

2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation



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United Kingdom Offshore Powerboat Racing Association



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

Section 2 - Race Organisation

- 200 Race Organisation
- 201 Race Control
- 202 Advance Programme
- 203 Entries
- 204 Programme / Racing Instructions
- 205 Safety Rules
- 207 Assistance in Accidents
- 208 Crane Area



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

200.01 - RACE ORGANISATION

The following bodies have drawn up his rule book and retain the right to organise any power boating event: 2017 Moto Ltd, British Powerboat Racing Club and Guernsey Powerboat Association with UKOPRA.

Affiliation to The National Authority implies acceptance of the National Rules.

A club, a club member, or a driver who is suspended, is not allowed to take part in any UKOPRA sanctioned power boating event as long as the suspension lasts.

A member or a driver who takes part in any power boat race in a foreign country, undertakes ipso facto to abide by the rules of The National Authority of that country.

All clubs, race organisers, officials and drivers are obliged to know the general rules as well as the rules related to races or series (local, National or International).

The current version of the Offshore rulebook will be made available for consultation at every race in digital version only.

All offshore races organised by National Authorities or their affiliated clubs must be organised in accordance with the UKOPRA Offshore rules.

The general racing rules are applicable to all series.

Any member or driver who infringes any of the rules of the rulebook or any rules of the responsible organiser is liable to be penalised.

All organising bodies, members, drivers or owners who take part in a race pledge themselves:

- to know current Offshore rules and SOLAS regulations pertaining to their area, if any, and also any particular event rules imposed by the event organiser or National Authority.
- to bind themselves to submit without restriction to any consequence following the application of these rules.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

200.02 - Interpretation of the rules

In all cases not foreseen by the International rules or seemingly inaccurately defined, The Race Committee, or Race Jury or the Appeal Board, is to judge bearing in mind the spirit of the disputed rule.

The rules for series and classes are to be considered as being supplementary to the Offshore general rules.

In case of conflicting rules, those concerning a specific case/occasion (i.e. series and classes) are to prevail over the general rules.

Organisers may impose special event rules relating to exceptional local requirements. These special event rules prevail over but must not conflict with the Offshore rules.

English is the working language.

200.03 – Monetary Penalties

At any titled International event, the Race Committee shall be entitled to impose monetary penalties for breaches of the Rules; either the Offshore Rules or special event rules.

The monetary amount shall be scaled according to the severity of the “breach of the rules”.

All monetary fines shall be based on a standard monetary value. For the purpose of these rules the value shall be expressed in Pounds Sterling and converted at the current rate of exchange to the currency of the country where the event is being held.

Examples of penalties:

Crew or team members smoking in pit area £50.00

The Race Committee should take care not to substitute monetary fines for infringements of a technical nature or infringements that would normally result in disqualification or suspension.

The fines must be paid before the start of the race; otherwise the driver is disqualified.

Any fines collected shall be deposited in the Race Organiser’s bank account and may eventually be used to defray organisational expenses.

Absence from Drivers meeting or briefing

Complete absence from briefing or drivers meeting entails disqualification.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

201 – Race Control

201.01 – Organising Bodies

All races are under the control of an Organising Body affiliated to UKOPRA of the country in which the race is run. The Organising Body nominates:

- The organisation which organises the general and administrative aspects of the event.
- A Race Committee which organises and supervises the actual racing, determines any special event rules, determines the course, decides whether competitors are eligible or not and is responsible for safety. The Race Committee is composed of the following:

- The Officer of the Day
- The Safety Officer
- The Race Secretary
- The Officials in charge of the Technical Inspections, Course, Wet/Dry Pits, Starting and Time keeping
- Any other special official appointed by the Organising Body.

- A Jury.

Nominees must be authorised by UKOPRA.

The Race Committee must inspect and verify all entrants' documents required prior to racing, i.e., Measurement, Certificates, Licences, Insurances, etc.

The Jury decides on any protest submitted. The names of the members are to be printed in the official programme.

No officer, official, nor member of the Jury nor member of UKOPRA are allowed to intervene in the judgement of a problem in which he is involved himself or is an interested party.

The composition of the Race Jury must be announced at drivers briefing and published in a race bulletin.

