



RULEBOOK | 08

THE
RACING RULES
OF
PROFESSIONAL
POWERBOATING

2008

WORLD PROFESSIONAL POWERBOATING ASSOCIATION

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INTRODUCTION

The Racing Rules of Professional Powerboating includes three main sections. The first, Parts 1–3, contains rules that affect all competitors. The second Part provides details of rules, rules that apply to Class Promoter racing which affect only competitors or officials. The third Part Appendices 1–6, provides details of rules and Guidelines required for Class Promoter events.

No expressed or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

The racing rules are revised and published every year by the World Professional Powerboating Association (WPPA), **the world governing body for the sport.**

This edition becomes effective on **February 2008 and supersedes all previous editions.** Any changes determined to be urgent during the season will be announced through national authorities and Class Promoter and posted on the WPPA website www.thewppa.com

WPPA Anti-Doping Code is referred to in the General Application Rule (Rule 08 Part 1) but is not included in this book because it can be changed at any time. New version will be announced through national authorities and Class Promoter and posted on the WPPA website.

PART 1

FUNDAMENTAL RULES

01. FAIR RACING
02. ACCEPTANCE OF THE RULES
03. DECISION TO RACE
04. BANNED SUBSTANCES AND METHODS

01. FAIR RACING

A driver and team owner shall compete in compliance with recognised principles of sportsmanship and fair play. A driver may be penalised under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

02. ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each driver and team owner agrees

- (a) to be governed by the rules;
- (b) to accept the penalties imposed and other action taken under the rules, subject to the appeal and review procedures provided there in, as the final determination of any matter arising under the rules; and
- (c) with respect to such determination, not to resort to any court or other tribunal not provided in the rules.

03. DECISION TO RACE

The responsibility for a driver's decision to participate in a race or to continue racing is his alone.

04. BANNED SUBSTANCES AND METHODS

A driver shall neither take a substance nor use a method banned by the Olympic Movement Anti-Doping Code or the World Anti-Doping Agency.

PART 2

GENERAL APPLICATION

SECTION A

01. GENERAL APPLICATION TO ALL EVENTS
02. GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS
03. COMPLIANCE WITH WPPA RULES AND REGULATIONS
04. INTERPRETATION OF THE RULES
05. AWARDS AND PRIZE MONEY
06. PAYMENT OF FINES
07. CONSUMPTION OF ALCOHOL
08. ANTI-DOPING REGULATIONS

SECTION B

09. INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

SECTION A

01. GENERAL APPLICATION TO ALL EVENTS

Unless otherwise specified the following General Racing Rules apply to all WPPA Races/events, and Special Events and time/speed trials.

A Race is defined as from start of Registration time on Day 1 to end of Final Day closure of Race Administration, unless stated otherwise within the WPPA Rules.

02. GENERAL PRE-RACE REQUIREMENTS FOR CONDUCT OF EVENTS

Event Participation - Teams are encouraged to participate in all media opportunities, autograph sessions, sponsor parties, parades, etc.

03. COMPLIANCE WITH WPPA RULES AND REGULATIONS

Race Teams must comply with all WPPA rules and regulations established for each particular Event, including speed zones, testing times, and testing only in designated areas, if applicable. The teams shall be solely responsible for checking with the appropriate WPPA Officials at the Event during registration as to the applicable rules and regulations for testing at the event. The team must obtain the Race Instructions.

Violation of this rule may result in penalties including, but not limited to, fines, time penalties, disqualification and suspensions of not less than 30 days.

Ignorance of the rules is no excuse for not complying with the rules.

04. INTERPRETATION OF THE RULES

In all cases not foreseen by the international rules or seemingly inaccurately defined, any decision has to be taken bearing in mind the spirit of the rules. Decisions on interpretation will be taken by the Race Director and /or the Race Jury or the WPPA.

Television/Video evidence may be used for either the correction of a race decision, or implementing a change to provisional results up to 5 days after the posting of results.

05. AWARDS AND PRIZE MONEY

No prize money shall be distributed to any driver until protests have been completed and the official order of finish is posted by the race committee in that class.

Any boat which receives prize/start money and has an outstanding debt with WPPA/IOTA will have that debt taken out of the prize/start money that is due them. If fees are paid by cheque at the race site, prize/start money may not be paid until the cheque clears.

The sponsoring organisation may designate special awards for outstanding performance.

A minimum prize fund may be established and announced in the Race Instructions.

Any Class 1 awards provided by sponsors have to be agreed with IOTA.

Trophies will be awarded to the first three finishers in each class. It is the responsibility of the competitor to accept their trophy at the awards ceremony or have a representative accept on their behalf. WPPA will not be responsible for the trophy after the event.

All rules in the rule book, and all requirements of sponsors must be met, in order to participate in the prize fund or start monies.

06. PAYMENT OF FINES

All fines must be paid to the WPPA by the end of the race. If the fine has been issued in conjunction with penalties qualifying for appeal, then the appeal must be written and properly filed within the specified time limit for appeals. Fines that remain unpaid after 14 days shall be subject to additional penalties. Post race/event issued fines must be paid within 14 days of notice being issued or will become subject to additional penalties.

07. CONSUMPTION OF ALCOHOL

No contestant shall participate in a race or practice, nor shall any official serve in an official capacity, while under the influence of intoxicants, or any dangerous drug, which shall include narcotics, depressants, stimulants, or hallucinogenic drugs. The race officials (Officer of the Day or the WPPA Chief Commissioner) shall suspend for minimum of six (6)

months any competitor or official whom he believes to be under the influence of intoxicants or dangerous drugs as defined above or during the time the competitor arrives at the race site, on race day, until the competitor has been cleared through post-race inspection and for one hour after the race is over. No alcoholic beverages are to be consumed until one (1) hour after the unofficial results are displayed. No contestant or official participating at a WPPA event may evade this rule by withdrawing his entry or by resigning his duties while at the event. Ceremonial champagne or equivalent usage in the winner's circle shall be permitted provided that only minor consumption occurs.

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 Alcometer.

For International Races, any competitor found to have more than BAK 0,15 0/00 (0,15 g/L blood // AAK 0,075 mg/L air) 1 hour before and during testing or race shall be immediately suspended and disqualified from the whole event. A format report shall be forward to the N.A. of the competitor.

If in an organising country, the legal requirements of the above numbers are lower, then these numbers have to be announced in the advance regulations and will prevail.

Any competitor found to have an alcohol level more than 50% 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. A formal report shall be forwarded to the National Authority of the competitor.

If no limit is specified by the country organising the race in that country, then the level should be zero +. Note: This final figure of zero + is to be clarified by the WPPA Medical Commission which is responsible to the WPPA for these "specialist definitions"

08. ANTI-DOPING REGULATIONS

The Anti-doping regulations are in line with the World anti-doping code (CIO list) and are available as a separate publication.

SECTION B

09. INDIVIDUAL REQUIREMENTS FOR PARTICIPATION IN AN EVENT

Releases - All participants in each event must execute a liability release to WPPA, prior to racing. No owner, driver, contestant or his representatives or any race official shall hold any other owner, driver, competitor or his representatives or any race official liable for any personal injuries or damage resulting from an accident occurring during a sanctioned race, except as the result of a deliberate collision or premeditated act of unsportsmanlike conduct. The interpretation of this shall rest with the WPPA Race Commissioner subject to review by the WPPA.

Suspension, Expulsion - No individual who has been expelled from the WPPA or its events or who is currently under suspension by WPPA shall be permitted to officiate, serve as a race committee member, act in any capacity of assistance, or participate as a boat owner, driver or crew member in any sanctioned racing event. No boat belonging to that individual shall be allowed to compete, nor shall it be chartered or otherwise transferred except by final sale to render it eligible for a sanctioned race. The WPPA also reserves the right to deny future membership to anyone who has previously been expelled or suspended from any category of WPPA.

Medical / Rescue, Tow and Patrol Boat Coverage - LIFE JACKETS / BUOYANCY SUITS - During all official times, all assistance / safety / rescue boat teams and all teams in support boats must wear life jackets.

The race organiser may or may not provide medical and rescue coverage for testing prior to the race event. If medical and rescue coverage is to be provided, a schedule will be posted at Race Registration detailing times and specific location of covered testing.

PART 3

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 - 01.02. ORGANISATION
 - 01.03. MAKING A PROTEST
 - 01.04. TIMING
 - 01.05. FEES

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- 02. HEARINGS AND DECISIONS
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 - 02.02. DECISIONS

SECTION C

- 03. PENALTIES
 - 03.01. PROHIBITED CONDUCT AND ASSOCIATED PENALTIES
 - 03.02. LONG LAP PENALTY PROCEDURE
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 - 05.06. HEARINGS
 - 05.07. APPEAL FEES
 - 05.08. DECISIONS
 - 05.09. SHIPMENT OF PARTS

SECTION A

01. PROTESTS

01.01. GENERAL

After posting the provisional results, within one hour thereof, a protest of the results may be made to the WPPA Race Commissioner. If no protests are filed within the one-hour limit then the results are considered official and may not be appealed. WPPA shall have the power to review any and all decisions or paperwork resulting from WPPA Pole Position and Grand Prix races, and shall have the power to correct any errors up to 5 (five) days after the event.

NOTE: Results may be posted as provisional subject to any post race technical inspections or for other relevant information to be sought.

TV/Video evidence may be used for course/driving infractions and as above results may be corrected within the 5 day period and notified to all Team Managers.

Any change in posted results may be protested within 5 days of the issue date of the change notice to teams.

01.02. ORGANISATION

Every local organiser shall appoint a Protest Committee who shall be present at its venue throughout the event.

The Protest Committee shall be composed of the following:

- Chairman WPPA Race Director (Non Voting)
- WPPA International Judge/Representative
- Local Organiser Representative
- 1 Jury/Judge Member from each of the concerned nations
- 1 non-voting minute taker

The jury members should have relevant racing experience in race organization, management, and or direct racing experience or another level of previous experience that demonstrates a working knowledge base.

The term 'judge' is a loose term often used to describe a member of a protest committee who participates in decision-making. The title 'judge' is given to a suitably qualified person by a national authority which is involved with powerboat racing.

01.03. MAKING A PROTEST

Protests and requests for redress must be in writing using a protest form provided by the organiser.

They shall identify

- a) the protestor and the protestee;
- b) the incident, including when and where it occurred;
- c) the rule or regulation that the protestor believes was broken;
- d) the name of the protestor's representative; and
- e) in the case of a request for redress, the alleged improper action or inaction of the race official/s

However if requirements (a) and (b) are met and the fee is paid, the other requirements may be met before or during the hearing.

The protestor shall notify all named parties, teams or officials of his intention to protest at the first reasonable opportunity.

01.04. TIMING

Protests must be submitted to the jury secretariat not later than one hour after the completion (posting of the results) of the final race of the day.

01.05. FEES

Protests must be accompanied by the proper fee in cash in accordance with the following schedule:

Euro 1000 for a protest. If the protest is upheld all fees shall be returned.

SECTION B

02. HEARINGS AND DECISIONS

02.01. HEARINGS

All parties shall be notified of the time and place of the hearing. The protest or request shall be made available to them and they shall be allowed reasonable time to prepare for the hearing.

Only the two racing crew, who may be accompanied by either the Team manager or one representative have the right to be present throughout the hearing of the evidence.

If a party to the hearing does not come to the hearing, the Protest Committee may nevertheless decide the protest or request for redress.

A member of a Protest Committee representing the nationality of the party who is a witness to the facts shall not take any further part in the hearing but may appear as a witness. A party to the hearing who believes a member of the Protest Committee is an interested party shall object as soon as possible. For the purposes of this provision, an interested party is any person who may gain or lose as a result of the Protest Committee's decision, or who has a close personal interest in the decision.

At the beginning of the hearing the Protest Committee shall decide whether all requirements of the protest or request for redress have been met. If they have, the protest or request is valid and the hearing shall continue. If not, it shall be closed.

The Protest Committee shall take the evidence of the parties to the hearing and of their witnesses and such other evidence it considers necessary. A member of the Protest Committee who saw the incident may give evidence. The committee shall then find the facts and base its decision on them.

The Protest Hearing will follow the WPPA procedure for a hearing, which is available from the WPPA office and at the commencement of a hearing.

02.02. DECISIONS

If the Protest Committee decides that one of the parties has infringed a rule, it shall award a penalty which it considers fair in all the circumstances and in accordance with the Racing Rules.

When a request for a protest has been made and the Protest Committee decides that protest is upheld, it shall make as fair an arrangement as possible for all teams affected, whether or not they have asked for redress.

After making its decision, the protest committee shall promptly inform the parties of the facts found, the applicable rules, the decision, the reasons for and any penalties involved. Both parties must receive the above information in writing within seven days of the decision. The Protest Committee may re open the hearing or review it's decision if Television/Video evidence becomes available within the 5 day rule. Any decision to review is solely at the discretion of the protest committee.

SECTION C

03. PENALTIES

03.01. PROHIBITED CONDUCT AND ASSOCIATED PENALTIES

In addition to the rules violations and associated penalties described above, the following constitutes a list of prohibited conduct and the associated penalties:

Course Infractions

Observed Infraction - No course infraction penalty shall be assessed to any competitor unless a Course Official has observed the infraction.

Careless Driving - Any action deemed either unsafe or against the spirit of the racing rules by the race officials may result in either a penalty or combination of penalties listed below.

Reckless Driving - Recklessly endangering any craft, patrol boat, medical boat, spectator boat, person, or property shall result in Disqualification from the event.

Helmets and Jackets While on Plane - Any pilot or racing crew member who participates on plane in a race without wearing an approved life jacket/buoyancy suit/floatation device and crash helmet shall be disqualified. At any race site, from the time of arrival and until one hour after the chequered flag of the last event of the day, any race boat occupant failing to wear a life jacket and helmet at any time while a race boat bearing a racing number is on plane shall subject the occupant(s) to an appropriate penalty up to and including Disqualification from that event.

PENALTIES

Penalties can be given for rule infringement and additionally named below:

- Reprimand / Warning
- Yellow Card
- Time penalty
- Lap penalty (Long lap or Race lap - see procedure)
- Fines
- Deduction of Points
- Disqualification
- Temporary Suspension
- Prolonged suspension
- Exclusion

03.02. LONG LAP PENALTY PROCEDURE

N.B.: A Long Lap applied as a penalty is a substitution lap for a race lap.

The Team Manager will be notified by the timing computer and/or via radio by race control if the relevant race boat is under investigation, which may result in an additional Long Lap or Race Lap as a penalty being applied.

It is the responsibility of the Team Manager to inform the relevant boat of any applied penalty.

If possible the Long Lap as a Penalty must be completed at any time during the race that the penalty was applied.

In the case that, for any reason, a Long Lap as a Penalty cannot be completed before the end of the race, the time recorded for the lap when the infringement took place will be replaced by the slowest mandatory Long Lap time recorded by the penalised boat. This corrected Total Race Time for the boat will determine the ranking of the boat in the final results.

In the case of an incorrect application of a Long Lap Penalty or in the event a protest against the application of a Long Lap Penalty being upheld, the Long Lap penalty time will be deleted and replaced by the time recorded for the fastest race Lap. In the case of a long lap penalty being applied post race ie on video evidence, the time is added post race to the boats finishing time. In the case of a boat receiving a long lap penalty post race and not classified as a finisher, the time penalty set according to the race course in which the penalty was given will apply at the next round only if the incident interfered with the race order and/or start.

03.03. OTHER PENALTIES

New penalties may be implemented during the season and will be announced at the main Pilots' Briefing.

Two Yellow Cards received by a competitor in the same racing season will result in a Long Lap as a Penalty being applied during the current or next race (or the first race of the following racing season).

Three Yellow Cards received by a competitor in the same racing season will result in Disqualification from the race/round in which the card was issued for.

Destroying or Dislodging Turn Buoy - Every boat must go fairly around the course without damaging, dislodging or destroying any turn buoy unless forced to do so by another boat. In that event, only the offending boat will receive Penalties as listed under Turn Marks.

Local Authority or Government Regulations - Any owner, pilot, assistant or official, whether competing or not, must respect at any time laws and regulations published by the local authorities or government.

On plane in spectator area - Should a race boat fail to come off plane and manoeuvre with caution at less than 12 knots out of a designated spectator fleet, a penalty of Euro 600 fine and Yellow Card will be applied.

Start Violations of starting rules are as C1.34 and Appendix 11-4, 11-3.

SECTION D

04. MISCONDUCT

Rules and regulations exist for the safety and security of competitors, officials, and the public and for the orderly conduct of racing events and must be followed. All team members are required to behave in a responsible and acceptable manner throughout the duration of any event. Any behaviour which acts to disrupt the smooth running of the events the series or could be deemed to have brought the sport in to disrepute may be subject to penalties which may include disqualification suspension from an event reprimands yellow cards expulsion or financial penalties may be applied.

Abuse of Officials - Instances of verbal or physical abuse against any race or event official or competitor will result in a penalty. Penalties may include suspension or disqualification from an event, exclusion from the Championship or the imposition of a points and/or financial penalty.

Reference to teams by nationality used in any way, that is in the opinion of the race officials, deemed derogatory or racist will not be tolerated. Penalties as above will apply.

04.01. ACTION BY THE RACE OFFICIAL/S

- a) When a race official/s, from their own observation or a report received from any source, believes that a competitor may have committed a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute, they may call a hearing.
- b) The race official/s shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing.
- c) A jury committee of at least three WPPA Council members shall conduct the hearing. If it decides that the competitor committed the alleged misconduct it shall either
 - 1) warn the competitor or
 - 2) fine the competitor or
 - 3) impose a penalty by excluding the competitor and, when appropriate, disqualifying a boat, from a race or all races of the championship, or by taking other action within its jurisdiction.
 - 4) or Apply either a time or long lap penalty in the race following the hearing.

Apply either a time or long lap penalty in the race following the hearing.

- d) The race official/s shall promptly report a penalty, but not a warning, to the national authorities of the venue, of the competitor and of the team owner.

04.02. ACTION BY A NATIONAL AUTHORITY

- a) When a National Authority receives a report alleging a gross breach of a rule, good manner or sportsmanship, or a report alleging conduct that brought the sport into disrepute, it may conduct an investigation and, when appropriate, shall conduct a hearing. It may then take any disciplinary action within its jurisdiction it consider appropriate against the competitor or team owner, or other person involved, including suspending eligibility, permanently or for a specified period of time, to compete in any event held within its jurisdiction, and suspending WPPA eligibility.

04.03. ACTION BY WPPA

Upon receipt of a report by the race official/s of misconduct by a competitor or team owner, WPPA shall inform all National Authorities, which may also suspend eligibility for events held within their jurisdiction. The WPPA Executive Committee shall suspend the competitor's WPPA eligibility if his/her National Authority does not do so.

SECTION E

05. APPEALS

THE APPEALS PROCEDURE

05.01. FILING AND TIMING REQUIREMENTS

An appeal against a penalty imposed under these rules must be filed in writing with the WPPA Race Commissioner and accompanied by a Euro 2000 appeal fee in cash or certified payment method, within 10 days or prior to the next race if less from the offending party's receiving notice of the penalty. Failure to appeal within this time will constitute a waiver of all appellate rights. If an appeal is filed within 2 hours of the notification as stated above, the Team Owner can request a hearing prior to the end of the event. The WPPA Jury Chairman will assemble the available Members of the WPPA Council and the WPPA Chief Commissioner to collect a vote regarding the final decision.

05.02. ORGANISATION

WPPA shall form an Appeals Committee of not less than 3 members who shall hear appeals against Protest Committee decisions. Members of the Appeals Committee shall be selected by the WPPA Executive Committee and approved by the WPPA Council. WPPA shall appoint a Chairman of the Appeals Committee. No member of an appeal board who has taken part as a competitor or Official in the race concerning which a judgement is to be given, or knows himself to have directly or indirectly an interest in one of the parties involved may judge the appeal.

WPPA shall be responsible for all expenses incurred by members of the Appeals Committee in connection with their duties.

05.03. MAKING AN APPEAL

A party to a hearing may appeal against a Protest Committee's decision, or its procedures, to the WPPA Appeals Committee.

A Protest Committee may request confirmation or correction of its decision.

Within 10 days of receiving the Protest Committee's written decision, the appellant shall send the appeal, or the Protest Committee shall send its request, together with the copy of the decision and any relevant documents to the Secretary General of the WPPA. The appeal shall state why the appellant believes the Protest Committee's decision or its procedures were wrong.

05.04. CONSIDERING AN APPEAL

The Secretary General shall circulate the appeal papers to the members of the Appeals Committee by email or by such other method as is most convenient.

The Appeals Committee may meet or discuss appeals by email correspondence and such other means of communication as shall be convenient. The Chairman shall decide when sufficient discussion has taken place and at that stage, shall call for a conclusion. If the members of the appeal committee are not in agreement as to the decision, the Chairman shall then take a vote. In the case of a tie in votes, the Chairman shall have a second or casting vote.

