

2025 UKOPRA OFFSHORE POWERBOAT RULES



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United Kingdom Offshore Powerboat Racing Association

All race organisers, officials, and competitors are obliged to be familiar with these rules.

Any competitor or official who infringes upon any rule in this rulebook or any rules set by the race organisers in the Racing Instructions is liable to be penalised.

All race organisers, officials, and drivers who take part in a race pledge to:

- Be familiar with these rules and SOLAS regulations.
- Submit without restriction to any consequences resulting from the enforcement of these rules.



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1) Licences and Boat Registration

1.01 – Racing Licence Requirements

Crew Requirements

All boats must carry a minimum of two crew members, each holding a valid UKOPRA licence.

Age Requirements

The minimum age for a UKOPRA licence is 18.

However, a competitor aged 17 may apply for a UKOPRA licence under the following conditions:

1. They will not be in control of the boat.
2. Their application is subject to approval by the UKOPRA licence committee.

Experience Requirements

UKOPRA will verify that competitors have the necessary experience to participate in the championship.

As a reference for minimum competence:

1. Competitors who have not previously held a UKOPRA licence must submit a detailed CV outlining their racing and boating experience.
2. This CV must demonstrate both practical experience and theoretical knowledge.

Medical

For the 2025 season, it is recommended that a competitor takes a physical examination within 3 months before completing the self-certification for medical details on the licence portal.

Application

Apply at: licenses.ukopra.co.uk

2025 UKOPRA Licence Fee: £200.00



1.02 – Racing Boat Registration

All boats that race in the 2025 UKOPRA Offshore are required to be registered.

To register - ukopra.co.uk/2025-racing-boat-registration

1.03 – Marshal Boat Registration

All Marshal Boats are required to be registered.

To register - ukopra.co.uk/2025-marshal-boat-registration

DO NOT COPY



2) Administration

2.01 – Applying to host a race

A race organiser who wishes to hold an event using UKOPRA licensing, rules, and administration should request to have their event calendared by November for the following season.

2.02 – Cancellation of a race

Event cancellation is solely the responsibility of the organisers. In the event of cancellation, UKOPRA should be informed immediately.

2.03 – Championship

Each class will compete for the UKOPRA Offshore Championship.

The classes for 2025 are: 1, 1L, 2, 3E, 3D, 3C and 3B.

The 2025 UKOPRA Offshore Championship will be held over five rounds - ukopra.co.uk/2025-ukopra-offshore-championship-calendar

2.04 – Championship races

All championship races must meet the following minimum criteria:

- Experienced officials and event organisation
- Adequate medical rescue services
- Trained and experienced staff
- Permission from local authorities
- Suitable facilities, including pit areas, harbours, and ample water space
- Good spectator areas and services
- Adequate toilet and shower facilities
- Nearby accommodation and food services

UKOPRA may refuse to sanction events that fail to meet these requirements.



2.04 – Conduct and values

All participants are expected to uphold the highest standards of sportsmanship and integrity.

Racing Values

- Discrimination on any grounds is unacceptable. Participants are encouraged to welcome individuals from all nations, religions, and abilities without prejudice.
- Honesty and openness must be always upheld.
- A zero-tolerance policy applies to alcohol, drug use, doping, or performance-enhancing substances.
- Race officials and competitors must submit to medical examinations upon request.
- All officials must demonstrate fairness and impartiality and disclose any conflicts of interest.

General Conduct

- Participants must respect the sport, its rules, and their peers.
- Major disputes shall be resolved by an appeal committee of three UKOPRA members. Appeal decisions are final and not subject to appeal.

2.05 – Environmental Responsibility

Competitors and organisers must respect the environment and minimise pollution or disturbances related to their activities.



3) Race Organisation

3.01 – Race organiser

World Powerboat Events UK is UKOPRA's recognised race organiser for the 2025 season, they are responsible for the general and administrative aspects of the event.

3.02 – Insurance

All events must be properly insured to include:

- Employers Liability
- Public Liability

The insurance policies must be available to view at Race Admin.



3.03 – Race Committee

The Race Committee is responsible for organising and supervising the event and race, determining any special event rules, setting the course, deciding competitor eligibility, and ensuring safety.

The Race Committee:

Officer of the Day

- Conducts the Drivers' Briefing
- Directs the organisation of the race
- Ensures that all observe the rules
- Verifies any decision to curtail or stop a race

Safety Officer

Coordinates with:

- Marshal/support boats
- Medical Officer
- Event medical personnel
- Port authorities
- Coast Guard
- External emergency services

Race Admin

Responsible for:

- Signing competitors in ensuring they are licenced and have paid the entry fee
- Signing competitors off

Scrutineers

- Verify that the hull and engine(s) conform to the rules.
- Check control and safety devices for boats and drivers as provided for in the rules.
- 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.
- Post race inspection (if required in Racing Instructions).

Start Boat Team

The Start Boat Team 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.



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Timekeeper(s)

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.

Start time, all lap times and the finish time are to be messaged in a Timing WhatsApp group.

Pit Marshals

The Pit Marshals maintain order in the wet and dry pits and liaise with the marina staff.

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

Medical Officer

The Medical Officers are responsible for all first aid procedures.

The Medical Officer is responsible for:

- Reviewing licence applications where an individual declares that they take regular medication and / or are receiving treatment for an illness or injury
- Consultation with UKOPRA on safety management procedures
- Management of anti-doping screening operations
- Review and sign-off of medical incident reports

Event Medical Personnel

On water medical personnel should be qualified to * standard including trauma treatment and immediate life support.

They will be briefed by the Safety Officer ahead of the race, ensuring they have an understanding in potential injuries they may be called to treat.

That briefing will include the procedure for getting external support from the emergency services should this be required. Official event medical personnel will carry a 'trauma kit' and additional medical supplies



3.04 – Racing Instructions

World Powerboat Events UK must clearly state the following points in their Racing Instructions:

- The venue and the date(s) of the race(s).
- The date and times for arrival.
- The date and times of Race Admin (open and closing).
- The date and times of Signing In / Off.
- The dates and times for scrutineering.
- The date(s) and time(s) for Drivers' Briefing(s).
- Exact, complete description of the 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.
- Signals of race cancellation, postponement, recommencement of a race, curtailment of a race, or stopping a race.
- Special harbour conditions and local laws, if any.
- Full particulars of prizes for each race.
- Time and place of the prize giving.



3.05 – Marshal Boats

Marshal/event support boats in sufficient number must be standing by during official practice and for the duration of all races. They should have been briefed on their duties by the Safety Officer ahead of on water activity.

