors who are unable to participate in Official practice.

17.3. Practice/Qualifying laps must be timed.

17.4 If through force majeure, times are not available, the grid positions will be determined by current National Championship Standings. Except British Sprint Championship.

17.5 OOD'S discretion of free practice on the second day of a National event. This is subject to change in the event of Force Majeure.

17.6 Any boat judged by the OOD to be causing an obstruction to other competitors will be disqualified from the qualifying / practice session and may be black flagged. Other penalties may also apply.

17.7 A point is awarded for pole position at all CPA National Events but not at the CPA Sprints or Outboard Hydroplane class.

E18 STARTS

18.1 For British or Sprint Championship events.

18.2. To qualify as a starter for points, competitors must have attended the drivers briefing and must leave the start pontoon and complete a lap under the boats own engine power at least once at the commencement of one of the heats or re-run heats for their class at an event.

18.3. When two classes are running together in a heat, the faster class must start first with the slower class start timed to provide a 1/2 lap gap after the slower class have reached racing speeds. (Unless otherwise specified by the OOD.)

18.4. For jetty starts boats must be held steady, crews must not lift (except for outboard hydroplanes), push or overreach when holding. All jetty starts will be “dead engine” unless otherwise specified.

18.5. The finish line must be marked by an air inflatable chequered buoy or fixed marker and pointed out at driver’s briefing.

18.6 A race is ‘live’ from the moment the starting lights are turned off or the start flag is dropped. All penalties will apply from this moment. If a race has been stopped before the lead boat has crossed the start / finish line then any re-start will be as per the original starting grid positions.

18.7 A race will be declared as ‘started’ if the lead boat has crossed the start / finish line.

18.8. On leaving the start boats must not interfere with the racing line of other boats. Boats must maintain their lanes from the start to a predetermined point before the first turn mark or to a point as described at drivers briefing, such point to be decided by the OOD and the drivers advised at the Drivers’ Briefing.

E19 JETTY STARTS UIM 304

19.1. Audible/visual signals at 2 minutes, 1 minute and 30 seconds. Then red light on/ start flag raised, the lights must be stable and visible to the whole jetty. They will be tested before the start of the first race for each class.

The above times may be shortened and advised by the OOD. (Except for hydroplane classes)

19.2. The red light is left on/flag raised, for between 5 and 12 seconds. The start is signalled by turning off the red light/lowering the flag. It is recommended that a red light is used. When lights are used an Official, in communication with race control and with a red flag, must be positioned so that the flag signal can immediately be seen by drivers and crews watching the lights.

19.3. An aborted start is indicated by leaving on the red light/raising a red flag.

19.4. Disqualification for running an engine during the 30 seconds before the red light on/ flag raised.

19.5. One lap penalty for starting or leaving the pontoon when the red light on/flag raised during period 5 to 12 seconds before start.

E20 ROLLING STARTS

Rolling starts will be fully described by the OOD at drivers briefing if applicable.
For early starts - each 5 seconds early a one lap penalty will apply.

E21 RE-STARTS

Generally (see also 'starts')

21.1. A stopped race is a race interrupted by the OOD after the start.

21.2. The stopping of a race is the sole decision of the OOD and officials specifically mandated by the OOD.

21.3. Drivers whose actions result in a race stoppage are not scored and do not restart. If the sanctioned driver protests they are permitted to restart, the result being subject to the decision of the Race Jury.

21.4. Disqualified drivers must not restart except as detailed.

21.5. A driver whose actions result in a stoppage shall not be scored or restart. If the sanctioned driver protests, he shall be permitted to restart, the result being subject to the decision of the jury. So that the racing is not delayed any protest can initially be verbal but must be completed in the standard protest procedure and submitted immediately after the end of the heat or race. It is mandatory to complete any verbal protest if not completed the competitor will be removed from the event.

21.6. Any penalty incurred in a race which has been stopped is taken forward into any restart of that race.

21.7. Grid positions for race re-starts are the race positions at the end of the lap prior to the stoppage. If a stoppage occurs at the start of a race before the lead boat has crossed the start / finish line then the original start grid positions will apply.
Racing in Heats (including British Championship)

21.8. In multi heat racing drivers may not join any restarts if they did not leave the jetty under their own power and commence racing during the original heat start.

21.9. A maximum of two restarts is permitted in all classes.

21.10 The race must be re-started if the lead boat has completed less than 70% of the designated laps.

H Both re-starts are for the original number of laps. Refuelling and assistance back to the pontoon is allowed.

S Both re-starts will be for the remaining number of laps less one for the stoppage. Only those scored at the end of the previous lap may re-start. Those eligible must return directly to the start, no outside assistance and no re-fuelling.

21.11. If after two restarts there have been no completed laps the heat is void with no points.

Single Heat Racing (Grand Prix Style – 1 long race)

21.12. Eligible drivers may join restarts (back of grid) even if not in previous starts.

21.13. The race must be restarted when at least after having deducted one lap for each stoppage the remaining laps are at least 20% of the original total.

21.14. Eligible drivers must return directly to the start, no outside assistance, no refuelling.

21.15. The number of laps to be scored are those at the end of the lap prior to stoppages.

21.16. Laps scored from the original start and all restarts must be aggregated for final positions.

E22 STARTING IN GROUPS

22.1. Each group must race against the others.

22.2. The finishing order is determined by combined points.

22.3. Where numbers exceed water approval limits Race Organisers must either start in groups or use qualifying heats to reduce the number of boats to the water approval limit.

E23 OVERTAKING PROCEDURE UIM Rule 312

23.1. Rules of the Road

23.2. 312.01 All racing boats must take any action to avoid a collision at all times

23.3. 312.02 Overlap

An overlap is only established when two boats are approximately on the same course and the cockpit of the overtaking boat, if passing on the inside, is even with the cockpit of the overtaken boat.

When overtaking from the outside, an overlap is established when the overtaking boat has passed the overtaken boat sufficiently to alter course without contact.

23.4. 312.03 The leading boat has right of way until an overlap is established

23.5. 312.04 A safe overlap and overtaking manoeuvre is the responsibility of the overtaking boat

23.6. 312.05 After an overlap manoeuvre, the overtaken boat must give the overtaking boat room to negotiate turn buoys.

23.7. 312.06 The overtaking boat cannot force an overlap situation once the lead boat has started their turning manoeuvre.

23.8. 312.07 An overlap can be attempted from either side of the leading boat

23.9. 312.08 Overtaking. An overtaking boat shall keep clear of the boat which is being overtaken

23.10. 312.11 Passing Marks.

(a).When trying to overtake a boat on the inside, the driver must anticipate the possible direction of the boat they are trying to overtake and must take all necessary action to avoid a collision.

(b) When passing a turn buoy and overlap has been established, both boats must maintain a safe distance from each other and from the turn buoy.

(c) Overlapping while overtaking does not give priority to the boat overtaking on the inside.

23.11. 312.12 Altering Course. When one of the competitors is obliged to keep clear, the other shall not alter their course; to avoid risk of fouling a boat must not bear out of their course as to hinder another in passing to the right.

23.12. 312.13 Lapped Driver. Drivers who are being lapped should clearly provide free tracks for overtaking drivers. This is done by holding firmly to the right. Even at the right turn with a yellow buoy, the overtaken driver keeps to the right, as close to the yellow buoy as possible and with as straight track as possible.

Drivers who violate the rule can be disqualified. This can be accompanied by other penalties if the behaviour is deemed dangerous or unsportsmanlike.

23.13. 314 Fouling Competing Boats. If a boat, in consequence of neglect of any of these rules fouls another boat, or compels others to foul each other, they are disqualified.

23.14 Any driver defending their position on the course straight, and before any turn buoy, may use the full width of the course during their first manoeuvre, provided there is clear water between their boat and the boat they are attempting to pass. Whilst defending in this way, the driver may not go outside the outer course limits. More than one change of direction to defend a position off-line, should leave at least one boat width between their own boat and the turn buoy on the approach to the turn and round the turn. Manoeuvres liable to hinder other drivers, such as deliberate crowding of a boat beyond the course limits or any other abnormal change of direction are not permitted.

Any Driver not complying with this rule may be disqualified.

E24 TURN AND COURSE MARKS

24.1. Hitting a turn mark - no penalty

24.2. Missing a turn mark - one lap penalty

24.3. Travelling against the racing line - disqualification.

24.4. Where two turn buoys are positioned at a mark, racing penalty for dislodging, damaging or destroying either of the buoys, as per UIM rule 313.02

24.5. Where there is only one turn buoy, either because there was only one laid in the first place or because one has been taken out, disqualification for dislodging, destroying or so damaging the turn buoy that it is no longer viable.

24.6. All Turn Marks must be made of flexible material and be air inflatable.

24.7. It is also recommended that all other marks should be made of flexible material and be air inflatable.

24.8 All Turn Marks of the course will be secured by rope of similar material that can be cut. Metal chain or similar is not permitted to be used.

24.9 Any boats straying beyond the course parameters will be disqualified.

E25 BOATS STATIONARY IN WATER

25.1. When a driver or passenger is in the water on the race circuit the race is stopped immediately by the OOD. This does not apply to UIM International Events that specifically allow the Yellow Flag /Pace Boat Procedure.

25.2. If the driver is fit and well following an accident or breakdown they must attempt to indicate that they are not injured. If they are injured, they should sit and wait for the rescue personnel to stop the race or when appropriate a Yellow Flag will be raised.

25.3 In the case of a breakdown or accident drivers must remain in their boat with their helmets and racing vests on unless otherwise instructed by rescue personnel. Failure to comply with this rule will result in a minimum penalty of a yellow card and possible further disciplinary action may be taken.

E26 FINISH

26.1. By passing the chequered flag or as described at drivers briefing.

26.2. The heat or race is finished and will be stopped two minutes after the lead boat has crossed the finish line.

E27 FINISHING POINTS

27.1. To be awarded heat finishing points a driver must have completed at least 75% of the race winner's distance and must either take the chequered flag no later than two minutes after the winner or be stopped by a red flag after the leading driver has completed the required minimum distance.

27.2. For a race stopped after the required minimum distance, the finishing order is that existing at the end of the race leader's last full lap.

E28 DEAD HEAT

28.1. In the case of 2 competitors crossing the finishing line at the same time Points will be shared (e.g.: for an equal 2nd place, 2nd and 3rd place points are shared.)

E29 AFTER FINISHING

After finishing a race, drivers must maintain lane discipline continue to complete a reasonable distance from the finishing mark, keeping a straight line along with reducing from race speed, complete the mandatory safety lap, must not cross the course, must not take extra laps or other practice, must carry on round the course away from other finishing drivers and enter the pits in accordance with local instructions.

E30 COURSE CLOSED

The heat is finished two minutes after the winner crosses the finish line. A red Flag should be raised to indicate the course is closed. The course should then be cleared and closed as soon possible to allow course officials to report and prepare for the next race.

E31 FLAG SIGNALS

Flag size - minimum 900mm x 600mm

31.1. The following flags must be carried by all rescue boats and all competitors must obey their signal:-

RED FLAG Slow down/stop immediately and proceed with caution to the designated area as described at drivers briefing

YELLOW FLAG (stationary) CAUTION YELLOW FLAG (waved) IMMEDIATE CAUTION

31.2. BLACK FLAG accompanied by race number the driver to whom the flag is shown must immediately return to the pits where he will receive instructions from a race official.

31.3. GREEN FLAG this flag may be used to indicate the start of a race/ or to indicate that the course is open for practice

E32 WEIGHING

32.1. The CPA approved Load Cell must be used for weighing racing boats at all meetings where weighing is required under CPA rules. The equipment must be available at all times during practice and racing for drivers to weigh their boats.

32.2. Any competitor found to be under the minimum class weight will have all points accumulated to the point of weighing removed. This also applies to qualifying and if a competitor is found to be underweight, all qualifying times will be removed up to the point of weighing.

This may only be enforced if the official scales were available for use prior to the race/qualifying session.

If there are remaining heats or qualifying time, a competitor will still be permitted to enter and will receive any new points or qualifying times providing the weight is re checked.

32.3. The weight of the boat means - Boat as it finishes the race, less driver less personal equipment and less excess water, but including any residual fuel.

Where driver weight is to be included, the driver is to be weighed separately in full race clothing.

32.4. For Weight Limited Classes at a National Championship event any boats, at the discretion of the OOD and CPA Technical Officer, may be weighed at the end of racing and/ or between heats.

32.5. Refusal to comply will result in disqualification.

E33 TECHNICAL INSPECTIONS

33.1. The CPA / Board Chairman will appoint Technical Inspectors to each National Championship round.

33.2. Technical Inspectors attending a race meeting in their official capacity must declare their presence to the OOD.

33.3. The Inspectors and the OOD independently decide which engines to strip, their decision is final. Drivers must be informed. The Inspectors and the OOD decide the extent of dismantling, record their findings in writing and present them to the OOD with recommendations. This report should also be given to the CPA observer.

33.4. Details of sealing and dismantling carried out during the season must recorded by the CPA

33.5. All engine checking must be post-race and all costs must be borne by the entrant.

33.6. The system of checking engines is not intended to deprive competitors of pre-race protests regarding engine eligibility.

33.7. When an engine or any of the part of the competitors equipment found to not comply with the rules, the driver must be disqualified by the OOD from the event and either, when the engine has not been previously inspected and noted (4 above) lose all points accumulated for that season, or, when the engine has been inspected, passed and the pass noted, lose all points accumulated since the last noted inspection.

33.8. The National Championship winners must have their engines stripped at the last meeting or when the championship is decided.

33.9. Boats and engines subject to checking must not leave the pits until half an hour after the final results have been posted and they have been given permission to leave.

33.10. In the absence of a National Technical Inspector a club may carry out post-race engine inspections.

33.11. Note an engine is deemed to include all parts, mid sections and gear boxes

33.12. Refusal by a competitor to comply with Technical Inspection will result in disqualification.

E34 RESULTS

34.1. Results for a class must be prominently displayed and posted at least 15 minutes before the start of the next heat for that class.

34.2. Results are final half an hour after posting, subject only to any Protest, Disciplinary Hearing , Appeal or Technical Inspection.

34.3. The time of posting should be marked on the results.

34.4. When sanctions have been applied the results must show the driver(s) penalised and the rule(s) infringed.

E34.5 Where two or more competitors are tied on points at the end of a race weekend the final position will be determined based on the best result achieved in any race i.e. the driver with the most 1st/2nd places etc. If still tied the fastest race time will be used. In the unlikely event that more than one competitor has the same race time the fastest race lap from the event will be used to determine the final result.