05.05. THE DECISION

The Appeals Committee may uphold, change or reverse the Protest Committee's decision or declare the protest or request for redress invalid.

The decision of the Appeals Committee shall be final.

The Secretary General shall send the decision of the Appeals Committee to all parties to the hearing and to the Protest Committee, which shall be bound by the decision.

05.06. HEARINGS

The WPPA Technical Committee shall afford the accused a hearing on all charges. The WPPA President may appoint a committee to investigate the facts surrounding the alleged rules violations and report their findings and/or recommendations back to the Technical Committee prior to any hearing on the matter.

05.07. APPEAL FEES

Fees will be returned to the member only if the appeal is upheld. After the stipulations above have been met, WPPA and the Technical Committee shall have the power to take such action as it deems appropriate under the circumstances.

05.08. DECISIONS

The decision of the WPPA Council shall be final and subject only to review by the approval of the WPPA President or to an Independent Sport Resolution/Arbitration panel.

Decisions shall be rendered no later than 30 days after the hearing. Each Member of the Appeals Committee will be allowed one vote.

The losing party of any hearing taken to the Independent Sport Resolution/Arbitration panel will bear the cost of the hearing fee due to the panel.

05.09. SHIPMENT OF PARTS

If the resolution of an appeal requires the shipment of a part or parts to a technical committee, then the owner of said part(s) shall be responsible for all shipping and handling charges.

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CLASS 1 EVENT RULES

The following General Racing Rules apply to all WPPA-sanctioned Class 1 Events.

The Rules and/or Regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all Class 1 events and by participating in the events, all WPPA members are agreed to abide by these rules. No expressed or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

All Race event rules and criteria/requirements may be subject to venue specific requirements and National Authority or geographic conditions that result in changes to suit as contained in race instructions, bulletins or changes on safety concerns.

SECTION A

01. RACE ORGANISATION AND SANCTION

01.01. ELIGIBILITY

In order to be eligible to organise a WPPA Class 1 event, a Local Organising Committee must be sanctioned by the Class 1 Promoter and recognised by the WPPA. The National Authority or the Local Organising Committee must be recognised by the WPPA, which must authorise the event, ensuring that the minimum requirements established in mutual agreement with the Class 1 promoter are in place.

01.02. RACE DATES

Candidatures for any Class 1 World Championship event must be addressed to the Class 1 Promoter. Event dates will be agreed between the WPPA and the Class 1 Promoter, which must present the annual calendar in accordance with a timescale to be agreed with the WPPA.

Final approval for Race events must be obtained from the WPPA.

01.03. SANCTION/EVENT HOSTING FEES

The Class 1 Promoter is responsible for the definition of all aspects relating to the contract with the Class 1 Local Organising Committee.

The financial conditions for staging the Class 1 event will be established between the Class 1 Promoter and the Local Organising Committee.

The Class 1 Promoter and the WPPA will establish, on an event-by-event basis, the fee due to the WPPA, which will not include the event insurance required or the cost of WPPA officials assigned to the event.

01.04. REQUIREMENTS

The Local Organising Committee contracted by the Class 1 Promoter must follow the requirements and criteria established in these rules with regard the organisational and safety aspects of the event.

02. TITLE

The title of the Championship will be known as the “WPPA Class 1 World Powerboat Championship”. Or as stated in the race instructions.

CHAMPIONSHIP

03. CHAMPIONSHIP POINTS

In any of the Class 1 races, the points will be awarded to the first and second named pilots only. The first and second named pilots must be the helmsman, throttleman or navigator. The Navigator cannot be the first named pilot.

Points scored in the Class 1 races and Pole Position are as follows.

Classification	Points
1st	20
2nd	15
3rd	12
4th	9
5th	7
6th	5
7th	4
8th	3
9th	2
10th	1

WPPA Class 3 Cat Class Points Refer to Part 5.

04. CHAMPIONSHIP

The Class 1 World Powerboat Championship (Class 1) will be determined from points accrued from all the Class 1 World Powerboat Championship (Class 1) races. All races carry points with no discards. Of the planned races, at least 50% must be held in order to award the Class 1 World Championship (Class 1) title.

If any Class 1 Championship titles include some or all of the Class 1 races, then the rules and points awarded will be as per the WPPA rules.

04.01. CHAMPIONSHIP TIES

In the case of a tie in the overall Championship and/or Pole Position Championship, the number of first places shall be considered, then the number of second places, etc.

In the case of the Championship still being a tie, the boat with the fastest average speed in any of the Championship races will be deemed the Champion. In the case of the Pole Position Championship still being a tie, then the position will be shared.

05. CREW/BOAT COMBINATION

The points and penalties for the WPPA Class 1 World Powerboat Championship will be awarded in principal to the crew/boat combination. The crew is composed of the pilots enrolled with the WPPA. Pilot No. 1 is the person responsible for the boat. Pilot No. 1 may be replaced by pilot No. 2 in the case of physical problems of a temporary nature, or once in the whole season for any other problems. The WPPA must authorise the replacement so that the points are awarded. Pilot No. 2 will also be classified and receive awards in the final championship classification together with pilot No 1, provided they have participated together in more than 50% of the races counting towards the championship and gained whilst together.

05.01. NATIONALITY

The nationality of the entry is that determined by the Team as declared at the first race. The nationality of Pilot No. 1 or Pilot No. 2 is as declared at the first race and whose nationality is determined by either the Passport or Racing Licence of that pilot.

SECTION B

LOC ADMINISTRATION/ORGANISATION

06. RACE COMMITTEE MEMBERS AND ROLES

The Local Organising Committee appoints a Race Committee which is composed of:

- Officer of the Day/Local Race Officer
- Safety Officer
- Jury Boat Coordinator
- Course Officials
- Pit Officer
- Event Secretary

06.01. OFFICER OF THE DAY / LOCAL RACE OFFICER

This role is fulfilled either by the Local Race Officer if qualified, otherwise by a nominated WPPA Race Official.

The Local Race Officer must direct the organisation of the races on behalf of the Local Organising Committee.

In order to fulfil the role of the Officer of the Day, the Local Race Officer must have the following qualifications:

- Previous experience as OOD at a minimum of three Class 1 races after nomination by his/her National Authority.
- Good knowledge of the WPPA Rules, especially those relating to Class 1.
- Fluent written and spoken English are obligatory.

The Officer of the Day must participate at the pilots' briefings, maintain order on the course, ascertain that all services work properly, ensure that all correspond to the rules and observe the Racing Rules, also in accordance with any special conditions as laid out in the Race Instructions.

He is responsible for the implementation of local services and must maintain communication with Jury boat coordinator and local safety officer.

All official results must be signed by the Officer of the Day and he must be on hand at all times for this purpose.

In the absence of a suitably qualified OOD, the WPPA may appoint an International OOD in place of the local OOD with the same responsibilities as outlined.

06.02. LOCAL SAFETY OFFICER

The Safety Officer reports directly to the Officer of the Day. He/She coordinates with the WPPA Safety Officer, in accordance with the WPPA Safety Procedures and Guidelines, all safety and rescue activities on land, on the water and in the air, including the preparation necessary for these activities.

During all official race activities the Safety Officer must be present at Race Control.

06.03. JURY BOAT COORDINATOR AND COURSE OFFICIALS

This group is composed of one Coordinator located at Race Control, plus a minimum of two observers for each turn - buoy. The group must attend training by a qualified WPPA Official a minimum of two hours prior to Pole Position.

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 in accordance with the WPPA On-Water Procedures and Guidelines and with the Race Instructions. This statement is handed to the Officer of the Day, who will apply the WPPA rules in the case of infringements. The Course Officials monitoring turning marks must have a clear, unobstructed view.

06.04. PIT OFFICER

The Pit Officer must guarantee security of the areas and all the services as detailed in the PIT REQUIREMENTS under item 08.01 and the WPPA Class On-Land Procedures and Guidelines - APPENDIX 3.

06.05. EVENT SECRETARY

The Event Secretary is responsible for the general local organisation of the event. He/She must ensure that all the various local 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.

07. EVENT INSURANCE

The Organising Committee must have an Insurance Policy which covers all Race and Non-Race activities for both Competitor and Organiser liability. It must include event third party insurance which is to cover all racing and non-racing activities and, in particular, any damage resulting from towing or launching of the boats and full third party cover for all race officials and associated race helpers.

The Organiser's insurance will be available from the Organising Committee during Race Administration.

The competitors are strongly recommended to have a racing third party insurance. The amounts must not be inferior to those required by the law of the countries where the races will be held. In addition to any other insurance as required by the National Authority or local organizer, Fee to be paid by the team.

All insurance must cover the whole period of the Practice, Pole Position and Races from beginning to end of the event.

SECTION C

RACE ADMINISTRATION

08. RACE REQUIREMENTS

The latest version of all WPPA Procedures and Guidelines, as listed below, must be strictly adhered to:

- APPENDIX 1 - Safety Procedures and Guidelines
- APPENDIX 2 - On-water Procedures and Guidelines
- APPENDIX 3 - On Land Procedures and Guidelines
- APPENDIX 4 - Technical Notes
- APPENDIX 5 - Bonus Points Scénario
- APPENDIX 6 - Turn Buoys Clarification Drawings

Failure to comply with the indications given therein will result in a penalty to be applied at the discretion of the WPPA Race Commissioner.

08.01. PIT REQUIREMENTS

At all Events the Local Organiser must establish clearly defined, readily identifiable areas for Dry Pits, Wet Pits, and Crane/Launch Areas in accordance with the outline given below.

In all cases these areas must be set apart from the general public by being fenced off or some other means, except that the public may be admitted to the Dry and Wet Pit Areas during designated times. Only contestants, crews, officials, approved event staff or current members of the WPPA or the Class 1 Promoter shall be admitted to the Launch Area. The sale to the public of pit admission tickets or passes to any pit area is strictly prohibited. These areas require the execution of Insurance Waiver/Indemnity by all participants (racers, crews, family members, officials and event staff - not spectators) for admission. Alcohol use within any of the designated pit areas by any WPPA/Class 1 Promoter members or a signee of the insurance Waiver is strictly prohibited and may result in the imposition of a penalty at the discretion of the WPPA. The WPPA events have three mandatory pit area classifications with the following restrictions:

Crane and/or Launch area and/or Fuelling area: shall be defined as an adequate area around launching cranes, fuel storage, fuelling area. Entry into these pit areas requires WPPA or Class 1 Promoter Racing, Crew or Official Membership. Except for cases of emergency, the maximum number of boat crew in the lift and drop areas is restricted to 6 support crew and 2 competitors. Team guests are not to enter this area.

Fuelling of boats shall be allowed only in the approved fuelling area(s). Fuelling or de-fuelling of race boats in the water is specifically prohibited. Fuelling at commercial marina pumps on the water or commercial land-based filling stations is allowed, providing they have met the fuel requirements; it is also mandatory to use any fuel supplier provided.

Enclosed Footwear is recommended in the Craning Areas.

Waste oil and fuel must be disposed of in a responsible manner by all race teams.

Signs shall be posted around all working pit areas designating "No Smoking or Drinking of Alcoholic Beverages."

All WPPA race events are required to provide crane service for boats that provide their own single point lifting harness. All boats are required to provide their own single point lifting harness for weighing purposes.

The crane area shall be highly restricted and fenced off from all other areas. No persons shall be permitted to the crane area except specifically authorised personnel.

Wet Pits - Wet Pits shall be defined as the docking areas, as crew working areas and, except in cases of emergency, the maximum number of boat crew in wet pit areas is restricted to 6 support crew and 2 competitors. Team guests are not to enter this area. Access to this area may be available by controlled admission pass dependent on pontoon capability.

Dry Pits - Dry Pits shall be defined as those areas where race boats are on display prior to launch. Race Officials have the right to remove a race team or race boat from this area for disruptive conduct. Teams may be subject to other disciplinary actions.

09. ADVANCE NOTICE

The Advance Notice must be received by the WPPA and, after the approval of both the Class 1 Promoter and the WPPA, it must be sent to the Class 1 Promoter's Office for distribution at least 30 days before the Race.

The Advance Notice shall contain the following information:

- Local Organising Committee contact details
- Provisional timetable
- Race course and distances
- Safety Plan
- Map of Pit Areas
- Accommodation, travel and transport details for teams and equipment
- Details of insurance, fuel and social events, if this information is available

10. RACE INSTRUCTIONS

The information contained within the Race Instructions is to be considered as a clarification of the WPPA Rule Book or additions to take account of special local conditions.

These Race Instructions shall contain all of the following information:

CLASS 1 EVENT RULES

- Official timetable and locations
- Official race course and details
- Safety Plan details
- Local conditions, such as any special instructions and/or information pertinent to the race, e.g. special radio channels required, nautical chart numbers, tides and any venue-specific Authorities' instructions
- Terms and conditions of insurance for personal and material damage to third parties, competitors, to be included if available
- The minimum limit of insurance cover required
- The type of risks to be covered by the insurance
- The amount of insurance fees to be paid at the race site.

No course, timetable or race site logistics can be published without direct approval of WPPA and the Class 1 Promoter.

SECTION D

11. RACE MANAGEMENT AND WPPA OFFICIALS

The following WPPA officials will be present at all Events to assist in the management and conduct of the Event:

1. Race Director/Int OOD
2. WPPA Safety Officer
3. 2 x Assistant Race Directors (One to act as the International Judge)
4. Technical Director
5. Race Administrator

Each of the above may have an assistant, to be appointed from the pool of WPPA-approved personnel.

11.01. RACE DIRECTOR

The overall on water management of the race is the responsibility of the RD who liaises with the (his assistant - RD - and the Safety Director).

The RD keeps an overview of race and is the ultimate decision maker on the overall conduct of the event. This includes such matters as to whether the weather conditions are suitable for racing, while the RD is responsible for the actual conduct of the race. It is therefore important that the RD is a very experienced Official and that he is recognized as such. The RD also supervises the onshore aspects of race management.

The WPPA shall appoint a Race Director who shall serve at the discretion of the WPPA. The Director shall be responsible for the supervision of the race and the correct application of the WPPA rules. He shall perform such other duties as are requested from time to time by the WPPA. The Race Director must be included in the race/event approval process and receive all course and race instruction detail for approval. The Race Director also chairs the Sporting rules sub committee.

Presence at Events - Each WPPA-sanctioned racing event must have a Race Director present. Should an officially designated Race Director be unable to attend any sanctioned racing event, the WPPA may appoint an alternate to serve at that racing event.

Duties and Responsibilities

Pilots' Briefings - The Race Director shall attend all pilots' briefings. He shall see that all questions relative to racing rules are properly answered and that the conduct of the race itself is in accordance with all racing rules.

Enforcement of Rules

Purpose - The Race Director shall see that all WPPA racing and technical rules are enforced throughout the event. All possible rules infractions shall be reported only to the Race Director by the appropriate WPPA official. It shall be the sole responsibility of the Race Director to communicate with any team member or other party who has been charged with the violation of any rule, as well as the proposed action that WPPA shall take as a result.

Multiple Roles - Unless there is prior agreement and approval by the WPPA, the Race Director shall not serve in any other official capacity such as Timer, Technical Director, etc., nor shall he act as a member of any committee charged with the actual management of the racing event or any other racing organisation that directly competes with the WPPA while also serving as the Race Director.

Interpretation of Rules - He/She will along with the Assistant Race Directors be responsible for overseeing all sporting matters or penalties of a Championship / Race nature outside the remit of the race jury. The Race Director will additionally chair and coordinate event meetings between race officials, promoter and local authorities representatives on event. Should any questions regarding the interpretation of racing rules arise, the Race Director shall rule on these matters after consultation with all contestants, witnesses and other WPPA and local officials involved. In the event that the Race Committee or another WPPA Official makes an erroneous decision or interpretation, the Race Director is authorised to overrule that decision.

Training - Members desiring to become a WPPA official must complete a training programme as established by the WPPA.

Other - The Race Director of a sanctioned event also must ensure that:

- All proper officials be present and function during the conduct of an event to the relevant WPPA standard.
- The approved course is provided (courses must be pre-approved by the WPPA before the sanctioned testing or racing begins).
- At Race sites, the WPPA's safety and rescue requirements are met.
- All bulletins, results when he also fulfils the role of the OOD - and official race documentation are signed by him, and that he is on hand at all times for this purpose.

11.02. WPPA SAFETY OFFICER

The Safety Officer, is responsible for safety and rescue operations. He must be familiar with the race venue, with the characteristics of the class(es) competing powerboats and any applicable governmental or similar rules. The cooperation with local or private non-profit Rescue organizations is highly recommended.

The Safety Officer must be familiar with the safety regulations under which the race is being organised, that is to say the safety requirements of the National Authority, of the Class rules, of the Race Instructions and of any authority over the race water such as the local harbour master/board.

It is highly desirable that any possible conflict between these be resolved before the race and that the Race Instructions give the final word, including resolution of any conflict.

11.03. ASSISTANT RACE DIRECTORS

International Judge/WPPA Representative - One of the Assistant directors may be appointed as an international judge at WPPA race event meetings. To adjudicate as requested by the Race Director in such cases that require, further rule qualification. The International Judge will also sit on the Protest Jury and offer rule interpretation for and on behalf of the WPPA. The International judge must have suitable race management experience at various official levels.

The Assistant Race Directors will assist the role of race director where necessary in his/her absence. The assistants act with the director in the delivery and coordination of race rules and the local services.

The Assistants are also course race officials with regard to race rules, and may be acting as Director within race control, or as start or course judges.

Post Race Reports - An Assistant Race Director shall file a report in writing to the WPPA detailing all of the events, the conduct of the races, any accidents or other incidents such as disciplinary actions, technical Disqualifications, weather conditions at race and test times, course infractions, and penalties assessed interviews with competitors or witnesses to infractions, etc. The Assistant Race Director shall report ALL accidents, even when no injuries are involved, to the WPPA. This does not stop local authorities from reporting those accidents, as required by any local authority law or otherwise to be reported. Race Officials will assist local authorities in completing their reports where necessary.

11.04. TECHNICAL DIRECTOR

The WPPA shall appoint a Technical Director who shall serve at the discretion of the WPPA. He shall also perform such other duties as requested from time to time by the WPPA. He shall also serve as the Technical Director at each WPPA Class 1 Event. The Technical Director shall be responsible for developing and implementing the Technical Inspection plans, procedures and protocols (including branding marketing requirements) for each Event, and managing the Assistant Technical Directors (if any) and their implementation of those practices, procedures and protocols.

The Technical Director chairs the WPPA Technical sub committee responsible for the research into future technical rules and requirements, and is empowered to liaise with manufacturers to facilitate the future technical advancements.

Assistant Technical Director - The Technical Director shall appoint from time to time as necessary additional qualified assistants to serve in conjunction with him or in his place. They shall be charged with specific functions as determined by the Technical Director. A list of such Technical Assistants may include suitably qualified individuals from a WPPA-recognised National Authority.

Presence at Events - Each WPPA-approved racing event may have an Assistant Technical Director present who must be appointed by the WPPA upon the request of the Technical Director.

Duties and Responsibilities

Compliance with Technical and Safety Rules - The Technical Directors and assistants main responsibility is to inspect the competitors' racing equipment for compliance with the applicable technical, equipment and safety rules and document their findings on each piece of equipment inspected at an Event.

Unsafe Equipment - The Technical Director shall also have the right to refuse any entry at any time prior to the start that in his/her opinion is not designed, built and equipped to the standards of seaworthiness and safety required for any adverse weather and water conditions during the race.

Further Technical Responsibilities - It is also the Technical Directors responsibility to check all the activities relating to technical areas (craning, fuel, etc.) and to report his findings to the Race Director.

Reporting Infringements - The Technical Directors inspect racing equipment for compliance with the technical and safety rules and if they find what they believe to be a violation of any of those rules, then they shall report the infraction to the Race Director for the event. The Technical Director do not discuss their findings with anyone including any member of the relevant team, until the matter has been reported to the Race Director and the Race Director has authorised same.

Extra Duties in the Case of Accident - In the case of accident, the Technical Director must check all race boats involved for seaworthiness and report his findings to the Race Director.

11.05. RACE ADMINISTRATOR

The WPPA shall appoint a Race Administrator. He/She is responsible for the general sports-related administration and organisation connected to the event, and shall also perform such other duties as requested from time to time by the WPPA. The Race Administrator shall be responsible for managing the assistant administrator (if any).

Duties and Responsibilities

Membership, Registration at the Event - The Race Administrator shall be responsible for collecting and accounting for all registration details along with the respective forms.

Insurance Disclaimer - It shall also be the duty of the Race Administrator to have all members sign the insurance Disclaimer at each race site.

General documents and Race Bulletins - The Race Administrator will supervise the Local Event Secretary in organising and drafting all general racing documents and bulletins as required. The Race Administrator will also organise any briefings/daily meetings as required.