Each boat must carry:

- A minimum of two competent persons
- Necessary signal flags
- At least one form of communication to converse with Race Safety Management i.e. VHF radio, supplied 4G radio, with mobile phone as a backup

It must be clear before the race:

- Designated key roles on water during the race
- Safety management procedures
- Who has the medical responsibility during the race
- Who will contact the emergency services if required
- Marshal/event support boats should also notify Race Management of racing infringements and/or unacknowledged flag signals.



3.06 – Drivers' Briefing

It is mandatory for competitors to attend the Driver's Briefing.

It is the competitors' responsibility to read the Racing Instructions and have full knowledge of its content before attending the Driver's Briefing.

The Driver's Briefing where possible be recorded on audio or video.

The Driver's Briefing must be conducted by the Officer of the Day with the Safety Officer.

The briefing must cover:

- Roll call
- Important items not mentioned in, or changes from Racing Instructions
- Important local conditions and rules
- Special safety routines
- Weather forecast
- Start Boat description



3.07 – Marshal / Support Boat Briefing

Shall include:

- Signing on
- Issuing of safety pack, relevant flags, and coms
- Weather forecast & tides during on water activity
- Introduction of key personnel
- Explanation of the start and finish procedure
- Full run through of the course including potential hazards
- Flagging procedures
- Communications
- Emergency procedures including towing, extraction, and evacuation points
- Duties & designated positions



3.08 – Drivers' Weather Briefing

A Driver's Weather Briefing must be held on the morning of the race.

It is mandatory for competitors to attend the Driver's Weather Briefing.

The Driver's Briefing where possible be recorded on audio or video.

The Driver's Briefing must be conducted by the Officer of the Day with the Safety Officer.

The briefing must cover:

- Roll call
- Weather forecast
- Any changes from Drivers' Briefing

Physical Examination

1. Competitors may be required to undergo a physical examination on the morning of the race before the weather briefing which may include drugs and alcohol testing.
2. A competitor will be notified by a UKOPRA official and directed to the Medical Officer for the examination.
3. Any impairments will exclude the competitor from racing.

3.09 – Prize Giving

Trophies will be awarded to 1st, 2nd, and 3rd place finishers in each class providing there are six entrants.

Four entrants - 1st and 2nd only.

Three entrants - first place only.

All prize winners to be dressed in racing overalls on the podium



4) Water Racing Rules

4.01 – Timing

The Timekeepers will be located after the start of the race near the finish line.

They will record the start time, all lap times, and the finish time for the results.

4.02 – Marks of the Course

Marks of the Course refer to any objects specifically designated as such in the racing instructions.

Any objects not specifically designated as Marks of the Course are considered obstacles.

Marshal Boats the turning marks to observe and report the turning of marks to designated race officials, as outlined in the race briefing.

4.03 – Spectator Areas

World Powerboat Events UK should designate spectator areas and provide advance notice before the race.

If a race boat enters a designated spectator area, it must come off the plane immediately and proceed "off plane" with caution until it returns to the racecourse to avoid disqualification.



4.04 – Start Procedure

- The distance between the Start Line and the first turning buoy must be at least one nautical mile.
- A safe area shall be established for milling. In this area, boats must be off-plane (bow down, no wake) and must turn counterclockwise.
- A control line on the race side of the milling area, effectively marking where the Start Boat turns to pick up the starting boats will be designated.
- In the event of two starts, there must be a safe interval between each.
- Drivers must maintain their positions in the start chute under Yellow Flag until the Green Flag is raised.
- From that point onward, only the "rules of the road" apply (Section 3.07).
- There will be a 2-Minute signal to advise the start procedure, this will be notified in Race Briefing.
- The Start Boat procedure will be notified in Race Briefing.
- All race boats should follow the Start Boat in the chute at a **minimum safety distance of thirty meters**, until the Green Flag is raised. Boats must not sit directly behind the Start Boat, (they should be to Port or Starboard as specified in Race Briefing).
- There will be an exclusion zone of **ten meters around the start boat and extending a further 150 meters directly behind**.
- The Start Boat should approach the Start Line at a speed that allows boats struggling to get on plane to catch up.
- When the starter is satisfied that all boats are properly aligned and at an acceptable speed, he raises the Green Flag while simultaneously lowering the yellow flag.
- The raising of the Green Flag signals the start of the race.
- The race officially starts when the Green Flag is raised, this also denotes the Start Time.

If at any time during the start procedure it needs to be aborted, A Red Flag is raised and the Yellow Flag is lowered. All boats must return off-plane to the milling area for a restart or follow specific instructions from the Start Boat.

- If a boat fails to start with its class, it may start **within 15 minutes** of its class start time in a normal fashion.
- Penalties for breaches of Start Procedure - See [Section 6:03 Jurisdiction](#) and Racing Instructions.



4.05 – Rough Water Course

A Rough Water Course will be provided in Racing Instructions.

Should bad weather compel the organisers to run A Rough Water Course, Championship Points will be granted provided that all competitors have acknowledged that a Rough Water Course will be run at the morning Weather Briefing.

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4.06 – Race Curtailment / Cancellation

Curtailed Race

The Officer of the Day has the authority to curtail the race if unfavourable weather conditions or other serious circumstances make such action necessary.

A curtailed race is a race shortened by the Officer of the Day after the start.

A Chequered and Red Flag will be waved at the finish line to denote the race is over and all boats must proceed to the wet pits after crossing the finishing line.

The first boat in each class to be stopped by the Chequered and Red Flag at the Finish Line becomes the **key** boat in that class.

1. All boats that subsequently take the chequered flag and have completed the same number of laps as the “key” boat are listed in their finishing sequence, behind the **key** boat.
2. All boats that subsequently take the curtailment signal and have completed one lap fewer than their “key” boat are listed in their finishing sequence, behind all boats listed under one. above.
3. Boats that break down on their last lap shall be placed in the finishing order based on the sequence in which they last crossed the start/finish line and the number of laps they completed.
4. All boats that subsequently take the curtailment signal and have completed one lap more than their “key” boat are listed in their final finishing sequence, ahead of all boats listed under one. and two. above, and likely ahead of all boats listed under 3.
5. Boats that break down on their last lap, having completed fewer laps than any other finisher (under the above rules), shall be regarded as non-finishers.

Boats will be classified provided that at least 70% of the minimum race distance has been completed. If this distance has not been completed, no points will be awarded.

Race Cancellation

The Officer of the Day has the authority to cancel the race while it is underway if unfavourable weather conditions or other serious circumstances make such action necessary.

Red Flags will be flown on course marks by Marshall boats indicating the race has stopped immediately and all boats must proceed to the wet pits.

Other notifications regarding race stoppage will be explained during the Race Briefing.

Boats will be classified provided that at least 70% of the minimum race distance has been completed. If this distance has not been completed, no points will be awarded.