E35 PRIZEGIVING

a) Any driver finishing 1st, 2nd or 3rd. in the results must attend the prize giving. Failure to attend will result in all points for that event being removed but the position title will still apply. No points will be awarded. Podium position drivers must wear race overalls and be of smart appearance for prize giving unless otherwise agreed by the OOD. Competitors in lower positions will not be promoted and will only receive points for their actual finishing positions

b) It is mandatory for all drivers to attend prize giving and all must wear race overalls and be of smart appearance. Failure to attend without prior arrangement could lead to points being removed in a similar way as described in (a).

c) Competitors & crew in team wear or overalls may not open or consume alcohol at prize giving except in the case of an official podium alcohol prize being awarded.

E36 PROTESTS

36.1. The names of the Jury must be announced at drivers briefing and posted in writing.

36.2. Protests must be on the CPA Protest Forms obtained from the Race Secretary.

36.3. All protests must be made within 30 minutes of the results being posted.



36.4. Protests against the rules or eligibility of an entry must be lodged before drivers briefing, otherwise within half an hour of the posting of results in which the incident or circumstance occurred.

36.5. The time of handing in must be entered on the form.

36.6 A driver whose actions result in a stoppage shall not be scored or restart. If the sanctioned driver protests, he shall be permitted to restart, the result being subject to the decision of the jury. So that the racing is not delayed any protest can initially be verbal but must be completed in the standard protest procedure and submitted immediately after the end of the heat or race. It is mandatory to complete any verbal protest if not completed the competitor will be removed from the event.

E37 SANCTIONS

37.1. Automatic. There are automatic sanctions for racing infringements, at the start, at marks etc.

37.2. The OOD, or Jury can disqualify from a heat or a meeting and penalise by one or more laps.

37.3. The OOD can make submissions to the Jury which may result in the Jury imposing a sanction.

37.4. Yellow / Red / Blue Cards see rules

37.5. Gross breach of rules or Misconduct. When the CPA Board receives any official report alleging a gross breach of a rule, good manners or sportsmanship, or any official report alleging conduct that has brought the sport into disrepute, it may conduct an investigation and, when appropriate, may call a hearing. The CPA may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the CPA's jurisdiction.

37.6 Reprimand : A Reprimand is a notice of disapproval of an unacceptable action. A reprimand automatically constitutes warning that if the offence recurs, a heavier penalty will be given and is valid for 12 months from the date of issue. A reprimand can be issued in addition to other penalties or as an individual penalty.

If a Reprimand is issued by an OOD or Jury at an event It must be recorded in writing by the Race Secretary, a copy given to the recipient and a copy returned to the CPA with the post event paperwork.

If a Reprimand is issued at any other time a written copy will be sent to the recipient and a copy retained by the CPA.

A reprimand issuance must be witnessed and will be retained on the recipients record.

A reprimand can be given by an O.O.D, A Jury, An Appeal Panel, The CPA or its relevant policy committee.

E38 YELLOW/RED/BLUE CARDS

38.1 Blue Cards

A blue card can be given by the OOD for any offensive, unsportsmanlike, abrasive etc. behaviour during any official activity (i.e. at briefing, race control, on the water, Jetty etc..) Blue cards cannot be given for racing incidents on the water but can be issued for inappropriate behaviour on the water and inappropriate social media comments.

Blue Cards will be valid for 1 year from date of issue and will expire after this time. They will be recorded on the CPA Circulation List. When issuing a Blue Card the OOD or Race Secretary must check the list to check if the recipient already has a currently valid Blue Cards Previously Issued. Appropriate action must be taken if the limit of 3 has been reached.

Blue cards are accumulative and a third Blue card issued while two are still valid will result in the recipient being removed from all activities at the event. Following the recipient being issued with a 3rd Blue Card and removed from all official activities, the event Jury will meet and determine if further disciplinary action is justified such as referral to the CPA for further disciplinary action. Note: the CPA may choose to refer the matter to the relevant committee for disciplinary review without recommendation of a Jury.

Blue card recipient's names will be retained on the circulation list to allow the CPA and the relevant policy committee to view any potential patterns or repeated incidents.

If two blue cards are issued at the same event then the recipient will be required to be immediately excluded from the event and not allowed to participate in any official activities. The 2 Blue cards (issued at the same event) will be recorded on the weekly circulation list as previously described and will remain valid for 1 year.

The Blue Card should be recorded on the appropriate CPA form and given personally to the recipient by the appointed official where possible. The appointed officer must be accompanied by one other race official when the penalty is issued. A copy of the card should be;

1. Retained by the Race Secretary,
2. A copy given to the CPA Observer.
3. A copy posted on the results board.
4. A Copy must be sent to the CPA for it to be recorded on the weekly circulation list.

38.2 Yellow / Red Cards

38.2.1 Yellow or Red cards can be given for any offences on the water during on water activity that relate to Dangerous Driving or Unsportsmanlike behaviour. Yellow or Red Penalty Cards can be given as an individual or additional penalty. They may only be issued to competitors.

38.2.2 Yellow or Red Cards may be given by the OOD, The Jury, An Appeal Panel or the CPA.

38.2.3 The Yellow or Red Card should be recorded on the appropriate CPA form and given personally to the recipient by the appointed official where possible. The appointed officer must be accompanied by one other race official when the penalty is issued. A copy of the card should be;

5. Retained by the Race Secretary,
6. A copy given to the CPA Observer.
7. A copy posted on the results board.
8. A Copy must be sent to the CPA along with the Competitors Licence for penalty endorsement and record the penalty on the circulation list. The CPA will return the endorsed licence directly to the driver.

38.2.4 A Yellow Card is valid for 3 events in which the sanctioned competitor must have fully competed in. The accumulation of three Yellow cards will automatically constitute as a Red Card.

38.2.5 A Red card will result in immediate exclusion from all CPA competitions for the following two months of the current or following season. Any Cards still valid after two month exclusion are cancelled.

38.2.6 The CPA will copy Cards to all clubs and the UIM for International and super licence holders.

38.2.7 Copies of any Red or Yellow Cards issued will be retained on the competitors file by the CPA. Following the issuance of a Yellow or Red Card, the OOD or Race secretary must check the weekly circulation list to view any current penalties the competitor may be subject to.

38.2.8 A driver may protest a Yellow or Red Card.

38.2.9 A driver may Appeal against a Yellow or Red Card issued or confirmed by a Jury.

38.2.10 Competitors & Clubs are responsible for informing the CPA of when & where they competed in order to remove a yellow card sanction from their record. Results may be required.

E39 INCIDENT REPORT FORMS

39.1. An Incident Report Form **MUST** be completed, copied to the appointed CPA Observer and then sent to the CPA within 7 days when:

- (a). any personal injury has been sustained, on or off the water,
- (b). any race, rescue, spectator or other boat has been damaged,
- (c). following an incident, a race has been stopped,
- (d). a driver, rescue or other person has been in the water as a consequence of, or the cause of an incident,
- (e). or for any other reason which concerns the OOD/Observer.

39.2. If possible, the Medical Officer should complete the injury description.

39.3. When an injury has been sustained which has resulted in the withdrawal of a licence, the Club must complete a CPA19 and send it with the withdrawn licence to the CPA as soon as possible.

39.4. When anyone has been taken to hospital, CPA17 must be completed as soon as possible and sent to the CPA within 48 hours.

39.5. The OOD must sign the form after it has been completed.

39.6 The CPA Chair & Sec must be informed immediately of any serious incidents in accordance with your event major incident plan.

E40 CLUB INTERNAL DISPUTES

The CPA Board does not normally agree to become involved in internal club disputes unless in exceptional circumstances.

E41 POWERBOAT RACING SAFETY

41.1. All race organizers are reminded of their responsibility to comply with their event risk assessment at all times and furthermore are reminded that all competitors must be fully licensed and have undertaken a powerboat race training course or upgrade or have evidence of competent past experience.

41.2. It is the responsibility of the OOD to ensure the above rule is complied with, should any doubt exist concerning the competency of a competitor the OOD must take the appropriate action.

41.3. All junior competitors are required to have parental consent prior to racing and to have satisfactorily completed the required CPA race training programme.

41.4. National racing is usually to the maximum numbers permitted as determined by the CPA water approvals for each venue. Club/basic racing can have boats of substantially different speeds.

41.5. Racing drivers and drivers of rescue boats must always be aware of the considerable difference in performance and water disturbance between different classes and types of boat.

41.6. It is recommended that all racing drivers are reminded of their responsibility for the safety of rescue boats and their crews and of their obligation at all times to keep clear of rescue boats.

In the event of an accident between a racing boat and a rescue boat, a CPA inquiry will be conducted to establish the facts following any such incident and appropriate action taken.

41.7. Where the entry for a club/basic race with mixed classes exceeds the water approved limit it is mandatory that the heats are divided by boat speed.

41.8. Inboard hydroplanes and outboard hydroplanes must not race together.

41.9. Rescue boats must be clearly marked.

41.10. A minimum of four lifting bags, two per main rescue boats, must be available at any race meeting where cell boats are taking part. (If a rescue boat in attendance is fitted with a lifting device a minimum of two separate lifting bags are required)

41.11 Race Day Procedures:

(a) During race day practice the water approval, rescue and land safety provisions must be in place.

(b) Water and landside rescue and safety must be in position before the start of the countdown for a race.

(c) A driver's race is finished when he passes the chequered flag. Lap or laps in arrears must not be made up. It is the express responsibility of a driver to look for the chequered flag. Racing continued after taking the chequered flag is dangerous driving.

(d) It is mandatory that after taking the chequered flag, drivers take an additional lap at reduced speed but not so slow as to be off the plane.

(e) Rescue, Tow and Patrol boats must remain on station until all race boats have returned to the pits.

(f) The event medical officer must agree with the OOD a plan of action in the event of a medical emergency.

E42 POINTS SCORING

The following system is recommended for all club racing consisting of two or more heats but is mandatory for all National Championship Races. (Hydroplanes as 25% UIM drop)

42.1. British & Sprint Championship event final points must be sent on the appropriate form to the CPA immediately after the meeting as well as providing a copy for the CPA Observer.

42.2. For British & Sprint Championship meeting curtailed by force majeure, full event points are awarded provided that during a multi-heat event at least one full heat has been completed and for a single heat event at least 70% of the full distance has been completed by the leading boat; for racing curtailment less than this, provided the timekeepers can declare a finishing order for the boats in the race, 50% points are awarded. For events lost 'on the day' before a racing result can be obtained the entered and scrutineered drivers equally share their aggregated event points.

CPA British & Sprint Championship / Club Racing Points - Sportsboat

Position	Points	Position	Points
1st.	400	11th.	139
2nd.	360	12th	126
3rd.	324	13th	113
4th	292	14th	102
5th.	262	15th	92
6th.	236	16th	82
7th	213	17th	74
8th.	191	18th	67
9th.	172	19th	60
10th.	154	20th	54

CPA British & Sprint Championship / Club Racing Points - Hydroplanes

Position	Points	Position	Points
1st.	400	11th.	22
2nd.	300	12th	17
3rd.	225	13th	13
4th	169	14th	9
5th.	127	15th	7
6th.	95	16th	5
7th	71	17th	4
8th.	53	18th	3
9th.	40	19th	2
10th.	30	20th	1

CPA British Championship Racing Points – All Classes

Position	Points	Position	Points
1st.	20	11th.	5
2nd.	17	12th	4
3rd.	15	13th	3
4th	13	14th	2
5th.	11	15th	1
6th.	10	16th	0
7th	9	17th	0
8th.	8	18th	0
9th.	7	19th	0
10th.	6	20th	0

E43 CRANES

43.1. Race boats being craned must be unoccupied.

43.2. The arrangements for craning must be so organised that on no account will the craned boats pass over the head of any person, any boat, any equipment.

43.3. The craning area should be cordoned off and marshalled with all persons in the area to wear hard hats at all times.

E44 PRACTICE AT INTERNATIONAL MEETINGS

National licence holders must not practice at the same time as international drivers.

E45 FIRE EXTINGUISHERS (Pits)

- 45.1. Must be inspected, in date and in good working order.
- 45.2. Must be an adequate number and must be conveniently sited in all parts of the pits area.
- 45.3. Fire Extinguishers must be appropriate to the type of fire risk e.g.: Fuel fires/Electrical fires etc.
- 45.4. Drivers should be informed at the drivers meeting of the procedure to be followed in the case of fire.

E46 AMBULANCES DOCTORS and PARAMEDICS

- 46.1. It is mandatory for an ambulance and a doctor/paramedic to be in attendance at all meetings when racing is taking place
- 46.2. Neither race day practice or racing must start before they are in attendance. Should the ambulance have to leave or be in use during the meeting for any reason, racing must cease until either it returns becomes free or a substitute is provided. The same is applicable if the attending doctor or paramedic is not on station or treating a casualty.
- 46.3. Any ambulance in attendance must be of a type approved by either the Local Authority or a Government Department or by an organisation which has been approved by Customs and Excise and which has been given permission to operate such an ambulance service.
- 46.4. St. John Ambulance and the British Red Cross are such approved organisations.
- 46.5 Training/Testing: Refer to specific rules

E47 MEDICAL OFFICER

Any event where racing is taking place or more than 2 boats are testing at the same time, there must be at least one paramedic or doctor currently registered with the Health Professions Council. See website: <http://www.hpc-uk.org/> or a qualified medical doctor registered with the GMC. It is highly recommended that event doctors are experienced in contemporary trauma care, preferably in the pre-hospital setting.

E48 RESCUE / TOW

- 48.1. The RO must attend the Drivers Briefing.
- 48.2 Minimum Venue Requirements
 - a) The course minimum number of rescue & tow boats must be on station and in position during all official on- water activity at an event. This information can be found in the Course and Venue Information document or master stationary pack.
 - b) For UK events the Doctor or Paramedic is not required to be on the water. For UIM events there should be a minimum of one Doctor or Paramedic who is experienced in handling trauma (PHTLS Pre-Hospital Trauma Life Support concept or equal) present on at least one of the tow boats. The doctor or Paramedic cannot be counted as a Diver or any other member of required boat crew. Alternatively where appropriate, a Doctor or Paramedic can be stationed in a different position to allow them to be transported to a casualty via other means of transport i.e. Air Ambulance.



- c) Each of the 2 Rescue boats situated on a course shall have 2 Lift Bags and it is recommended to have a support lifting device that is capable of holding a boat to assist in keeping a cockpit above the surface with a competitor inside. In the absence of a support lifting device, Lift bags must be used. If a support lifting device is in place 1 further boat with 2 lift bags is required.
- d) Radio contact between rescue, tow boats & Officials is mandatory.
- e) All rescue boat crews should be familiar with the safety equipment used by competitors and know how to remove equipment from an injured casualty. Particular attention needs to be paid to the ability to remove Frontal Head Restraints {FHR} before attempting to remove a casualty from a cockpit, along with knowledge of Restraint Harness Removal, Helmet Removal and how canopy releases systems or extraction points operate.
- f) Engines of all rescue/tow boats should be running during the racing / training period.
- g) Rescue/tow boats should be maintained in a good working condition.
- h) Use of Personal Water Craft as part of the required number of Towing Boats is authorised as long as the rider has the correct experience and may be crewed by only 1 person.