Signature and Posting of Results - The Race Administrator shall be responsible for posting the arrival order in a pre-determined and announced location, and communicating those results to the designated media representative following the final race of the day.

The Race Administrator shall also be responsible for arranging for the final results to be signed and for posting them on the Official Notice Board.

11.06. OFFICIAL RACE TIMING

An Official timekeeping system and operator will be appointed by the WPPA and is the official race timekeeping system. In Class 1 the system and operator will be provided by the Class 1 promoter.

The WPPA race officials will provide to the operator the necessary entry list details and the official course distance calculations and information.

The race director and his assistants will provide information for the operator regarding race information, penalties, communications etc. as necessary during the course of each session and race.

At the end of each on water timed session the operator will make available to the race administration the system results.

Race Administration will publish the official timed and signed result.

These results are all provisional and subject to post race technical scrutineering, post race/pole position reports, protests etc.

12. RACE REGISTRATION (ON-SITE)

Registration will take place at the Race Administration office.

Race Registration times will be as per the Advance Notice. All Race Registration requirements (including payment of insurance) must be completed by the time Race Registration closes for signing in to the event.

Failure to do so will result in non-participation in the racing event.

On the registration form for each Class 1 Race, the names of the Team Manager, first and second pilots, together with reserve and test pilots, must be specified. Also the name and boat number and a copy of the current valid measurement certificate with registration number must be supplied.

On signing in at Race Registration, a Scrutineering/Technical inspection slip will be issued, which will enable competitors to present their boats for Scrutineering/Technical inspection.

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All Official Race Information, Bulletins and Results will be posted on the Official Notice Board at the Race Registration Office.

Competitors will be provided with identification tags, if required, which must be worn at all times during practice, Pole Position and racing.

Any person other than a racing crew member wishing to embark on the boat for practice will only be authorised under the condition that they are a WPPA-licensed reserve/test pilot and have registered as such during Race Administration or as otherwise agreed by the WPPA Race Director.

Changes to crew must be notified to race control a minimum of one hour prior to testing. PENALTY Euro 600.

He must sign up with the Organiser's Insurance Agent with either the Local Organiser or the Class Promoters' representative.

He must be in possession of all current documents required by the WPPA and organising committee.

All race numbers will be between 1 and 99 and will be allocated by the WPPA after the entry has been accepted. Number 1 will be allocated to the previous year's World Champion, unless otherwise requested. The replaced number of the World Champion's boat will be reserved for this boat to resume when it is no longer the World Champion. Race Bulletins will be issued and signed for at Race Briefings and/or the Race Administration Office.

Restraint Indemnity - WPPA rules mandate the signing of the National Indemnity form regarding restraints. In view of the International nature of the Class 1 series and the fact that all boats use restraint systems, in applying for the licence, the competitor confirms that he has read and understood the WPPA., and his National Authority's rules regarding restraint systems and confirms that the boat entered for the event in which he is taking part has been constructed to and conforms with these rules. He further undertakes not to hold the WPPA, his National Authority, the Organising Club, or any of the servants or agents of the foregoing, nor any other person connected with the organisation of an event, responsible for any personal injury incurred by his wearing this restraint system. He will also produce on demand a copy of his National Authority's rules for restrained cockpits.

13. PRE-RACE INSPECTIONS

13.01. REQUIREMENTS

All race boats entered in a sanctioned race are subject to a pre-race inspection by a WPPA-approved Chief Technical Director.

The time and place of such inspection shall be published in the Advance Notice for the Event.

No race boat may be considered a bona fide entrant in a WPPA race until such time as the WPPA Chief Technical Director has passed and signed the official pre-race technical inspection form.

It is the responsibility of the Team Owner or Manager to submit his team's equipment to the Chief Technical Director for his inspection. If, in the judgment of the Chief Technical Director, a boat and/or safety equipment is unseaworthy, unsafe, or unmanageable, the non-compliance must be brought to the attention of the WPPA Race Director. If the WPPA Race Director determines that the condition cannot be rectified prior to the start of the race, then he shall have the right to prohibit the boat from competing.

The WPPA Chief Technical Director shall examine each entry for compliance with all safety requirements and shall also visually inspect hull, propulsion and engine for compliance with Class 1 technical rules. The spirit as well as the letter of these rules shall be enforced equitably to all entrants.

14. PRE-RACE TECHNICAL RULES VIOLATIONS

14.01. NOTICE TO OWNER

In the event that a pre-race inspection finds a technical rule violation, the WPPA Race Director or Chief Technical Director must notify the Team Owner of the boat or the Team Manager of the specific nature of the alleged violation as soon as practical, but in no instance later than the Final Pilots' Meeting. Depending upon the nature of the violation, and whether this is a first or multiple offence, the WPPA may issue notice with a range of penalties from fines to immediate Disqualification from the event.

14.02. CORRECTION OF VIOLATIONS

After a race boat owner has been notified of the violation, he shall have until 1 hour prior to Pole Position to correct the violation, unless he has been disqualified. Should he elect to correct the violation then it shall be his responsibility to have the boat re-inspected and cleared for competition.

14.03. APPEALS

Should that owner or his representative choose, he may give written notice and Euro 500 appeal fee to the WPPA Chief Race Director of his intention to file an appeal to the WPPA Board of Governors, which shall be empowered to hear any such appeal

during the event, in which the party against whom the penalty is imposed is to participate, upon request of that party. Upon appeal, the Race Director may allow the race boat to start, provided that the results of that class shall be deemed unofficial pending the outcome of the appeal hearing. Should the appeal be upheld, the finish position of the subject race boat shall be declared official. Should the appeal be denied, the appropriate penalty shall be imposed, the appeal fee shall be forfeited to the WPPA, and the results shall be declared official.

14.04. GENERAL INSPECTION

During this Inspection the WPPA shall also check the team for compliance with the marketing requirements in force for the race series or event venue. Teams shall comply with the marketing requirements as set out in their contract with the Series Promoter.

15. BOAT REPRESENTATIVE

Each boat must designate its Team Manager at each race venue for contact in case of an accident or Force Majeure this representative must be present and registered at Race Administration.

Similarly, each boat must have its representative present at the Team Managers' Tent throughout Official Practice sessions, Pole Position and Grand Prix races for all official communications. PENALTY Euro 500.

It is mandatory to have at all times during on water activities an efficiently working radio system, and to stay in permanent radio contact with Race Control. PENALTY Euro 500.

16. PILOTS' REPRESENTATIVE

A Pilots' representative must be elected by the Class 1 Pilots in the presence of a WPPA Official.

Candidates must be pilots actively participating in Class 1 racing.

To be eligible, they must have competed in a minimum of two Class 1 World Powerboat Championships in the last five years.

The Pilots' Representative is elected at the first race of the season for a one-year term. He should be available to attend meetings called by the Class 1 Promoter at least annually, to report and advise on the consensus recommendations and safety requests from the pilots. He will be invited to attend all WPPA meetings and will receive all relevant WPPA communications.

17. TEAM MANAGERS' BRIEFINGS

Team Managers' briefings must be attended by the Team Manager. It is his responsibility to ensure that all team and crew members are informed about all local authority requirements both on land and on water. He must also ensure that the crew are fully conversant with all testing, pole position and race course areas and all relevant safety requirements.

SECTION E

18. PILOTS' BRIEFINGS

18.01. ATTENDANCE

Pilots' briefings shall be confined to crew members, Team Owners / Managers and concerned officials only. Unless otherwise provided in these rules attendance at these meetings is mandatory for every boat crew. All pilots and crew members attending any pilots meeting must wear a team uniform.

Racing Team members who fail to wear a uniform as specified above will be subject to a fine of Euro 200.

18.02. PILOTS' BRIEFING TIMES

It is mandatory for one pilot from each team to attend the Teams course inspection at all venues. Time to be announced in race instructions.

It is mandatory for both first and second pilots to be present at the main briefing and 1 of the 2 nominated pilots for the weather briefing (if held).

Signing in for any briefing will begin 20 minutes before scheduled pilots' briefing time. It is mandatory for all competing crew members to attend and sign in at the briefing. All signing in must be completed prior to the pilots' briefing time. Penalty for non-attendance - Euro 1,000 fine per person and / or Disqualification. Pilots who are late for a briefing: Penalty Euro 500.

It is essential that all competitors read and are totally aware of the contents of the Race Instructions and / or any Race Bulletins before attending the Pilots' Briefing.

CLASS 1 EVENT RULES

It is the responsibility of all pilots to bring the Race Instructions and any bulletins to all Briefings.

Event Race Instructions may contain one mandatory Official Reception that competitors must attend. Penalty Euro 1,000.

The use of mobile phones during briefing is strictly forbidden Penalty Euro 200.

18.03. ALCOHOLIC BEVERAGES

Sale or consumption of alcoholic beverages is strictly prohibited at all pilots' briefings.

18.04. UNIFORMS

All racing crew and team members are required to be in team uniform at Pilots' Briefings, race/event functions and on race day, unless other requirements are published in the Race Instructions / programme. Penalty Euro 200.

SECTION F

19. WPPA CLASS 1 LICENCE

In order to participate in Class 1, every crew member of the boat must hold a WPPA Class 1 Licence.

All WPPA licences are valid from the date of issue to 31st December of the same year.

The event insurance must be complied with.

19.01. ISSUE OF LICENCE

A WPPA Class 1 Licence can be obtained either following a request by the pilot's National Authority to the WPPA, or by direct application by the pilot to the WPPA.

The application for a WPPA Class 1 Licence must be lodged with the WPPA before the first event in which the pilot wants to participate is held.

The price of the Class 1 Licence will be Euro 1,000.

An application form, available from the WPPA Secretariat, must be completed and the following additional documentation, or proof of such, must be provided:

- The sports career of the pilot, including the results obtained in the previous two seasons of offshore racing.
- Evidence of having raced during the previous 2 years in Class 1 or Pro vee or Class III (6 litre), or equivalent as pilot or throttleman in at least 7 races. (Other classes may be taken into consideration as agreed by the WPPA).
- Current nautical licence.
- Current immersion certificate.
- A medical certificate providing all the data required by the WPPA Official medical form.
- Two photographs (passport size).
- The fees fixed by and paid to the WPPA.
- The Class 1 Licence is valid from the date of issue to 31st December of the same year.

Holders of a current UIM Super Licence or Licencing of other powerboat organizations (ie stand alone organizations such as OOS etc) of are qualified to obtain a WPPA Class 1 Licence.

The WPPA may issue the Class 1 Licence on the basis of the information supplied by the pilot's National Authority and with the approval of the WPPA President. The WPPA may withdraw a Class 1 Licence on the recommendation of the relevant pilot's National Authority and the agreement of the Class 1 Promoter.

Any pilot who has passed their 50th birthday before the date of application for a Class 1 Licence will be obliged to submit a medical report from their own doctor, and also a report of an examination by a doctor nominated or approved by the WPPA.

The minimum age for a pilot to qualify to hold a WPPA Class 1 Licence and to compete in a Class 1 race is 18 years unless otherwise agreed by the WPPA.

The application and nomination by the pilot's National Authority will be deemed to be the National Authority's consent to represent their country for the duration of the Class 1 Licence. Should the NA not wish a Class 1 Licence holder to represent his country at any time, the NA must inform the WPPA in writing.

The WPPA may authorize a provisional Licence for the second Driver who may not have the above - mentioned sports career to participate in the competitions provided that:

- The First Driver is well - experienced and takes the responsibility of the Second Driver's behavior in the race, the first driver must also sign the WPPA letter of agreement regarding responsibility and;
- He should have an Offshore Licence issued by his relevant National Authority.
- The application should be should be authorized by his N.A.

19.02. TEST DRIVER LICENCE

A WPPA 'Test Driver' licence will be issued by the WPPA to use during event 'official practice times'. To qualify for this licence, the following conditions must be complied with:

- Current immersion test certificate.
- A medical certificate providing all the data required by the WPPA Official Medical Form.
- Two photographs (passport size).
- The fees fixed by and paid to the WPPA.
- The application must be authorised by his NA.

The fee for a test drivers licence is Euro 250, if upgraded in the same year to a full super licence Euro750 fee is applied.

19.03. START BOAT DRIVERS LICENCE

A start boat driver's licence will be issued by the WPPA, the following requirements must be complied with:

- Completed WPPA Licence application form.
- Two Photographs (passport size).
- WPPA fee 200 Euros.
- Completed training schedule authorized by the WPPA.
- Understanding of WPPA rules, with particular regard to all start, pace boat, and finish and curtailment procedures.
- Attendance at race briefing is mandatory for start boat drivers.

No unlicensed driver is permitted to start an official WPPA race.

19.04. WPPA CLASS 3 CAT CLASS

Licences issued by National Authorities and valid for Class 3 - 6 Litre for the current year are acceptable. Alternatively the WPPA may issue a WPPA Cat Class Licence.

An application form, available from the WPPA Secretariat, must be completed and the following additional documentation, or proof of such, must be provided:

- The sports career of the pilot, including the results obtained in the previous two seasons of offshore racing.
- Evidence of having raced during the previous 2 years in Class III (6 litre), or equivalent as pilot or throttleman in at least 7 races. (Other classes may be taken into consideration as agreed by the WPPA).
- Current nautical licence.
- Current immersion certificate.
- A medical certificate providing all the data required by the WPPA Official medical form.
- Two photographs (passport size).
- The Cat Class fee of 500 Euros fixed by and paid to the WPPA.
- The Class Licence is valid from the date of issue to 31st December of the same year.

19.05. COCKPIT EVACUATION / IMMERSION TESTING

Before racing in a craft with restraint systems, all crews must have passed in the last fourteen months, an immersion test in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully.

Prior to taking the immersion test, all crews must have a valid scuba certificate or have received suitable training. This alternative training should be approved by the National Authority.

An Immersion Certificate to certify the passed test, showing the expiry date, must be delivered by experts recognised by a National Authority.

All riding crew members using restraints must sign the National indemnity form prior to competing in any race or practice.

20. PARTICIPATION RULES

Eligibility - The Team entries for the Championship must be received by the WPPA via the Class 1 Promoter and notified to the relevant recognised NA and must include at least the Owner's name, the names of the First and Second Pilots and the race number of the boat. The name of the two pilots must be stated including any reserve/test pilots.

It is mandatory for each entrant to participate in all Class 1 races to accumulate points unless otherwise agreed in writing by the WPPA.

The WPPA will decide the penalty which may be a fine of min. Euro 10,000 max. Euro 50,000 and/or alternative penalty for contravention of the above.

In the case of accident damage to a boat, the pilot may apply to the WPPA for dispensation not to compete in the next races until the damage is repaired. The WPPA Technical Commissioner must verify and certificate the damage and report to the WPPA. If the dispensation is requested for damage outside the races, the WPPA Technical Commissioner must verify the boat where it is situated. The applicant must pay all the costs.

New series entries arriving after the first round will not be eligible for Championship points but will be podium placed. Late entries are at the discretion of the promoters and the WPPA only.

Inscription Fee & Prize Money - as per contracted promoter's agreement.

SECTION G

WPPA CLASS 1 SAFETY RULES

GENERAL APPLICATION

The following Safety Rules apply to all Class 1 WPPA Series and Championship Events and are in addition to all safety related rules set forth above in the WPPA General Racing Rules.

21. REQUIRED SAFETY FACILITIES

In General - All International-Series Event Medical and Rescue facilities must be pre-approved by the WPPA at least 30 days in advance of the Event. It shall be the Local Organising Committee's responsibility to communicate with the WPPA and perform all safety functions and secure all necessary safety facilities in accordance with these rules and the WPPA Safety Procedures and Guidelines Requirements. Each Local Race Promoter shall be required to provide all personnel, materials and services required by the WPPA Safety Procedures and Guidelines.

It will be the responsibility of the Local Race Promoter to provide, to complete and return the WPPA Class 1 Pre-Race Safety Questionnaire Sheet to the WPPA office no later than 30 days prior to the event.

21.01. MEDICAL/RESCUE, TOW AND PATROL BOAT COVERAGE

For detail of Safety/Medical cover requirements, see APPENDIX 1.

21.02. SEA SAFETY

Safety Equipment & Sea Safety - Whenever a registered race boat bearing WPPA numbers or branding is being operated at a WPPA event, including while testing, or at any other times while the craft is on plane, or while off-plane under its own power and within 250 feet of the outside of an active race course, the competitors must wear complete approved and tested personal safety equipment including helmet and life jacket. This rule shall be in effect at a race site from the time of arrival and until one hour after the chequered flag of the last event of the day. Whenever such registered equipment is being operated at times other than WPPA events, such operation shall be conducted in a careful and prudent manner according to local rules and regulations with regard to safety, so as not to endanger life or property and so as not to bring powerboat racing into disrepute.

Violation of this rule shall result in a fine or Disqualification from that event or a subsequent event at the discretion of the WPPA Race Commissioner.

Pilots must have the full Safety Equipment for all Practice, Pole Position and Races.

It shall be the pilot's sole and ultimate responsibility to ensure the fitness of his boat and to decide whether or not to start or to continue in the race once the boat has passed scrutineering. The Organisers wish to inform competitors that all safety and patrol boats will be instructed that their first priority at any incident is saving human life. If possible, although no guarantee can be given, assistance may be given to boats.

In case of an incident or accident on the racecourse, a yellow flag will be flown or waved by any "Official" boat. Race boats should keep a distance of at least 50 metres away from any boat displaying this flag and the accident. A minimum penalty of a Yellow Card for infringement of this rule will be enforced.

Harbour restrictions. All boats must respect the local rules with reference to the maximum speed in the harbour. A Euro 500 penalty for infringement of this rule may be enforced. Crews may also be subject to Local Authority conditions and possible legal actions.

It is the Team's sole and ultimate responsibility to recover damaged and/or sunken participating race boats.

22. FUELLING

Fuelling or decanting of fuel may be made until 24.00 hours (or as announced in the relevant Race Instructions) on the day prior to the race. In the case of Force Majeure, an Official Bulletin may authorise the refuelling on the race day.

Penalty - Disqualification.

Any team which dispenses fuel either in or out of the boat other than in the designated fuelling area, or without prior approval of the WPPA Race Commissioner, will be subject to a fine of:

- First time of the season: Penalty - Euro 1,000
- Any future offence: Penalty - Euro 5,000 and/or Disqualification.

Fuelling times will be notified in the Race Instructions and/or Bulletin, posted on the Official Notice Board.

The only fuel approved for use in WPPA Events, will be that supplied by the local organiser or series supplier, as the case may be. The Unleaded fuel supplied will have a minimum of 95 Octane. Unless otherwise notified in the Race Instructions.

- No modifications or additives are permitted to the fuel.
- Fuel samples showing any characteristics other than the fuel issued at the event, will be deemed illegal. The penalty is Disqualification from the event for a first infringement, and more serious penalty for a second offence.
- The WPPA inspector can at any time take samples from boats to ensure compliance.

Any fuel subsequently deemed illegal for race purposes the team will incur the cost and disqualification.

23. SMOKING

“All smoking of any type is prohibited in pit areas.” The deemed area for non-smoking is in the dry pits (excluding inside workshops), craning area and in the wet pits.

Competitors are reminded that it is their responsibility to ensure that the rule is strictly adhered to by all their team members. Any contravention of this rule shall incur a penalty of Euro 100.

24. RACE OVERALLS AND PERSONAL SAFETY WEAR

Any person aboard any boat partaking in Races, Pole Position and Practice must always wear an adequate race vest as per WPPA rules. Life jackets/Buoyancy suits must be worn during all races, Pole Position and practice. Life jackets/Buoyancy suits may only be removed when effecting repairs and with the boat at very slow speed (less than 10 knots). The choice and efficiency of Life jackets/Buoyancy suits is the sole responsibility of the wearer.

Any person aboard any boat partaking in Races, Pole Positions and Practice must always wear an adequate helmet of predominantly orange colour. Helmets must be worn during all races, Pole Position and Practice. Helmets may only be removed when effecting repairs and the boat is at very slow speed (less than 10 knots). The wearer is entirely responsible for the choice and the efficiency of his helmet. Helmets may be removed when returning to pits at less than planing speed.

Each crew member's helmet must be identified with their boat race number. This number shall be placed on the top surface of the helmet and shall be read from the rear. The numbers shall have a minimum height of 7.5 cm and shall be of the same style as the boat race number. These numbers shall be painted in waterproof black paint or be made of black coloured self-adhesive material of adequate strength. The wearer is entirely responsible for the choice of his helmet. The organisers are requested to repeat this important rule in their particular rules, as well as in their Advance Programmes and Race Instructions. Each National Authority may require that their nationals wear a helmet of a type laid down in their own National rules.

At all times during Practice, Pole Position and the Race, competitors or test pilots 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.

CLASS 1 EVENT RULES

This protective clothing must have the name of the competitor clearly visible on the front chest section or waist band and the competitor must apply to Race Control for a wristband. The inclusion of Blood Group detail added to the race overalls is recommended but not mandatory.