4.07 – Right of Way

- The International Regulations for the Prevention of Collisions at Sea shall always apply.
- When these rules require one of two boats to give way, the other must maintain its course and speed.
- A boat required to give way must, if circumstances allow, avoid crossing ahead of the other.
- A boat required to give way must, when approaching another, slow down, stop, or reverse if necessary.
- In complying with these rules, due consideration must be given to all dangers of navigation and collision, as well as any exceptional circumstances that may require a departure from the rules to avoid immediate danger.

Passing Obstacles

- The outside boat(s) shall give the inside boat(s) room to pass safely clear of the obstacle.

Passing Marks

- The outside boat(s) shall give the inside boat(s) room to pass clear of the mark on the required side.
- Undertaking at a turning mark is expressly forbidden.
- If this rule is breached, each crew member will receive a yellow card, and the boat will be disqualified from the event.

Altering Course

- When a boat is required to keep clear to avoid the risk of fouling, the other shall not alter its course.
- A boat must not alter its course to hinder another from passing to starboard.



4.08 – Outside Assistance

Unless specified in Racing Instructions, no outside assistance (including refuelling) is allowed during a race.

For all classes it is permitted to use electronic steering compasses and/or electronic position fixing equipment. It is expressly forbidden to interface any of this equipment to the steering system.

GYROS: All movable surfaces allowed on the boat shall be under the control of the onboard crew without any sensors in the control loop (i.e. no auto pilots, gyros, accelerometers or other attitude or acceleration sensors may be in the control loop).

The Officer of the Day has the right to decide whether there was outside assistance or not.

No changes to the boats systems may be made from outside races (i.e. no radio command links to adjust onboard parameters to engine management systems, either air/fuel ECUs or ignition ECUs).

4.09 – Race Finish

The finish of a race is signalled to boats by a chequered flag at the finish line unless otherwise notified at the Race Briefing.

The race finishes when the first boat crosses the finishing line and receives the chequered flag.

Boats that then cross the finish line will receive the chequered flag and then be counted as an official finisher regardless of whether they have completed the full number of designated laps.

The race may be curtailed or stopped at the finish line at any time by waving the chequered flag (see Section 3.06 Race Cancellation / Curtailment).



4.10 – Points Scoring System

Unless otherwise specified, the following scoring system will be used for races in the UKOPRA Championship:

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

4.11 – Posting of the Results

- The results of each race must be posted online at ukopra.com and on the UKOPRA Facebook Page as soon as possible after the race.
- The Officer of the Day must sign the Provisional Results and record the time of posting on the sheets.
- The Provisional Results will remain provisional for one hour.
- Competitors may only lodge a protest the results or against other competitors during this time.
- The one-hour deadline does not apply to penalties imposed by the Officer of the Day due to post-race scrutineering, provided this is clearly stated on the Provisional Results sheet.
- In such cases, the results will remain provisional until one hour after the completion of post-race scrutineering.
- Once post-race scrutineering is finalized, the technical scrutineers in charge will report this to the Officer of the Day, who must record the completion time.
- One hour after the completion of post-race scrutineering, if no protests are lodged, the results will be made official.

4.12 – Protesting of the Results

See [Jurisdiction](#).



5) Technical

5.01 Rules Responsibility

Competitors are responsible for their boats and equipment and must satisfy themselves that the boat is seaworthy and safe to race.

These rules and definitions apply to offshore racing powerboats which have been designed for and are suitable for racing in open and unprotected waters.

5.02 Offshore 1, 2 and 3 Rules

- Ship-to-ship or air-to-ship refuelling at sea is not permitted.
- Any competing craft may be towed, and if a tow is accepted, then that competitor will be treated as retired from the race the race.
- Digital communication is allowed.
- No outside assistance is allowed during a race unless notified in Racing Instructions.



5.03 Emergencies

It must be understood that every team/crew must be prepared for any and all eventualities concerning their own safety.

If any team experiences difficulties or an emergency during the race, they must be aware and prepared to be effectively on their own until rescue teams (from whatever source) can arrive.

Every team should have emergency plans which include a risk assessment outlining how they would deal with an on-board emergency situation until rescue teams arrive.

Racing is inherently dangerous, and crews must be prepared to ensure their own safety at all times. In the event of an emergency, crews cannot rely on race organizers to facilitate a rescue and must be self-sufficient and capable of initiating their own rescue.

It is mandatory to stop racing and assist another competitor if they are in distress.



5.04 Scrutineering and Testing

- All boats are required to complete a declaration, which must be submitted when the boat is entered for racing in the season. Any changes must be reported to UKOPRA in advance of the next race.
- The scrutineering team will assist team mechanics, upon request, with the fitting and sealing of engines, electronics, ECMs, PCMs, and other engine components.
- At the discretion of the scrutineers, passive data logging equipment may also be provided (at an agreed cost to the competitor) for installation on the engines.
- Scrutineers will require assistance with the removal of testing equipment after the race.
- This process ensures a level playing field and compliance with weight and power regulations.
- Failure to comply with a request from the scrutineers will result in disqualification from the event.
- UKOPRA reserves the right to install any testing equipment necessary to enforce the rules.



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5.05 Class Subdivisions

CLASS	MAX DECLARED HP	MIN WEIGHT KG / HP	MIN LENGTH METRES	MAX LENGTH METRES	ADDITIONAL WEIGHT PER LENGTH	MONOHULL MAX WIDTH METRES	ASSISTED MONOHULL ADDITIONAL WEIGHT	MULTIHULL ADDITIONAL WEIGHT	MINIMUM BUDYANCY	CUBE DIMENSION SPACE
	C101	C102	C103	C103	C104	C105	C106	C107	C108	C109
1	2300	3.30	9.75	15.30	0.15KG/HP/m >12.0m	N/A	N/A	25%	Liferaft	2.65/1.2/0.6
1L	1500	3.60	9.00	15.30	0.15KG/HP/m >12.0m	N/A	N/A	25%	Liferaft	2.65/1.2/0.6
2	1000	4.25	7.50	12.80	0.1KG/HP/m >9m	N/A	N/A	25%	Liferaft	2.65/1.2/0.6
3E	1000	4.50	7.50	10.05	N/A	N/A	N/A	20%	5001	2.65/1.2/0.55
3D	400	4.75	7.25	9.25	N/A	2.20	10%	20%	4601	2.65/1.20/0.50
3C	200	5.00	6.00 / 6.70*	8.00	N/A	2.10	10%	20%	3601	2.65/1.20/0.45
3B	115	6.00	5.00 / 5.75 †	7.00	N/A	2.00	10%	20%	2601	2.35/1.20/0.45

* Class 3C boats less than less than 6.70 metres must have an unbroken keel line. Bat boats are 22'

† Class 3B boats less than 5.75 metres must have an unbroken keel line.