The decisions of the Race Committee and the Jury must be based upon the rules as far as they may apply, but as no rules can be devised capable of covering every case, the Race Committee and the Jury should discourage all attempts to win by means other than fair racing, superior speed and skill.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

The following are the Race Officials:

- The Officer of the Day
- The Safety Officer (deputy to the O.O.D.)
- The Race Secretary
- The Technical Officials
- The Course Officials
- The Starting Officials
- The Timekeepers
- The Pit Officials
- The Medical and Rescue Officials
- The Communication Officials.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

201.02.1 – The Officer of the Day

The Officer of the Day:

- Must direct the organisation of the races on behalf of the organising Body.
- Supervises the driver's briefings, maintains order on the course, ascertains that all services work properly, ensures that all correspond to the rules and observe the Racing Rules according to the programme.
- Analyses the written reports of the Officers and Timekeepers and any other documents that will enable the results to be compiled.
- Verifies any decision to stop or curtail a race. He is not allowed to sit on the Jury.

The Officer of the Day must be approved by the organisers and national authority.

To qualify, he/she must meet the following minimum standards:

- Have had previous experience in controlling at least important races.
- Have a good knowledge of the Offshore rules.
- Have the ability to speak and understand the English language.
- Be nominated by his/her National Authority for "Officer of the Day" approval.

A list of approved persons is held by UKOPRA and reviewed each year.

Nominations for O.O.D. approval shall be sent to the UKOPRA by the applicant, accompanied by details of his/her qualifications and previous experience.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

201.02.2 – The Safety Officer

The Safety Officer is deputy to the Officer of the Day.

He / She coordinates (in harmony with the O.O.D. and the medical and rescue officials) the safety services on shore, on the water and in the air.

At the scene of an accident a qualified doctor can take command of emergency services and actions.

201.02.3 – The Race Secretary

The Race Secretary is responsible for the general organisation of the event.

He / She must insure that all the various officials know their respective duties and that they have the necessary documents and equipment to fulfil their duties.

He / She must collate all documents following the race.

201.02.4 – The Technical Officials

The Technical Officials are to make sure that all drivers have their Measurement Certificates and Homologation Sheets (or production verification) available for inspection and shall verify that the hull and engine(s) conform to the measurement certificate, homologation sheets and the rules.

They check control and safety devices for boats and drivers as provided for in the rules. Scrutineers should be specifically delegated for this duty.

Special attention must be paid to engine and fuel shut-off devices (where applicable), driver protection and safety devices, fire protection equipment and that the racing number is clearly visible.

After the race, they must carry out all the necessary checks.

It is not permitted to disqualify any participant for reasons that were visible during pre-race inspection.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

201.02.5 – The Course Officials

The Course Officials must ensure that the drivers and boats conform to the racing rules.

At the end of the race, they draw up and sign a statement certifying that all participants conduct during the race and at the turn marks was according to the rules.

This statement is handed to the Officer of the Day who will apply the International rules in the case of infringements.

The Course Officials monitoring turning marks must have a clear un-obstructed view.

201.02.6 – The Starting Officials

The Starting Officials are responsible for the safe and orderly execution of the race start.

They must closely observe all boats during the starting procedure to ensure that the rules are adhered to and report any infringements.

One Starting Official must be on the start boat.

201.02.7 – The Timekeepers

The Timekeepers are responsible for recording the start time, all lap times and the finish time and finish order of a race.

They must be located at a position where they have clear un-obstructed viewing of the start and finish lines.

In some races they may be required to carry out lap timing at turning points other than just the start and finish lines.

Timekeepers must work in teams of at least two persons for each timing point.

They must use reliable synchronised timing apparatus.

They must keep detailed records of the timing of each boat and hand these to the Race Secretary at the completion of the race.

201.02.8 – The Pit Officials

The Pit Officials maintain order in the wet and dry pits.

They are responsible for the parking of boats, the fuelling of boats, the launching and retrieving of boats and all safety procedures within the pit areas including fire safety.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

201.02.9 – The Medical and Rescue Officers

The Medical and Rescue Officials are responsible for all first aid and rescue procedures.

The Medical personnel must be fully trained in emergency accident procedures with emphasis on resuscitation, spinal type injury care and trauma treatment.

They must have facilities available for emergency treatment and facilities for rapid transportation of seriously injured persons to the nearest hospital.

The Rescue Officials must ensure that adequate rescue boats and rescue helicopters when required and available with trained personnel at strategic points of the race course and that they are equipped for any rescue eventuality.