Contravention of any of the above clothing rules will result in a minimum of a Euro 500 fine. It is strongly recommended that neck protection is worn.

25. RADIO COMMUNICATION EVENT - PRACTICE / POLE POSITION / RACE

Radio communications with the Race Boats and Team Managers will be maintained on the designated VHF channel as detailed in the Race Instructions and/or Bulletins and/or Briefings.

The Team Manager is responsible for ensuring that all communications to be made to the Race Boats have been received by the pilots on board.

Communications via VHF radio are allowed excluding Official Race Control Channels and Channel 16. Competitors must be fully conversant with, and at all times, must comply with, the International Regulations for the Prevention of Collisions at Sea and such other safety measures promulgated in connection with this event.

Competitors must at all times use the Race Number of their boats as their call sign.

Competitors are required to communicate with Race Control before leaving and returning to the Wet Pits at all times. A team representative must be present in the timing area during all on water activity - no boats may leave the Pit area without the presence of the team representative.

No boat will be allowed to leave the wet pit before its radio communications system, as well as that of its Team Manager, has been checked and approved by the WPPA Technical Commissioner.

It is mandatory to have at all times during on water activities an efficiently working radio system, and to stay in permanent radio contact with Race Control. PENALTY Euro 500.

Class 3 crew members must have a radio capable of monitoring race control integrated in their race helmets.

Communications - Radio, cell phone or other electronic communication from any aircraft, boat, or shore crew, to any race boat shall be permitted provided that those communications are not used to violate or assist in the violation any of the rules contained herein, and provided further that any team using such communication must provide WPPA live access to said communications through assigned radio frequencies or otherwise so that WPPA Officials can monitor those communications when requested by WPPA. Such communication is prohibited on official Race Control channels.

SECTION H

GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES

26. BOAT PARADE

All boats must take part in the Boat Parade unless previously agreed by the WPPA Race Commissioner 1 hour before the official start time.

27. TESTING/PRACTICE

Inspections and Registration - Race boats must have a pre-race technical and safety inspection, the boat and all riding crewmembers must complete all registration requirements prior to any on water testing. The owner and all riding crew members must sign the Mandatory Insurance Waiver/Indemnity prior to any on water testing.

Testing must always take place on the race course where possible.

Any boats wishing to practice during the official practice period, must communicate with Race Control on the designated event channel for approval before proceeding out on the course and on safe arrival back in the harbour, in accordance with the procedures contained in the Race Instructions. Penalty Euro 500.

Practice times will be detailed in the Race Instructions and/or Bulletins. Any practising outside of these times must be agreed by the WPPA Race Commissioner. Boats must not cut across the practice course except in the case of Force Majeure and with extreme caution. Penalty for non-compliance - Euro 500 per boat for first offence, Euro 1,000 for subsequent offences in the event and/or the championship.

CLASS 1 EVENT RULES

Official practice will only take place after Administration and Scrutineering have been completed satisfactorily.

Penalty for non-compliance will result in a penalty of Euro 1,200.

28. POLE POSITION

A Pole Position will be held on the race course the day before the Race, unless otherwise stated in the Race Instructions.

The WPPA will approve all rules, procedures and guidelines for the official Pole Position.

All communication will be on the event official VHF channel, as announced in the Race Instructions, via the Team Manager and/or Race Boat.

Boats may run in accordance with the official "On-Water Procedures and Guidelines". As per race instructions.

For Class 3 Cat Class the first 5 pole position places will be allotted by lottery at race briefing or as Race Instructions.

PROCEDURE - APPENDIX 2-01.

29. RACE COURSE

29.01. RACE COURSE LENGTH AND RACE COURSE DESIGN

The WPPA must approve all Class 1 series race courses. Courses must be submitted by the Local Organisers at least 60 days prior to event.

29.02. RACE LENGTH

The race must be programmed to be multi-lap with a minimum of 12 and a maximum of 22 laps, unless otherwise agreed by the WPPA. Race Laps must be repeated and of at least 4.5 nautical miles in length (Minimum 3.5 Class 3 Cat Class. The length of any Class 1 race shall be a minimum of 90 nautical miles unless otherwise agreed by the WPPA, and a maximum of 1 hour (Class 3 Cat Class 45 mins + lap), unless stated in the race instructions or race bulletin.

Under no circumstance during the event may any boats practice, Pole Position or race outside of the designated area. Failure to comply will result in a fine of up to Euro 1,000.

Failure to complete the course correctly as described in the Race Instructions and/or at Race Briefing and/or Race Bulletins, will result in time added or lap penalties.

29.03. LONG LAP

It is mandatory for all racing boats to complete the Long Lap(s), as specified in the Race Instructions, at any time from the start of the third lap; the first long lap is to be completed before the end of the 50% lap and the second by the end of the 70% lap. Failure to complete the Long Laps will result in time added or lap penalties, as follows:

- Failure to do the first long lap by the end of the 50% lap - Penalty 1 Long Lap.
- Failure to do either of the 2 long laps - Penalty Disqualification.
- It is recommended that the Long lap should be approximately 20 and 30 seconds longer than the course race lap.

29.04. BAD WEATHER

If it is necessary to run a Bad Weather course and/or bring the Race start time forward, full points will be given provided:

- The length must be a minimum of 50% of the original programmed number of laps.
- A minimum of one-hour notification must be given prior to the start time.
- The Teams' Representative, WPPA Race Commissioner, Promoter's Representative, Class 1 Safety Coordinator and OOD must agree the bad weather course and the number of laps.

29.05. START CHUTE

Minimum Width - The recommended minimum starting chute width shall be 30 metres per race boat.

Minimum Length - The recommended minimum starting chute length shall be 1.5 miles before the first turn mark.

Other Requirements - The chute must be maintained in a straight line so that the boats can maintain their pole position. The start cannot be set up with a turn before the end of the chute.

The start run must allow for the pole position boat to have the shortest distance to the first turn mark.

The start chute may be clearly marked, buoys or fixed points on either side of the course. All competing boats must pass through the start chute between the markers.

The finish boat shall fly a C1 Flag or a specifically-designated flag, and chequered flagging will be done from the official finish boat.

29.06. TURN MARKS

All turn marks on the course, approved by the WPPA, will be published in the Race Instructions.

When a turn is less than 90 degrees, it should be designated by a minimum of 3 mark buoys a minimum of 100 metres apart.

Above 90 degree turns should be designated by a minimum of 2 mark buoys a minimum of 100 metres apart.

Any buoy used to designate race marks should be a minimum of 1.5 metres tall, and made of vinyl or plastic material capable of withstanding conditions encountered in powerboat racing.

It is recommended that where turn marks are located in the vicinity of permanent navigation marks, the turn mark must be laid to the outside of the permanent mark at a minimum distance of 10 metres.

Each turning point must be marked by a buoy in accordance with the relevant guidelines and controlled by the Course Officials. Different colours must be used to indicate whether the boat must pass inside or outside the buoy.

29.07. TURN MARKS AND/OR ABSENT OR NON-CONFORMING TURN BOAT OR BUOY

The procedures for passing buoys are included in the WPPA On-water Procedures and Guidelines, together with related illustrations of the various scenarios.

All marks are laid in the approximate positions referred to in the Race Instructions, or as directed by the WPPA Race Commissioner. It is the competitor's responsibility to drive close enough to the course marks to ensure that he has been seen to pass correctly and to satisfy himself to this effect.

Unless otherwise specified in the Race Instructions, the colour of the Course Buoys must be as follows:

All Outside Course Marks YELLOW

All Inside Course Marks ORANGE

Should a buoy go 'missing', the pilot must pass through the approximate geographical position referred to in the Race Instructions. Alternatively, the buoy may be replaced by a boat waving a yellow flag - this must be passed around in a safe manner at a minimum distance of 50 metres and in the same direction as the original buoy. Penalty for not passing through the geographical position or around the Boat waving the yellow flag - one Long Lap.

Penalty for passing the boat waiving the yellow flag in an unsafe manner - Yellow card.

If a boat hits a buoy on the correct side, no action will be taken. If a boat goes over a buoy, demolishes and/or dislodges a buoy, a one Long Lap Penalty will be applied. If the buoy is also demolished, the team will be fined Euro 1,500 to refund the cost of the buoy.

Any buoy passed on the wrong side will result in a Penalty of one Long Lap.

In the case of missing buoy(s) at a turning point with more than one buoy, a single Long Lap will be applied as a Penalty, irrespective of the number of buoys missed. In the case of a race boat missing a turning point by turning behind the mark boat, a penalty of one Race Lap will be applied, as well as a Yellow Card.

The repetition of a missed buoy is permitted without penalty, provided that it is done in a safe manner. Repetition must be in accordance with turn buoy clarification drawings. Priority must be given to the boats on the race course. A Yellow Card will be applied for any interference with other racing boats or if a race boat passes close to the mark boat.

Any bouy passed on the wrong side during practice may result in a fine, and if safety or other boats are compromised a yellow card.

Course in and out procedures and mark buoys must be followed at all times during practice, pole position and race. Failure will result in Euro 500 fine.

Infraction during race will result in additional time penalties and/or disqualification.

29.08. RIGHT OF WAY

Overtaking - When two race boats are on the same course or approximately the same course on a straight, and one boat is passing or attempting to pass another boat, the passing boat shall keep clear of the boat being passed, and in passing, shall allow at least 2 boat-lengths of clear water between its transom and the bow of the boat being passed, before altering its helm so as to assume the same or essentially the same line or lane as that of the overtaken boat.

Passing in a Turn (Formerly “Overlap”) - If two or more boats are approaching a turn mark side by side, the boat on the inside of the turn has priority and the outer boat must keep clear. Any overtaking boat must still give way to the overtaken boat as per overtaking above.

Long Lap - Boats returning from their long lap to the race lap must not cause any danger to raceboats on the race lap, racing rules apply. Yellow card and/penalties may apply.

29.09. SPECTATOR AREAS

Organisers should designate spectator areas. If a race boat finds itself in a spectator area, it must reduce speed to less than 12 knots immediately and proceed at less than 12 knots with caution until back on the race course.

Penalty Yellow Card.

30. LAUNCHING

Launching and recovery facilities are available to competitors during official races, Pole Positions and practice. The operational hours are indicated in the Race Timetable. No facilities will be available to competitors until they have signed in and completed Administration and Technical Inspection.

CLASS 1 EVENT RULES

All boats' movements, launching and recovery instructions will be under the responsibility of the WPPA Technical Commissioner. Once signed in, no boat may leave the compound for any reason unless agreed by the WPPA Race Commissioner.

At the end of the Pole Position and the Grand Prix race, unless otherwise advised by the WPPA Technical Commissioner, boats are obliged to return to the crane from which they were launched.

In all cases when a crane is used, it is forbidden for any person to be on or in the race boat while the boat is being lifted. The penalty for non-compliance will be a Euro 1,000 penalty and/or Disqualification from the event. Exception is rule 32.02 Pit Stops.

The order of launching for the race and the choice of the crane and launch time will be decided by the classification order of the Pole Position, or based on the previous race result if no Pole Position takes place.

If the race boat is not ready to be launched at its designated time:

- The team may be fined Euro 500
- The boat will be launched at a time to be decided solely by the WPPA Technical Commissioner.

No boat will be recovered from the water once launching has commenced unless with the permission of the WPPA Technical Commissioner.

If a race boat, having been launched needs to use the crane, it may only do so after all race boats have been launched and with the permission of the WPPA Technical Commissioner.

No propeller or ratio changes will be permitted until the start has taken place and the change will be deemed a pit stop.

31. CRANING

Craning time is fixed at a maximum of ten minutes. A boat can enter the craning area only when it is ready to be hoisted. The time starts from when the boat is attached to the crane by its straps and ends when the straps are released from the crane.

Boats exceeding the craning time during pole position or race will not be permitted to continue in the Pole Position or race.

Practice session time infringement Penalty Euro 500.

32. PIT STOPS

32.01. DEFINITIONS

Pit Stops - visit to the designated Pit Stop area for assistance during the Race and/or Pole Position i.e. from the time of the race Start until the time the last boat crosses the finish line. The Pit Stop area is the Wet Pit unless otherwise defined in the Race Instructions.

32.02. PIT STOP RULES (Excluding Class 3)

The Pit Stop procedure is under the responsibility of the WPPA Technical Commissioner.

No-one is permitted in the water during pit stops.

Whilst on the crane pilots may remain harnessed for prop changes (safety issue exiting and entering the boat). In this case, 1 x support crew to check with race crew that BATTERY SWITCHES ARE OFF for duration of change. No Crew are allowed on deck Penalty Euro 1000. If advantage gained and/or time penalty and/or disqualification.

PROCEDURE - APPENDIX 2-02

33. OUTSIDE ASSISTANCE

Refuelling is not authorised for any race boat whilst competing in the Pole Position or Grand Prix race.

Outside assistance may only be provided in the officially designated Pit Stop Area.

Changes - No change is allowed during Pole Position and Grand Prix Race, except if conforming to Pit Stop Rules. Otherwise the Penalty is Disqualification.

The WPPA Race Commissioner has the right to decide if there was illegal outside assistance, which will result in Disqualification.

34. START PROCEDURE

Start/Pace Boat - The Start/Pace Boat Procedure is as described in the latest version of the Appendix 2 WPPA On-water Procedures and Guidelines and/or the Race Instructions or race bulletins and must be followed at all times.

Description - The description of the Start/Pace Boat will be given in the Race Instructions.

Safety equipment -

- Life Jackets to be worn by all onboard personnel.
- Radio VHF marine system.

Start Procedure - The Start Procedure is described in full in **APPENDIX 2-03**.

35. FINISHING PROCEDURE

35.01. STOPPING THE RACE

Emergency Race Stoppage Procedures/Restarts (Force Majeure).

The procedure is included in **APPENDIX 2-04**.

Only the WPPA Race Commissioner and/or Officer of the Day shall have the authority to stop an event.

Red Flag race stopped procedure (see Pace Boat Procedure Appendix 2-04).

The severity of the incident and race stop decision is taken only by the Commissioner with information from his race officials.

If the race is stopped after completion of 70% of the race laps, then the boats will be classified based upon their position when crossing the previous lap timing line. In this case, a restart will not be implemented.

35.02. CURTAILING THE RACE

In the case of Force Majeure or accident, the WPPA Race Commissioner may curtail (shorten) the race by the waving the Finishing (Chequered) Flag. Boats will be classified on completion of their current lap, based on their position at the Finishing line.

35.03. STOPPED / CURTAILED RACE

In the event of a Stopped or Curtailed Race, if the 'winning boat' has completed:

- A minimum of 50 % of the actual programmed number of laps: full points will be awarded.
- Between 25% but less than 50 % of the actual programmed number of laps: half points will be awarded.
- Less than 1 lap: the race may be restarted using the normal procedures.

Any Engine Bonus points are awarded following a race start if stopped by this procedure.

In the event of a Stopped or Curtailed race, boats must have completed a minimum of 70% of the laps completed by the 'winning boat' to be classified a finisher.

LONG LAP CALCULATION "Stopped/Pace boat Procedure"

- If a race is stopped before the completion of 70% and the Pace Boat is used, the mandatory long laps can be done after the restart at any time before the end of the race.
- If the race finishes while the Pace Boat is running 1 hour (time Limit), the order of the boats will be used for the final classification. Time compensation will apply provided that all the boats have done at least one Long Lap. In this case, the boats that have done a Long Lap will be compensated replacing their long lap time with the time of their best race lap (excluding the first/start lap).
- If the race finishes by the 50% lap, one Long Lap will be counted.
- If the race finishes by the 70% Lap, then two Long Laps will be counted.

LONG LAP CALCULATION "Stopped/Curtailed"

- If the race is curtailed between the beginning of lap 2 and the 50% lap and not all the boats have done at least one mandatory Long Lap, none of the long laps will be counted. The boats that have done a Long Lap will be compensated with the time of their best race lap (excluding the first lap/start lap).
- If the race is curtailed between the 50% and the 70% laps, two long laps will be counted. Time compensation will be applied to the boats that have done only one mandatory Long Lap, replacing their fastest Race Lap with the time of their previous mandatory Long Lap.

35.04. FINISHING PROCEDURE

The full finishing procedure is included in **APPENDIX 2-05**.

- The Winner, 2nd and 3rd place will be awarded for the Grand Prix.
- In order to be classified as an official finisher, a race boat must make a legal start. The Driver and Throttleman must remain in the boat during the entire race, except during Pit Stop procedure.
- After crossing the finish line, a race boat shall not interfere with any other boat still in the race so as to affect the time of such boat at the finish or endanger its crew.
- Official race results shall be posted on the Official Notice Board and on the WPPA website (www.thewppa.com) and Class 1 website (www.class-1.com).

A boat is timed when the bow crosses the finishing line.

A boat that finishes a race must follow the procedure described in the WPPA On-Water Procedures and Guidelines and Race Instructions and/or Bulletins and/or Pilots' Briefing. Penalty Euro 1000 and Yellow Card.

The Team support crew cannot under any circumstance open any engine, cockpit or any other hatch on the race boat until they receive the permission of the WPPA Technical Commissioner. Penalty Disqualification.

White Flag - When the leading boat crosses the finish/timing line to commence its last lap, a white flag will be raised on the Finish Boat.

The white flag will also be announced via radio and timing computer.

Chequered Flag - When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the 'winning boat' for the Race and the start of the finish procedure.

The chequered flag will also be announced via timing computer.

Posting of Results - The arrival order will be posted at a designated location, and may be announced on radio after the race. A racer or team cannot badger any officials for their decision which they are ruling on.

For any race that is subject to Post-Race Dyno Testing, the finish order is provisional pending report from Dyno Test Facility.

As soon as the results have been officially confirmed by the WPPA Race Commissioner (or OOD, if applicable) the final official results are posted. Once the official posting of the results has taken place, there is a period of one hour in duration during which protests can be made.

35.05. 70% RULE

CALCULATIONS (PERCENTAGE/FRACTION)

Throughout the % rules, where a percentage/fraction needs to produce a whole number, the number will be rounded up or down to the nearest whole number. Where the percentage/fraction results in .5 (1/2) or less, the number will be rounded down unless specifically stated in the rule.

For example:

- 70 % of 7 laps is 4.9, 5 laps would count.
- 70 % of 5 laps is 3.5, 3 laps would count.

The minimum number of laps to qualify as a finisher may also be announced at the relevant Pilots' Briefing and/or bulletin. This should equate to 70% of the laps of the race.

Any boat crossing the finishing line after the 'winning boat', will be classified based on the number of laps completed and its time, provided it has covered the minimum number of laps.

Any boat that fails to cross the finishing line after the winning boat will be classified based on the number of laps completed and its time, provided it has covered the minimum number of laps.

The Course will close 15 minutes after the 'winning boat' has finished unless otherwise stated in the Race Instructions, Race Briefing and/or Bulletin. Any Lap completed after this time will not be included in the final results.

35.06. TIME LIMIT

All Grand Prix races will have a maximum time limit of 1 hour. The chequered flag will be waved when the lead boat crosses the line after the 1 hour maximum time limit, and all boats will finish as they complete that lap. The number of laps completed by the 'winning boat' will determine the number of laps for the 70% rule. Alternate distance may be set by Race Instruction. Class 3 have maximum time limit of 45 mins + 1 lap unless stated otherwise in race instructions.

35.07. NO FINISHERS

Should no boats finish, each boat will be classified based on the number of laps completed and its time, provided it has covered the minimum number of laps of the 70% rule, as announced at the relevant Pilots' Briefing and/or Bulletin.

35.08. RETURNING TO THE PITS

When a race boat retires, the strobe light must be on until in the wet pit. A Euro 600 penalty for infringement of this rule may be enforced.

35.09. RETIREMENTS

Boats, when retired, must report to Race Control on the VHF channel detailed in the Race Instructions. If a boat has announced its retirement to Race Control, the timing will be stopped at the moment of the announcement. Retired boats are forbidden to proceed on the course and must return to the wet pits, with assistance if necessary.

35.10. POST RACE

After the end of the race, to be classified as a finisher competitors must not receive any outside assistance, go alongside, collect other persons aboard etc., before reporting to the official Post-Race Scrutineering area and being cleared by the WPPA Technical Director. Disregard for this rule will result in Disqualification. With the exception of medical or mechanical emergency by permission of Race Control.

36. POST RACE TECHNICAL INSPECTIONS

36.01. ALL BOATS SUBJECT TO

All boats are subject to a post race technical inspection conducted by a WPPA Technical Inspector. A list of approved inspectors shall be issued annually by the WPPA Technical Director.

36.02. WPPA TECHNICAL DIRECTORS DISCRETION

The Technical Director has the discretion to develop and implement a Technical Inspection Plan for each Event, and may vary the items and boats to be inspected at each Event. The WPPA Race Director may also direct the Technical Director to conduct an inspection of any competing race boat.