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C101

Inboard boats with a dyno sheet at the crank shaft can apply a -5% tolerance to their declared HP to account for drive train losses. This will not apply to manufacturer stated HP if the engine is supplied as a package.

Dyno Testing will be carried out using the industry standard of Standard Temperature Pressure (STP), as a correction factor. Dyno sheets need to be produced before the first race. A zero-tolerance policy will be applied.

C102

Minimum weight for the boat will be calculated from the declared horsepower in accordance with the table and must be declared before the start of season.

Weighing will be carried out after the race and solely at the discretion of the technical scrutineer. The declared minimum weight will be of the craft, crew, equipment, and residual fuel in the condition it passed the finish line, and any collected ballast must be drained prior to weighing.

To facilitate the weighing of craft, all craft must carry suitable and certified slings to achieve a single point lift. A zero-tolerance policy will be applied.

C103

The craft length will be measured between perpendiculars of the external molded length of the boat, taken at the extreme bow and the interface between the hull and bracket/engine/drive.

C104

The minimum weight for each boat will be increased by the tabulated figure for the amount of length over and above that stated.

Example: A 15 m boat of 2000hp within Class 1 will be applied as 3.3 kg per HP plus 3m x 0.15 kg per HP after drive loss if appropriate.

2000HP – 5% Drive Loss = 1900 HP.

1900HP x 3.3KG = 6270 KG.

(1900HP x 0.15KG) x 3M = 855 KG

Min weight = 6270 KG + 855 KG = 7125 KG

C105

The maximum width of a monohull is defined the widest measurement across the chines and above this the craft will be determined as an assisted lift monohull.

C106

Assisted lift monohull minimum weights are defined as monohull weight increased by the stated percentage.

C107

Multihull minimum weights are defined as monohull weight increased by the stated percentage.

Multihulls were reintroduced to classes 1 and 2 for 2022 and the UKOPRA committee reserves the right to monitor their safe reintroduction and amend requirements for them at any time during the season.

A multihull will be strictly a clear flow tunnel with no form of compression allowed within or behind the tunnel.

C108

Buoyancy of craft is the express responsibility of competitors, and it is mandatory to carry sufficient to keep a boat afloat in the event of hull damage. Boats that cannot achieve the minimum buoyancy can alternatively carry a liferaft sufficient to support the whole crew. (See 5.11).

C109

Cube dimension sizes are determined by ensuring a box of the dimensions quoted can be accommodated within the external hull fabric of the dimensions shown.

Internal structures are ignored for the purposes of the rule.



5.06 Engines and Fuel

Engines / Fuel

- A lower rated base powerhead may be modified to bring it up to a declared horsepower that will be subjected to dyno testing if required.
- All classes require a declaration of Horsepower to be made that will be subject to Dyno testing at the request of the scrutineer.

Departure from the foregoing determines the need for declaration of horsepower and the costs and risk associated with confirmation of the declaration are to be borne by the competitor.

Violation of any of the above rules will entail disqualification.

Propulsion

One hundred per cent of the propulsive effort shall be delivered into the water while proceeding at racing trim in calm water.

All craft must be able to be manoeuvred ahead and astern and have neutral capability, operated by controls at the helmsman's position. This facility must be a permanent installation and able to be demonstrated as practical at any time.

Boats running two or more propulsion systems must have either an external tie bar to stabilise out drives or some other protective device that will prevent drives colliding should a failure occur.

No multi-ratio transmissions, torque converters, or variable ratio drives are permitted except with the written permission of UKOPRA.

Exhaust

The engine exhaust manifolds, pipes and exhaust driven turbines, from the engine outlet to the point of exit must be water cooled by the water jackets or shielded.

The external surface of the shield must not exceed 150 C at any time.

The exit must be in such a position whereby the crew cannot be affected by exhaust fumes.

Shaft Guards

Inboard propelled craft must have a protected shield to each input drive shaft which shall include at least two rings which completely encircle the shaft and 360 degree scatter shield over each universal joint.

In the event of a failure this protection shall be capable of containing the shafts and couplings from causing damage to the hull skin, fuel tanks, any other installation and or component, and from causing any danger to the crew.



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Compartments

Inboard engines are to be installed in a compartment separated from the cockpit and other accommodation which is to have adequate ventilation.

Vent holes in bulkheads or covers shall not be near the drivers and crew without flame trap protection. The compartment(s) shall have rigid covers.

Fire Extinguishers

For all inboard engine installations, it is mandatory to have a fully automatic fire- extinguisher system, though it is permitted to have a separate manual system.

Batteries

Batteries shall be housed in ventilated compartments, mounted upon a secure and solid platform, and be fitted with an isolator switch. The battery isolator switch position must be clearly marked for safety reasons and easily accessible to the crew.

Electrical Harness

Properly protected terminal boards shall be used with flexible (not solid core) cabling supported well up to the terminals and at suitable intervals throughout the length of any run.

Reinforced cable suitable for marine duty shall be used.

Electrical equipment in engine compartments shall be kept to a minimum and sited away from heat or fuel.

Engine Cut-Off Open Boats

- Engine cut-off switches for connection to all crew are mandatory (first man out shuts off engine). An emergency override system to restart engines shall be mandatory. The lanyards used must not exceed 20 cm between the driver and the boat. The lanyards shall be always attached to all crewmembers when the boat is at racing speeds.
- Lanyards are not necessary when restraint systems are used.
- If the engine is a Diesel, the action of the device should operate on the injection pump gear.

Engine Cut-Off Canopy Boats

Canopy and restraint equipped boats shall have an engine cut-off switch that is accessible from each crew member whilst racing. These switches need to be clearly labelled.



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Engine and Fuel Compartment Bulkheads

Bulkheads of engine and fuel tank compartments must be sealed to the hull across the bottom and have sufficient height above the bottom to prevent fuel and fumes flowing throughout the boat. The separate compartments thus formed must have provision for separate pumping out of bilges.

Fuel containment systems (tanks, cells, etc.)

All boats must have fuel filling and fuel venting capabilities outside the crew containment area. Canopied craft are to have fuel tanks contained in sealed compartments from the hull and crew area to avoid leakage of liquid or vapour being released into the area being used by the crew. Fuel filling / fillers are to be outside of the crew compartments.

Closing of the fuel flow must be done by means of a device, the control of which must be in the cockpit and within reach of every crew member. No sleeved cables are allowed, to eliminate the cable being able to be bonded in a fire.

Metal fuel tank or tanks must be grounded to enable the discharge of static electricity. 606.4

Fuel tanks may be constructed as an integral component of the hull construction or may be fabricated material suitably secured to the hull.

