

2024 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 1 – General



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United Kingdom Offshore Powerboat Racing Association



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Generalities

UKOPRA is the governing authority for offshore powerboat racing within the UK.

By the taking of a licence for competition within UKOPRA sanctioned races the competitor is deemed to be a voting member of the association and a party to the creation of the rules herein.

By acceptance of UKOPRA sanctioning an event, the event organizer agrees to acceptance of the rules herein. Any officers appointed to the race under these rules are deemed to be a voting member of the association and a party to the creation of the rules herein.

Any member of the association having concern over any rules should lodge that concern by email to info@ukopra.co.uk in order that it may be considered.



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Precedence of rules

All members are advised that the rules are specifically for the purposes of fair competition. Any safety rules are made purely as a minimum standard to be applied, both the competitor and event organiser recognise that their own risk assessment and application of additional recommendations is to be carried out prior to any competition.

For clarity the laws pertaining to Safety of Life at Sea (SOLAS) and The International Regulations for Preventing Collisions at Sea (COLREGS) take precedence at all times over any rule herein or race instruction issued by the organiser.

Similarly, any Local Legislation as published by Harbour, Foreshore or similar authorities will take precedence over any rule herein or race instruction issued by the organiser.

In recognition should a competitor suffer a competitive loss from adhering to the above application may be made for fair adjustment to their final position as restitution.

Rules herein may be amended for local conditions by race instruction and in that case will take precedence.



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Racing Values

Persons racing under these rules agree that discrimination on any grounds are unacceptable in the sport of powerboat racing. They will encourage and welcome the participation of people from all nations, religions and physical ability or differences and creeds without prejudice.

In all competitions and meetings, a fundamental consideration shall be honesty and openness. Each meeting and individual participating shall adopt zero tolerance policy towards alcohol, drug abuse, doping or other enhancements.

For clarity the standards applied will be as those accepted on the public highway and both competitors and race officials will submit themselves on request to medical examination by the medical officer

All boats, competitors and officials participating shall adopt zero tolerance policy towards any modifications or adaptations that break the rules and regulations of the rulebook. Competitors who are found to knowingly cheat by means of false representations or mechanical or other adaptations outside of the parameters of the rule book shall face an automatic ban of no less than 1 season.

All officials shall be prepared to demonstrate fairness and impartial judgment if necessary.

All persons connected with powerboat racing shall at all times discharge their duties to the best of their abilities without causing harm to any participants, spectators, officials or any other person.

All persons connected with powerboat racing shall declare any conflict of interest and excuse themselves from any function that may affect competition results.

For the purposes of prevention of conflicts of interest, no officials or other persons shall be permitted to operate any position of authority related to points scoring, jury, scrutineering or any other meaningful sporting role if they have a family, marital, relationship or business connection with the competitors under that function.



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General Conduct

All participants resolve to hold the sport in highest regard and to the standard of their surrounding peers.

In any matter of serious disregard or major sporting conflagration the member or event organiser shall submit to a tribunal formed of four members of the association. Objection to any member taking the position will be accepted and replaced by an alternative member.

Being a jury of peers, any judgment handed down from that tribunal is to be final and not subject to appeal.

Any matter simply relating to competition is to be managed by the protest procedure and race jury at the event. Race jury decisions are considered to be final and binding except for the provisions above.

Environmental

Competitors and race organisers are at all times to respect the environment and manage their activities to avoid unnecessary pollution or nuisance.



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101 - Event Sanctions

Organisers wishing to hold an event utilising the licencing, rules and administrative should request to calendar their event and sanction will not be unreasonably withheld.

101.02 – Other Meetings

It is to be noted that it benefits all organisations if the offshore Calendar is coordinated centrally before publication.

A proposed calendar of national and local events should be discussed with promoters and clubs before announcing dates.

Regardless of whether the interested parties agree or disagree, it shall remain up to the organisers to sort out their responsibilities.

101.03 – Deadline Dates

Organisers may announce any date they wish at any time without penalty.

101.04 - Cancellation

Cancellation is solely the responsibility of the organisers.

102 - Championships

World Championships will only be recognised when there are international entrants and a minimum of at least 5 entries per class. In the case of declaration of a world championship without these criteria being met the winners shall not be able to claim UKOPRA World Championship status.

National Championships will be recognised for classes that have a minimum of 5 registered teams and participating at each event.

103 – Races Recognised

UKOPRA recognise the validity of events sanctioned by other bodies including, but not limited to UIM and national offshore authorities outside of the United Kingdom.

104 – Non-Approved Races

Members are not restricted from taking part in any races not sanctioned by UKOPRA however a report of serious infraction at one of those events may result in removal of the participant's licence.



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105 – Titled Events

All championship events are allocated with the following minimum criteria:

- Experienced officials and organisation
- Medical rescue
- Experienced staff Permission to hold the event from local authorities.
- Events to be run in area with good places for pits and harbour, ample water areas as well as good spectators' areas and services
- Adequate toilets and showers (hot)
- Accommodation and food places must also be located nearby.