36.03. FINAL RESULTS

No points shall be awarded until the legality is confirmed by the Technical Commissioner(s) to the WPPA Race Director.

36.04. ENGINE INSPECTIONS

At the discretion of the WPPA Race Director or WPPA Technical Director, any engine may be stripped down to check legality. It is also the Race Director's and Technical Director's right to request re-inspection at any point up to the presentation of awards. When an owner or pilot has been notified that his equipment is to be stripped down, he has the option of having either an "Open" inspection (in full view of competitors and any other observers) or a "Closed" inspection (open only to the official Technical Director's and the Race Director assigned to this inspection). The results of a technical inspection may be made public by a designated WPPA Official but only after the information has been transmitted to the Team Owner.

Engines may be sealed for transport to official inspection or dyno testing facility.

36.05. REFUSAL OF INSPECTION

Any entrant to WPPA events refusing an inspection after having been notified by the Race Director or Technical Director that equipment within his control must be checked for conformity with safety and/or technical specifications shall be disqualified from that event and suspended for sixty (60) days.

Violations - In addition to the penalties provided in above clauses of Rule 36, the following procedures and penalties shall apply to post race technical inspections and violations.

First Offence - A first offence of a technical, weight, safety nature at any time during the annual registration of the boat in question may result in the forfeit of monies for the event, a deduction in position for that event, Fine Euro 1,000 - 10,000.

This is applicable unless a penalty is established in any other specific rule.

Second Offence - A second offence of the same nature at any time during the annual racing registration of the boat in question shall result in a **mandatory Disqualification from the event.**

Subsequent Offence(s) - A subsequent offence(s) of the same nature at any time during the annual racing registration of the boat in question will result in **mandatory Disqualification from the event and the current racing year.**

Team Responsibility - The owner shall be responsible for the condition of the engine and hull as raced. Errors on the part of the manufacturer, boat builder, engine builder, mechanic or previous owner shall not excuse non-compliance with the rules. The Owner is also responsible for their team's conduct at an event.

Additional Responsible Parties - The party responsible for making illegal modifications to engines shall be subject to up to one year suspension from WPPA events and /or a Euro 50,000 fine and if a commercial homologated vendor, possible barring of all equipment prepared by them for competition in WPPA Events.

37. POSTPONEMENTS

If a race cannot be run due to inclement weather or any other unforeseen circumstances, it can be rescheduled to run on the day following the scheduled, date or a storm course may be substituted. This decision shall be made by the Race Committee in conjunction with the Pilots' Representative and Local Authorities.

Hourly postponements will be permitted when weather or other conditions are such as to make it unsafe to start a race at its designated time, but there is a reasonable chance that conditions will improve. In no case shall a race be started if it will place race boats on the course within one (1) hour before sunset.

If a race cannot be run due to inclement weather or any other unforeseen circumstances, and cannot be rescheduled, the entry fee is not refunded.

Changes to the Event - Any race postponement or substitution of an alternate storm course shall be announced by Race Bulletin. The Race Committee shall adhere to the schedule set forth in the Race Instructions unless some emergency shall dictate otherwise.

In the case of any such changes, the WPPA Race Officials must notify the teams at least one hour prior to the race.

38. PRIZE GIVING

1st, 2nd and 3rd place will be awarded for the Grand Prix.

CLASS 1 EVENT RULES

Additional prizes may be awarded at the discretion of the Organisers.

The No.1 and No.2 pilots of the first three classified boats must appear at the prize-giving (and at the following press conference if any) at each Class 1 heat, unless agreed in writing by the Class 1 Promoter. The prize-giving (and the press conference if any) will be held within one hour after the end of the race. The pilots must wear their own race overalls.

Penalty for either of the above: Euro 1000 fine.

39. LAY DAYS

Lay days are allowed if previously agreed with the WPPA and announced in the Advance Notice.

40. RESCHEDULING OF RACES

Should it be impossible to hold a scheduled race due to Force Majeure, the WPPA may reschedule to race at a different time and place, the commitment of the teams to participate remaining unaffected, provided a minimum of 28 days' advance notice is given prior to the date of the original event that is being cancelled.

If insufficient notice is given, the race may not be rescheduled and may be lost.

Reserve dates/venues will be fixed by the promoter in agreement with WPPA.

SECTION I

CLASS 1 BOAT RULES

The following Rules apply to all boats participating in Class 1.

The technical rules follow for the construction of Class 1 boats and relating to the engines to be used in Class 1.

41. REGISTERED BOAT

41.01. NATIONAL FLAG

All boats are to fly their appropriate national flag of the designated driver as determined by the entry, with minimum dimension 0.45 m x 0.30 m, throughout the race.

Alternatively, the flag must be painted, or glued, on a panel of not less than 0.45 m x 0.30 m on both sides of the hull.

41.02. RECOVERY OF DAMAGED / SUNKEN RACE BOATS

It is the Team/pilot's sole and ultimate responsibility to recover damaged/sunken race boats. The Local Organiser must assist where possible.

42. SPONSOR DECALS

Definitions - Sponsor Decals shall be defined as follows:

Series Decals (Compulsory) - Shall be defined as those specifically identified as such by the Class 1 Promoter. These are Decals for overall series sponsors.

Event Sponsor Decals - (Compulsory Single Event) Shall be defined as those specifically identified as such by the Class 1 Promoter. These are Decals for individual Class 1 Promoter Series Events. Event Sponsor decals are intended for single event display only.

Associated Sponsor Decals - (Fuel suppliers or other products, etc) Shall be defined as those specifically identified as such by the Class 1 Promoter. These are Decals provided by suppliers/service providers as sponsors in conjunction with the Class 1 Promoter.

DECAL PLACEMENT (GENERAL)

42.01. SERIES DECALS

The following Decals are hereby designated as Series Decals:

WPPA Logo - Decals shall be located on the exterior pilot's area of the cockpit, on both sides of the boat, and read correctly from the port or starboard.

WPPA Class 1 Identification Logo - It is the responsibility of each team to see that the required Decals are on the boat prior to entering Technical Inspection.

Logo Placement - Class 1 Promoter reserves the right to require their logo, and any Series Sponsor logo or patch to be present on the racing and dress uniforms in an appropriate positioning.

42.02. UNAPPROVED DECALS

Competitors should not display on their boat, uniforms or transporters, the logo of any unapproved Decals or any other mark identifying or otherwise referring to any other racing body. WPPA reserves the right to require the removal of any such logos or marks as a condition of entry into an Event.

42.03. IDENTIFICATION (NAME AND NUMBER) & HULL REGISTRATION NAMES OF BOATS

Any race boat may carry a boat name selected by the owner, but such name shall be subject to the approval of the WPPA. Lewd, suggestive or vulgar names and/or graphics will not be permitted on race boats. Should such approval be withheld and until such time as WPPA approval is forthcoming, that boat shall not be eligible to compete in any WPPA event. The decision of WPPA is final on such matters.

43. RACE NUMBER DIMENSIONS

The Race number has to be contained in a white square of 60 x 50cm for numbers 1 to 9, a white square of 70 x 50cm for numbers 10 to 19 and two digit numbers containing a 1, and a white square of 80 x 50cm for numbers 20 to 90 except two digit numbers containing a 1.

Race numbers must be black in colour, plain and upright and use the Arial font or similar. The number 1 in any number will not be Arial font but a plane upright single line white background must be surrounded by a 2cm thick black line with 12.5cm radius corners.

They shall conform to the following minimum dimensions: Height: 40cm Width: 30cm Thickness: 7.5cm Spacing:10cm (see diagrams). The numbers shall be positioned as far forward as possible.

The distance between the Race boat number area and any advertising will be 150mm.

CLASS 1 EVENT RULES

Diagram numbers 1 to 9
(White cm 60x50)

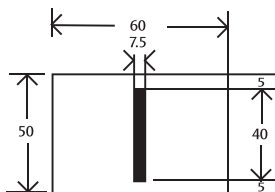


Diagram numbers 10 to 19
and 21 (White cm 70x50)

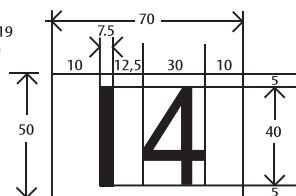
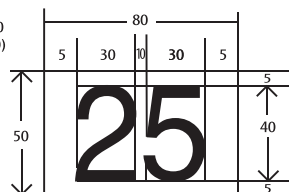


Diagram numbers 20 to 30
except 21 (White cm 80x50)



The class letter will precede the numbers and they will be separated by a dash. The class letter must conform with the same minimum dimensions as the race number.

Class 3 - 6 Litre S

Height	Width	Thickness	Spacing
30cm	23cm	5cm	13cm

43.01. SIMILAR BOAT IDENTIFICATION

If a number of boats are competing in Class 1 of similar colour, it is requested that, in liaison with the contracted promoter, the team provide a differing feature to each which is easily recognisable from a distance.

43.02. REGISTERED HULLS

In Class 1 a separate record of points shall be maintained for each registered hull as tabulated by the WPPA. Each hull registered shall be given a separate racing number to be used for that season. The number will be utilised in all results to maintain records of points earned.

Effective Dates - Registrations and assignments of racing numbers are for the duration of the current championship racing year, unless rescinded or surrendered. When requested, the numbers of the previous membership year may be reassigned if the application is received prior to start of current race calendar.

44. HULL DIMENSIONS AND MINIMUM WEIGHTS

To be eligible to compete in Class 1, hulls must comply with the following criteria:

- Any existing hull built prior to 1st January 2001, measuring 12.0/14.63m (39ft.4in/48ft.0in) and weighing a minimum of 4800kg after race completion, will be grandfathered indefinitely.
- Any hull built after 1st January 2001, measuring 12.19/13.41m (40/44 feet) and weighing a minimum of 4800kg after race completion.
- Any Race boat found to be 50kg or more below weight will be disqualified, less than 50kg will be given a one minute time penalty.
- Other hull/engine combinations may be permitted to compete in Class 1 through specific dispensation from WPPA.
- Any hull changes must not alter the total length or width; if the total length or width is changed the hull must be remeasured.
- The boat weight may be checked at the end of the Pole Positions and/or Race. The weight will be an all-up weight including engines, residual fuel, drives and safety equipment as stated in the racing rules.
- Weighing procedure will be defined as the scale of the day.
- It is mandatory that fully dimensioned drawings of all liquid containers and/or tanks are given by each team before the first race to the WPPA Technical Inspector. This drawing shall include measurements from the nearest reference point e.g. a bulkhead to show its location. Methods of filling and emptying must also be shown and the tanks must be able to be checked if empty or not. All onboard liquid ballasting must be coloured with a permanent dye.

- Liquid Ballasting is not permitted to be pumped in from the sea or pumped overboard during Race or Pole Position.
- Compression Flaps if fitted must be fixed and remain in the 1 position, they must follow in a straight line from the upper side of the tunnel with no stepping down or sloping of the trailing edge.
- Compression flaps are not permitted on any boats measured after 17th October 2003.

44.01. MEASUREMENT CERTIFICATE

A boat is not allowed to take part in a local, National or International race without a measurement certificate, issued by a National Authority, made up in the native language and in English according to the official WPPA model. The certificate is valid for one year. It can be renewed without re-measuring, provided the rules for the relevant class have not been changed, or the boat modified.

Each National Authority stipulates the cost of measurement and the duration of the validity of the certificate. If no National Authority is available the WPPA can issue a measurement certificate to confirm conformity to the rules.

The request to obtain a measurement certificate must be accompanied by the homologation file of the motor, if such is requested for the devices being used.

44.02. NEW BOAT CONSTRUCTION

Any constructor of a new build boat must complete a constructors/designer declaration form with its accompanying information and detail.

44.03. ESCAPE HATCH

All new Class 1 boats measured after May 1999 must have a secondary escape hatch in the tunnel. Applicable to Class 3 for new boats measured for the 2009 season.

- A floor escape hatch in the tunnel must be fitted as the secondary means of escape.
- Any floor escape hatch fitted must remain operable during the entirety of the race and practice.

Refer also to Appendix 4 Technical Note 03, 05.

44.04. SUBSTITUTE HULLS (New Boats)

If a new boat, ordered and promised for delivery in writing by the builder, is unavoidably delayed in its delivery due to circumstances beyond the owner's control, documented in writing by the builder, a boat of like kind may be substituted until the new boat is delivered with the substitute hull's points being transferable up to Race 4 of the current racing year. WPPA shall have the authority to grant extensions beyond the deadline in extenuating circumstances.

44.05. NEW NON-SUBSTITUTE OR REPLACEMENT HULLS

REGISTERED BOAT

- Pilots may run different boats but points may not be accumulated or transferred from one boat to another boat, except in the following circumstances.
- For point allocation in the final classification, the registered boat is deemed to be the hull and engines used for the first race of the season.
- Points can be transferred in the following cases:
- Should the registered hull become totally lost or totally destroyed (as certified WPPA Officials and/or approved marine surveyors, in writing, at the expense of the owner), it may be replaced by like kind, for completion of the racing season, or if seriously damaged, until restoration of the original hull. (This replacement hull then becomes the registered hull during its period of use). This replacement hull may have engines with a different registration certificate. If the replacement hull is a boat already in the championship, it may re enter the championship under its original race number.
- A driver may also change his hull once during the season, provided this new hull is used for all the remaining races. In this case it is not possible for this designated driver/hull combination to use the previous hull any more in that racing season unless the replacement hull becomes seriously damaged. The new hull must have the hull similar to the previous hull (monohull or multihull). This replacement hull then becomes the registered hull.
- A driver may also change to engines with a different homologation certificate once during the season.

SECTION J

WPPA CLASS 1 TECHNICAL RULES REQUIREMENTS

45. WPPA CLASS 1 ENGINE SPECIFICATIONS FOR REGISTRATION 2007

- Registration of new engines entering WPPA Class 1 must be received no later than 10th February for appraisal. See Conditions Appendix 4.
- To ensure a form of parity between new engines entering and the current naturally aspirated engines currently running in Class 1.
- Each manufacturer/Tuner is to submit Dyno results using the air restrictor as listed below for the type of engine used no later than 20th February.
- Any engine manufacturer suspected of giving false information to gain an unfair advantage will have their engine tested and stripped at their cost; if found to be 3.1% or higher above 900hp, the losing party will pay all costs of testing and accompanying costs.
- 3.1 to 9%: they will have their points from the current race cancelled, including cancellation of podium and return of trophies.
- 9.1% and higher above 900hp: they will have the points from the current race plus those from the 2 previous races cancelled, including cancellation of podium and return of trophies.
- Engines must be registered with the WPPA to be eligible to race.
- Engine vendors and teams must make their engines available for any inspection which may include Dyno testing, complete stripping or any other inspection deemed necessary at the Vendor's or team's cost to ensure legality of engines and components at all times.
- Each engine manufacturer's request for registration will be reviewed positively, but full consideration will be given to the satisfaction of the spirit of these rules as well as the written specifications.
- The engines MUST be based on automobile, marine, or industrial cylinder blocks and heads. Specialty non production heads and blocks will not be accepted.
- When Engines are presented for scrutineering, they must have the sealing and lock wires already twisted in place, ready for the fitment of the numbering and sealing tags. The precise method of carrying this out is shown in technical notes supplied at engine registration.

CLASS 1 EVENT RULES

- The seals will prevent the following operations: Splitting of the crankcase for access to crank and bearings. Removal of cylinder heads for piston, rod, and liner withdrawal. Removal of camshafts, valves, and valve springs.

45.01. CAPACITY & TYPE

- 6100cc-9200cc for pushrod valve activated engines
- 6100cc-8200cc for overhead cam engines
- No non-piston or unconventional engine are allowed - engines must be based on standard production engines
- Max 12 cylinders
- The induction system can be pressure charged or naturally aspirated.

45.02. COMPRESSION RATIO MAXIMUM ALLOWABLE

- Natural aspirated 10.0:1
- Pressure charged 8.5:1

46. RESTRICTOR, BLOW-OFF VALVE & AIR BOX SIZES AND SPECIFICATIONS

Engine restrictor sizes and blow-off valves are to be sized using 900hp + 3% max. as the reference power. Air restrictor sizing or blow-off valve pressure can be changed throughout the season by the WPPA to ensure one of the specific groups of engines are not above the reference horsepower. Once the change has been officially announced teams have 45 days to fit the new restrictor/or boost pressure settings, or carry a specified amount of additional weight depending on the percentage of horsepower above the reference, until the restrictor/blow-off valve has been changed.

- OHC naturally-aspirated engines 62mm.
- Crankshaft driven Supercharged engines 68mm.
- Exhaust-driven turbo-charged engines tba.
- Blow-off valve for pressure charged engines to be set at 1.75 Bar absolute intake manifold pressure.
- The data logger must be purchased by the teams.

- For OHC naturally-aspirated engines, the maximum dimensions of the Plenum Chamber must be contained within an imaginary straight-sided square-edged box. The volume of this box must be no more than 1 cubic metre.
- For all other engines, air box internal volume is not to exceed 270 litres.
- Air box dimensional schematic showing all components including anything passing through or placed inside the air box must be supplied to the WPPA.
- A single air restrictor is to be situated at the first point of air entry into the mandatory sealed plenum chamber/Air box. This air restrictor will be issued by WPPA (at a cost of Euro 650 each) and will be engraved with a specific serial no. The air restrictor will be anodised to provide ease of inspection, a go and no go mandrel will be used to check the restrictor size has not been modified.
- The air restrictor must be placed in an accessible position for easy visual and dimensional checking. If required it is permitted to be forward facing above the boat's deck.
- The air restrictor must be fitted in such a way that it can be removed and substituted for another WPPA official air restrictor at any time.
- The air restrictor supplied by WPPA is a mandatory requirement 1 per engine, no other restrictor will be accepted.
- All air feeding the engine must pass through the air restrictor.
- The air box must remain airtight at all times and is subject to post race scrutineering.
- Internal or external spraying of any substance into the airstream except fuel through the engines injection system is forbidden.
- Conformity of the air box tract seal will be checked using the official WPPA "vacuum gauge" applied to a running engine. The check will be performed at post race Scrutineering whilst the boats are still in the water. The engine speed during the check is set at approx 2200rpm. A minimum reading of -100 millibars must be reached to confirm 100% seal. Should the reading fail to reach -100 millibars, the induction tract seal will be considered illegal.

47. ENGINE QUANTITY & POSITION

- Maximum of 2 engines per boat
- Inboard engines only

48. FUEL & INJECTION

- Gasoline powered engines only
- Max 2 fuel injectors per cylinder

CLASS 1 EVENT RULES

- The only fuel approved for use in WPPA Events, will be that supplied by the local organiser or series supplier, as the case may be. The Unleaded fuel supplied will have a minimum of 95 Octane. Unless otherwise notified in the Race Instructions.
- No modifications or additives are permitted to the fuel
- Fuel samples showing any characteristics other than the fuel issued at the event, will be deemed illegal. The penalty is Disqualification from the event for a first infringement, and more serious penalty for a second offence
- The WPPA inspector can at any time take samples from boats to ensure compliance.

49. ENGINE RESTRICTIONS (non-compliance will result in Disqualification)

- Max 4 camshafts per engine
- OEM camshaft position cannot be changed
- OEM position of lifter bores cannot be changed
- Pistons to be produced from automotive piston alloys
- Heads and blocks to be manufactured in cast Aluminium or Iron only
- Max 4 valves per cylinder
- No Titanium components or coatings with the exception of cylinder head valves
- No Ceramic components or coatings with the exception of spark plugs, seals and bearings
- Any Diamond or hardened coatings
- Valves must open and close using conventional mechanical methods
- No variable length tracts or ducts
- Original registered quantity of spark plugs to be retained

50. EXHAUSTS

- Exhausts to be adequately insulated as to prevent the possibility of fires or burns.

50.01 MAXIMUM PERMITTED NOISE LEVELS

- Noise regulations will be in force from the Arendal 2008 race/event onwards.
- Maximum permitted decibels must not exceed 100.
- The +/- percentage figure of tolerance and the method of recording Also Penalties that will apply for exceeding permitted levels will be issued as a rule addendum during the 2008 season.

51. TRANSMISSION RESTRICTIONS

- No method of shift able gear ratio selection is permitted in the driveline between the engine crankshaft and the propeller, other than neutral facility.
- No forms of variable speed transmission or torque biasing devices are permitted.
- During the event, all ratio changes (if made on the launch jetty) must only take place under the strict control and agreement of the Technical Commissioner, and be achieved by mechanical parts replacement only.

52. PROPELLERS

- Propellers can be made using any manufacturing process or material with the exception of super alloys, matrix or carbon fibres. Maximum of 5 blades per propeller. There is no limit to the quantity of propellers a team can use.

53. CREW CONTROL

- Trimming of the boat must be conducted by the crew. It is not permitted to interface the operation of the flaps, drives, ballast tanks, fuel tanks or throttles with any electronically assisting devices.
- The operation of the aforementioned is to be exclusively executed by the boat crew.