201.02.10 – The Communication Officials

The Communication Officials are responsible for maintaining radio or other alternative means of communication between all key race officials with emphasis on communication between rescue crews and race headquarters.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

201.08 – The National Authority

UKOPRA reserve the right to appoint a commissioner to each and any event held under these rules the purpose of which is to report back to the committee on the functioning of the event.

Qualification of a UKOPRA Representative

A UKOPRA Commissioner must have at least a proven experience as a race official on a national level (e.g. O.O.D.), involved in the management of races, or involved in at least race events.

Moreover, he or she:

- Must lead by example, be integer, promote the positive aspects of the sport and promote fair play
- Must have very good knowledge of the rules and guidelines for the specific class he/she is appointed
- Must be friendly and approachable, visible and accessible to the competitors and the local organisers (=present all day long each day of the event)
- Must avoid conflict of interest must speak, understand and write good English (any other language is an asset)

He/she shall represent the UKOPRA honestly, respectably and with integrity and with comprehension for the local culture and mentality differences.

202 – Advance Programme

202.00 – Advance Notice

To promote events, an advance notice should be published at least 1 month ahead of the event. The advance notice should contain the following information:

- The championship title and class(es).
- The date and place of the event.
- The name, address, phone, fax, e-mail, website (if any) of the organiser.
- Any other information that is available for promoting teams to attend the event.
- For Marathon races, the organisers must provide full details of the race entry fees and conditions.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

202.01 - Advance Programme

Advance programmes shall be made available with the following information as a minimum:

- The name, the address, the e-mail of the organiser.
- The classes eligible.
- The venue and the date of the race(s).
- The provisional course(s).
- Offshore rules may be added or modified.
- The closing date and place to which entries must be sent, and whether by post or by e-mail.
- An entry form may be included in the advance programme.
- The amount of the entry fee and details of whom payment is to be made to.
- All information regarding prizes for each race.
- Where and when the racing instructions can be obtained from the organising committee.
- Transportation facilities and freight concessions.
- Should no publicity be allowed during a race, or there be a restriction on any advertising, this is to be mentioned in the advance programme.
- The choice and efficiency of a racing vest is the sole responsibility of the wearer. The wearer is entirely responsible for the choice of his helmet.
- Dates and times for registration and scrutineering.
- The protest fee.
- Details of compulsory insurance for personal and material damage to third parties including other entrants, where required by National Authorities.
- The amount of the insurance fee to be paid prior to racing to the organising committee.
- The maximum amount for a protest fee in an International event will be decided from time to time.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

202.03 – Modification to Advance Programme / Racing Instructions

No modification is to be made to any particular rule after the advance programme or racing instructions are posted, except if decided by the Race Committee and for cases of force majeure only.

Such modification shall be communicated to each and every driver and crew person in writing at an official drivers meeting.

203 - Entries

203.01 - Ratifications

The National Authorities must ratify in writing any entry for drivers.

Direct correspondence between the Organising Committee and foreign drivers is permitted.

The Organising Committee will keep blank entry forms at the disposal of the drivers.

An entry is not valid unless it reaches the Organising Committee within the time prescribed in the advance programme and the entry fee is paid.

Entry forms must include the names of all drivers, including ratified test drivers.

203.02 - Admission

No National Authority, or Organising Committee, organising an International race has the right to refuse the entry of a foreign driver duly commissioned by his National Authority, provided said driver is not within a period of expulsion and he conforms to the UKOPRA Offshore rules.

The closing date for entries should be at least 1 day before the event. Owners need only to supply such particulars as are applicable to the class for which their boat is entered.

203.03 – Entry Fee

Each Organising Committee fixes the amount of the entry fee for a race.

The National Authorities or organiser have the right to establish a rule whereby higher fees are imposed on late entries.

No late entry may be accepted after the closing time of registration for an event.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

203.04 – Minimum Age

No person under the age of 18 will be issued with a licence to control the competing craft.

203.05 – Ownership of Boats

The nationality of a boat is the nationality of the owner.

The nationality of the driver licence can be taken into consideration in the classification if requested but may be refused.

A boat is allowed to race only under its own name. The owner and the driver may only race under their own name or the pseudonym written on the licence.

203.06 – Publicity on Boats

Advertisements may be freely applied to the entire surface of the boat, but there must be a free distance of space of no less than 0.1 meter around the race number.

No owner or crew can be compelled to carry any advertising whatsoever on their person, clothes or upon the boat that is being raced except for markings required by the event organisers to identify competitive craft. Refusal to do so may result in refusal to allow to their participation in any race.