The authority may refuse to sanction any meeting which fails to support racing or provide adequate facilities and safety assets.

106 – Racing Licences

UKOPRA licences are issued for the sole purpose of competition within the recognised classes listed.

All craft competing in the above classes will carry a minimum of two fully licenced individuals either of which is fully capable of taking control of the craft at any stage of the race.

Licence applicants that have no previous racing experience are to approach UKOPRA and they will be provided with assessment by experienced racers prior to issuance of any licence.

106.01 – Compulsory Licence

No one can take part in a race, establish or improve on a record, or test drive at any titled event as a driver or crew in International class boats, without being in possession of a licence from UKOPRA.

Licence holders from an alternative governing body outside of the UK will be granted a UKOPRA extension to their licence for the sole purpose of competing within UKOPRA sanctioned events.



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106.01.01

In order to obtain a licence, the following disclaimer must be signed by the licence holder:

“The undersigned ... licensed driver (licence n° ...), participating in this sanctioned event, yields the media rights of any coverage by the promoter taken during the event, for further use press, radio or television. The right however remains the property of the undersigned.

In addition, I herewith agree and acknowledge the following:

The organisers preferred authority is the governing rule making body of racing events which are the sole responsibly of the organisers and may be deemed to have delegated authority for their contracted promoters or other organisers.

The sport and technical rules are intended to minimise risks, but they cannot provide the highest possible safety standards at all times. Residual risks will inevitably remain and any person entering is aware that by signing on or entering they waive all rights to litigate for failure or other activity except when caused by actions directed by pre-meditated malice.

Enforcement of the rules by race officials and in particular but not limited to the technical scrutineering does not guarantee the safety of racing or the safety of the scrutineered boat. Scrutineering is not intended as a construction/ condition survey. The racing license issued by UKOPRA does not guarantee that a driver is physically able to race safely nor that he has sufficient experience or education.

Teams and drivers are solely responsible for their own safety including but not limited to their physical and educational ability to race in the relevant class, the safety of their boats and other gear and the safety of their racing activity. This responsibility includes racing with prudence and taking technical measures which are not mandatory in the rules but deemed necessary.

The authority and organisers shall not be liable for any damage, injury or death due to inadequate rules, breach of existing rules by participants or failure to enforce rules by the race officials.”

The signed disclaimer must be signed at all sanctioned events. Should a disclaimer be lost or not signed then acceptance of the rules of the authority and organisers shall be assumed to constitute a contract and acceptance of consent for the disclaimer. Acceptance shall begin at the moment an entry is accepted or competitors and officials enter the areas under the organisers control.



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106.02 - Registration

UKOPRA establishes each year a list of people to whom licences have been delivered.

Any person wishing to obtain a licence must apply to the UKOPRA directly.

The list must include: the name and surname, the address, the class(es) and the Appendix Anti-doping consent form duly signed per acceptance.

These lists may be sent to others National Authorities upon request.

The licence is granted by The National Authority and is marked “as decided by The National Authority.

The digital version of the currently valid Offshore rulebook will only be made available by The National Authority.

The Authority has the right to deliver licences to:

- its nationals
- nationals of another country

You are allowed more than one driver’s licence.

A National Authority may refuse to give a licence without having to state the reason. Notification of this is sent to all affiliated clubs.

106.03 – Validity of Licences

Licences are valid for the calendar year they are taken out within, unless local circumstances require other dates, but validity should always be shown on the licence itself.

An International licence is valid in any country affiliated to the authority and entitles the holder to enter or drive his boat in all competitions organised in any affiliated country, provided he complies with what is stated in the general racing rules.

106.04 – Cost of Licence

The cost of the yearly licence is to be fixed by UKOPRA.

106.05 – Examination of Licences

At any meeting, the holder must produce his licence at the request of any official of the meeting.

This is waived for those taking electronic licences.



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106.06 – Cancellation of Licence

Anybody who takes part in an unauthorised meeting will not automatically lose his licence.

Cancellation shall be the decision of the National Authority. Cancellation shall disqualify the holder from racing for the period designated.

106.07 - Pseudonym

The use of a pseudonym must be requested from The National Authority and The National Authority marks the pseudonym on the licence.

A licence holder, so long as he is listed under a pseudonym, may take part in any sports event under any other name provided the licence holder provides the authority and organizer of the event with the real details of identification in advance.

Changing a pseudonym is subject to the same formalities as the adoption of it. Anyone who has chosen a pseudonym may not return to his actual name until The National Authority has agreed and has delivered a new licence.

106.08 – Election of Drivers Representative

There will be a Driver's Representative from each racing class.

The election of each representative must be agreed by a majority of at least 75% of the drivers present. Candidates must be real drivers. To be eligible, they must have obtained the following minimum experience:

Driver's Representatives for events are elected for the period of the event only. Licence holders are automatically members of the authority and should make other representations at the meetings and AGM.