54. DATA TELEMETRY

- It is permitted to download data.
- It is not permitted to upload data to the boat at any time, that will be used to remotely adjust on board engine/drive management systems.

55. ENGINE BONUS POINTS

All eventualities within the Engine Bonus points Rule will be judged according to the following text together with the published Bonus Points scenarios. Any unforeseen scenarios will be judged by the WPPA Technical Director within the spirit of the engine longevity requirements.

- Bonus Points will only be allocated for the World Championship (i.e. they do not apply to Continental Championships).
- All engines will be obliged to run for a minimum period of two race weekends with unbroken seals to qualify for bonus points, the boat must at least leave the jetty for the start of the grand prix race to be eligible for the bonus points. If the seals are broken or removed the points will be lost.
- To qualify for bonus points, engines must be used for two consecutive race weekends, after which 2 World Championship points will be allocated to each unchanged engine. In the event of an odd number of races in the annual calendar, 1 point will be allocated per engine after completing the last race.
- If an engine is changed on the first weekend of the 2 race period 1 point is lost, therefore if the new engine leaves the jetty for the start of the grand prix race and completes the next consecutive race weekend a max of 1 point is allocated e.g. scenario 2.
- If the engine is changed on the second race weekend of the 2 race period 1 point is lost from the 2 points that were to be gained from completing the 2nd race weekend, therefore if the new engine leaves the jetty for the start of the grand prix race on the race weekend in which it was changed and completes the next consecutive race weekend 2 points are allocated e.g. scenario 6
- Engines that complete the 2 race weekends and that race in consecutive weekends following the 2 races will be allocated 1 point per completed weekend, providing the seals are not broken e.g. 3rd consecutive race +1 point, 4th Consecutive race +1 point, this continues until the seals are broken or the engine is changed.
- All points accumulated will only be allocated after the end of the second Grand Prix of the two-consecutive-race period.
- Repeated changing of an engine on the same side of a boat will only result in the loss of 1 bonus point.
- Allocation of points is to a boat / engine combination, and they are not transferable with the engine to another boat.

SCENARIOS

	RACE WEEKEND 1			RACE WEEKEND 2			RACE WEEKEND 3			RACE WEEKEND 4		
#1	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points						2						2
#2	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points						1						2
	1 point deducted from 2 race total=1 point											
#3	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points						1			+1			
	1 point deducted from 2 race total=1 point /						3rd race +1 point					
#4	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points	no points as you must complete 2 race w/ends											2
	2nd race of a 2 race w/end 1 point lost / engine leaves the jetty 2 points total											
#5	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points						1						2
	1 point deducted from 2 race total=1 point						2 race weekends completed					
#6	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points	2nd race of a 2 race w/end 1 point lost								2			+1
	engine leaves the jetty 2 points total /						3rd race +1 point					
#7	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points						1			+1			+1
	1 point deducted from 2 race total=1 point						3rd race +1 point			4th race +1 point		
#8	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points	2 race weekends not completed no points											
#9	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points	2 race weekends not completed no points											
#10	PR	P	R	PR	P	R	PR	P	R	PR	P	R
Race Period / Points									2			
	accident, Force Majeure etc. but engines and seals are undamaged											

PART 5

CLASS III - 6 LITRE RULES

CLASS 3 - CAT CLASS SPECIFIC RULE

01. HULL MEASUREMENT
02. HULLS MINIMUM/MAXIMUM LENGTHS AND WEIGHTS
03. MINIMUM FLOTATION
04. HULL/DECK REQUIREMENTS
05. MANDATORY EQUIPMENT
06. ENGINES
07. GENERAL ENGINE MODIFICATION RULES
 - 07.01. NON EPA/CARB PERMITTED MODIFICATIONS
 - 07.02. MODIFICATIONS NOT PERMITTED (EPA/CARB)
OUTBOARD ENGINES
08. GEARBOX & WATER PICK UP
09. PROPELLORS
10. SCORING SYSTEM
 - 10.01. 21-25 BOATS: 5 BONUS POINTS
 - 10.02. 26-30 BOATS: 10 BONUS POINTS

**THE FOLLOWING WPPA RULE SECTIONS ARE
ALSO APPLICABLE TO CLASS 3 - 6 LITRE
UNLESS OTHERWISE STATED**

INTRODUCTION

Part 1	Fundamental Rules
Part 2	General Application
Part 3	Jurisdiction
Part 4	Class 1 Event Rules
Appendix 1	Safety Procedures and Guidelines
Appendix 2	On Water Procedures and Guidelines
Appendix 3	On Land Procedures and Guidelines
Appendix 4	Technical Notes
	03. Crew Safety
	04. Drawings and Measurement
	05. Reinforced Cockpit Area and Canopy
Appendix 5	Turn Bouys Clarification Drawings

CLASS 3 - CAT CLASS SPECIFIC RULE

Hull Dimensions Requirements etc.

The WPPA Class 3 Cat class strictly prohibits the use of mono hulls and inboard engines.

WPPA Cat Class racing shall only permit the use of boats powered by Outboard engines.

01. HULL MEASUREMENT

All hull measurements are to be taken while the boat is ashore.

The length must be measured between perpendiculars of the external molded length of the boat, taken at the extreme bow and the rear most planning surface (the rear most part of the keel) including all hull planning steps (regardless of height), but excluding trim tabs, either fixed or movable.

Hull extensions beyond the transom shall be deemed to be “fixed rim tabs” and shall not be included in the measured length.

Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, outboard motor spacing brackets, stabilising 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.

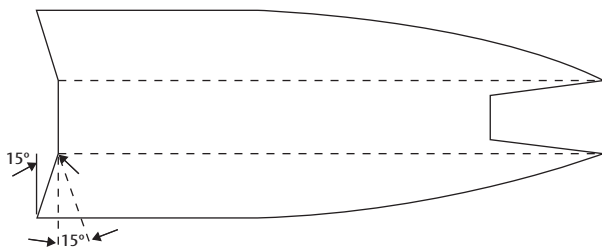
Should the trailing edge of the planning surface of a hull or sponson terminate with an angle greater than 15° measured between the keel and outer chine in plan view (birds eye view), such excess shall not be included in the measured length.

The beam measurement shall be taken at the widest part of the moulded hull, excluding any extending parts, rubbing strakes and/or fenders.

Trim tabs, either fixed or moveable, shall not exceed a length of 10% of the measured length of the hull.

CLASS III - 6 LITRE RULES

Tunnel flaps shall not exceed a length of 10% of the measured length of the hull.



NOT GREATER THAN 15°

CATAMARAN IN PLAN VIEW

02. HULLS MINIMUM/MAXIMUM LENGTHS AND WEIGHTS

The WPPA Cat class weight criteria for both Non EPA and EPA engines, is as follows:

	3S 4101 - up to 6000cc	3S EPA up to 6000 cc
Max HP	---	400
Min Length	7.6m	7.6m
Max length	10.00m	10.00m
Multi Min kg	1675kg	1600kg
Add kg per m	110kg	110kg
Cube		
- Length	3.60m	3.60m
- Width 1.20m	1.20m	1.20m
- Height 0.46m	0.46m	0.46m
Bouyancy		
- GRP	550l	550l
- Comp	300l	300l

The minimum weight mentioned is for a boat with the mentioned minimum length. For boats longer than the minimum, the weight shall be increased according to the formula shown above.

Minimum weight is calculated as post race, including all safety equipment (except the crew and their helmets and life vests), residual fuel in tanks will be included in the minimum weight. Slings carried in the boat during the race will count as safety equipment. The boat must be empty of water.

03. MINIMUM FLOTATION

All boats shall contain a minimum volume of buoyancy permanently installed in the hull.

The minimum volumes measured in litres are mentioned in the chart.

If a boat is constructed of wood, the wooden weight content of the boat may be accepted as buoyancy as per the following formula : Wood weight in kg x 2 = litres of buoyancy.

04. HULL/DECK REQUIREMENTS

The deck must be able to bear the weight of a standing man (100 kg) at any point.

All cable and wiring deck exits should be watertight.

All boats shall be fitted with a well secured mooring cleat or tow bracket adequate for anchoring in a seaway and for towing at sea over a prolonged period.

The hook is to be fitted on a reinforced area designed for the purpose of towing a water laden hull.

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.

Each boat shall be equipped with a detachable strop assembly providing a single lifting point.

Boats must have fuel filling and fuelventing capabilities outside of 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.

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

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.

It is recommended that new boats are fitted with explosafe type fuel tanks.

05. MANDATORY EQUIPMENT

When additional electric pumps are fitted to the fuel supply a fuel cut-off switch for the pump shall be fitted within reach of either crew member.

A manually operated bilge pump with the capability of pumping out any one of the watertight compartments.

In addition to the above minimum it is highly recommended to have any additional electric bilge pumps that appear appropriate.

An orange flag measuring at least 0.60 x 0.40 metres and the means of hoisting it, to indicate retirement.

A sharp knife suitable for cutting webbing, clothes or rope. The knife shall be suitably sheathed so as to protect crew members against accidental injury. It may be located in a fixed position in the cockpit adjacent to all crew members or, be separately carried on each crew member.

One diving-mask.

A radio capable of transmitting on the International distress frequency or race control frequency, must be carried in full operational condition.

Other items may be required as listed on the class scrutineering checklist.

06. ENGINES

Existing Class 3 engine rules in place in the GCC Championship series are eligible.

Manufacturers new models EPA/CARB type engines may be used subject to the WPPA Technical committee approval. Only those that closely match exiting horse power capabilities will be considered. No modifications will be permitted.

CLASS III - 6 LITRE RULES

All engines must conform to those entered and accepted on the WPPA measurement certificate.

Internal or external spraying of any substance into the airstream except fuel through the engines injection system is forbidden.

07. GENERAL ENGINE MODIFICATION RULES

Revolution counters, tachometers, water pressure and temperature gauges may be fitted to the engines.

Thermostats of the cooling circuit may be removed.

The use of an ECU outside of the official homologated standard offshore equipment or factory offshore standard, or any other device is not permitted. The modification and/or reprogramming is strictly forbidden.

Re-boring and fitting of oversize pistons is allowed as made available by the manufacturer for that model.

The steering bar and brackets may be reinforced as a safety measure.

It is also permitted to modify the standard engine cowling in order to facilitate the fitting of steering assemblies, provided that any openings are sealed so the engine can not pull in any additional air.

The rubber mounts of the engine may be changed or substituted.

A spring may be added to the intake butterfly valve.

All external (not contained within the powerhead) studs, screws, nuts, bolts and their washers are free as well as the method of locking them, providing there is no performance advantage.

Manufacturers available counter rotating gearboxes may be used.

The use of thrust blocks mounted on the lower unit and or on the boat is permitted.

Power Trim: a properly engineered system for altering engine trim whilst under way is permitted.

Transom brackets may be reinforced.

Lighter flywheels as made available by the manufacturer may be fitted as per homologation tolerances.

07.01. NON EPA/CARB PERMITTED MODIFICATIONS

Measurements not quoted in the homologation sheet may not be altered. If a detail cannot be verified with the aid of the pictures in the homologation sheet, the part in question can be compared to a corresponding stock part. In such a comparison it is only possible to approximate the comparable measurements as the manufacturing tolerances are not available.

A component may be machined in order to reach a specific dimension, which is quoted in the engine homologation file. A component for which the weight is quoted in the homologation file may be adjusted down to the weight, by machining or grinding provided that the area where metal is removed is the same as is used by the engine manufacturer.

This is known to be at the top or at the bottom, or both for piston connecting rods. Balancing of one or all piston connecting rods is permitted, as long as this is in accordance with manufacturer's procedures.

Polishing of connecting rods is not permitted. When the volume of the combustion chamber is specified in the homologation sheet, the cylinder head may be faced to achieve the volume allowed.

Mechanical ignition advance controls may be adjusted out of their normal setting range as long as the original parts are retained.

Mercury 2.5 EFI the exhaust plate may be removed.

Fuel flow regulator may be substituted. The original manufacturer's fuel flow pressure must be in place and unchanged.

The fuel connector in the lower cover may be removed and the fuel hose from the fuel tank connected directly to the fuel pump. If this is done, the opening left after the connector and around the fuel hose must be sealed to prevent extra air entering inside of cover.

It is permitted to replace lubricating systems using oil tanks and oil pumps with lubrication oil mixed into the fuel. Caps or covers in the motor cover cannot be removed to provide extra air inlet.

07.02. MODIFICATIONS NOT PERMITTED (EPA/CARB) OUTBOARD ENGINES

The following modifications are expressly NOT permitted.

- Blueprinting' of the powerhead.
- Alteration or modification of any powerhead components.
- Removal of material from the powerhead for any reason other than recognised (by the manufacturer) repair.

08. GEARBOX & WATER PICK UP

The water intake may be repositioned; it must however remain on the gear case torpedo. The width or height of the gear case torpedo must not be changed. The length fore and aft may be increased. The rear edge of the water intake opening must not be further back than 30% of the total length of the modified gear case torpedo.

The original intake to the circulation pump may be filled in and faired.

For cooling purposes it is allowed to add material in front of the union leg, as long as the union leg width is not increased, except where the union leg meets the lower side of the anti-cavitation plate.

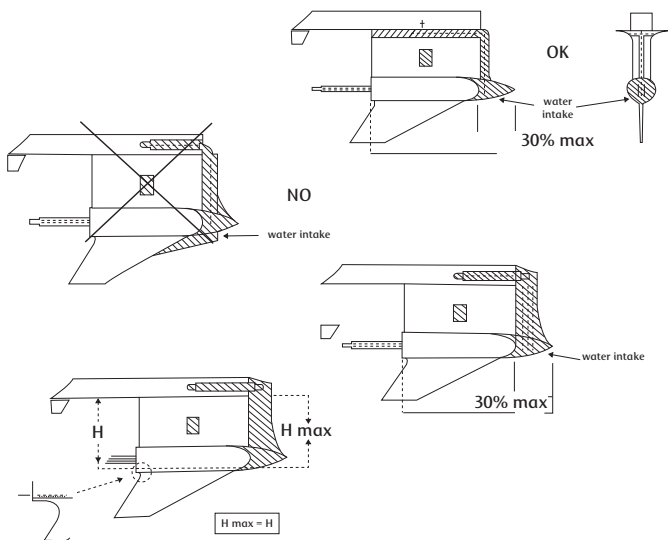
The modification shall be for cooling purposes only and shall form a radius. The radius shall be lengthwise parallel to the anti-cavitation plate. It is also permitted to add material to the centre section exhaust housing for the purpose of reducing noise.

Remote water pick-ups are not allowed.

Bearing carriers and propshafts may be changed from original.

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.

GEARBOX DRAWINGS



09. PROPELLORS

The use of forged propellers is strictly prohibited. Maximum number of permitted blades is 5.

10. SCORING SYSTEM

Unless otherwise specified, the following scoring system is to be adopted:

1 - 400 pts	11 - 22 pts
2 - 300 pts	12 - 17 pts
3 - 225 pts	13 - 13 pts
4 - 169 pts	14 - 9 pts
5 - 127 pts	15 - 7 pts
6 - 95 pts	16 - 5 pts
7 - 71 pts	17 - 4 pts
8 - 53 pts	18 - 3 pts
9 - 40 pts	19 - 2 pts
10 - 30 pts	20 - 1 pts

For events with more than 20 entries, the following bonus points should be given, so that all drivers can get points.

10.01. 21-25 BOATS: 5 BONUS POINTS

Position 1) to 20) : should all have 5 extra bonus points

Position 21 : 5 points

Position 22 : 4 points

Position 23 : 3 points

Position 24 : 2 points

Position 25 : 1 point

10.02. 26-30 BOATS: 10 BONUS POINTS

Position 1) to 20) : should all have 10 extra bonus points

Position 21 : 10 points

Position 22 : 9 points

Position 23 : 8 points

Position 24 : 7 points

Position 25 : 6 points

Position 26 : 5 points

Position 27 : 4 points

Position 28 : 3 points

Position 29 : 2 points

Position 30 : 1 point

APPENDIX 1

RECOMMENDED SAFETY PROCEDURES AND GUIDELINES

SAFETY PROCEDURES

01. GENERAL REQUIREMENTS
02. TECHNICAL RECOMMENDATIONS FOR SAFETY BOATS
03. INTERVENTION PROCEDURE

SAFETY GUIDELINES

SAFETY

LAND SERVICES

- A. DRY PIT AND WET PIT AREAS
- B. FUELLING AREA
- C. HELICOPTER AREA (IF REQUIRED)
- D. HOSPITALITY AREA

ON WATER OFFICIAL TIME LAND SERVICES

SEA SERVICES

- E. RESCUE BOAT
- F. TOW BOAT
- G. FIRE BOAT
- H. COURSE PATROL BOATS
- I. FINISH BOAT
- J. COURSE CONTROL BOAT
- K. CONTROL BOAT

ACCESSORIES AND SPECIAL EQUIPMENT

SPECIAL INFORMATION TO BE PROVIDED BY THE LOC

RECOMMENDED SAFETY PROCEDURES

Minimum requirements for the realisation of a Class 1 Grand Prix

01. GENERAL REQUIREMENTS

- 01.01. the minimum depth of the water for the race course area is 4 metres;
- 01.02. the logistics point on land where safety boats and ambulances are located must not be further than 2 nautical miles from the furthest point of the race course;
- 01.03. the mooring post for the rescue boats has to allow for a parking area for ambulances;

02. TECHNICAL RECOMMENDATIONS FOR SAFETY BOATS

- 02.01. The rescue boats should be:
 - a minimum of 7.5 metres long with free bow in order to have enough space for stretchers;
 - sides and/or stern can allow an easy boarding of stretchers and/or must have a system for the easy loading of stretchers;
 - cannot transport on board persons who do not belong to the crew or to the rescue group;
- 02.02. Considering that race courses have a maximum lap length of six nautical miles, the safety plan, coordinated by the Local Safety Officer with the assistance of the Local Medical Coordinator, envisages a minimum number of six rescue boats. This plan is created according to the grid method in order to be able to patrol an area of 1 mile for each rescue boat.

Following this method, the rescue boats will be implemented if the race lap is longer than 6 miles.

The Local Safety Officer is responsible for the repositioning of the safety Plan, according to the interventions and in order to cover the whole race course.

The plan is not sufficient if 50% of the available rescue boats are used in one or more interventions at the same time.

In this eventuality, the Local Safety Officer must communicate the fact to the Race Director in order to stop the practice, pole position and/or race.

- 02.03. Each rescue boat is assigned a Tow boat and they form the safety group positioned in the grid plan. The rescue boat is the group leader.

The group has to take its position according to the safety plan and it has to maintain the position by manoeuvring the engine (avoiding the creation of waves), at a minimum distance from the course line of 200 metres and, in any case, in a safe position.

Every group has to be constantly in contact and has to listen to Race Control on the assigned radio channel. The driver's assistant is assigned to carry out this function.

03. INTERVENTION PROCEDURE

- 03.01. Every safety group, composed of one rescue boat and one Tow boat, has to be in the assigned position at least 30 minutes before the official start time for practice, pole position & race.
- 03.02. Every group has to check how the practice is going, reporting every anomaly, accident, etc. to Race Control.
- 03.03. It cannot act unless authorised by Race Control.
- 03.04. Once the group has received the authorisation from Race Control, and if towing is not specifically requested - in which case, only the Tow boat would intervene - the group moves towards the point requiring intervention. While the rescue boat approaches the accident location, the Tow boat, with the yellow flag raised, places itself about 100 metres from the intervention point, on the course line, in a safe and visible position, signalling the danger to the other race boats, and protecting the intervention by the rescue boat.

If it is a medical intervention, the operation is controlled by the doctor and/or paramedic on board the Rescue boat, who will take care of rescuing the patient(s) and report to Race Control regarding what further action needs to be taken.

RECOMMENDED SAFETY PROCEDURES AND GUIDELINES

Once the rescue has been completed, the rescue boat will return to the established mooring post following the re-entry procedure, while the Tow boat will control the accident area and clear the water of any floating debris.

At the end of its intervention, with the consequent report having been made to Race Control, the group will take up its original position for normal service.

- 03.05. During the operation, Race Control will reposition the inactive groups in order to cover the whole race course.
- 03.06. If, during an intervention, the operation commander requires the aid of other rescue boats, Race Control will send the appropriate group(s), including the fire service.
- 03.07. If simultaneous interventions require the use of more than 50% of the active groups envisaged in the safety plan, it will be down to the Race Director, via Race Control, to stop the practice, pole position and/or race. In this case, the order will be given to raise the red flag, thus initiating the Race Stopped/Pace Boat procedure.

SAFETY GUIDELINES

SAFETY

The Safety and Rescue Plan includes both land and sea services.

All services will be carried out by Local Committee crews together with relevant class and Military crews.