48.3 Rescue Boats

- a) All crew on-board as a minimum: 1 X Boat Driver & 2 X Divers who are equipped to enter the water immediately when required to begin a recovery procedure of a casualty or boat. All crew members on-board must have basic First Aid training and be capable of providing basic life support assistance to a casualty.
- b) All the crew must have completed a basic first Aid training course.
- c) All crew should be familiar with the safety equipment used by competitors and know how to remove equipment from an injured casualty. Particular attention needs to be paid to the ability to remove Frontal Head Restraints {FHR} before attempting to remove a casualty from a cockpit, along with knowledge of Restraint Harness Removal, Helmet Removal and how canopy releases systems or extraction points operate.
- d) The rescue boat must be capable of taking on-board a casualty on a stretcher with minimal movement / disturbance to the casualty. The crew will recover all casualties onto the rescue boat using a rigid stretcher.
- e) The Rescue boat must be sufficiently powered to reach incidents as soon as possible.
Minimum of 25mph
- f) Rescue Boat Equipment
 - 1) A Minimum of basic First Aid Equipment that must include: large sterile dressings, a Neck Collar and a Resuscitation Mask.
 - 2) Equipment for cutting belts / straps and at least one boat must have equipment on board for cutting cut proof clothing.
 - 3) It is recommended that an extra breathing air bottle of sufficient capacity is carried on-board to provide air support to the Dive Crew or a Casualty who may need it. Quick connect-valves should be used.
 - 4) A suitable fire extinguisher with a minimum capacity of 2 litres must be carried.
 - 5) A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board.
Suitable for easy attachment to towing eyes
 - 6) A full set of racing flags should be carried as described in the rules.
 - 7) A minimum of 1 radio to maintain contact with shore / Race Officials.

48.4 Tow Boats

- a) Each Tow boat must be crewed by a minimum of 2 people.
- b) Each Tow Boat must be sufficiently powered to reach incidents as soon as possible
- c) All Tow boats should be prepared to tow/recover boats to shore
- d) Tow boats can be used for casualty extraction”. If divers are deployed from the “rescue boat” leaving just a driver then it may be of benefit to utilise the “Tow boat” for recovery.
- e) All Towing boats should carry the following equipment:
 - 1) Equipment for cutting ropes and straps.
 - 2) Fire extinguisher with a minimum capacity of 2 litres must be carried.
 - 3) A Minimum of 2 x Towing Ropes with Carabiner hooks must be carried on-board.
Suitable for easy attachment to towing eyes
 - 4) A full set of racing flags should be carried as described in the rules.
 - 5) A minimum of 1 radio to maintain contact with shore / Race Officials

E49 NOISE

This section explains the procedure for the exterior sound level measurement of powerboat noise to ascertain whether the level is above the Statutory Noise Level 95 dBA measured at 25m as recommended by the UIM.

49.1. Instrumentation

- (a) A precision sound level meter - this should be to BS 4142 or BS 4197/1967 standard (if possible) and fitted with an “A” weighting capacity capable of measuring 30 dBA - 100dBA range at a minimum.
 - (b). A microphone suitable for the meter and for diffuse field (Random Incidence) response. It must be used with an acceptable windscreen (to be acceptable, the screen must not affect the microphone response more than 1dB for 20-4000Hz range or 1 1/2 dB for 4000-10,000 Hz range).
- Note - Sound level meters need calibrating and no reading will be technically acceptable unless the unit has been calibrated recently (calibrators are available for some instruments).

49.2. Test Site

- (a) Water should be calm.
- (b) Area around the microphone must be free of obstructions, e.g. buildings, boats, hills, large piers, breakwaters etc., for a minimum distance of 30m; (this is ideal condition, and should as far as practicable apply).
- (c). Two or three markers will be placed in line about 15m apart to mark the course the boat should follow.
- (d). The ambient sound level (including wind effect) due to sources other than the boat under test shall be at least 10 dBA lower than the boat noise.

49.3. Boat Operation

- (a). The boat must pass as close as possible to the placed markers at wide open throttle.
- (b). Boats must be equipped as for racing conditions

49.4. Measurement

- (a) The microphone must be placed 25m from the line determined by the markers, at right angle to it, and sited at the mid-point of the markers.
- (b) The microphone should be placed 1.2-1.5m (4-5ft) above the water surface, and no closer than 0.6m (2ft) from the surface of the dock or platform on which it stands, as near to the end of the dock as possible or overhanging the end.
- (c) The sound level meter should be set for fast response (where available) and A" weighting network.
- (d) The meter must be observed while the boat passes 0.3-0.9m (1 -3ft) on the far side of all markers. The applicable reading shall be the highest sound level obtained for the run. All values should be recorded.
- (e) The sound level must be the average of two readings which are within 1 dB of each other rounded to the nearest 0.5 dB (care should be taken to avoid higher than normal readings which may result from wakes and/or waves).

49.5. Comments re Method etc.

- (a) Try to utilise someone trained in the use of the equipment, or appoint one person to undertake the measurements and try to organise some training for them.
- (b) Proper use of the instruments is essential; manufacturer's manuals and operation procedures should be studied in detail:
 - (i). particular reference to type of microphone,
 - (ii). orientation relative to ground plane and noise source,
 - (iii). effect of weather - (temperature, humidity, barometric pressure).
- (c) Microphone windscreen is used to minimise the effect of wind gusts and other changes in wind velocity which may occur.
- (d) Measurements should only be made when wind velocity is below 12mph (19kph).
- (e) Bystanders may have an appreciable influence on meter response when they are in the vicinity of the microphone; not more than one person other than the operator must be within 15m of the microphone, and that one person should be directly behind the operator.
- (f) It is suggested that a tolerance of 2 dB is allowed to provide for variations in water surface conditions, test site, temperature gradients, wind velocity gradients, and test equipment.
- (g) A log should be kept of all readings taken indicating water conditions, wind, and weather conditions at the time. Before each block of entries, it would be wise to note the date on which the meter was last calibrated.
- (h) A wind measuring gauge - this is not essential but desirable.

49.6. Venues

When testing for levels at powerboat venues the following points should be borne in mind.

- (a) Instrumentation and recommendation for use as for Powerboats
- (b) Readings at the boundary of the venue on the side of the prevailing wind may be made on several occasions when racing is taking place.
- (c) Such reading be entered in a log noting wind speed (estimated or actual), weather conditions etc. (as comment 7 above) plus number of boats competing at the time of reading.
- (d) It is strongly recommended that for a venue where regular practice sessions prevail, a noise limit considerably below 95 dBA at the boundary should be aimed at, to prevent noise nuisance.

E50 IDENTIFICATION OF OFFICIALS

It is recommended officials are readily identifiable by armbands, jackets, CPA Membership card or other visual means.

E51 BAD WEATHER CANCELLATIONS

CPA British & Sprint Championship events cancelled because of bad weather cannot be returned to the calendar.

E52 TESTING & PRACTICE

Practice and Testing is part of the Water Approval for each club.

52.1. Any additions, to the practice and testing sessions registered with the CPA as part of the calendar of activities submitted annually must be notified to the CPA in advance for the relevant policy committee to approve.

52.2. Drivers and Officials signing on and off forms must be completed.

52.3. (a). The driver must have current CPA licence, either a season's licence or an event licence.

(b). A restrained driver must have a current driver immersion certificate.

52.4. Providing a fully registered and equipped paramedic is in attendance, any number of drivers can participate in a dedicated test or practice session. The rescue cover should be that on the Water approval document registered with the CPA.

Officials are reminded that they must take into account the safety facilities available both on and off the water and that their decision must also be made in accordance with the event risk assessment.

52.5. Overtaking is allowed but only on the straight section of the course as detailed at drivers briefing. No overtaking is permitted on or near corners or whilst rounding marks.

52.6. The rescue & tow boat cover must be equal to the minimum requirements detailed on the courses water approval document. Be either a drop front or a fast boat equipped with floating stretcher. The crew to be in accordance with the rules.

52.7. The rescue & tow boats must be ready and on station before any participating race boat leaves the pits

52.8. If the rescue & tow boats have to render assistance, any other boat must slow down immediately and return the pit area for further instructions.

52.9. If no ambulance on site, there must be immediate access to a telephone.

E53 CLUB RACING

53.1. Mixed class club racing is permitted providing sportsboats and hydroplanes are split into different categories. All club racing must comply with CPA rules and be in accordance with the clubs risk assessment.

53.2. GT15 may practice/club race with GT30's at the discretion of the OOD

53.3 In the event of GT15 and GT 30 practicing and club racing together the OOD must clearly state at drivers briefing which classes will over take on the inside or outside lines. This must be strictly enforced and racing must be stopped if the drivers do not comply with instructions.

53.4 Where possible every effort must be made to split the classes.

53.5. All club races must be run in accordance with the boat course numbers for the venue published in the master stationary pack and all other CPA rules governing safety and medical cover must be in place.

E54 DEMONSTRATIONS AND DISPLAYS

54.1. Drivers must be current CPA racing licence holders. Officials (OOD, RO, and Chief Scrutineer) must be CPA approved; boats must be registered race boats with current measurement certificates and must be scrutineered before use.

54.2. Rescue craft must be in place during all demonstrations and displays in accordance with the venue risk assessment and current CPA rules governing safety & rescue. The requirements for safety & rescue at all demonstrations and displays must be approved by the CPA Board in advance of the event.

E55 CPA CALENDAR

All events must be entered onto the CPA Calendar in order for them to be 'authorised'. British & Sprint Championship Events take precedence over Club Racing and will take priority with calendar dates. Club Class Racing and National Classes cannot take place on the same date unless it is agreed by the CPA Board.

E56 INTERPRETATION OF THE RULES

In the case of rule interpretation, where available, the CPA Board or the OOD must judge, bearing in mind the present rules, all cases not foreseen or seemingly inaccurately defined. Any competitor, who infringes any of the rules of the CPA, is liable to be penalised.

E57 UNFORSEEN RULES

In any rules not foreseen by this Rule Book, where available the CPA / Chairman or the OOD are to make a judgement bearing in mind the spirit of the Sport. Any unforeseen rules in which a decision has been made must be reported to the CPA in writing.

E58 DOCUMENTATION FOR CPA

After each race meeting the following documents **MUST** be scanned & uploaded to the CPA dropbox account by the race Secretary within 7 days.

58.1. Event summary forms

58.2. A record of all Training or Event Licences plus the appropriate fees (originals, not scans)

58.3. Incident Report Forms

58.4 Measurement Certificates that have been used to record damage / log repairs.

58.5. Licence withdrawal forms & Hospital Forms

58.6. Yellow, Red or Blue cards issued

58.7. Details & Minutes of protests

58.8. Final results for Championship Events.

58.9 Drivers / Officials Signing on and off Sheets

In the event of a serious accident or fatality the CPA require the organising club to return ALL paperwork relevant to the event

E59 RIDING ON BOATS

Only licensed drivers and licensed passengers may travel in racing boats. Mechanics are NOT allowed.

F ADDITIONAL CPA BRITISH & SPRINT CHAMPIONSHIPS / CLUB RACING GENERAL RULES

F1.1 For the Circuit drivers' championship a series of class championships will be run resulting in British National Class Champions at the end of the season.

1.2. Engine Inspectors have the right, at any time, to seal the engines of those who may possibly finish close to or head the season's points in any of the restricted engine classes.

1.3. Drivers must compete in the last meeting of each annual series to qualify to be National Champion. Exemptions may be given in exceptional circumstances by the CPA / Chairman.

1.4. The all Officials must be on the CPA Approved Officials List.

1.5. To be valid, an entry form and full entry fee must be received by the organising club at least 10 days before the start of the meeting. When less than 4 valid entries have been received by this time, the club must advise those that have entered that the class is cancelled and return their entry fees.

When at least 4 valid entries are received but less than 4 appear on the day, the club must decide whether to race with the reduced field for normal points, or, cancel the class and equally divide the points between those attending; the non-attending drivers do not have entry fees returned. (This rule for Outboard Hydros remains at 3 boats)

Clubs must refund entry fees if requested at least 10 days before the start of a meeting.

1.6. Holders of CPA Basic or International Licences may compete at National Championship Events, along with upto three foreign UIM drivers not listed in the points. as per UIM rule.

1.7. A driver may enter and practice more than one boat in one or more classes but must declare to the organisers their entry at least 15 minutes before the first race/heat.

1.8. A change of driver during an event will constitute a separate entry. An additional fee is payable.

1.9. (a).Except for F2, heats of no more than 15 minutes each must be run for each class at each Meeting with the exception of GT15 which shall be no more than 10 minutes.

(b) The number of laps to be completed must be decided by the OOD.

(c) All Classes will compete in four heats where possible with all heat points to count.

(d) All final event points will count a tie shall be broken by counting 1st places, 2nd places, 3rd places etc. if still tied the championship is shared.

(e) For F2, 4 heats as above can be substituted by a single heat of between 20 & 30 minutes and the Advance Regulations must state either the race format or notice that the format will be declared no later than the Driver's Briefing.

F3 RACING ABROAD

2.1. The possession of an International or Superlicence does not automatically qualify a driver to enter events in other countries, all UK entries must be approved by the CPA/BPBA and drivers must hold a full International licence issued by the CPA/BPBA.

2.2. For all international events, all entries from the UK require a letter of approval from the CPA/BPBA and entry forms signed and stamped by the CPA/BPBA. This must be requested at least 14 days before the event.

2.3 Competitors must inform the CPA/BPBA near to the event date that they intend to actually compete at the event.

2.4 Jury letter requests must be applied for at least 14 days prior to the participating event. Please note that any jury letter is subject to CPA/BPBA approval.

G GT Classes, 15, 30, 60, 90

G1. GENERALLY See UIM Class specific rules

UIM 550 The purpose is to limit this class to simple monohulls easily built by an amateur or readily available commercially each fitted with one single homologated “stock” motor, available on standard sale.

1.2. 550.5

(a). Class	HP	Weight	Length	Width	Cockpit Depth	Min Age	Max Age
GT15	15hp	225kg	3.10m	1.35m	0.35m	9	16
GT30	30hp	265kg	3.50m	1.35m	0.40m	14	-
GT60*	60hp	350kg	4.00m	1.40m	0.40m	16	-
GT90*	90hp	425kg	4.50m	1.50m	0.40m	18	-

* Power trim use as manufactured with the original engine

Weight is including Driver.