Purpose designed and constructed rubberised collapsible fuel cells may be used.

Fuel may not be transferred during a race except by means of permanently installed fuel lines connected to the tanks.



5.07 Hull

Hull measurement Class 1,2 and 3

All boats are required to have a measurement certificate.

All hull measurement is to be taken while the boat is ashore.

Outboards

The length must be measured between perpendiculars of the external moulded length of the boat, taken at the extreme bow and the interface between the hull and saddle bracket.

Inboards

Bow to shaft centre of the turning element of the drive or rudder.

- Hull extension beyond the transom shall be deemed to be “fixed trim tabs” and shall not be included in the measured length.
- Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, stabilizing trim tabs and rudder assemblies are not to be included in the measured length.
- When defining “extreme bow,” any form that constitutes the bow and its construction and contributes to the performance of the boat shall be included in the measured length. Any other attachment that is added to meet a minimum length requirement shall not be included in the measured length.

1. Minimum Flotation

All boats shall contain a minimum volume of buoyancy permanently installed in the hull. The minimum volumes measured in litres are as listed in the class table.

2. Ballast Tanks

Bow ballast tanks are permitted. They must be emptied before weighing, this will be checked by the technical observer.

3. Deck

Any holes for the passage of cables, fuel pipes, etc., shall be fitted with sealing grommets and be above the lowest point of the stern structure.

4. Guard Rails

Rails or wires or hand holds shall be fitted which shall extend fore and aft to enable crew to proceed from the cockpit to the whole deck for the working of mooring, anchoring and towage and access to deck hatches.

No ropes can be used as rails or hand holds.



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5. Mooring cleat

All boats shall be fitted with a Bow eye adequate for anchoring in a seaway and for towing at sea over a prolonged period.

6. Cranage

Teams should ensure that their boat has fixed lifting points, and their own lifting strops with a single point lift, which must be always carried in the boat during the event. Not applicable for class 3B and 3C.

Boats must be fitted with a minimum of three lifting eyes, either through deck or topside hull cleat type, suitably engineered to withstand lifting the boat fully equipped and fuelled with an adequate safety margin.

It is the responsibility of the team owner to ensure the strops and lifting eyes are suitable for lifting the boat.

7. Steering

The steering arrangements shall be sited so that the safe handling of the boat shall not be prejudiced by interference to the driver's line of sight across the bow at any state of trim in calm water.

8. Windshield

Windshields, if fitted, shall be strong, and well supported. All edges of plastic material and framing shall be effectively padded. Transparent windscreens are to be made of polycarbonate material.



5.08 Race Numbers

When choosing a race number for the first time, please ensure that it is not already in use in the class. UKOPRA has the final decision on numbering.

No race number may begin with a zero.

In the event of an overseas entry having the same race number, UK-based boats will be required to change their race number.

Race Numbers:

Race numbers must include the class prefix letter. Examples:

- Class 1: 1-47
- Class 1L: 1L-7
- Class 2: 2-71
- Class 3E: E-400
- Class 3D: D-54
- Class 3C: C-76
- Class 3B: B-87

Style:

- Race numbers must be in Arial typeface.
- Italics or other stylisations are not permitted.

Application of Race Numbers to the Boat:

Race numbers must be:

- Painted in waterproof black paint or applied using black self-adhesive materials of adequate strength.
- Placed on a white or yellow background.

Placement of Race Numbers on the Boat:

- At the forward section of the deck, to be read correctly from the transom, and underlined by a black bar.
- At the forward section of the hull on both sides.

For a catamaran:

- On the underside of the tunnel, to be read correctly from the transom and underlined by a black bar.



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There must be a **60 cm space** between the race number and any advertising, sign writing, flags, badges, emblems, or other marks.

Dimensions:

Minimum dimensions for individual numbers:

- **Height:** 30 cm
- **Width:** 23 cm
- **Thickness:** 5 cm
- **Spacing:** 13 cm

The background must extend:

- At least **23 cm** in front of and beyond the last number.
- At least **6.5 cm** above and below the numbers.

The height must meet the minimum requirement when measured vertically. The class prefix must precede the race number and be separated by a dash. The class prefix must conform to the same minimum dimensions as the race number.

5.09 National Flag

All boats must fly the appropriate national flag of their designated country, as determined by the entry, with minimum dimensions of **45 cm × 30 cm**.

Alternatively, the flag must be painted or affixed to a panel of no less than **45 cm × 30 cm** on both sides of the hull.



5.10 Safety Equipment to wear

1) Lifejackets

Each person aboard a boat must wear, during the race and practice, an efficient racing vest.

All crew must wear a racing vest suitable for their class.

Specification: All vests must have inherent buoyancy of at least 150 Newton and be fitted with collars.

Grabner, Fródé and Hutch Wilco Motorboat Offshore Racing vests are also acceptable. Lacing ties and/or straps must be adequate & in good condition.

All straps must be at least 40mm wide & have a minimum breaking strain of 500kg. There must be lifting straps at the front or on the shoulders.

Zips are not permitted as the sole means of fastening a racing vest.

Where zips are used as an ancillary means of closure, they must be in working order.

Tears/rents or bad repairs through which buoyancy material may leak out are not permitted.

Vests shall be at least 60% orange or yellow or have orange or yellow panels.

Vests must have a lifting eye or strap attached to the main harness.

Vests must not be able to ride up over the wearer's head & be secure to wearer's body. The disposition of the solid buoyancy must be such as to ensure that an unconscious person shall float face up in the water.

The vest must have impact protection material covering the back.

For crew using restraints, the racing vest must be negative buoyancy unless manually inflated.

The use of an automatically inflatable racing vest is prohibited these must be manual.

The efficiency of the crash helmet and racing vest is the sole responsibility of the wearer.

2) Helmets

Standard

Helmets must conform to British Standard BS 6658:1985 or UNECE Regulation 22.06 - The wearer is solely responsible for ensuring the helmet's effectiveness.

Flip-front helmets are prohibited.

Use

- All individuals aboard any boat participating in races must wear an appropriately sized, orange-coloured helmet throughout the race and during practice runs.
- Helmets may only be removed when making repairs and the boat is "off plane."

Race Numbers on Helmets

- Each crew member's helmet must display their boat's race number on the top surface, legible from the rear.
- The numbers must be at least 75 mm in height and match the style of the boat's race number.
- They must be painted in waterproof black paint or made of black, self-adhesive material of sufficient durability.



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3)Protective Clothing

All crew members whilst racing must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles.

Protective clothing used must be durable enough to provide bodily protection and it is recommended to be fire retardant.

Distress

1) Emergency Position Indicating Radio Beacon (E.P.I.R.B.)