The Safety and Rescue system will be co-ordinated by the Race Control.

LAND SERVICES

The Land Safety System includes the medical, fire prevention, helicopter and hospitality area services.

The Land area is divided into four separate zones:

- Dry Pit and Wet Pit area;
- Fuelling area;
- Helicopter area;
- Hospitality area

The areas indicated above must be set up and equipped as follows:

A. DRY PIT AND WET PIT AREAS

A.01. Medical Services

The medical services will be carried out under the control of the Head of the Medical Committee, with:

- A.01.01. N.1 Standard Ambulance ("B" type), with doctor and paramedical crew, normal equipment.

This ambulance will be positioned close to Dry Pit, free to move, from 08.00 to 19.00 from arrival to departure of all vehicles.

A.02. Fire Prevention Services

- A.02.01. 3 Fire points each containing 3 Extinguishers of 30 KG in separate locations in the pit area.
- A.02.02. N.2 fire extinguisher operators.
- A.02.03. N.2 water pumps, positioned in crane area (one at each crane).

B. FUELLING AREA

B.01. Medical Services

- B.01.01 N.1 Reanimation Ambulance ("A" type), fully equipped and manned by reanimation doctor and reanimation paramedical crew.

This ambulance will be positioned close to Fuelling area, free to move, one hour before and until one hour after the official fuelling times.

- B.01.02 N.1 Fire engine with a minimum of 2m3 extinguishing capacity, fully equipped and manned.
- B.01.03 N.2 fire extinguisher operators.

During fuelling operations, the area will be closed and controlled by the security crews.

C. HELICOPTER AREA (IF REQUIRED)

C.01. Medical Services

According to the local Law.

C.02. Fire Prevention Services

According to the local Law

D. HOSPITALITY AREA

D.01. Fire Prevention Services

D.01.01. N.3 fire areas composed by 4 extinguishers of 10 Kg each, with locations clearly indicated.

ON WATER OFFICIAL TIME LAND SERVICES

N.2 Reanimation Ambulance (“A” type), fully equipped and manned by reanimation doctor and reanimation paramedical crew.

These ambulances will be positioned free to move one hour before and until one hour after the official race, practice and pole position times.

Note: The LOC can also use the fuel ambulance during the official race times.

SEA SERVICES

Safety and Rescue Services on Racecourse.

E. RESCUE BOAT (Mandatory for Practice, Pole Position & Race)

E.01. A minimum of n. 6 Rescue Boats min 7 m, sufficient space in order to accommodate stretcher, with crew, n. 1 reanimation doctor or specialist paramedic and n. 2 divers for each boat, fully equipped for reanimation at sea (see following details).

F. TOW BOAT (Mandatory for Practice, Pole Position & Race)

F.01. N.6 Boats with crew, equipped for towing in order to tow up to 5 tons (see following details).

G. FIRE BOAT

(Recommended for Practice, Pole Position & Race)

G.01. N.2 Boats with crew, equipped with antifire system with foams and water pump.

H. COURSE PATROL BOATS

(Mandatory for Practice, Pole Position & Race)

H.01. N.6 / 7 Military boats for external course patrol.

I. FINISH BOAT

(Mandatory for the Race & Pole Position)

I.01. N. 1 Boat Fly bridge or other suitable craft for finish race procedure/pole position run (minimum 9m), with crew and Jury/Course Officials.

J. COURSE CONTROL BOAT

(Mandatory for the Race & Pole Position)

J.01. N.1 Boat each turn point with crew and n. 2 Course Officials (minimum 7m).

K. CONTROL BOAT

(Mandatory 1 day before the first practice and until the GP day)

K.01. N. 1 Boat for Class 1 controls and checks during whole period, available without driver at disposal of the Class 1 crew (minimum 7m - high speed).

- All boats will be identified by the Class One flag, (colours will be defined).
- The rescue, safety, tow, and course control boats will be inside of the racecourse.
- The course patrol boats will be outside the racecourse.
- All boats and participant services crews must be in radio communication with the Race Control on the nautical assigned channel. The channel will be specified by the LOC, as determined by the Authorities.

ACCESSORIES AND SPECIAL EQUIPMENT

• LOC DIVERS' EQUIPMENT

The only special request for the divers is the supply of 5 litre oxygen cylinders.

- **LOC TOW BOAT**

- Class One flag;
- Nautical radio system;
- 1 Yellow flag;
- 5 lengths of rope (15m each);
- 2 Blankets;
- 2 Marker buoys.

- **LOC COURSE CONTROL BOAT**

- Class One flag;
- Nautical radio system;
- 1 Yellow flag;
- 1 Red flags;
- 1 Red flares.

- **LOC FINISH BOAT**

- Class One flag;
- Nautical radio system;
- 1 Yellow flag;
- 1 Red flags;
- 1 Red flares;
- 1 Chequered flag.

- **LOC RESCUE BOAT**

CREW

- Driver;
- Assistant;
- 1 Reanimation Doctor or Specialist Paramedic;
- 2 Paramedic Scuba Divers

LOC RESCUE BOAT EQUIPMENT

- Class One flag;
- Nautical radio system;
- 1 Yellow flag;
- Oxygen
- 2 Collars
- C35
- Several Splints
- Pair of Scissors
- Floating Stretcher
- Thermal Blanket
- Emergency Medical Bag (see following details)

RECOMMENDED SAFETY PROCEDURES AND GUIDELINES

• BAG'S CONTENTS IN DETAIL

YELLOW BAG 1
Venflon 14 g
Venflon 16 g
Venflon 18 g
Butterfly 19 g
Butterfly 21 g
Arterial compressors with 19g needles
Silk bandage 2.5
Syringes 5 millilitre
Syringes 10 millilitre
Administration set with flow regulator
3-way taps
YELLOW BAG 2
Mini tracheal set
Adult laryngeal tubes
Adult Ambu bag
Adult hematometer
Adult ventilation mask
GREEN BAG 1
Ventolin spray flc
Diprivan 10mg/millilitre bottle
Ipnovel 15mg/3ml
Cortop vials 500mg/5ml vials
Gluc 33%/10ml
Mgso4 vials 1g/10ml vials
Normal saline solution 0.9%/10ml bottle
Calcium chloride fl 1g/10ml
Esmeron vials

GREEN BAG 2
Silk bandage 2.5
Lubricant
Laryngoscope
Blades for laryngoscope Mac 3-4
Magil forceps
Mayo cannulas in several sizes
Intubation stylet
RED BAG 1
Atropine sulphate 0,5mg/1ml vials
Xilocaina 2% 50ml flac
Cordarone 150mg/10ml
Revivan vials 200mg/
Effortil vials 10mg/1ml
Ebrantil vials 50mg/10ml vials
RED BAG 2
Sodium bicarbonate 8.4%/100ml
Emagel 500ml/flac
Sodium chloride 0.9%/500ml
BLUE BAG
Corrugated tube
Endotracheal tube 7.5
Endotracheal tube 7
Endotracheal tube 6.5
Endotracheal tube 6
Endotracheal tube 5.5
INNER POCKET
Disposable gloves, size M
REFRIGERATOR
Adrenaline 1mg/ vials
Midarine (succinylcholine) vials

SPECIAL INFORMATION TO BE PROVIDED BY THE LOC

- 1) NAME OF PREWARNED HOSPITAL(S) WITH CONTACT NAMES OF DOCTORS AND TELEPHONE NUMBERS;
- 2) NOTIFICATION OF LOCATION OF SPECIALISED UNITS AT HOSPITAL(S) (Emergency surgery; Radiology with TAC; Resuscitation; etc.);
- 3) TIME TO COVER DISTANCES FROM THE PITS TO THE DESIGNATED HOSPITAL(S) VIA ROAD;
- 4) TIME TO COVER DISTANCES FROM THE PITS TO THE DESIGNATED HOSPITAL(S) VIA HELICOPTER;
- 5) FURTHER EMERGENCY BERTHING POINTS (IF ANY);
- 6) POSSIBILITY OF SECURITY PRESENCE AT SUCH BERTHING POINTS;
- 7) POSSIBILITY OF RESUSCITATION AMBULANCE AT SUCH BERTHING POINTS.

APPENDIX 2

ON-WATER PROCEDURES AND GUIDELINES

01. POLE POSITION PROCEDURE
 - 01.01. GROUPING
 - 01.02. POLE POSITION PROCEDURE
02. PIT STOP PROCEDURES
03. START PROCEDURE
04. RACE STOPPED/PACE BOAT PROCEDURE
 - 04.01. RACE STOPPED
 - 04.02. PACE BOAT PROCEDURE
05. FINISHING PROCEDURE

01. POLE POSITION PROCEDURE

01.01. GROUPING

All Race boats must be positioned on the wet pit pontoon 1 hour before the scheduled start time for Pole Position, unless otherwise stated in Race instructions or race bulletin. Boats to be positioned in Championship order.

01.02. POLE POSITION PROCEDURE

As soon as the green flag is displayed and the course is open, race control will call in championship order, each boat to give permission to enter the course. After this first call any race boat is entitled to request permission from Race Control on the designated VHF channel to leave the Race wet pit pontoon and enter the race course (a white flag may also be shown 10 minutes prior to start of pole position).

There is no maximum number of raceboats on the course.

Each boat is entitled to run a minimum of 2 timed laps and a maximum of 4 consecutively or in different runs, raceboats are also also entitled to use the crane for a maximum of 10 minutes during the pole position round, when available and/or possible and under the direction of the Technical director.

Any boat entering or leaving the race course must request explicit permission from Race Control via radio on the designated VHF channel and follow the In & Out procedure as given in the Race Instructions and/or Bulletin and/or Pilots' Briefing.

The course will be closed at the Race Instruction specified time min 60 minutes to 75 minutes maximum, the red flag will be raised and all boats on the course must exit the course following the In & Out procedure.

As a consequence of the strict time limitation, all race boats must commence a timed lap before the allotted minutes have passed so as to be entitled to finish this timed lap. Each boat must then proceed to the wet pit area, respecting the In & Out procedure.

To qualify for any Pole Position prize funding,(at the discretion of the class ! promoter) raceboats must have completed a minimum of 2 timed laps. Completion of 1 timed lap only will qualify for Pole Position.

The final Pole Position results will determine the starting order for all participating boats in the Grand Prix Race.

It is at the discretion of the Race Committee to establish whether, when entering the race course, the departure point will be the Wet Pit, or whether it is necessary to designate a Pole Position Milling Area. This will be indicated in the Race Instructions and/or Bulletins and/or Pilots' Briefing.

After the start time of the Pole Position, priority use of the cranes is at the sole discretion of the WPPA Technical Director.

No refuelling will be allowed during the Pole Position.

Under no circumstance during the Pole Position may any boat run outside of the Pole Position course area. Failure to comply will result in a fine of Euro 1,200 and/or disqualification.

Lap timing commences after the first passing of the timing gate.

After Pole Position all boats must be available for scrutineering at discretion of the WPPA Technical Director.

The 1st, 2nd & 3rd boats of the Pole Position round must proceed directly to the Race wet pit pontoon and any Podium area after the finish of Pole Position for the Prize Giving Awards, if requested in the race instructions or by the LOC.

The result of the Pole Position will be determined by the fastest timed lap.

Boats compete in the Pole Position for the Pole Position Trophy. Pole Position trophies will be awarded to the 1st, 2nd and 3rd placed boats for the overall Pole Position Trophy.

No part of the Pole Position is subject to protest.

Boats disqualified from the race for technical reasons will automatically be disqualified from the event, including the Pole Position Series.

In addition to the penalties determined by the Rules, the following penalties will be applied:

- a) In the case of non-participation in the Pole Position Round for certified technical reasons, the position in the Start will be in last place (e.g. 10th of 10 boats);
- b) In the case of missing or destroying a buoy, the time from the relevant lap will not be counted towards qualification; but does count as one of the allowed number of race laps.

02. PIT STOP PROCEDURES

- Boats which wish to make a Pit Stop must follow the In&Out procedure outlined in the Race Instructions.
- Boats returning to the harbour must turn on their strobe light.
- If several boats are returning at the same time, use of the cranes will be designated by the WPPA Technical Commissioner based on the order of the boats entering the harbour.
- Boats must be at very slow speed at all times while in the harbour (no wake). Penalty for infringement: Disqualification and/or fine.
- Refuelling is not permitted.
- Only the official crane areas may be used during pit stops unless agreed by the WPPA Technical Commissioner.
- No boats will be recovered during the duration of Pole Position, except for damaged boats and under the responsibility of the WPPA Technical Commissioner.
- Cranes may be used to recover boats during the Grand Prix race period, but priority will be given to pit stops, except for damaged boats, and under the responsibility of the WPPA Technical Commissioner
- Craning time is fixed at ten minutes per Pit Stop. A boat can enter the craning area only when it is ready to be hoisted by the crane. Craning time starts from when the boat is attached to the crane by its straps and ends when the straps are released from the crane.

See also Class 1 event Rules Section H 31 Craning and 32 Pit Stop Rules.

03. START PROCEDURE

All boats will be positioned in Pole Position order by the wet pit pontoon.

15 minutes before the start, a white flag will be raised in the wet pits and the drivers will take their positions in their cockpits with their attention focused on race boat VHF channel.

10 minutes before the start, the green flag will be raised and the WPPA Race Commissioner will call by radio the race boats in Pole Position order; all boats will then leave the pontoon accordingly, following the Start Boat to proceed on parade to the start.

All boats will follow the Start Boat at very low speed (max 10 knots) in Pole Position qualifying order. Where possible a parade lap will take place straight in to a rolling start, with no Flare.

Otherwise Two minutes before the start, there will be a flare of orange smoke and the Start Boat will display the orange strobe.

When the Start Boat turns in the direction of the Start Gate, then all race boats have to take their position at the start.

All boats will line up in Pole Position qualifying order as described. The Pole Position winner must be adjacent to and minimum 30 metres astern of the Pace Boat. All other boats must line up alongside the Pole Position winner in PP order and maintain a distance of not more than 30 metres between them. When all boats are in position the green flag will be raised as soon as possible in the vicinity of the start chute. A Yellow Card may be applied to a boat that damages the position of the other boats. Infringement of the 30 metres rule will be penalized with one long lap penalty.

A second start boat may be used where available to form an imaginary line between the 2 start boat transoms. In this instance the 30 metre rule will apply from both start boats.

If any of the race boats are out of Pole Position order by the Start, a long lap penalty will be applied.

The Start Chute may be marked by two buoys. All boats must pass through this Gate.

The start of the race is denoted when the Start Boat has raised the green flag and changed from the orange to the white strobe light. The start will be confirmed by radio. The start boat will not advise boats to speed up or slow down, this is the sole responsibility of the pilots. If the the boats line up with enough time to commence down the start chute, the green flag will be raised at approximately 40/50 knots and confirmed by radio and the race started.

If a red flag is raised from the Start Boat at any time during the start procedure (including the run up to the Start Chute) or after the orange smoke flare has been fired, the start will be deemed to have been aborted. All boats must follow the Start Boat at slow speed on a parade lap in starting order for a restart. The race timing will start from the passing of the timing line by the start boat. Boats must fall in behind the start boat again to complete another lap as indicated in the procedure above.

All race boats must line up and remain at a constant speed in starting order – no 'runs' through the line up will be permitted. Penalty – Long Lap.

If a race boat starts before the yellow flag is raised, the penalty is Disqualification.

ON-WATER PROCEDURES AND GUIDELINES

Once the green flag is raised and the race is started all boats are under ALL RACE RULES and all overtaking and rounding marks rules will apply, see WPPA Rules 2007, page 54-56, Class 1 Event rules, Items 29.06, 29.07 and 29.08.

It is the Team Manager's responsibility to guarantee the good functioning of the Race Boat's radio communications.

Penalties for infraction of the Starting Procedure are:

- Interference with starting procedure – Long Lap Penalty and if the driver had caused danger, a Yellow Card.
- Should the bow of any boat be in front of the transom of the start boat when the green flag is raised - Long Lap Penalty or time penalty 30 seconds.
- Starting on the incorrect side of the start boat or in front of the start boat - Disqualification.
- Damaging the position of another boat - Yellow card.
- See relevant diagram issued with Race Instructions.

04. RACE STOPPED/PACE BOAT PROCEDURE

04.01. RACE STOPPED

In the event that a race has been stopped with a red flag, the race time will keep on running.

If the race is stopped during the first lap or, in any event, before the first timed lap has been completed by the leading boat, the Restart will be effected in accordance with the normal Start Procedure and starting order as given in the Race Instructions and/or Bulletin and/or Pilots' Briefing.

If the race is stopped before the first timed lap has been completed by the last boat, all boats must proceed to the Pace Boat Milling Area and the WPPA Race Commissioner will decide upon which start procedure is to be adopted.

In any case, whichever procedure is to be followed (normal Restart and/or Pace Boat), all boats must observe the Pace Boat Milling Area procedure as described below.

- The stopping of the race will immediately be communicated via radio (VHF channel as announced in the Race Instructions) and via timing computer.
- It is the responsibility of the Team Manager to inform his pilots that the race has been stopped.

- All boats must immediately slow down. No overtaking will be permitted from the stopping of the race/red flag.
- Slowly, each boat must follow the race course to the designated Pace Boat Milling Area where the Pace Boat is located and waiting.
- As soon as all race boats are assembled in the Pace Boat Milling Area they must follow the instructions from the Pace Boat:
 - If the Pace Boat shows the red flag, the race is definitively stopped and all boats must follow the Pace Boat into the wet pits.
 - If the Pace Boat turns on the orange strobe lights, the Pace Boat procedure comes into force.

Refer also to Class 1 Event Rules 35 Finishing Procedure 01, 02, 03.

04.02. PACE BOAT PROCEDURE

The pace boat and the location of the Pace Boat Milling Area will be announced in the Race Instructions and/or Pilots' Briefing and/or Bulletin.

- Once all race boats have reached the Pace Boat Milling Area and are assembled, and the Pace Boat turns on the orange strobe lights, the race boats must line up behind the pace boat in the order of the classification of the lap prior to the stopping of the race. From this moment on, each single overtaking will be penalised with 1 long lap per boat overtaken. (3 boats overtaken under Red Flag = 3 long laps as penalty).
- Race Control will announce the line-up via radio and timing computer.
- As soon as all race boats have taken their correct position behind the pace boat, they must closely follow the course of the pace boat.
- From the moment that the race course is cleared, the pace boat will follow the regular race course (race lap) as announced in the Race Instructions and/or Pilots' Briefing and/or Bulletin.
- It is the responsibility of the pace boat/Race Control to restart the race. The pace boat will accelerate to a high speed. The race boats must continue to follow the pace boat in the designated order.

- The restart of the race will be indicated by a green flag and white strobe light on the pace boat and communication via radio and timing computer.
- The race will be considered restarted as soon as the pace boat crosses the Finish/Timing line with white strobe lights on. The green flag will be displayed and the Team Managers will be informed via radio and timing computer.
- After having passed the Finish/Timing line, the pace boat will leave the course. All race boats must pass the Finish/Timing line in the order they had behind the pace boat and follow each other closely.
- Overtaking is only permitted after the restart of the race and once the race boat has passed the start line behind the pace boat (white strobe lights on).

In the case of a boat having technical or other problems during the restart procedure, the strobe light must be switched on immediately and all following boats are entitled to pass this boat without penalisation. If the strobe lights are not switched on immediately and the restart procedure is affected, the concerning boat will be penalized with 1 long lap.

If the boat is not able to perform this penalty during the actual race, the penalty will be valid for the next race in which the boat takes part.

Turn Marks

Diagrams illustrating the correct procedures for passing turn marks are found in APPENDIX 6, together with an outline of penalties which apply if they are passed incorrectly.

05. FINISHING PROCEDURE

- 05.01. No Patrol Boat or Jury Boat shall be released from his station until the official in charge at Race Control has given clearance to that specific boat.
- 05.02. Once all the race boats have passed the Finish/Timing line, they must proceed to a safe area outside the race course as defined in the Race Instructions.
- 05.03. Once all the boats have passed the Finish/Timing line, the race boats are free to return to the wet pits, following the In & Out Procedure in the Race Instructions and/or Bulletins and/or Pilots' Briefing.
- 05.04. The Winner, 2nd- and 3rd-placed boats will be led to the Wet Pits or other designated area as announced in the Race Instructions by the Start/Pace Boat.

APPENDIX 3

ON-LAND PROCEDURES AND GUIDELINES

- 01. PITS
 - 01.01. DRY PIT
 - 01.02. CRANING AREA
 - 01.03. REFUELLING AREA
 - 01.04. WET PIT AREA
 - 01.05. HELIPAD
 - 01.06. TIMING/TEAM MANAGERS' AREA

- 02. HOSPITALITY AND VIP AREA
 - 02.01. TEAMS' HOSPITALITY
 - 02.02. PODIUM AREA

- 03. OFFICES
 - 03.01. IOTA OFFICES
 - 03.02. CLASS 1 OFFICIALS
 - 03.03. PRESS OFFICES
 - 03.03.01. IOTA Class 1 Press - PR
 - 03.03.02. LOC Press Office
 - 03.04. CLASS 1 TV
 - 03.05. MEETING ROOM
 - 03.06. PILOTS' BRIEFING ROOM

01. PITS

The PIT area comprises the areas on land and the quayside where the activities connected to the event take place.