(b). The Minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, residual fuel but without residual water

(c). Measurements are taken while the boat is ashore.

(d). The length must be measured as the overall length of the hull between perpendiculars at the foremost and aft most rigid part of the hull.

(e). Any extending parts, rubbing stiches, fenders, stabilising and trim tabs and rudder are not to be included.

(f). The width of the boat is measured at the widest part of the hull.

Engines:

1. Only original standard voltage (12 Volt) from one battery is admitted for the start of the Engine. This must not exceed 15 Volts.

2. The Pin Plug connection wire and cover of the ECU (Electronic control units) of the Engine is an integral part of the Engine; only original standard from manufacturer is allowed (in respect of the rules).

Only low emission engines complying with 2006 EPA Regulations will be allowed in GT60, GT90. Integral powertrim is allowed (as supplied and fitted by the same engine manufacturer).

The following modifications are not permitted:

- Alteration or modification of any powerhead components
- Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair
- ECU/PCMs equipped with race data memory, must not have the memory erased or modified without the prior permission of the technical inspector.
- Any information sourced by the technical inspector from the ECU/PCM's race data memory which does not correspond with the technical data declared by the manufacturer in the homologation file will be viewed as reason for disqualification.

MODIFICATION ALLOWED

To repair a damaged Cylinder block, GT15 engines may have one cylinder bored to manufacturer - supplied oversize. GT30, 60, 90 may have two cylinders bored to manufacturer-supplied oversize. The remaining cylinders must remain at OEM size. It is allowed to disable/remove the neutral switch and in gear starting protection wire.

The trim tab may be altered or removed to accommodate a propeller.

The rubber mounts of the engine may be replaced.

Power trim may be removed. The use of thrust block to adjust the trim angle is allowed.

Spark plug may be replaced with a non modified OEM standard spark plug with the same thread length.

Propeller nut is free.

The original propeller may be replaced by another in accordance with 504.13.

For GT15 and GT30: Decompression devices fitted to the camshaft to assist in starting of the engine may be removed.

MACHINERY FOR GT CLASSES

For GT-15 engines do not allow “blue printing”, it must be race condition “as manufactured”. All inside surfaces of power head, crankcase and ports must be “as cast” with no signs of polishing, grinding and sandblasting. Repainting any parts of power head is prohibited.

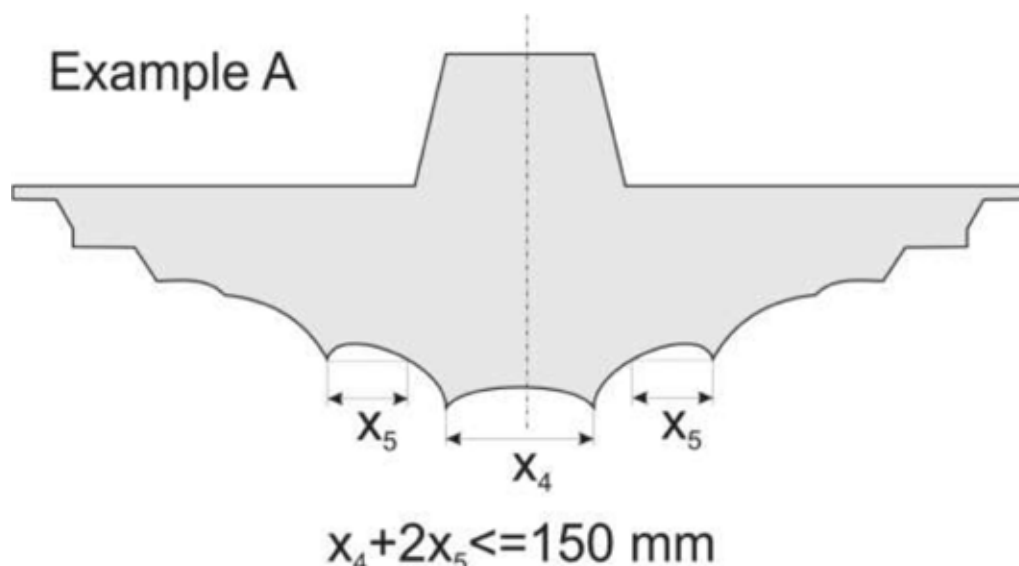
550.02 - HULL

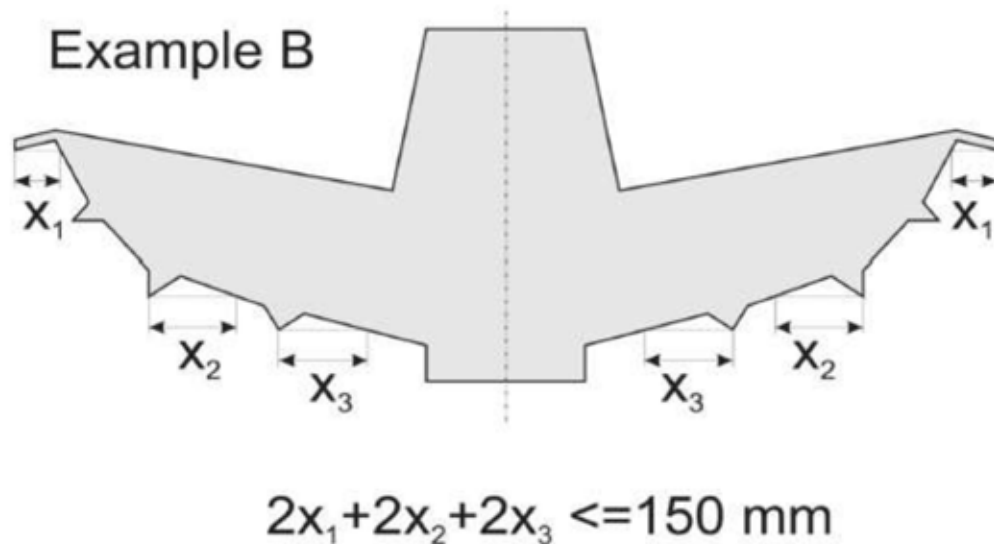
Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to aerodynamic lift.

Transverse steps, tunnels, hydrofoils or devices which tend to add to the air pressure under the hull, are prohibited except that protruding strips substantially parallel to the fore and aft line of the keel are permitted providing that in any channels, etc. so produced the horizontal measurements, of such openings with the boat on an even keel do not add up to a total of more than 15 cm in any transverse section. Any divergence of such strips from a line parallel to the keel must show a minimum radius of 30 cm. If stopped short of the transom, strips must be tapered off to zero over a minimum length, viewed at 90 to the line of the keel and parallel to the surface of the hull in that area of 15 cm.

Ballasting is allowed inside the hull but liquid ballasting is not permitted.

GT15 & GT30 boats must have left & right hand rear facing mirrors of at least 2x3 square inches . As per UIM rule 550.2





550.03 Full seats must be fitted in JT250, GT15, GT30, GT60, T550, T750, T850, Clubman Mono classes,

“Full” means a complete seat including back support up to shoulder blades.

Construction to be stiff and strong enough so that its attachment to the hull is fully secured.

550.04 Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility, is prohibited.

550.6.01

An outboard motor is a mechanical propulsion assembly which 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 motor thus removed and placed ashore must be capable of being started, fed by its fuel tank. The mounting supports fixed to the boat, the control levers, the tachometer with its connections, the battery with its conductors and the fuel tank and fuel lines do not form part of the motor.

The attachment angle and the height of the motor must remain fixed while the boat is under way. But it is allowed to change the attachment angle between a heat and another.

The use of powertrim is allowed for monohull boats as fitted by the engine manufacturer, per rule 509. For all GT classes, the centre of the propeller shaft (measured at the centre point of the rear end of the propeller shaft) shall be a minimum of 20mm below the bottom of the centre line measured at the lowest point of the bottom. No design of the hull, by fins, keels or convex shaped bottom to obtain a higher engine position is allowed.

For boats with the power trim this height will be measured with the propeller shaft set parallel with the bottom of the boat. This dimension will be checked in the “as raced” condition.

This dimension is affected by the attachment angle. In JT.250, T 250, T.400 and T. 550, it is not allowed to change the attachment angle by other means than pulling out and resetting tilt pin or by adjusting a thrust block on the outside of the transom for which adjustment tools must be required. It is only allowed to change the attachment angle when the boat is on land. After any change of the attachment angle the propeller shaft depth must be rechecked

G.2. Exchange or replacement of the engines PCM (electronic unit) may be demanded by the OOD/Scrutineer at any time during a race event.

G.3. It is highly recommended that cut resistant overalls are used in all non-cockpit classes

G4 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 CPA

H OSY400 (NATIONAL SERIES)

To be read in conjunction with the UIM Rules.

H.1 HULL

UIM Rules 522.01, 522.02, 522.03, and 525

1.1.

- (a). A number board as detailed in rules must be fitted.
- (b). For International races a National flag 25cm x 40cm must be visible on both sides of the hull.
- (c). For all races the engine must be started with the propeller fully immersed.
- (d). High cockpit sides are not required but UIM minimum weight must be conformed to.

525.1.01 The hull must be of a hydro type (the sponson must not exceed 60 % of the total length of the hull and the propeller height must not exceed 25mm). Minimum weight with driver 190 kg.

525.1.02 A reserve of visible and sufficient flotation must be provided to keep the hull floating in case of accident (see 504 .01).

525.1.03 Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility, is prohibited.

525.2 - MACHINERY

Any machinery aimed at modifying the motor attachment angle and/or the height of the motor while the motor is running is forbidden.

525.2.01 The outboard must be a Yamato model of Series 100, 200 or 300, as duly homologated by the UIM.

525.2.02 - SOLE MODIFICATIONS ALLOWED

- 1) It is permissible to use any ignition wire, spark plugs, and propeller nut.
- 2) It is permissible to drill water drain holes in the ignition castings (coil plates and crankcase end cap) and these holes may be tapped and plugged.
- 3) It is permissible to use any fuel line or fittings providing threads in tank and carburettor are not changed. A fuel filter may also be used.
- 4) It is permissible to enlarge the gas tank by cutting it apart at the seam and adding at least 2" band (2" will give one third of a gallon more) or may build a complete tank, but it must be mounted the same as the original. The tank mount plate may not be modified.
- 5) A fuel pipe may be used for marathon racing but the hole in the crankcase must be plugged when racing same motor in closed course.
- 6) Bolt threads may be repaired by tapping oversize or use of helicoils.
- 7) Broken parts may be repaired by welding or use of plastic compound, if all contours remain the same. In addition to that, in the area of the crank shaft journals, where the crank shaft assembly is bedded a repair is permissible according to the following procedure. The crankshaft journal must be machined in that area to a smaller diameter. A steel bushing can be pressed onto the machined crankshaft journal. This steel bushing must have exactly the same contour as the material which is replaced by the bushing (outer diameter, length). This repair assumes, that no changes to the weight and to the contour of the crankshaft assembly can be made.
- 8) Any water flow restrictions are permitted)
- 9) No polishing or removal of metal on any internal passages or carburettor, intake manifold, or tuned exhaust system.
- 10) No polishing or balancing of reciprocating or rotating parts.
- 11) Any type of thrust bracket adjustment is allowed providing no alterations are made to the motor and may not be adjustable while boat is moving.
- 12) The tilt lock lever may be removed and the spacer on the tilt bracket bolt.
- 13) The holes in steering bar may be drilled larger for attaching steering cable.
- 14) Any device may be used to hold spark lever in advance position.
- 15) Spray shield may be modified to use throttle cable, and for choking carburettor. Where a hole is in the side it must not exceed 30 mm in diameter or equivalent area.

- 16) The propeller shaft may be turned down or replaced to fit any propeller. The propeller is free.
- 17) The use of non-Yamato parts are forbidden.
- 18) Measurements not quoted in the homologation sheet may not be altered. If a detail cannot be verified with the aid of the pictures in the homologation sheet, the part in question can be compared to corresponding stock part. In such a comparison it is only possible approximately to use the comparable measurements as the manufacturing tolerances are not available.
- 19) The driver is responsible for the condition of the engine as raced. Errors on the part of one manufacturer, mechanic or previous owner is no excuse.
- 20) Shorting switch is mandatory (i.e. jack plug).
- 21) Oversize pistons allowed to first over-bore only (max.bore size: 2.622 or 66.59 mm e.g. 66.50 + 0.09 mm. No blending of the ports (See Rule 525.2.02 Pt. "no removal of metal"). Any very sharp edges caused by the re-boring can be gently taken away.
- 22) Any type, size or make of nut, bolt, screw, and washer may be used except for butterfly screw which must be standard.
- 21) Painting - it is permissible to paint any part of engine and accessories any colour.
- 22) Any holes can be drilled to safely attach engine to the hull.
- 23) A part from the above provisions, it is absolutely forbidden to make any alterations to the engine manufacturer's standard components either by removal or addition of material. In particular this includes components being subjected to any form of machining, grinding, hand tooling, reworking, reshaping, fettling, polishing etc. unless it is specifically permitted.
- 24) Plug caps may be changed.

H.2

1. From 1 January 2012 all new build boats in the OSY Class must comply with UIM rules.
2. It is highly recommended that cut resistant overalls are used in all non-cockpit classes.

H.3 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 CPA

I OUTBOARD HYDROPLANES

To be read in conjunction with the UIM Rules

1. (a). For boats with 'O' series engines up to 700cc.

(b). Hull as per UIM 522.01 for O125, O175, O250 & O350, F125, F175, F250 & F350 the hull must only be of Hydroplane type with a maximum sponson length of 60% of the total length of the hull.

For classes O500+ F500+ the hull design is free.

F/O125-175 propeller maximum height is 0mm, minimum class weights of 190kgs

F/O250-350 propeller maximum height is 35mm & minimum class weights of F/O250 210kg & F/O350 230kg

(c). Fuel, see F27

2. It is highly recommended that cut resistant overalls are used in all non-cockpit classes

3. From the 1 January 2012 all new build hydroplanes must conform to UIM Rules

4. HYDROCATS

4.1 The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1 January 2012.

4.2. The use of an on board air supply is MANDATORY.

4.3. All new build boats from 1 January 2012 must comply with UIM rules.

4.4. All Hydrocats will be required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

J HS850 (Previously F4)

1.1	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
	70	250kgs	3.90m	1.4m	-	16	-

Weight above does not include Driver.

1.2. The hull weight must be a minimum of 250kgs

1.3. Measurements are taken while the boat is ashore.

1.4. The length must be measured as the overall length of the hull between perpendiculars at the foremost and aft most rigid part of the hull.