An Emergency Position Indicating Radio Beacon (E.P.I.R.B.) operating on 406 MHz shall be carried by all boats equipped with a life raft.

The E.P.I.R.B. should be stowed in an easily accessible location.

The Hex ID (15-digit alphanumeric identification code) and expiry date should be submitted to UKOPRA ahead of the first event of the season and be available for scrutineering.

The minimum standard of the unit shall comply with international maritime safety regulations (e.g. COSPAS-SARSAT approval).

The E.P.I.R.B. must be registered specifically to the boat and have the correct point of contact details (i.e. should the E.P.I.R.B. change ownership, it must be reregistered to the new owner so that the registered details are current) - <https://www.gov.uk/register-406-beacons>

2) Personal Emergency Strobe Light

A Personal Emergency Strobe Light must always be attached to lifejackets.

It should be SOLAS approved, rated to IP68, and exceed 40 candela no s. of light per strobe.

The device should be fully charged and available for testing at scrutineering.



5.11 Safety Equipment to be carried onboard

Whilst on the water at an event, all the relevant safety equipment, i.e., restraints, racing vests, helmets and racing suits must be worn whilst the race boat is on the plane.

The following equipment shall be carried and stowed to the satisfaction of the Race Committee.

Boats meeting the criteria of the UKOPRA rules on restraints and canopies must comply with the requirements regarding storage of safety equipment contained in those rules.

1. Buoyancy

It is mandatory that boats have enough buoyancy in the race boat or in the material used for its construction to ensure that the boat floats if capsized or holed.

Boats which do not have sufficient buoyancy may be refused entry to any competition by the organizers of each individual event if deemed unsafe by the organizing committee or promoter.

2. Bilge Pumps

Suitable automatic bilge pumps shall be fitted to the boat capable of pumping out all sections of the boat even where water-tight bulkheads are fitted. They shall be accessible and be fitted with a suction pipe leading to the lowest point of the bilge and with a discharge pipe overboard. There shall also be at least one manual bilge pump in the boat.

3. Liferaft (See C-108)

It is mandatory that Class 1, 1L and 2 carry one certified and in date Inflatable Liferaft capable of carrying the complete crew, together with adequate fresh water and a first-aid kit.

The liferaft shall be stowed in an easily accessible position so that in the event of emergency the liferaft can be quickly released, particularly in the event of fire.

The liferaft is recommended to comply with ISAF Offshore Special Regulations (OSR) Appendix A Part 2 or ISO 9650 Type 1 Part 1, Group A standard, and should be fitted with a boarding ramp. (Or equivalent NA approved standards)

4. VHF Radio

All boats will carry a shipboard installation of a fully synthesized VHF transceiver with GMDSS capability carrying all 55 International Channels, with an aerial output of not less than 25 watts. Organisers may require additional channel(s) to be programmed into this radio to comply with local regulations.

In addition, a multi-channel waterproof hand-held VHF radio, which should be always carried by one crew member when racing.



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5. First Aid Kit

All boats shall carry an adequate medical kit and emergency thermal protective aids for each member of the crew.

Medical Compress and Knife

All crew must carry on their person whilst racing a whistle, medical compress, and a knife.

6. Anchor / s

Anchor / s with adequate anchor lines must be always carried and shall be of a weight and type adequate to hold the boat and shall be properly stowed in an accessible place, ready for rapid deployment.

7. Fire Extinguishers

- Two fire extinguishers to be immediately accessible to the crew, and must be minimum of 2kg each, or of equivalent capacity.
- Or a 50 second **Fire Safety Stick Hand Held Fire Extinguisher**. Note: - a 2kg extinguisher discharges in 10 seconds.

Inboard boats also require fire suppression devices in the engine bay. See inboard section.

The extinguishers must fulfil the classification ABC (eq. US: classification AB).

- American Class A Class B
- European Class A Class B Class C UNCLASSIFIED Class D
- Australian/Asian Class A Class B Class C Class E Class D Class F
- Fuel/Heat source Ordinary combustibles Flammable liquids Flammable gases Electrical equipment Combustible metals cooking oil or fat Class F
- Class C Class D Class K

8. Flares

A minimum of 6 flares should be carried.



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9. Compass and Charts

- **Compass**

All boats must be equipped with a liquid filled magnetic compass.

Compass deviation cards for magnetic compasses must relate to adjustment within the 7 months prior to the date of the event.

Electronic compasses may be used in addition.

- **Charts**

All boats must always carry a comprehensive set of paper charts which must be in date and corrected to current Notices to Mariners.

These charts must be of suitable scales and detail to enable safe navigation over the entire course.

The race course should be plotted on the chart, this will be checked at scrutineering.

- **Electronic chart plotter**

An installed electronic chart plotter containing chart data of suitable scales and detail to enable safe navigation over the entire course.

- **Portable chart plotter**

In addition to the installed chart plotter a portable chart plotter containing chart data of suitable scales and detail must be carried to enable safe navigation over the entire course.

This additional unit must be provided with additional emergency batteries to ensure a minimum of 8 hours operation.

10. Navigation Lights

Navigation lights in working order shall be carried in accordance with International Rules for the Prevention of Collisions at Sea.

11. Strobe Light

All canopied boats shall have a White High Intensity Strobe Light fitted to indicate 'coming off plane' but not needing assistance.

- The strobe light must be able to be operated by the throttle man if a problem occurs, to enable any following race boats to take avoiding action.

- The strobe light shall be mounted on the top rear of the canopy.

- This strobe light may also be used as a substitute for the orange retirement flag when returning to port under reduced power.



6) Cockpits

6.01 Open Cockpits

- The cockpit opening shall provide seating positions for at least two drivers, with the following minimum dimensions; length 0.66m, width 0.53m per driver, with a round-off radius of 0.25 m.
- There shall be a minimum cockpit clear depth of 0.38m everywhere, except for seats, steering wheel, and controls. Measurement is done from the upper part of the cockpit edge or from the top of the cockpit coming if it is substantial.
- All cockpit seats must be securely fixed to the main hull structure. A seat for each crew member must be provided. The crew should always be in their race position when racing or attempting the race start.
- The structure of cockpit fairings must at least equal the strength of the main deck i.e. be able to be walked on at any point.
- For Class 1, only the over deck water deflectors are mandatory (recommended for all classes).
- The Reinforced Water Deflector must be designed and constructed of materials of sufficient strength to provide adequate crew protection, both over and under the deck and hull.
- The forward fairing on the deck must rise to a minimum height of the chin of the tallest crew member when in the normal driving position.
- It is recommended that lateral protection covering be provided up to the shoulders.
- The 50 mm of the Water Deflector must be at least 30 degrees from the horizontal, with a minimum 300 mm width per person measured transversely in the horizontal plane.
- The Reinforced Water Deflector must be designed and constructed to present no hazard if the crew is thrown forward and must be so designed that it would not restrict the crew from being ejected. In all cases, the visual requirements in 615.10 must be adhered to.
- Measurers and Scrutineers will examine boats with the crew in the normal driving position.
- Rear of head protection is recommended. If fitted, it should be at least 300 mm wide, and the height of the padding must extend at least 6 % of the height of the safety helmet as worn by the crew whilst in the normal driving position.
- If a monohull has a canopy and/or restraints, it must conform to the same criteria as multihull boats as described in these rules.