Penalties may be applied to any driver or crew member who, in the course of any offshore racing event, has made any statement contrary to the truth or has distorted the facts.

Political publicity or immoral advertisements are not allowed.

Should restricted publicity or no publicity be allowed for an event, this must be announced in the advance programme.

Any National Authority has the right to fix its own rules regarding publicity for its own boats and venues.

203.07 – Team Representative

At any titled event, each boat must designate its representative for use in case of an accident or force majeure.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

204 – Programme / Racing Instructions

204.01

The Organising Committee must clearly state the following points in their programme / racing instructions:

- The venue and the date(s) of the race(s).
- The date and times of driver registration.
- The dates and times for scrutineering.
- The date(s) and time(s) for drivers briefing.
- Exact, complete description of the race course(s), including all turning marks, known hazards and any designated spectator areas.
- Starting area and its marks.
- Finishing area and its marks.
- Starting time of the race(s), time limits for late starters and finishers.
- Time when the control closes for each race (sign off time).
- Signals of race cancellation, postponement, recommencement of a race, curtailment of a race, or stopping a race.
- When helmets and racing vests must be worn.
- The choice and efficiency of a racing vest is the sole responsibility of the wearer.
- The wearer is entirely responsible for the choice of his helmet.
- Special harbour conditions and local laws, if any.
- Full particulars of prizes for each race.
- Time and place of the prize giving.
- Time limit and place for the handing in of protests.
- Composition of the Race Committee and the Jury.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

204.2 – Drivers Briefing

A driver's briefing must be held before the race.

It is mandatory for drivers to attend the drivers meeting(s).

At least one of the crew, or as described in the Race Instructions, shall attend the briefing(s), otherwise the crew shall not be allowed to start.

It is the drivers' responsibility to read the Race Instructions and have full knowledge of its content before attending the drivers meeting(s).

Any infringement to the rules specified in the Race Instructions may incur a penalty or disqualification.

The drivers briefing shall take place at least two hours (except in cases of force majeure, one hour) before the start of the race and shall be recorded on audio or video.

The briefing must cover:

- Name call or sign in
- Important items not mentioned in, or changes from Race Instructions which must be in writing
- Important local conditions and rules
- Special safety routines
- Weather forecast
- Telephone number of Race Secretary

The members of the Jury and the Commissioner(s) should attend.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

205 – Safety Rules

205.01 – National Authority

The National Authority requires all drivers under its jurisdiction to declare themselves medically fit to participate and where applicable, an immersion training annually.

Medical declaration may raise an issue that requires further examination and the applicant will be required to satisfy all requests by the UKOPRA Medical Officer. Non satisfaction will result in denial of licence.

205.02 – Medical Examination

The medical Officer who is to be present at any race has the right to submit any driver entered to a physical or psychiatric examination, or an alcohol and/or drug test. These examinations/tests may be performed at any time during the event.

The result of such examination / test is immediately communicated to the Race Committee, who basing themselves on the report of the medical officer, may suspend any driver from the event.

205.02.01 – Consumption of alcohol

Competitors shall not be under the influence of alcohol while competing or practicing.

A competitor shall, if requested by an authorised officer, submit to an alcohol test. Written notification of selection for testing will be handed to a competitor by an authorised official. Refusal or failure to do so may be taken as if a positive test had been ordered and dealt with accordingly.

Testing when carried out shall be using an Alcoholmeter.

Any competitor found to have an alcohol level more than 0% of that permitted by the Road Traffic Act governing domestic motoring regulations of the country which is organising the race shall be immediately suspended and disqualified from the whole event.

If no limit is specified by the organisers of the race, then the level should be zero.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

205.02.02 – Anti-Doping Regulations

Anti-doping regulations based upon the world anti-doping code. As per separate publication.

205.03 – Medical Evaluation Sheet

Medical evaluation will be undertaken by UKOPRA on a self-declaration basis. Completion of the self-declaration is not a guarantee of licence issue and will be subject to further evaluation if an issue is highlighted.

UKOPRA licence holders may be required to submit themselves for examination at the request of an organiser to the event medical officer. Subject to that examination a licence may be suspended with no right of appeal.

205.05 – Injured Drivers

If a driver has an accident needing medical care, he must immediately inform his National Authority.

It is the responsibility of his N.A. to have the driver examined and verified recovered before the driver is allowed to compete in an International race.