1.5. Any extending parts, rubbing stiches, fenders, stabilising and trim tabs and rudder are not to be included.

1.6. The width of the boat is measured at the widest part of the hull.

1.7. The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1st January 2012.

1.8 The use of an on board air supply is mandatory.

1.9 All new build boats from 1st January 2012 must comply with UIM rules.

1.10 Only current UIM Homologated Engines will be permitted for use.

1.11 HS850 will compete for no points when raced in F4 class. If 3 boats enter and compete a separate championship will be awarded.

J.2 HULL

2.1 All HS850 boats are required to have a minimum of 1000nm safety cell rating. It is highly recommended that competitors comply with current UIM standards.

2.2. UIM HS850 Class is approved to race in this category and must comply with UIM Rules at all times.

2.3 All catamaran cockpits must have a minimum of 5cm head clearance. This measurement will be taken with the driver seated in the cockpit wearing their buoyancy aid and helmet. All new build catamaran cockpits from 1st January 2016 must have a minimum of 10cm head clearance.

J.3 ENGINES

3.1. A catamaran class using Yamaha 870cc sports engines.

3.2. Engine capacity from 750cc to 870cc inclusive.
A list of homologated engines is available from the CPA.

J.4 MODIFICATIONS

4.1. Only engines proposed by CPA Board are allowed. (Contact CPA for list)

4.2. Naturally aspirated engines only.

4.3. All parts and replacement parts must be original manufacture unless approved and listed.

4.4. (a). Engines can be rebored, up to 870cc as per UIM rule 541.

(b). Wiseco pistons can be used.

(c). Pistons must not be modified.

4.5 (a). Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm.

(b). No polishing of internal channels.

(c). Repairs are allowed by welding or bonding providing internal shapes are maintained as standard.

4.6. Reed valves as homologation but reed petal material is free.

4.7. (a). Carburettors to homologation sheet.

(b). Jets can be changed.

(c). Must use original air box.

(d). Engine cowl must be original size and have original inlet hole size only.

(e). It is allowed to fit electric fuel pump, none of original fuel delivery system can be removed.

4.8 (a). Ignition as homologation sheet.

(b). Ignition timings can be altered but not firing order.

4.9. (a). Cylinder head one piece, welding reworking of squish allowed.

(b). Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head.

(c). Minimum head volume including plughole 28cc.

4.10.(a). Flywheel. Standard flywheel.

(b). Centre boss can be welded to outer disc.

(c). Rope wheel can be removed.

4.11(a). Gear box must have forward neutral and reverse gears.

(b). Gear ratio as homologation sheet.

(c). Exhaust must exit through propeller.

4.12. (a). Propeller maximum four blades.

(b). Through hub exhaust only

4.13. (a). Fuel. Standard or Premium pump petrol only.

(b). No additives are allowed apart from lubricating oil on UIM list.

(c). Nitrous oxide injection is not allowed.

If not listed check with engine inspector for clarification.

J.5 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 CPA

K F4 (Previously F4s)

To be read in conjunction with the UIM Rules

1.1	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
	60	360kgs	3.90m	1.4m	-	16	-

1.2 The minimum weights mentioned above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, and residual fuel but without residual water.

1.3 The F4 Rules relating to Hulls, Engines, safety equipment etc. will at all times follow the UIM Rules.

1.4 Measurements are taken whilst the boat is ashore

1.5 The length must be measured as the overall length of the hull between perpendiculars at the foremost and aft most rigid part of the hull including deformable pickle-forks.

1.6 Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.

1.7 The width of the boat is measured at the widest part of the hull.

1.8 The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1st January 2012.

1.9 The use of an on-board air supply is mandatory.

K.2 HULL

2.1 Only Catamaran form is permitted UIM 542.01

2.2 F4 Safety Cell rating is currently a minimum of 2000nm for boats built prior to 1st January 2015 and 3000nm for boats built after 1st January 2015. The rating will comply at all times with the UIM 509 Rules.

2.3 Any appendage intended to lift the boat by aerodynamic effect is prohibited. Hydrofoils are not allowed.

2.4 Any device to produce a sudden braking effect, causing excessive water spray reducing visibility, is prohibited.

2.5 All catamaran cockpits must have a minimum of 5cm head clearance. This measurement will be taken with the driver seated in the cockpit wearing their buoyancy aid and helmet.

All new build catamaran cockpits from 1st January 2016 must have a minimum of 10cm head clearance.

K.3 ENGINES

3.1 Only homologated engines conforming to EPA regulations are admissible.

K.4 UIM543 – MACHINERY

543.01

An outboard motor is a mechanical propulsion assembly which can be removed from the boat as a single unit, complete with its transmission, and which does not transmit the power through the hull at any point. Any Mechanism intended to modify the angle of attachment and/or the height of the motor is authorised. The motor thus taken off and placed ashore must be capable of being started, fed by its fuel tank. The mounting supports fixed to the boat, the control levers, the tachometer with its connections, the battery with its conductors and the fuel tank and fuel lines do not form part of the power unit. Only single motor is permitted.

543.02 to be homologated as a sports 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 and materials with the equivalent part in another motor of the same model.) For the propulsion of boats.

To have homologation approved the numbers verified as in 506.01 must be:

Up to 1000 cc 1000 complete units

1001 cc - 2000 cc

- 500 units, 25 of which may be fitted with midsection, brackets and gearcases as in § 543.07.

2001 cc and upwards

- 250 units, 25 of which may be fitted with midsection, brackets and gearcases as in § 543.07.

543.03 A sports outboard motor must be able to run at a reduced speed.

543.04 When the motor is in the water, the cooling must be effected by the homologated water circulation pump.

543.05 - An efficient gear changing system giving forward, neutral and astern movement is compulsory for motors up to and including 1000 cc capacity. The control handle for reverse gear, ready for use, must be within easy handreach of the driver when he is in the normal driving position. Manoeuvring of the boat astern must be possible by selecting reverse gear. The casing of the underwater unit (gearcase) below the anti-ventilation plate is free. All internal parts referred to on the homologation file must be maintained. Should the homologation provide for it, the exhaust will be a propeller exhaust.

543.06 All lower unit exhaust openings must remain standard within the homologated size.

543.07 - For motors 1001 cc capacity and above, forward, neutral and reverse gear are not compulsory. Such fixed gear versions are not necessarily intended for sale to or be used by general non-racing public. However, they must be available as an integral part of the complete outboard motor and homologated as such. The mounting brackets, midsection including exhaust pipes and gearcase, together with any parts required to fit these, must retain the dimensions specified on the homologation form.

543.08 An electric or manual starter must assure a quick and easy start without external aids. It must be used as it was supplied by the manufacturer, no adjustment or alteration being allowed.

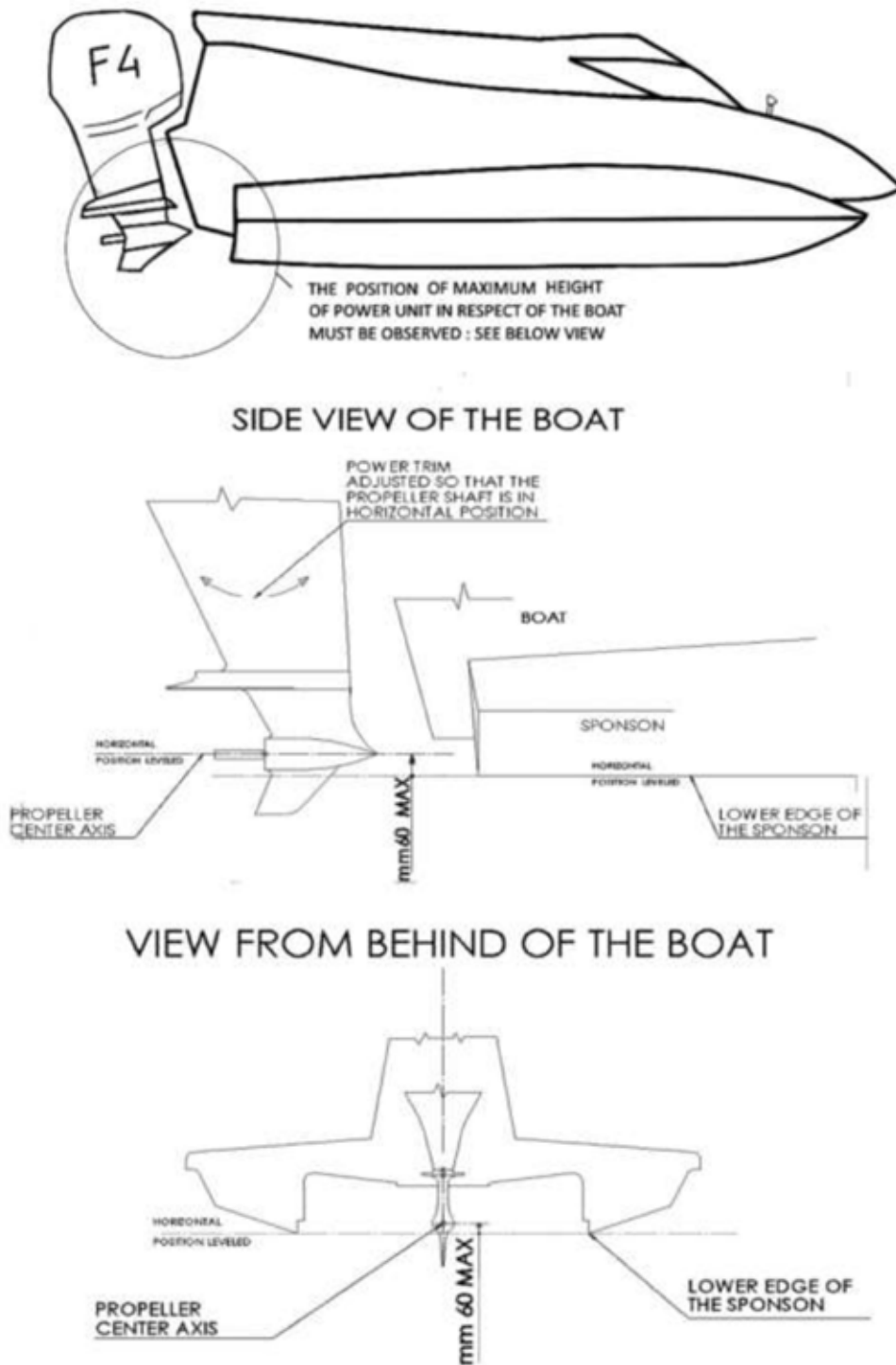
543.09 - SOLE MODIFICATIONS ALLOWED

1. All studs, screws, nuts, bolts and their washers are free as well as the method of locking them;
2. The original propeller may be replaced by another in accordance with 504. 13.
3. The trim tab may be altered or removed to accommodate a propeller;
4. The cooling must be provided by the water pump;
5. Thermostats and pressure valves of the cooling system may be removed;
6. The steering mechanism may be altered. If the original steering bar is removed or new ones are installed, any openings created must be sealed to prevent the motor from pulling in additional air;
7. The swivel bracket may be altered for the purpose of installing a power trim and/or a power lift and the dampers (shock absorbers) may be altered or removed. For F4 class the standard power trim is allowed, the power lift is not allowed in F4.
8. The rubber mounts of the motor may be altered, removed or replaced;
9. Revolution counters, water temperature gauges, water pressure gauges and similar instruments, can be installed;
10. Revolution limiters may be removed;
11. The gear interlock device on the starter may be removed;
12. Standard Spark plugs as supplied by the manufacturer
14. Re boring is allowed, but only piston assemblies supplied by the manufacturer of the motor may be used within the cc limit of the class. When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet;
15. A part which is dimensioned in the homologation sheet may be machined for the purpose of reaching that specific measure;
16. A part may be machined to attain the weight quoted in the homologation sheet without altering other criteria 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;
17. Measurements not quoted in the homologation sheet shall only be checked by visual comparison with standard parts. As the actual manufacturing tolerances are not published, small differences between the inspected part and the reference part must be accepted;
18. The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. If this is done the opening left after the connector and around the fuel hose must be sealed to prevent extra air entering inside of cover;
19. Electric fuel pumps may be added provided the fuel still runs through the original fuel system and no parts are removed or blocked off;
20. No parts may be added to the motor unless specified in this rule;

UIM 543.10 - -MODIFICATIONS NOT PERMITTED ON LOW EMISSION ENGINES

1. Blueprinting of the powerhead is not permitted. To repair a damaged cylinder block, only one half of the total cylinders may be bored to the manufacturer-supplied oversize. The remaining cylinders must remain at OEM size.
 2. Alteration or removal of any powerhead components is not permitted.
 3. Electrical components and control system performance must remain standard
- The following rules are NOT applicable to low emission engine:
543.09 Section: 5, 10, 12, 13, 16, 17 and 20.

ART.543.09 point 7 EXPLANATORY DRAWINGS



K.6 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 CPA

L T.850 & Mono Class Rules

T.850 NATIONAL SERIES

1.1	HP	Weight	Length	Width	Boat Depth	Age Min	Age Max
	70/90	330kg	4.25m	1.40	0.40m	16	-

Weight above is including Driver.

1.2. The Minimum weights mentioned here above are the weight of a complete rig weighed directly after the race including driver, personal safety equipment, and residual fuel but without residual water

1.3. Minimum Hull Weight 250kgs

- 1.4. (a) Measurements are taken while the boat is ashore.
- (b) The length must be measured as the overall length of the hull between perpendiculars at the foremost and aft most rigid part of the hull.
- (c) Any extending parts, rubbing starches, fenders, stabilising and trim tabs and rudder are not to be included.
- (d) The width of the boat is measured at the widest part of the hull.

1.5 GT60 will compete for no points when raced in T850 class. If 3 boats enter and compete a separate championship will be awarded.

L.2 HULL

UIM Rules 550 plus Side Impact protection

All boats in this class must have sufficient cockpit side impact protection.

- 2.1. (a) UIM 550 only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to excessive aerodynamic lift.
- (b) Transverse steps, tunnels, hydrofoils or devices which tend to add to the air pressure under the hull, are prohibited, except that protruding strips substantially parallel to the fore and aft line of the keel are permitted providing that in any channels, etc. so produced the horizontal measurements, of such openings with the boat on an even keel, do not add up to a total of more than 15cm in any transverse section. Any divergence of such strips from a line parallel to the keel must show a minimum radius of 30cm. If stopped short of the transom, strips must be tapered off to zero over a minimum length, viewed at 90 to the line of the keel and parallel to the surface of the hull in that area, of 15cm. A single fixed vertical fin on the underwater body is allowed for directional stability. The maximum length of the fin is 250mm.

2.2. UIM550.4 Any device to produce a sudden braking effect, causing excessive water spray, reducing visibility is prohibited.