6.02 Full and Partial Canopies

- The responsibility for the design and construction of the canopy rests solely with the competitor.
- Competitors are responsible for their boats and equipment and will need to satisfy themselves that the boat is seaworthy and safe to race.
- All canopies will need to be approved by the chief scrutineer at the start of each season.
- The nominated skipper of the vessel accepts ultimate responsibility for complying with all the above requirements.

Immersion escape test

- All crew members in a canopy boat must have passed an immersion escape test using compressed air through a demand valve.
- A PADI scuba diving certificate or equivalent is acceptable, provided it includes an immersion escape test.
- The immersion test is valid for 18 months.



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1. Hatches

- Hatch openings shall have a minimum of 25 mm flange.
- Hatches should be recessed on the front and sides.
- The outer edges of the canopy surrounding the hatch, should be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.
- Water deflector to be fitted only on front and sides of hatch, not behind of hatch. (A water deflector on back of hatch might force water into cockpit area.)

It is mandatory that the hatches are constructed to the same specification as the cockpit.

The hatches shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces.

These hatches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary.

These hatches should be fitted with hinges with short release pins. This is important because long pins invariably bind the hinge.

There should be one or more divers grab handles fitted to the outside of each hatch. Canopy hatch release handles, which must be provided both inside and out, must be painted fluorescent orange or have a fluorescent orange background panel to identify them and directional arrows to indicate the method of opening.

The canopy lid hinges, and the canopy hatch covers release mechanism must not encroach within the canopy aperture area, and these hinges and release mechanisms must not in any way hinder the exiting of crew members when fully race fitted.

Canopy openings should have the entry/exit apertures located directly above the crews' heads.

The canopy aperture openings should be at least 0.55 m in length and 0.55 m in width.

If the crew is seated side by side, then the opening should be at least 0.55 m x 0.825 m wide.

In tandem configuration, the opening(s) should be 0.55 m x 0.55 m per crew member. The canopy apertures should be cut with all corners having a radius of 0.025 m minimum or 0.25 m maximum.

The radius should be constant and have a smooth finish to relieve stress.

The canopy aperture must have a 20 mm wide (minimum) fluorescent orange band around the opening, both inside and outside of the opening.

There must be a minimum clearance between seats or door aperture of 40cm if this is the primary exit route.

Crew must be able to demonstrate that they can safely exit the boat (maximum recommended exit time 30 seconds), and this may be subject to scrutineer testing at events.



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2. Reinforced Cockpit Area

The reinforced cockpit(s) shall be of a closed type design with a minimum of one opening hatch and constructed to a similar strength as the running surface of the boat.

This area must be the sides, floor, decking and bulkheads fore and aft.

All new cockpits built after 1 January 2019 shall be built by a UKOPRA registered cockpit builder.

Cockpit builders wishing to be registered must submit drawings and laminate specifications to UKOPRA – this process can take a month.

Canopies must be a composite structure with the following features.

- Polycarbonate areas are strongly recommended to be as small as possible while still maintaining that the driver and co-driver have clear, safe, and undisturbed visibility ahead at sea level whilst racing. It is strongly recommended that these polycarbonate areas are built using 12 mm thickness, or more.

These polycarbonate panels are to be recessed into the composite structure and may be bonded using a suitable bonding agent. It is recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels.

- The combined visibility of driver and co-driver must be through a horizontal arc of 22 degrees (112.5 degrees either side of the centre line of the boat).

Reinforced Cockpits must have flood tubes or other means of flooding the cockpit to equalise the pressure quickly in an accident. The floor of the cockpit should be as airtight as possible to help the cockpit pressure equalise far more quickly when in an upturned position.

3. Screen Flanges

Screen flanges shall be a minimum of 50 mm at forward direction and mm towards sides and should be fastened every 100 mm if using “bobbins”; it is recommended to use metal “bobbins” with heads, as opposed to the recessed plastic type.

The outer polycarbonate area of the flange fitting must not be painted, so that the measurer/ scrutineer may monitor any discrepancies.

- Window to flanges joints must be glued.
- Bolts: min 6 mm stainless steel, nylock nuts, washers
- Bolt spacing: max. 10 cm if not glued
- The outer edges of the canopy surrounding the hatch, must be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsized.



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4. Roll Bar

These Restraint Cockpits must be fitted with an internal roll bar, two in a tandem cockpit as a minimum.

There must also be, between the two single cockpits, an anti-compression strut or structure of similar strength to the roll bar.

Roll bar in front of/around each crew member.

Roll bar strong enough and well secured to the bottom stringers.

Central compression strut to hold roll bar, for side-by-side cockpits. Side compression struts may also be necessary for side-by-side cockpits.

Alternatively, instead of a compression strut, the design of the cockpit primary structure will consist of a centre roof rib connected to the roll bar and the aft bulkhead with sufficient strength to satisfactorily react the design impact loads.



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5. Restraints

Cockpits with Restraints must be fitted with rear of head protection for each crew member. This must be an integral part of the seat, which must be attached directly to the structure of the Restraint Compartment.

The head protection must be a minimum of 0.2m wide and extend at least 75% of the height of the safety helmet as worn by the crew whilst in the normal seating position. There must be a minimum safe vertical and lateral clearance between the canopy and each of the crew members when in the normal seating position.

The Restraint System must consist of:

- A 5 or 6 strap harness and should use a 75 mm lap belt.
- A 50 mm strap over the shoulder harness rated at 4,100kg (9,000 lb.) and grommeted to prevent chafing or cutting of the belt.
- Harness straps must be attached directly to the cockpit structure.

Those straps close behind the driver's head and neck must be 100 mm to 150 mm apart at point of attachment.

The shoulder harness should be installed at 90 degrees to the spine at shoulder line to minimise compression injuries under high "G" loading.

- All straps must be free to run through intermediate loops or clamps/buckles.
- All anchor point bolts must be fitted with backing plates of 10cm minimum width.

The driver harness attachment bolts in reinforced cockpits must consist of minimum grade EN8 bolts, with an 8 x 1.25 mm thread and locked nuts.

There must be a spacer and plain washers on each bolt.