If his N.A. does not manage to verify this (lack of time etc.), the N.A. must notify the organiser and the driver must be examined by the Medical Officer of that race.

205.08 – Safety Boats

Safety Boats in sufficient number must be standing by during official practice and for the duration of all races. Each boat must carry:

- A minimum of two persons who can carry out rescue procedure
- Necessary signal flags
- A large capacity fire extinguisher suitable for fuel fires
- Ropes suitable for towing and a boat hook.

All safety boats must have radio communication with race headquarters.

It must be clear before the race, who has the medical responsibility during the race and a plan in place for medical care and recovery.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

205.09 - Insurance

All events must be properly insured with the policy to be produced before the start.

Competitor risks to third parties outside of the event should be covered subject to the competitor following the guidelines to responsibility noted elsewhere.

Competitors should be advised that it is advisable to carry their own insurance to cover any risks resulting from non-adherence to the event organisers instruction briefing and this rule book.

205.10 – Technical Protection

It is forbidden to start a motor with the propeller rotating in the air.

After launching a boat, it is forbidden to start the motor(s) or the engine(s) with the boat elevated and the propeller(s) rotating.

205.11 – Prohibited Smoking

All smoking of any type is prohibited in pit areas. Adequate signs will be posted to this effect and the rule will be rigorously applied by the pit officials.

205.14 - Fuelling

Any team who dispenses fuel, either in or out of the boat, other than in the designated fuelling area, or by prior approval of the Pit Officials, will be subject to a penalty as decided by the Race Committee.

205.15 – Onboard video equipment

If used, onboard video equipment internal to the cockpit must be securely mounted.

Handheld video use is not permitted while underway, racing, or testing during the event. Under no circumstances may cameras be mounted to helmets



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

206 – Assistance in accidents

It is mandatory for competing boats to stop and the drivers to provide assistance at the scene of an accident involving other competing boats, if no other suitably qualified rescue assistance is present.

Placing and championship points shall be awarded to any boat/driver that stops at the accident scene and provides assistance. Such placing shall be related to the last confirmed position it held prior to the time of stopping at the accident scene after deleting all non-finishers from the placing list.

However, except in extreme circumstances as decided by the Race Committee, the boat/driver that gives assistance must, when relieved of their duties by suitable rescue personnel, continue in the race until the completion.

Providing such competitor does finish at the completion of the race, at racing speed, the 70 % rule shall not be applied to that boat/driver.

Should such boat/driver improve its position, it will keep its better place.

Any prize money must be paid for the position awarded.

Penalties imposed by the ODD for reason of failing to stop in an accident or dangerous driving must be imposed as soon as possible on receipt of the evidence of the offence. In a multi-heat championship this must be before the next heat.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

206.02 – Hand Signals

The following hand signals are to be used by drivers and / or crew members at an accident scene to advise rescue personnel of their requirements.

Hands Clapsed Over Head - OK - No help needed at this time

Thumbs Up – Okay!

Both hands waved over head - Need immediate medical assistance

One hand waved over head - Need immediate tow or fire extinguishing assistance

No Signal - Immediate response by nearest personnel

One hand raised with clenched fist while on plane - Caution - Debris or accident ahead, slowing or avoidance manoeuvre to follow.

All drivers, before being issued with their annual licence, must be tested on these signals.



2021 UKOPRA OFFSHORE POWERBOAT RULES

SECTION 2 - Race Organisation

207 - Disclaimer

By participating in UKOPRA governed races any participant (driver, team member, spectator, race official or other involved person) acknowledges the following:

UKOPRA is the governing rule making body of UKOPRA racing events which are responsibly organised by clubs, national authorities of THE NATIONAL AUTHORITY, contracted promoters or other organisers.

These organisers do not act on behalf of the UKOPRA and UKOPRA is not responsible for any act or omission of such organiser and shall not be liable to the participant accordingly.

The UKOPRA sport and technical rules are intended to minimise risks but they cannot provide the highest possible safety standards at all times. Residual risks might remain.

Enforcement of the rules by UKOPRA or other 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 licence issued by UKOPRA or a super licence issued by the 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.

UKOPRA 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.

208 – Crane Area

When race boats are being craned in and out of the water prior to, during or after a race meeting, the boat shall be craned without any person on board. The arrangements for craning shall be so organised that on no account will the craned boats pass over the head of any person.

This area must be cordoned off and marshalled.