L.3 ENGINES

- 3.1 (a) A monohull class using 870cc sports engines.
 - (b) Engine capacity from 750cc to 870cc inclusive.
- 3.2 (a) Only engines proposed by CPA Board are allowed. (Contact CPA for list)
 - (b) Naturally aspirated engines only.
 - (c) All parts and replacement parts must be original manufacture unless approved and listed.
 - (d) Engines can be re-bored, up to 870cc as per UIM rule 543.09. Wiseco pistons can be used.
 - (e) Pistons must not be modified.
 - (f) Blue printing is allowed to the Homologation sheet, ports blended to a depth of 10mm.
 - (g) No polishing of internal channels.
 - (h) Repairs are allowed by welding or bonding - providing internal shapes are maintained as standard.
 - (i) Reed valves as homologation but reed petal material is free.
 - (j) Carburettors to homologation sheet
 - (k) Jets can be changed.
 - (l) Must use original air box
 - (m) Engine cowl must be original size and have original inlet hole size only.
 - (n) It is allowed to fit electric fuel pump, none of original fuel delivery system can be removed.
 - (o) Ignition as homologation sheet.
 - (p) Ignition timings can be altered but not firing order.

- (q). (i). Cylinder head one piece, welding reworking of squish allowed.
- (ii). Cylinder head two piece, as above also it is allowed to modify offset squish to that of the one piece head.
- (iii). Minimum head volume including plughole 28cc. (r). (i). Flywheel. Standard flywheel.
- (ii). Centre boss can be welded to outer disc.
- (iii). Rope wheel can be removed.
- (r). (i). Gear box must have forward, neutral and reverse gears. These can be re manufactured gears
- (ii). Gear ratio is free.
- (s). Exhaust must exit through propeller.
- (u). (i). Propeller maximum four blades.
- (ii). Through hub exhaust only.
- (v). (i). Fuel Standard or Premium pump petrol only.
- (ii). No additives are allowed apart from lubricating oil on UIM list.
- (iii) Nitrous oxide injection is not allowed.
- (t). It is permissible to tack weld the web to the pin on a Yamaha 70 crankshaft to stop movement between the two.
- (u). The Yamaha 90 engine is permitted but only in standard form, with reed petal material steel as standard.
- (v) It is highly recommended that cut resistant overalls are used in all non-cockpit classes

GT Mono Classes

Single Engine outboard class

GT Monohull Unlimited (Engine over 1300cc, V form monohull)

GT Monohull Light (Engine 1300cc & under, V form Monohull)

Engines:

1. Only original standard voltage (12 Volt) from one battery is permitted for the start of the Engine.
2. Fully operational Forward, Neutral and Reverse Gears shall be used with the controls within easy reach of the driver.
3. Propeller is free.
4. No forced induction, turbos etc.

FUEL

- (a). Fuel. Standard or Premium pump petrol only.
- (b). No additives are allowed apart from lubricating oil.
- (c). Nitrous oxide injection is not allowed.

HULL

Only monohull form is permitted. The boat shall not present in any of its lines any configuration which could contribute to aerodynamic lift.

A single fixed vertical fin on the underwater body is allowed for directional stability. The maximum length of the fin is 250 mm.

Ballasting is allowed inside the hull.

L.4 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 CPA

M F2

To be read in conjunction with the UIM Rules (200 APX to follow UIM Rules)

1.1	Engine	Weight	Length	Age Min	Age Max
	SST 120	513kgs	4.80m	18	-
	SST 200	550kg	4.80m	18	-

Weight above is including Driver.

1.2. Measurements are taken while the boat is ashore.

1.3. The length must be measured as the overall length of the hull between perpendiculars at the foremost and aft most rigid part of the hull.

1.4. Any extending parts, rubbing stiches, fenders, stabilising and trim tabs and rudder are not to be included.

1.5. The width of the boat is measured at the widest part of the hull.

1.6. The use of the six point safety harness as specified by the UIM is highly recommended for all existing boats and is mandatory for all new build boats from 1st January 2012.

1.7 The use of an on board air supply is mandatory.

1.8 All new build boats from 1st January 2012 must comply with UIM rules.

1.9 Only current UIM Homologated Engines will be permitted for use.

1.10 Seat Belts / Restraints – F2

In line with the UIM rule seat belts must be replaced after an accident that involves damage to the structure of the cockpit or injury to the competitor, the belts will be cut by the Scrutineer. This also applies to accidents; where in the opinion of the official's significant impact /force without apparent significant damage has occurred.

1.11 SST120 will compete for no points when raced in F2 class. If 3 boats enter and compete a separate championship will be awarded.

M.2 HULL

UIM crash boxes are mandatory.

All F2 boats & above are required to have a minimum of 1000nm safety cell rating. It is strongly recommended that competitors comply with current UIM standards.

UIM approved air bags are mandatory in composite F2 boats & above

All catamaran cockpits must have a minimum of 5cm head clearance. This measurement will be taken with the driver seated in the cockpit wearing their buoyancy aid and helmet.

All new build catamaran cockpits from 1st January 2016 must have a minimum of 10cm head clearance.

M.3 ENGINES

3.1. A catamaran class using 2000cc sports engines

3.2. Engines must comply with UIM F2 rules in this class.

3.3. Only Mercury SST120, SST200, 200 APX are permitted.

M.4 MACHINERY FOR SST.120 ENGINE MODEL ONLY

UIM Blue pages F2. 8.2

4.1. Only engines qualifying to the SST120 rules will be eligible for F2. Engines will be measured and checked against the SST120 data sheets.

4.2. Maximum engine displacement 2050cc

4.3. All cowling and engine graphics and colours shall be as OEM, with updating to later models allowed only as a complete OEM design.

4.4. Engine wiring can be changed to a 24-volt starting system

4.5. Gear cases may have their outside surfaces re-profiled, however they must meet the minimum dimensional requirements of the Engine Specification sheets. The outside surfaces of the gear cases may be either painted or unpainted. If they are painted, the colour of the paint must be the same as the original motor colour. If the gear cases are unpainted, any surface finished is acceptable.

4.6. It is permissible to remove, or render inoperable, the engine fuel primer system and plug holes opened-up by removing the system.

4.7. A maximum of 3 damaged cylinders may be re-sleeved using sleeves from any manufacturer. Sleeve material and the machined port opening's shape and dimensions must all be as original equipment.

4.8. Reeds may be of any material or design.

4.9. Cylinder block exhaust port outlet openings may be remachined to the maximum dimensions shown in the Specification Sheet. Only machined openings are acceptable, machined in the same manner as the originals (prior to assembly) in situ hand grinding or blending of any sharp or misaligned edges is not permitted.

4.10. An outboard motor is defined as a complete internal combustion power and propulsion unit that can be attached to a boat and which can be lifted bodily from the hull as one unit. Batteries used for ignition and starting, tachometer, throttle control and steering arrangement are accepted.

4.11. A manufacturer of outboard motors for F2 Racing is the one who filed specifications and is responsible for the original design and manufacture of the following: crankshaft, connecting rod, cylinder head, cylinder, crankcase, gears and valving arrangement, and who complied with such other requirements as provided by these rules.

4.12. Motors must be the product of a recognized manufacturer engaged in the production of outboard motors offered for sale to the general public.

4.13. There shall be no alterations of parts with exception of spark plugs, carburettor jets, and propellers, or specific parts approved by the Technical Scrutineer. The intention is to race the engine exactly as manufactured and without special performance boosting accessories

4.14. No special parts or interchange of parts will be allowed, unless approved by the observer.

4.15. The trim tab, thrust and locking washers may be altered or removed from the lower unit to permit the use of any propeller, thrust washer or nut.

- 4.16. Cylinder head and power head attaching studs may be substituted for bolts.
- 4.17. Electronic engine RPM limiting devices may be over-ridden or rendered inoperative.
- 4.18. Engines (outboard) as referred to in these rules shall be defined as outboard models which:
- (a). Are manufactured in annual or model year quantities of more than 25 units
 - (b). Are not necessarily intended for sale and to be used by the general non-racing public.
 - (c). Are not necessarily advertised through the same media, in the same publications and given the same prominence as the manufacturer's other engines.
 - (d). Are not necessarily distributed through the manufacturer's normal channels.
 - (e). Accessory gear case, as submitted by the manufacturer, may be used in these engines provided that they are built in a total quantity of no less than 25.
- 4.19. Exhaust stacks not contained in the driveshaft housing will not be permitted
- 4.20. Engines may only be run in the configuration that they were homologated in by the technical committee.

M.5 REPLACEMENT PARTS FOR SST.120 ENGINE MODEL ONLY

UIM Blue pages F2 8.3

5.1. Only such parts shall be permitted as are standard production OEM parts used on the motor as the purchaser may obtain it from the dealer as a stock item or electrical or electronic products as approved by the technical commission, and published and available to the general public through dealers. These products cannot provide any performance advantage over original OEM parts.

5.2. No replacement part for current production motors shall be considered standard production until this part appears on current production motors which can be purchased from the dealers

5.3. Any replacement part for motors no longer in production shall be approved only after the part being replaced is no longer available for the motor model from the manufacturer or is specifically approved by the commission

5.4. Final approval of non-OEM electrical or electronic parts approved for use in F-2 shall not be given until all provisions of the rule have been complied with, and until such time as the manufacturers have built at least 250 units of the part submitted for homologation.

5.5. For non-OEM electrical or electronic parts, the manufacturer must follow the same rules as specified for motor manufacturer registration with respect to submission of specifications to the commission and the time period for which the parts are approved.

M.6 MOTOR MODIFICATIONS

UIM Blue pages F2 8.4

6.1. You can blueprint to the homologation document specs but modifications whatsoever to the motor as furnished by the manufacturer other than:

6.2. Any carburettor jets, spark plugs or propellers may be used provided other parts are not altered to accommodate them with the exception of the trim tab.

6.3. Only such parts shall be permitted as are used by the motor manufacturer on the particular model as built on the production line. Modifications covered by a manufacturer's service or engineering bulletins are legal seven days after the date of any such bulletin and approval by the Technical Commission, provided all direct purchasers of affected engines are notified by mail as well as all inspectors, and followed by printing in the UIM Bulletin at the next opportunity. In the event the manufacturer is unwilling or unable to meet these criteria, modifications covered in such bulletins will be legal after printing in the propeller.

6.4. Oversize pistons furnished by the manufacturer of an outboard motor may be used in the model for which they are furnished. The bore of the engine may be enlarged by the amount that the oversize pistons differ from the standard size pistons. An additional total 0.005 inch enlargement of the bore will be allowed for bore enlargement due to wear or re-matching errors, or measuring tolerance. Under no circumstances may the bore be enlarged more than 0.035 inch over the original dimension. It is not permissible to chromium plate cylinder walls unless the motor manufacturer uses chrome plating of cylinder walls as standard production procedure on that particular model.

6.5. Tachometer, fuel and water pressure, and temperature (including EGT) gauges may be installed if desired.

6.6. The attachment of a steering bar or its equivalent may be accomplished at any point or points on an engine. Any cowlings or plates removed may be cut and must be replaced. Any openings created by this operation must be sealed to prevent the engines from pulling in air. Studs or bolts may be exchanged to secure steering bar.

6.7. Throttle return springs will be allowed on engines, however no modifications to the engine will be permitted to install same; no drilling of holes, etc. Mounting links may be attached with present fasteners.

6.8. Isolation mounts: only those supplied by the engine manufacturer as original equipment or through the service group are acceptable.

6.9. Any adjustments of mixture control, throttle and shift linkage will be allowed.

6.10. Any mechanical adjustments of spark advance will be allowed provided no modifications are made either to the spark advance system or the engine as manufactured.

6.11. Safety tilt switches and safety starting switches may be disconnected or by-passed.

6.12. Fuel pumps, filters, heat exchangers or auxiliary tanks may be installed in the boat provided the use of the same entails no modification to the engine and fuel lines so used to connect to the fuel connector provided with the engine.

6.13. The attachment of a power trim system may be accomplished at any point or points on an engine. Only those parts of the production motor interfering with the attachment and function of the trim system may be altered or removed.

6.14. Bead blasting will be allowed at the block and crankcase interface only. No other internal parts will be allowed to be bead blasted.

M.7 SST.200 ENGINE MODEL UIM Blue pages F2

- 1) The SST.200 engine, unaltered, is a legal engine in F2.
- 2) The SST.200 engine may be blueprinted to manufactures specs.
- 3) Maximum engine displacement 2550 cc.
- 4) Exchange or replacement of the engines PCM (electronic unit) may be demanded by the O.O.D./Scrutineer/UIM commissioner at any time during a race event.
- 5) Only original standard voltage (12 Volt) is admitted for the start of the SST 200 Engine (in respect of the rule)
- 6). For SST 200 Engine, only original standard reed valve from engine manufacturer is allowed (in respect of the rule)
- 7) The Pin Plug connection wire and cover of the ECU (Electronic control units) of the SST 200 Engine is an integral part of the SST 200 Engine; only original standard from manufacturer is allowed (in respect of the rules).

M.8 200 APX As per UIM Rule Book, including 24 Volt start.

M.9 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 CPA

N. CPA Handicap National Championship Rules (if used)

N1- Racing Format:

Racing will consist of practice/qualifying followed by 4x race heats for all classes. Heats 1 & 2 will be from a jetty start with the grid positions determined by the qualifying times & heat results. Heats 3 & 4 will be on a fixed handicapped with a clock start, these times will be collated from the average times from the first two heats & qualifying. If it's deemed that the fixed handicap time isn't suitable or fair this will then be reviewed by the timekeepers. The points from all 4 heats will count & be totalled to determine the finishing places. All sportsboat classes will be on a 10% drop in places with OSY/Outboards on 25%. All boats must be class compliant.

N2- Practice: All classes will have the same duration of practice, practice also constitutes as qualifying. The duration of practice will be indicated in the advanced regulations for the event.

N3- Prior to competing in the event each competitor must complete at least two full laps of the race course at full speed.

N4- Practice & qualifying must be timed.

N5- Practice on day 2 will be at the discretion of the OOD.

N6- Any boat judged by the OOD to be obstructing or impeding to another competitor will be disqualified from that heat. Other penalties may also apply.

N7- Starts: If 2 different classes are running within a race heat the fastest boats must start first/inside on the grid.

N8- Boats must be held steady on the jetty & should not be lifted or pushed apart from Outboard hydroplanes that may have their propeller held clear of the water.

N9- Early handicap starts will be docked one lap for every 5 seconds they start early.

N10- If a race has started & all boats have not crossed the start/finish line on the first lap a restart will be for the full duration of the race & grid positions will be unchanged. After one lap the grid positions on a restart will be as the boats crossed the start/finish line. Clock starts will be re-run on the original handicap & for the full number of laps.

N11- Jetty Starts: A visual signal of 2minutes, 1minute & 30seconds will be given followed by the start lights that will be displayed for 5-12 seconds. In the OSY/Outboards classes these will be 2 full minutes. All sportsboat classes can be on a reduced countdown which will be advised at drivers briefing by the OOD.