The spacers must be glued to the cockpit structure. Intention of these spacers is to prevent buckling of surface material near bolts.

This always leads to local delamination which easily spreads out over cockpit structure when it is under stress.

On the sides of the structure, which must take up the force on the attachment bolts, there must be a stainless-steel plate (washer of minimum 3mm thickness and one hundred cm² area).

When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with UKOPRA of the measurer and approved prior to boat measurement.

All restraint systems must have a common method of release. The single lever method (sometimes called the NASCAR type) are acceptable restraint release systems. Rotary type are subject to corrosion and may jam, to be removed from the rules for 2026.

Both types of restraint release must be examined for satisfactory operation by the scrutineer before every race.



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The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimise compression injuries and the high "G" loading

Lap belt should continue in straight line to anchorage.

A quick release steering wheel may be fitted on a boat with personal restraints, but all drivers must be able to exit the cockpit without removing the steering wheel.

Boats with restraints must have stop buttons/switches located in the cockpit area, immediately accessible to driver, co-driver, and rescue officers. The stop buttons/switches must be identified by a fluorescent colour.

These switches must shut off all fuel pumps as well as the ignition circuit.

In the case of diesel boats, the stop control cable for the fuel injection pump shall be a non-sleeved cable, to eliminate the cable being able to bond in a fire.

6. Air supply

It is mandatory that one single air supply (not oxygen) and a bottle will be provided for each riding crew member.

The air supply must be securely fixed adjacent to, or on each one of them. It is recommended that sufficient air be provided in each individual bottle for ten minutes.

Air bottles must have a pressure gauge fitted for visual checking at pre-race scrutineering. This gauge should be filled with liquid and be at least 5 cm in diameter for easy reading.

Air supply bottles shall be "Turned On" before leaving the dock to go to starting a race or taking part in practice and/or testing.



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7. Carbon - monoxide sensor

All crew containment areas of canopied boats must be fitted with a carbon- monoxide sensor and / or alarm.

8. Rear view mirrors

Rear view mirrors are mandatory.

All boats must prove they have 360-degree visibility when seated in the driving position.

Each mirror must be bolted on two points to assure proper mounting.

9. Water activated light(s)

Each Reinforced Cockpit Area shall have one or more water activated light(s) or similar.

10. Orange coloured bows

All boats with restraints must have their bows painted fluorescent orange for at least 0.5 m.

Only boats with restraints and closed canopies are allowed to use orange-coloured bows.

If the hull is of a similar colour, then there must be a white separating band of at least 0.15 m wide to ensure that the fluorescent orange band is obvious.

The number of riding crew members must be written in black (so they read correctly if the boat is capsized) in at least 0.25 m high numbering on the orange nose in the best of the following three locations where the shape of the boat allows:

- a) The lower running surface.
- b) The topside of the hull.
- c) The deck of the hull

Should any boat be found to have contravened the riding crew number requirement, the penalty shall be disqualification from that event.

Note: Numbers shall be placed on the orange nose, not the white band area.

7) Jurisdiction

7.01 Yellow / Red / Blue Cards

A yellow, red, or blue card may be given by the Officer of the Day at a race or subsequently by UKOPRA.

- A yellow or red card can be given for breach of the rules on the water.
- A blue card can be given by the Officer of the Day for any offensive, unsportsmanlike, or abusive behaviour during an event.
- A blue card can be given by UKOPRA for bringing the sport into disrepute on social media or



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other media outlets.

A yellow, red or blue card will be notified on the provisional results which will be posted online.

- The recipient must be notified privately before a red card is posted.
- The driver has one hour from the posting of a yellow, red or blue card penalty to protest (Section 4 – Protest Form).

If the protest is not upheld, the driver can make an appeal to UKOPRA.

7.02 Card Penalties

1 red card – One race ban

3 yellow cards in one season – One race ban

3 blue cards in one season – One race ban

4 yellow cards in one season – Three race ban

4 blue cards in one season – Three race ban

An accumulation of 4 yellow and or blue cards – Three race ban

Card penalties do not carry over to the next racing season.

7.03 Race Penalties

Smoking in the defined wet or dry pits		Blue Card
Unsportsmanlike, or abusive behaviour		Blue Card
Transferring fuel in wet or dry pits		Crew will receive one yellow card each
Failure to present engine or craft for technical inspection	Disqualification	Crew will receive one yellow card each
Misrepresentation or providing untrue statement	Disqualification	Crew will receive one yellow card each
Failure to raise and fly retirement flag when able		Crew will receive one yellow card each
Failure to report retirement to race/safety control		Crew will receive one yellow card each
Interference with starting procedure	Disqualification	Crew will receive one yellow card each
Planing in the muster area	Disqualification	Crew will receive one yellow card each



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Passing the wrong side of the start boat	10-minute time penalty	
The bow of any boat being in front of the transom of the Start Boat when the green flag is raised	20-minute time penalty	
Failing to respect a safe distance of 30 metres behind Start Boat	3-minute time penalty	
Failure to respect a safe spreading distance	2-minute time penalty	
Turning in wrong direction during muster	1-minute time penalty	
Undertaking on turn mark	Disqualification	Crew will receive one yellow card each
Passing wrong side of mark (mark cannot be retaken)	20-minute time penalty	
Deliberately missing a mark	Disqualification	Crew will receive one yellow card each
Missing two consecutive marks	Disqualification	Crew will receive one yellow card each
Entering a Spectator Area on the plane	Disqualification	Crew will receive one yellow card each
Excessive speed in fog or poor visibility	Disqualification	Crew will receive one yellow card each

7.04 Protests

1. Before Race Briefing:

Against another competitor's eligibility.

2. After the race:

On posting of provisional results, a period of one hour will allow for the submission of protest of on-water actions.

A Protest Jury will be selected from 3 UKOPRA Licence holders.

Protest Fee



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£500.00 to be lodged with Race Admin which will be refunded in the event of a successful protest.

7.05 Protest Form Procedure

(Section 4 - Protest Form)

Copies of the form will be available at Race Admin.

- PART A

For the competitor to complete and return to Race Admin within one hour of the provisional results being posted.

- PART B

For the competitor to complete and return to Race Admin within one hour of the provisional results being posted.



- PART C

For the Protest Jury to complete.

7.06 Protest Form

A protest form will be available at Race Admin or can be downloaded here: https://www.ukopra.co.uk/wp-content/uploads/2025/03/2025_Protest_Form.pdf

7.07 Appeals

A competitor has the right to appeal against a decision made by the Protest Jury.

An appeal must be lodged by email to UKOPRA within seven days of the decision being made.

Upon receipt of the appeal, UKOPRA will gather all relevant information, including any available video evidence, and review the Protest Jury's original decision.