N12- Points: All points count to determine the overall winner. (Add points reduction chart for Sportsboats 10% & Hydro's 25%)

Footnote: IF NOT MENTIONED THEN GENERAL RACING RULES WILL APPLY

O GENERAL – APPLICABLE TO ALL NATIONAL CLASS ENGINES EXCEPT ‘O’ SERIES HYDROPLANES

1.1. Apart from the above provisions, it is absolutely forbidden to make any alterations to the engine manufacturer’s standard components either by removing or addition of material. In particular this excludes components being subjected to any form of machining, grinding, hand tooling, reworking, re-shaping, fettling, polishing etc. unless it is specifically permitted.

1.2. Welding is permitted for repair purposes provided there is no effect beyond repairing the damage.

1.3. It is also forbidden to remove any components normally provided on the motor or add others except for manufacturer’s standard replacement parts.

1.4. When the homologation papers do not provide sufficient information to permit positive verification of the authenticity or full technical specification of any component, where possible a comparison may be made with an unused example of the same part obtained from the manufacturer or parts dealer.

1.5. When it is judged that any engine or components thereof are not in accordance with the foregoing provisions, that engine will automatically be deemed to have been ineligible for the event(s) in which it is officially identified as having run, irrespective of any consideration, whether or not the modification may have had some effect upon performance and/or reliability.

1.6. 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 CPA

O.2 ENGINE ELIGIBILITY

2.1. Unless specifically provided for in class rules, a sportsboat must be powered by an engine which is currently homologated by the CPA and/or UIM as a sports motor with preparation and tuning for racing strictly limited as listed under the rules of each class.

2.2. Either paper or digital copies of the homologation papers must accompany any motor or engine, boat or accessory used in the classes for which homologation has been provided for.

2.3. If a Race Committee decides to strip an engine in order to verify its eligibility, the cost must be borne by the competitor.

2.4. When a competitor raises a protest against another competitor over the eligibility of an engine, or part of an engine, and in order to prove this eligibility, an engine, or part of an engine, is required to be stripped, then the costs involved are to borne by the losing party. This means that following a protest, if the engine is found to be illegal, the protestee must pay for the stripping. If however, the engine conforms to all the rules then the cost of stripping must be borne by the protestor and paid prior to racing or within 21 days of receiving the protestee’s invoice.

P PROTESTS & APPEALS

P1 INTRODUCTION

1.1. PROTESTS

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

1.2. EXPENSES

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

1.3. LIABILITIES

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

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

1.4. AUTOMATIC PENALTIES

Certain UIM / CPA rules enable an OOD, Jury, Appeal Panel & CPA Board to impose automatic sanctions.

1.5. HEARING

A competitor must not be denied the right of a hearing if they believe an injustice has been done.

P2. PROTEST

2.1. THE JURY

(a). The Jury, having been appointed by the organising committee & approved by the CPA, is an entirely separate body from the Race Officials; it cannot be replaced, disbanded or its composition altered. Its decisions cannot be altered by the Event Organisers.

(b). The Jury must: convene when required and hear properly constituted protests; submissions for redress and submissions from the OOD or other Race Officials, decide facts and apply relevant sanctions, and when necessary, submit its case in writing to an Appeal Panel.

(c). Composition: Chairman and at least two and at most four other members. The Chairman and at least one of the 'other' members can be from the organising club. The appointment of the Jury is the responsibility of the organising club. Representatives of other clubs do not have the right to be appointed.

(d) Members should be as broadly based as possible. The Chairman must appoint either a member of the Jury or another disinterested person to be secretary to take and draft the minutes of the meeting.

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

2.2. THE PROTEST

(a). The Protest must be in writing on the CPA Protest Form, signed by the Protestor and handed to the Race Secretary.

(b). The Protest must be lodged in time.

(c). The Protest must be accompanied by the protest fee of £100

(d). A correctly lodged Protest shall not be refused.

- (e). The Protestor cannot withdraw their Protest.
- (f). The Jury must hear the Protest as soon as practical, immediately if possible, while everything is fresh in the minds of the parties and witnesses and ideally before the end of the event.

2.3. PRESENTATION OF THE PROTEST

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

- (a). Against eligibility i.e. validity of an entry must be lodged before Drivers' Briefing.
- (b). Against other competitors - must be lodged within 30 minutes
- (c). Against the results - must be lodged within 30 minutes of the time of the provisional results being posted.

2.4. REPRESENTATIVES

- (a). When the Race Officials is one of the parties, it is normally represented by the ODD, or the Assistant OOD.
- (b). The Protestor must represent himself unless incapacitated.
- (c). The Jury must allow an interpreter when appropriate.
- (d). The Protestee must be notified promptly.
- (e). All parties must be given reasonable notice of when and where the hearing is to take place and that they are expected to attend.
- (f). A protest may not be heard if the protestee or protestor have not been notified or are not in attendance. This does not apply if either party has been notified and has made an informed decision not to attend. In the case of the Protestee or Protestor not being notified as per mentioned in (e) then the Jury Chairman must refer the protest back to the CPA with an explanation. The CPA must then make arrangements for the hearing to take place as soon as possible. The hearing should take place with as many jury members from the original composition as possible but this is not necessary if it is not practical.

2.5. THE HEARING

- (a). The Hearing must be held in private and where there are no distractions which could prejudice the proceedings.
- (b). Minutes must be taken by the secretary appointed pursuant to Rule S2.1. (c)
- (c). Clear the room of all except the Jury and minute taker.
- (d). Examine the Protest which must:
 - (i). Be on the CPA Protest Form, in writing and signed by the Protestor;
 - (ii). Give the date, time and position of any incident;
 - (iii). Provide a description of any incident with a diagram and any photographic/video evidence where appropriate;
 - (iv). State the rule/regulation infringed if known;
 - (v). Be lodged in time - in very exceptional circumstances the Jury may extend the time;
 - (vi). Be accompanied by the Protest fee of £100 (or such lesser amount as may be specified in the race instructions).
- (e). When these pre-requisites have been met the Jury must declare the Protest valid and hear the Protest. When they have not been met the Jury must dismiss the protest as invalid and return the fee.
- (f). When the Protest is valid, call the Protestor and Protestee; both must be present throughout the hearing and questioning of each other and all witnesses
- (g). The following procedure should be used:
 - (i). Read out the Protest;
 - (ii) The Protestor states his case;
 - (iii). The Protestor is questioned by the Protestee. The Protestee must confine himself



to testing the Protestor's case through questions, he must not at this time seek to state his case.

- (iv). It is permissible, and in cross-protests may be more convenient, for the Protestee to defer his questions until he states his case;
- (v). The Protestor is questioned by the Jury;
- (vi). The Protestee states his case and is questioned by the Protestor.
- (vii). The Protestee is questioned by the Jury;
- (viii). Any Jury member witness to the incident states his evidence and is questioned by both parties and the Jury;
- (ix). Call the Protestor's witnesses, if any, one at a time;
- (x). The witness makes his statement and is questioned by the Protestor, then Protestee and Jury, then leaves the room and is not permitted to give further evidence unless recalled by the Jury;
- (xi). Call the Protestee's witnesses and proceed as for the Protestor;
- (xii) The Protestor then the Protestee make their final statements and then both withdraw from the room.

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

2.6. THE DECISION

- (a). After discussion, the Jury must decide the facts, state the rules which apply and determine any appropriate penalties.
- (b). The facts, rules and sanctions must be recorded in writing in the minutes of the hearing by the secretary appointed pursuant to Rule S2.A.3.
- (c). Call the Protestor and Protestee and read out the facts, rules and penalties and if requested by the Protestor and/or Protestee provide copies signed by the Jury
Chairman

2.7. RE-OPENING A HEARING

- (a). A hearing may be re-opened when the Jury decides it may have made a significant error or when material new evidence becomes available within a reasonable time.
- (b). When a hearing is re-opened, the majority of the original Jury should be present, including the Chairman. Additional Jurors up to the original number and as broadly based may be appointed.

P3. APPEAL

3.1. THE APPEAL

- (a). Parties to a Protest Hearing may not be satisfied with the Jury's decision. They may, solely on a question of the interpretation of the rules, appeal to an CPA Appeal Panel.
- (b). The Appeal must be in writing and accompanied by the fee of £600 and all relevant submissions.
- (c). The parties to the Appeal and those submitting rejoinders are advised to be concise in their statements and to remember it is not the function of an Appeal Panel to seek to establish facts or resolve conflicts outside the racing rules.
- (d). An Appeal, once lodged, cannot be withdrawn unless the CPA Sec receives written notice from the appellant that he accepts the original decision. If the Appeal is withdrawn before the papers are sent to the Appeal Panel, half the fee may be returned, otherwise the fee is not returned.
- (e). From the time the Appeal is lodged any penalties imposed by a Jury are suspended until the Appeal is decided. When an Appeal against the removal of points and trophies

is dismissed, any points or trophies gained during this period are forfeited.

(f). All submissions to Appeal Panels shall be in writing, photographic or video. No parties to the original hearing, witnesses or observers shall be present.

3.2 COMPOSITION

(a). Three members, appointed by the Chairman of the CPA and the Chairman of the Sub Committee concerned. All may vote. The Sec is present to take the minutes and to advise on relevant rules/procedures.

(b). The members must have no 'interest' in the matter to be considered.

3.3 PROCEDURE

(a). Appeals must be received by the CPA board of directors within 10 days.

(b) Where possible, Within 10 (ten) working days of receiving the Appeal the Sec should copy the Appeal to the other party who then has ten days from receipt of the Appeal for any rejoinder to be received by the Sec. The Event Organisers will be also be notified of the appeal and requested to provide any relevant paperwork.

C) All appeals & rejoinders should be in writing and accompanied by any photographic or video evidence.

d). The Race Organisers must within four days of the expiry date for any rejoinder, send to the Sec:

- The Protest Form;
- Minutes of the Jury hearing;
- The official diagram and any other diagrams and photographic and video evidence that were seen by the Jury;
- Any Other relevant information
- Race organisers are strongly advised to keep copies of all papers and evidence sent to the Sec.

e) Unless there are exceptional circumstances, the Appeal Panel must meet within 21 days of receipt by Sec of notice appeal

f) If an appeal is upheld then expenses for the appeal hearing will be deducted and any remaining amounts will be returned.

g) If an appeal is not upheld, the fee will not be returned

h). THE APPEAL DECISION IS FINAL

P. PENALTIES

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

Q GROSS BREACH OF RULES OR MISCONDUCT

Q.1 ACTION BY PROTEST JURY

1.1. A competitor, team member or official shall not commit gross misconduct, including a gross breach of a rule, good manners, sportsmanship, or conduct bringing the sport into disrepute.

1.2. Where any member of the Jury, from his own observation or a report received from any source, considers that a competitor, team member or official may have broken a rule, the Jury may call a hearing. The Jury shall promptly inform the competitor, team member or official in writing of the alleged misconduct and of the time and place of the hearing. If the competitor, team member or official provides an acceptable reason for being unable to attend the hearing, the Jury shall rearrange it.

1.3. The Jury shall conduct the hearing following the same procedures as for protests. If the Jury decides that the competitor, team member or official has breached any rule then the Jury shall either:-

- (a). Warn the competitor, team member or official; or
- (b). Impose a penalty by excluding the competitor or team member and, where appropriate, disqualifying the boat involved, from a race or the remaining races or all races in the series, or by taking other action within its jurisdiction.

1.4. The Jury shall report any penalties to the CPA, the Organising Club, the competitor/boat owner, team member or official and to the national authorities of the competitor/boat owner, team member or official, as appropriate.

1.5. If the competitor, team member or official does not provide an acceptable reason for being unable to attend the hearing and does not attend, the Jury may conduct the hearing without the competitor, team member or official being present. If the Jury does so and penalises the competitor, team member or official the Jury shall include in its report to the national authority details of the facts found, the decision taken and the reasons for it.

1.6. If the Jury decides not to conduct the hearing without the competitor, team member or official being present or if the hearing cannot be arranged for a time and place when it would be reasonable for the competitor, team member or official to attend, the Jury shall gather all available information and, if the allegation appears to have merit, make a report to the CPA and to the national authorities of the competitor/boat owner, team member or official, as appropriate.

Q.2 ACTION BY CPA

2.1. When the CPA receives any official report alleging a breach of misconduct or rules, it may conduct an investigation and when appropriate, may call a hearing.

The CPA may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor and/or boat, or other person involved, including disqualification (permanently or for a specified period of time) from competing in any event (including National or International events) held within the CPA's jurisdiction.

2.2. The CPA shall promptly report a disqualification under rule to the national authorities of the person and/or the owner of the boat disqualified, as appropriate. If the disciplinary action includes disqualification from taking part in an International event then the CPA shall promptly report a disqualification to the UIM.

R. MEDICAL EXAMINATION/ ALCOHOL & DRUG TESTING

It is implicit that any driver, crew member, mechanic or race official entered or working or present at a powerboat event consents to allow the OOD to:

MEDICAL

Request at any time, any driver, crew member, mechanic or race official entered or working at that event be submitted to a medical examination by the Medical Officer (Doctor or Paramedic) present at a Powerboat Racing Event and consents to the Medical Officer giving their opinion about the fitness to compete of the person to the OOD / CPA.

Anyone refusing any examination shall be suspended by the OOD from the event and reported to the CPA Disciplinary Board /Tribunal. When, in the opinion of the Medical officer the person’s ability to perform their role is impaired or where they are a danger to others or themselves, the OOD shall exclude the person from the event and report the circumstances to the CPA Disciplinary Board / Tribunal.

ALCOHOL & DRUG TEST

Request at any time, any driver, crew member, mechanic or race official entered or working in that event to submit to a drugs and/or alcohol test (of breath, blood, urine and or saliva) which must be an appointed Race Official or accredited tester and consents to the results being given to the OOD who will take the appropriate action.

Drivers, crew members, mechanics or race officials found to have more than 0.10 micrograms of alcohol in 100 millilitres of breath will be immediately disqualified or suspended from the day’s events. This must also be reported to the CPA where further disciplinary action may also be taken

Anyone refusing an alcohol test shall be suspended by the OOD from the whole event and reported to the CPA. When, in the opinion of the Medical Officer the person’s ability to perform their role is impaired by drugs or alcohol, the OOD shall exclude the person from the event and report the circumstances to the CPA for further action.

Banned Substances and Banned Methods

A competitor must neither take a substance nor use a method banned by the current edition of the World Anti-Doping Agency (WADA) list of Doping Classes and Methods. This is available from the CPA by written request or viewed on the WADA website www.wada-ama.org

Doping Control is governed by the revised UIM Anti-Doping Regulations, which are available from the CPA by written request or viewed on the UIM web site www.uim.sport

No competitor may protest another competitor for an infringement of this rule.

Doping Control in the UK

UK Anti-Doping is the national authority on anti-doping and as such all information relating to this can be found on www.ukad.org.uk “UK Anti-Doping” can test competitors at random without the prior consent or permission of the CPA. Conversely the CPA can also approach UK Anti-Doping and request they carry out tests on competitors.

A comprehensive and informative document entitled “Athletes Guide” is available from WADA, which contains detailed information on the current list of prohibited drugs. This can be obtained from www.wada-ama.org.



Therapeutic Use Exemption (TUE)

Competitors taking drugs for medical reasons that contravene the list of prohibited substances are required to carry a therapeutic use exemption (TUE) form detailing the medication being taken, prescribed or non-prescribed. The TUE form is available from the CPA licence application form and a copy should also be sent to the CPA Powerboat Racing Department.

Anti-Doping Penalties

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

S CIRCUIT COURSE REGISTRATION

1.1 All Circuit Course registrations must be completed on the Template that is available on the Master Stationary Pack.

1.2 All courses must be in accordance with CPA or class rules and where possible, should follow UIM requirements.

1.3. Course Plans must be drawn accurately to scale or representation on google earth images are acceptable.

1.4 Copies of course registration papers must be kept at race venues and be available for inspection at any time.

1.5 Event organisers should review their Circuit Course and Venue Information document annually and update them whenever changes are made.

1.6 Specific Course Rules are as follows:

- There must be a minimum of 100m in width in all areas of the course that involve boats travelling simultaneously in opposite directions.
- There must be at least 50m distance on the racing side of any turn mark (left or right-hand turns) and any obstruction i.e. a bank or pier
- There must a minimum of 300m distance set for race start straights
- Wherever practical, UIM class rules on minimum straight distances must be observed.
- Orange buoys must be used to indicate Left turns & Yellow buoys must be used to indicate right turns. This can only deviate from the set rules in exceptional circumstances and competitors must be clearly briefed in these circumstances.
- For circuit races, bridges in the circuit should be avoided. If unavoidable, minimum opening clearances must be 50 m width for hydros, 80 m width for other classes and 15 m vertical clearance, except for endurance races.

S2 MAXIMUM NUMBERS

According to a separate table published in the master stationary pack and the Circuit Course and Venue Information document.

T. WORLD AND NATIONAL RECORDS

Foreword

Circuit Powerboat Association is the Circuit National Authority for Powerboat Racing and Circuit Record Attempts, the BPBA is the overall national authority for powerboat racing, UIM, Union Internationale Motonautique is the International Governing Body for Powerboat Racing and Record Attempts. The CPA is a affiliated to the BPBA who intern are affiliated to the UIM.

T1 INTRODUCTION

1.1. This procedure has been evolved as a result of many enquiries to the CPA asking for details of the administration of record attempts. It is hoped that this section will be of assistance to both Clubs and Individuals in the setting up and costing of record attempts. However, it must be remembered that all rules in both CPA rule books and UIM (Union Internationale Motonautique, the International Governing body) rule books (Offshore & Circuit), still apply and must be observed.

1.2. There are two distinct categories of Record Attempts:

- (a). One is Long Distance, the details of which can be found in Long Distance Records book (commonly known as the “red book”).
- (b). The other is Short Distance, the full details of which can be found in The Procedure for Clubs & Individuals wishing to establish Water Speed Records (commonly known as the “blue book”).

1.3. Short Distance Record Attempts (Short Distance means by the measured mile/kilometre). Attempts take place on Coniston Water at end of October/beginning November on an annual basis. All national & international offshore, circuit, Jet Ski & Pleasure Navigation classes are eligible to attempt national & international records during Records Week at Coniston Water. Coniston is the current “operational” records course. The Windermere Motor Boat Racing Club is responsible for the organisation and timing of national and world records. All enquires for an attempt must be made through them.

Note: The end of October/beginning of November is the time of year when Powerboat Racers/Jet Sport Riders have the opportunity to attempt/break records in their particular discipline or try for an “experimental” category. All those attempting records must have a full CPA/BPBA Powerboat Racing licence issued with the correct status, i.e. national or international.

T2 NOTIFICATION

In the unlikely event of there being an “individual” circuit record request (outside of the Records’ Week) an application form, which can be obtained from the CPA, shall be completed and returned to the CPA together with the appropriate fee(s) at least 4 (four) weeks before the proposed attempt. Note: Coniston is the main water for record attempts and permission is granted for the end of October/November time slot only. If other homologated waters should be added to the record base list at a future date then this form and procedure will apply.

T3 FEES

- 3.1. Fees are payable to the CPA upon notification of individual/one off record attempt(s).
- 3.2. Notification fee to CPA
- 3.3. For Record Attempts on Coniston Water an event entry fee is required.

T4 ON SUCCESSFULLY ATTAINING A RECORD:

4.1. A set of homologation papers (CPA/UIM official record document), will be filled out by the CPA Officials – these are the same set as for national or world attempts. The correctly completed and signed paperwork is then submitted to the CPA for ratification (if a national record, or UIM for a world record), along with the corresponding fee, photograph of the boat (if required) and a copy of the measurement certificate (if required). These must be submitted as a matter of urgency; for world attempts this must be in sufficient time for the CPA to submit all necessary papers to the UIM no later than four weeks after the event, UIM 615.04.

4.2. If a competitor has attained a world record he will be given the choice of having a UIM painted certificate, a calligraphed certificate or his attempt homologated only (no certificate) and there are different fees for each of aforementioned.

4.3. Ratification – by the UIM:

(a). International Record:

(i). Painted Certificate

(ii). Copy of Painted Certificate

(iii). Hand Written Certificate

(iv). Homologated only, no certificate

(b). National Record only

The national certificate is printed.

Note: the above certificates are not to be confused with those issued to competitors by the WMBRC on the successful completion of an attempt – this is a memento only, given out by the organising club.

T5 PERFORMANCE CERTIFICATES

In addition to National and World records, Performance Certificates can be made available by the organisers of individual events when the fee and types of certificate will be determined by them. These are not available at Coniston due to the local bye laws, as previously explained.

T6 LICENCE REQUIREMENTS

The minimum licence status is as follows:

6.1. Clubman - National Licence

6.2. National Record - Those wanting to attempt a National Record must apply to the CPA for a Licence Application Form and obtain a National Licence and pay the respective fee to the National Authority.

6.3. International (World) Record - Those wanting to attempt a World Record must apply to the CPA for a Licence Application Form and obtain an international Licence, in the respective class, and pay the relevant fee to the National Authority.

6.4. If you require a licence, please contact the CPA



T7 ELIGIBILITY

7.1 Only CPA British Powerboat Racing Licence Holders that are also in possession of a full British Passport or have current certified British Nationality may establish or attempt British Speed or Long Distance Records. This does not apply to International UIM records that can be attempted by any internationally licensed competitor in accordance with the UIM rules.

7.2. Sportsboats. No qualifications required for weight restricted national classes, except Clubman. Clubman is a Class for the drivers regularly competing at Club level, but whose boats do not necessarily conform to a National Class. Entrants must prove that they have satisfactorily completed at least 12 heats. It is NOT a Class for 'One-Off' Specials, and entrants attention may be drawn to Records advance regulations, Rule 6d (eligibility).

7.3. Hydroplanes. There are no restrictions on the eligibility of hydroplanes attempting National or International records. An event organiser can determine the classes to be attempted in any particular event and can determine, so far as accepting an entry is concerned, the eligibility of an entry where some pre-qualification is required.

T8 RECOGNISED CLASSES

8.1. World Records. All International classes and world records contained in the current UIM rules.

8.2. National Records. All International classes contained in the current UIM rules, all National classes contained in the current CPA rules, unlimited inboard immersed propeller, unlimited outboard immersed propeller, 'pump fuel' hydroplane classes, offshore gas turbine experimental, unlimited water jet, steam and outright ladies. Details of current records can be obtained from the CPA.

8.3. Performance Certificates. Performance certificates may be issued by organizing clubs for different classes subject to prior approval by the CPA Board

8.4 Competitors wishing to establish a new or challenge an existing speed record using a hull or engine configuration that does not conform to a specific class will have to submit their plans to the CPA well in advance of their attempt.

The plans will be reviewed by the appropriate committee and any decisions or requirements will be communicated to the competitor accordingly.

We strongly advise that plans are submitted before or during the early part of any project formation.

T9 OFFICIALS REQUIRED AND EXPENSES

The following CPA Officials are the minimum requirement to organise and observe an official, individual record attempt:

9.1. OOD

9.2. Timekeepers (2)

9.3. Chief Observer

9.4. Timekeeper Observers (2)

9.5. Measurer

9.6. It is recommended that the OOD is appointed first so that he can be responsible for ensuring that all arrangements, including those for rescue, are provided.

9.7. RO and a rescue cover is mandatory at all record attempts.

9.8. The Attempts Organising Committee or OOD is responsible for deciding whether or not an ambulance is required. It is recommended that an ambulance is provided for 'weekend' or 'week' attempts organised to cater for multiple attempts from eligible all-comers.

9.9. CPA officials may claim expenses for subsistence plus car allowance, per mile. Check current costs with CPA.

T10 COURSE REGISTRATION

Authorised venues for record attempts are:

10.1. Coniston Water, Windermere & Holme Pierrepont.

10.2. A club must apply to the CPA if it wishes to seek registrations for other venues.

Note: Always check with the CPA to ascertain whether any new courses have been added.

T11 PRESENT RECORDS

An up-to-date list of current national records is held by the CPA and world records by the UIM. A combined list is maintained by a member of the Powerboat Records Committee (PRC). Records for the classes listed may be attempted, subject to driver and boat eligibility.

Note: the world records list is maintained by the UIM and can be found on their website, www.uim.sport The national records list (short and long distance) is maintained by Mike Ward.

T12 NOTIFICATION OF NEW RECORDS TO THE CPA

12.1. Successful individual attempts must be telephoned through or emailed to the CPA at the earliest possible time, by the officials who had overseen the record. **NO LATER THAN 48 HOURS.**

12.2. Properly completed record application sheets and other papers must be delivered to the CPA within three days of the attempt (UIM Rule 615.04).

T13 MEASUREMENT

It is recommended that a measurer for the appropriate class, together with two observers, be on site so that the necessity for sealing and measuring away from the Record Site within 48 hours for UIM records (UIM Rules 607.04) does not have to be implemented.

T14 CLAIMING A RECORD

14.1. It is incumbent upon the record holder to claim the record and pay for its ratification. All records established or broken are to be claimed and payment made for such to the National Authority/UIM. Remember this is history in the making.

14.2. For full details of the record's process please refer to the Procedure for Clubs & Individuals wishing to establish Water Speed Records by contacting the CPA.

NB: The importance of the UIM Record Rules 600 Series is stressed. It is vitally important that organizers familiarise themselves with all the appropriate rules. Either refer to current UIM Circuit rule book or their website: www.uim.sport

BLUE CARDS

To be applied to all people in the paddock and to UIM competitors also out of competition: A blue card can be given by the UIM commissioner/ OOD/ UIM Race Director for any offensive, unsportsmanlike, abusive etc, behaviour during an event. Two blue cards may be given for blatant and unlawful misconduct.

Blue card(s) can also be given by the relevant UIM Commission or Committee, by the UIM Executive Committee or by the NA of the competitor for any offensive, unsportsmanlike, abusive and herby unlawful behaviour committed in the media or in any other way vis a vis the public and in relation to UIM, UIM officials, promoters, local organizers.

A blue card will remain valid for one year from the date of issue.

A second blue card leads to disqualification (if issued against a driver) from all results obtained at the event where the incident occurred and to suspension from the rest of the event during which the second blue card was issued.

If the second blue card is given for out of competition activity the penalty will be prolonged suspension according to rule 406.08 for one future event, designated by the same body that issued the second blue card.

503.04.2 Measuring

When ports in cylinders are adjusted to the dimensions specified in the homologation sheet, material may only be removed in the specified opening to a depth of 10 mm, to match the shape of the original adjacent connecting passage (channel) outside the adjusted port opening. This also applies to other openings in the motor for which the dimensions are specified in the homologation sheet. For two stroke engines, ports in the cylinder shall be measured 1 mm in from the cylinder wall surface if nothing else is stated in the homologation file.

525.5 SKEG

From 01/01/2023, The skeg of the homologated Yamato engines for OSY 400 Class may have the leading edge sharpened and the bulge on the lower end of the skeg removed. The area and planform of the skeg along with minimum thicknesses shall be maintained per the drawing below.

550.5 - MINIMUM DIMENSIONS

From 2023, the GT15 and GT 30 cockpits shall also have structural means to provide head/helmet protection such as a roll bar framework or “halo” design. The protective structure shall not inhibit driver egress from the boat. The guidelines for this construction by a boat builder will be developed, posted on the UIM website, and transmitted to National Authorities during the 2022 season.

550.6.08

The GT15 and GT 30 boats shall have an external power shut off switch to kill the engine installed on the port side of the cockpit cowling.

600.05 - ELECTRIC BOAT RECORDS RULES

Power source for water speed record trials shall be multiples of commercially available batteries of any type.

Boats may be towed to an on-course starting point but may not be towed to achieve a planning attitude. Any such assistance will result in the disqualification of the offending boat.

Once at the starting point, all tenders and assisting craft must be removed to positions away from the racing line. Recharging or replacement of batteries between initial and return runs while attempting a record is not permitted.

The UIM will recognize the Ultimate World Electric Boat Speed Record, set according to the relevant UIM Rules, irrespective of its Class listed in Rule 595.01.

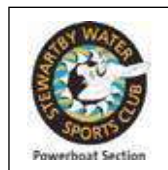
610.04

Timing is to be one tenth of a second up to 100 km/h. Above 100 km/h to one hundredth of a second.

Timing above 100 km/h is to be accomplished by two optical scanners triggered (tripod with swivel and telescope sight), video or similar systems, one at each end of the timed distance that can determine the exact instant the front of the boat passes a line determined by the surveyed timing marks (610.02). The systems must be linked and trigger two timers (clocks). The official record time is the average of the two timers.

There must be a timekeeper and a timekeeper observer at each position. Where two timers are used at a position the time is the average of the two timers.

OR advanced RTK (Real Time Kinematic) based GNSS (Global Navigation Satellite Systems e.g., GPS, Galileo) connected to a RTK correction authority with uncertainty (inaccuracy) less than 10 centimetres and with timing rate not less than 10 Hz. This system and method must be authorized by UIM in advance. The time of day of each attempt in each direction must be recorded. The time elapsing between the two runs must not exceed 20 minutes except for jet attempts when the permitted interval is one hour.



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