The Pit area is made up of: Dry Pit; Craning Area; Refuelling Area; Wet Pit; Helipad; Timing area;

01.01. DRY PIT

The Dry Pit is the area where the race boats and workshops are situated.

The usable area required is c.6,000m² and it is requested that this be available from 00.00 on the day 5 days before the start of the race weekend until 24.00 on the day after the Grand Prix.

It is compulsory that this area be closed off and the entrances protected 24 hours a day by security guards (the type of pass which allows access will be advised by IOTA via panels displayed in the area).

The area must have sufficient space for the movement of trucks to and from the craning area (point 1.2) and the refuelling area (point 1.3)

The Dry Pit must be equipped with the following:

- a) 8 multiple (minimum dual) 220/380V electricity connections with a maximum charge of 200 kW;
- b) 8 multiple (minimum dual) water supply points;
- c) minimum of 4 x 200 litre containers for collecting oil;
- d) 1 rubbish bin for each race boat (minimum of 10), 200 litres in size;
- e) 1 fire extinguisher for each race boat (minimum of 10) and a minimum of 2 fire prevention officers;
- f) 1 forklift truck, minimum 3 tons (no operator);
- g) 1 van for transporting materials (no driver);
- h) adequate electric lighting;
- i) adequate toilet facilities.

01.02. CRANING AREA

The craning area is where the cranes for launching and haulage operations are situated.

The usable area required is c.1,000m² and it is requested that this be available from 00.00 on the day 2 days before the start of the race weekend until 24.00 on the day after the Grand Prix.

It is compulsory that the entrances to this closed off area be protected 24 hours a day by security guards (the type of pass which allows access will be advised by IOTA via panels displayed in the area).

The area must have sufficient space for the movement of trucks to and from the Dry Pit (point 1.1) and the refuelling area (point 1.3).

The Craning Area must be equipped as follows:

- a) 2 x minimum 50 ton cranes with 20-metre range available for use and in position from 08.00 of the day before the race weekend until 24.00 of the day of the GP, with operators present during the official hours. The operators must also be on call for other activities, if necessary, at other times.
- b) 2 multiple (minimum dual) 220/380V electricity connections
- c) 2 water pumps, one by each crane, to be used to pump out race boats in case of accident
- d) a minimum of one 200 litre rubbish bin;
- e) 2 fire extinguishers for each crane;

01.03. REFUELLING AREA

The refuelling area is where the race boats fill up with petrol.

The usable area required is a minimum of c.500 m² and it is requested that this be available from 00.00 on the first day of the race weekend until 24.00 on the second day of the race weekend.

It is compulsory that this area be closed off and the entrances protected 24 hours a day by security guards (the type of pass which allows access will be advised by IOTA via panels displayed in the area).

The area must have sufficient space for the movement of trucks to and from the Dry Pit (point 1.1) and the craning area (point 1.2).

The Refuelling Area must be equipped as follows:

- a) 1 fire engine equipped for combustibles with personnel on call during all official refuelling times (the service must start 45 minutes before the official period and last until 45 minutes afterwards); The fire prevention group must also be on call outside these hours;
- b) 1 resuscitation ambulance with medical staff and paramedic in attendance during all official refuelling times (the service must start 45 minutes before the official period and last until 45 minutes afterwards);
- c) 1 multiple (minimum dual) 220/380V electricity connection;
- d) a minimum of one 200 litre container for collecting oil/fuel;
- e) 4 x 30 Kg fire extinguishers;
- f) sufficient antipollution material.

01.04. WET PIT AREA

The Wet Pit is the area for the launching and haulage of the boats.

The usable area must be adjacent to the craning area and have sufficient space for the positioning of c.200 linear metres of pontoons, which are supplied by IOTA if not available on site.

It is compulsory that the entrances to this closed off area be protected 24 hours a day by security guards (the type of official pass which allows access will be advised by IOTA via panels displayed in the area).

The area must be equipped with gangplanks, ladders, etc. which enable the authorised personnel to reach the pontoons.

01.05. HELIPAD

The helipad is the area from where the helicopters used for the race take off, land and park.

The entrance to this closed off area must be protected by security.

The usable area must be suitable for the use by 3 helicopters (e.g. Ecureil AS355 or similar).

As an alternative to a permanent helipad, it is possible for the Local Organiser to provide an area which can be used for this purpose on a temporary basis and request the "OPENING OF TEMPORARY HELIPAD" authorisation from the relevant Civil Aviation Authority.

In this case, the Local Organiser must arrange for the temporary area to be set up in the following way or, in any event, in accordance with all legal requirements:

- a) 1 fire engine equipped for combustibles and with staff on call during the official times for helicopter use (the service must start 45 minutes before the official period and last until 45 minutes afterwards). The fire prevention group must also be on call for other activities, if necessary, at other times.
- b) 1 resuscitation ambulance with medical staff and paramedic in attendance during all official refuelling times (the service must start 45 minutes before the official period and last until 45 minutes afterwards).
- c) water tank truck if surface is sandy.

01.06. TIMING/TEAM MANAGERS' AREA

The Timing/Team Managers' area is where the timing of the event is done and from where the participating Teams are controlled.

It is situated close to the Finish Line.

The usable area required is a minimum of c.30 m x 4 m and it is requested that this area be available from 00.00 on the day 3 days before the start of the race weekend until 24.00 on the day of the Grand Prix.

It is compulsory that this area be closed off and the entrances protected 24 hours a day by security guards (the type of pass which allows access will be advised by IOTA via panels displayed in the area).

The Timing/Team Managers' Area must be equipped as follows:

- a) 10 multiple (minimum dual) 220V electricity connections;
- b) 3 rubbish bins;
- c) 2 fire extinguishers;

02. HOSPITALITY AND VIP AREA

The Hospitality Area is the group of areas on land where the Teams' and LOC/Event Sponsors' hospitality activities take place.

The Hospitality Area made up of: Teams' Hospitalities; Hospitality for Local Sponsors (if requested locally); Local Organiser's Space (if requested locally); VIP Village (if requested locally); Commercial area (if requested locally); Podium Area.

02.01. TEAMS' HOSPITALITY

The Teams' Hospitality area is where the Teams' motorhomes and that of IOTA are situated (including the Class 1 VIP area).

The usable area required is c.3,000m² and it is requested that this area be available from 00.00 on the day 3 days before the start of the race weekend until 24.00 on the day after the Grand Prix.

It is compulsory that the entrances to this closed area be protected 24 hours a day by security guards (the type of pass which allows access will be advised by IOTA via panels displayed in the area).

The Teams' Hospitality area must be equipped as follows:

- a) 6 multiple (minimum dual) 220/380V electricity connections with a maximum charge of 200 kW;
- b) 6 multiple (minimum dual) water supply points;
- c) 200 litre rubbish bin for each motorhome (minimum of 10);
- d) 1 fire extinguisher for each motorhome (minimum of 10);
- e) adequate toilet facilities;
- f) adequate cleaning of the area on daily basis and removal of rubbish;

02.02. PODIUM AREA

The Podium Area is where the prize-giving takes place.

This is normally situated inside the VIP Hospitality area and where VIP activities are run.

The usable area required is c.100 m² and it is requested that this be available from 00.00 on the day before the start of the race weekend until the end of the prize-giving ceremony which follows the Grand Prix.

This area must be protected by security guards for the duration of the prize-giving ceremony (the type of pass which allows access will be advised by IOTA via panels displayed in the area).

The Podium area must be equipped as follows:

- a) 1 multiple (minimum dual) 220V electricity connection
- b) 1 stage, minimum 10m wide, 6m deep, on which backdrop is to be set up (provided by IOTA), steps up to stage
- c) 1 PA system with radio-microphones (2)
- d) Table to display trophies

03. OFFICES

The Offices are a collection of areas requested for the execution of the technical and administrative work relating to the event.

They comprise: IOTA Operations Office; Class 1 Officials; Class 1 Press/PR; Class 1 TV; Press Office; Meeting Room; Briefing Room;

Overall, they can be made up of offices and/or portacabins/stretched flexible structures set up for the purpose.

The Offices are normally located near the Pit Area.

They should be cleaned, with waste paper baskets to be emptied, on a daily basis.

03.01. IOTA OFFICES

Made up of 1/2 rooms totalling c.30m²:

- a minimum of 5 workstations, made up of desks and chairs with sufficient electrical sockets and internet connections (either via cable or wireless); one fax machine; one phone line; one colour photocopier with sorter; one colour and several b/w printers; also area to be used for private meetings.

03.02. CLASS 1 OFFICIALS

An office with a minimum of 8 workstations, made up of desks and chairs with sufficient electrical sockets and internet connections (either via cable or wireless); one fax machine; one phone line; one colour photocopier with sorter; one colour printer;

03.03. PRESS OFFICES

The Press Offices are divided between International (IOTA) and Local (LOC).

The IOTA Press/PR- and the local Press Office must be one large room, separated by a room divider.

03.03.01. IOTA Class 1 Press - PR

An office c.30 m², to seat a minimum of 5 people, with workstations made up of desks and chairs with sufficient electrical sockets and fast ADSL Broadband internet connections (either via cable or wireless); one fax machine; one telephone line;

03.03.02. LOC Press Office

An office c.100 m² (size, tables, chairs, etc. depend upon number of journalists expected) equipped with 5 telephones, one fax, ADSL Broadband internet connections, colour photocopier, a minimum of 4 computers, printers;

03.04. CLASS 1 TV

A closed off office, minimum 40m², equipped with a minimum of 4 workstations, sufficient electrical sockets, internet connections (either via cable or wireless); one fax machine; one telephone line; computers with CD/DVD writer;

03.05. MEETING ROOM

A room which can seat up to 30 people for private Class 1/IOTA meetings, furnished with tables and chairs.

03.06. PILOTS' BRIEFING ROOM

A well-presented room which can seat around 50 people for the Pilots' Briefing. It is set up with a top table (for a minimum of 8 people) and seating in theatre-style.

For use for two hours on the first day of the race weekend, normally 18.00 - 20.00.

Equipped with PA system with radio-microphones (2), overhead projector and PC projector with projection screen.

APPENDIX 4

TECHNICAL NOTES

01. ENGINE PARITY
02. SINGLE MAP ECUS RECOMMENDATION
03. CREW SAFETY
04. DRAWINGS AND MEASUREMENT
05. REINFORCED COCKPIT AREA AND CANOPY
06. OTHER REQUIREMENTS
07. IN THE RESTRAINED COCKPIT

01. ENGINE PARITY

METHOD OF CONTROL TO ENFORCE THE RULE THAT NO ENGINE IS ALLOWED ABOVE 927HP AT ANY TIME

- After initial registration and acceptance of the engines, in order to be accepted for racing, 1 of each type of engine from the individual manufacturers/tuners must be sent to the WPPA/Class 1 appointed Dyno Test Facility and perform a max torque rpm and power run with the relevant air box and restrictor fitted.
- All engines will be fitted with a simple data logger, completely independent from the engines' control system, that will record rpm, max boost pressure and air depression inside the air box; additional measurement points may be added if more control is required. The data logger will be fitted to the engines during the season and Teams may be requested to duplicate race-recorded data on the Dyno, if their engine is chosen and sent for testing during the season.
- For any race that is subject to Post-Race Engine Dyno Testing, the finish order is provisional pending the report from the Dyno Test Facility. Teams must declare the type and brand of engine oil used for the race in question.
- A minimum of 1 engine per race may be sent to the Dyno for testing; the method of choice is at the discretion of the Chief Technical Commissioner.
- Engines that are chosen to be dyno-tested and have not completed their 2- race period for bonus points, have the choice of the following with no loss of points:
 - a) If the engine is returned before the next race - refit the engine
 - b) If the engine is not returned in time for the next race, it can be fitted at a later date during the season with no penalty and points will be counted as if they had been awarded for 2 consecutive races. The engine must remain sealed.
 - c) If the engine fails or encounters technical problems on the Dyno, the engine may be repaired and fitted at a later date during the season with no loss of points.
 - d) If an engine is sent for testing on the second-to-last race of the season and cannot be fitted for the last race due to points b) and c) above, the new engine fitted will act as a substitute, and points will be given.

- In order to be fair to other Teams, manufacturers/tuners, the following must apply:

If, during engine development work, the Team, manufacturer/tuner feels that after racing, their engine will be 927hp or above, they must declare this to the WPPA in writing for a reduction in air restrictor size. However, before the other Teams, manufacturers/tuners with the same type of engine are required to reduce their air restrictor to the new size, the team making the declaration must prove that the engine can complete at least one race weekend without mechanical failure with the new air restrictor size fitted. This is to ensure that engines are not being built and run on Dynos purely to manipulate the rules so as to disadvantage other Teams.

02. SINGLE MAP ECUS RECOMMENDATION

In order for the dyno system to work only single map ECUs are recommended. If an engine is chosen to go to the dyno, the ECU cannot be accessed after the race and may even be removed and sent separately if required.

If Teams insist on running more than one map inside the ECU, they must declare this in writing to the WPPA and will be asked to demonstrate additional maps on the Dyno during any testing of their engine.

ECU's may be subject to random testing at the discretion of the technical Director to confirm conformity to the rules.

03. CREW SAFETY

All Class 1 boats must be equipped with a Reinforced Cockpit(s) with Canopies for all riding crew members and buoyancy to ensure the boat floats. The crew, who must be seated, must have a restraint system comprising of and conforming with the following rules:

A Reinforced Cockpit with Canopies is defined as a containment area for crew and can be constructed as an integral part of the boat. This Reinforced Cockpit Area must be designed and constructed to a specification capable of withstanding the forces of a water impact when running at the highest design speed of the boat, and therefore protecting all members of the crew in the event of an accident. The various components that constitute the Reinforced Cockpit shall be properly maintained to ensure reliable operation of all components, with emphasis being placed on the canopy release mechanism, emergency air supply and restraint systems.

In any Class 1 multihull boat, Cockpits will not be allowed in the sponsons. It is recommended that Sponson Cockpits are not used in any other classes.

These rules also apply to any boat in any class using Reinforced Cockpits with Canopies.

04. DRAWINGS AND MEASUREMENT

Three view drawings (plan, side and elevation) of the design of the Reinforced Crew Cockpits(s), the Bulkheads, the type of Canopy, the Buoyancy System and the Restraint System anchorage Points must be lodged with the measurer's National Authority of the measurer and verified at the time of craft measurement.

Drawings shall be provided showing canopy aperture dimensions for full or partial canopies, single or tandem arrangements. Arrangements shall describe whether fore and aft, or side by side seating is fitted.

Drawings shall show the method and construction of release devices. Drawings should show the material specification of the transparent areas.

Prior to Boat Measurement the drawing and material specifications shall be sent to the Measurer requested to measure the boat. On completion of measurement, the drawings and material specifications called for by the designer shall be lodged with the measurers National Authority before they issue a certificate of compliance and measurement.

Reference: Also 44.01 MEASUREMENT CERTIFICATE.

05. REINFORCED COCKPIT AREA AND CANOPY

All boats with restraints must have a Reinforced Cockpit Area with a Canopy which is suitably designed and fit for the purpose of safety at the designed/expected speed of the craft and designed to ensure that the occupants are protected at all times especially in the event of a severe accident, in accordance to the latest WPPA or UIM cockpit guidelines.

The construction, strength safety and conformity to meet and exceed the recommended requirements is the sole responsibility of the boat owner and or boat builder. Any scrutineering or measurement by the WPPA officials is not condition/construction survey.

It is mandatory to close the canopy with a hatch, and for the hatch to remain closed during all racing and practice.

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 pilot and co-pilot have clear, safe and undisturbed visibility ahead at sea level whilst racing. For Class 1 it is strongly recommended that these polycarbonate areas are built using 12 mm thickness, or more.

The combined visibility the pilot and co-pilot must be through a horizontal arc of 225 degrees (112.5 degrees either side of the centre line of the boat).

These polycarbonate panels are to be recessed into the composite structure and may be bonded using a suitable bonding agent, and/or "bobbins".

It is highly recommended that there is also a through bolted outer flange for the fitting of the polycarbonate panels.

Screen flanges should be a minimum of 50 mm 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.

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.

Hatch openings shall have a minimum of 25 mm flange.

Hatches should be recessed on the front and sides.

It is recommended the hatches are constructed to the same specification as the main Restraint Area. 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 catches 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.

TECHNICAL NOTES

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 cover's 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 0.55m in length and 0.55m in width. If the crew is seated side by side, then the opening should be at least 0.55m x 0.825m wide. In tandem configuration, the opening(s) should be 0.55m x 0.55m per crew member. The canopy apertures should be cut with all corners having a radius of 0.025m minimum or 0.25m 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.

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 starting a race or taking part in practice and/or testing.

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. Unless a secondary escape hatch is provided.

Reference: 44.04 ESCAPE HATCH.

Boats with restraints must have stop buttons/switches located in the cockpit area, immediately accessible to pilot, co-pilot 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.

All boats shall have a White High Intensity Strobe Light fitted to indicate "coming off the plane" but not needing assistance. The strobe light must be able to be operated by the throttleman, and should be operated by the throttleman 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. When dual canopies are used, the light may be on or behind either one.

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

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 of 0.12m vertical and lateral clearance between the canopy and each of the crewmembers when in the normal seating position.

The Restraint System must consist of a 5 or 6 strap harness and should utilise 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 has to take up the force on the attachment bolts, there must be a stainless steel plate (washer of minimum 3 mm thickness and 100 cm² area).

When using seats with suspension, and therefore not using a bulkhead restraint anchorage, drawings must be lodged with the National Authority 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) or rotary type, are both acceptable restraint release systems.

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

The harness system must comply with Drawing 2.

The shoulder harness should be installed 90 degrees to the spine at shoulder line to minimise compression injuries and the high "G" loading. 75 mm minimum/maximum to Centre line of Lap Belt at Seat Back, Seat Bottom junction. 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 pilots must be able to exit the cockpit without removing the steering wheel.

Rear view mirrors are mandatory, as well as a method of cleaning the canopy whilst underway.

Two fire extinguishers, each a minimum of 2kg must be carried and be readily accessible to the crew.

Should a life raft be carried, it may be placed in the same locker.

All crew containment areas of inboard engine canopied boats must be fitted with a carbon-monoxide alarm.

Racing Vests - the efficiency of the racing vest is a matter of the exclusive responsibility of the wearer. Every crew member whilst on board, must wear a racing vest during the practice runs and throughout the race. Racing vests must be coloured high visibility orange or yellow. The racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crutch straps or a method of ensuring that the vest does not "ride up".

It is mandatory that sufficient buoyancy is provided in the boat, or in the material used for its construction, to ensure that the boat floats if capsized or holed. If extra buoyancy is needed, the buoyancy system described by the designer should be verified by the Measurer. This added buoyancy must be in at least four separate flotation units. It is recommended that the buoyancy should float the hull as parallel with the surface of the water as is practical, to help in rescue accessibility.

06. OTHER REQUIREMENTS

Non-compliance - The Technical Director has the authority to deny entry to any race boat subject to these rules that has non-compliant cockpit safety systems. The Technical Director also has the authority to allow a non-compliant boat to compete, provided that after consultation with the Technical Director, the Technical Committee determines that the intent of the guidelines has been met and that the safety of the riding crew and fellow competitors is not jeopardised.

Intercoms - Locking boat intercom plugs connecting helmets to racing craft are expressly prohibited. Plugs must disconnect easily, placing no additional stress on competitors' necks. Inflexible metal or plastic intercom microphone booms are strongly discouraged.

Radios - A licensed ship-to-shore radiotelephone must be permanently installed in an unexposed location with a minimum power input of twenty-five watts with international marine VHF channels available and any channel designated by the Race Committee as being essential for race communications.

Bilge Pumps - Two (2) bilge pumps, at least one of which it is recommended shall be hand-operated. Electric bilge pumps are to be automatic and wired so as to maintain operation independent of the battery cut-off switches.

It is recommended that two Coast Guard Approved fully charged fire extinguishers with metal pull rings and an indication gauge showing amount of charge secured in a position are readily accessible to the crew.

Cleats - All cleats and other deck hardware must be recessed or protected.

Non-Skid - It is recommended that non-skid material be installed on the deck surface surrounding the cockpit to the satisfaction of the Chief Safety Inspector (Clear non-skid is available).

07. IN THE RESTRAINED COCKPIT

All personal flotation devices worn should meet or exceed the latest WPPA/UIM Cockpit Guidelines current published standards regarding colour and impact material. Additional inflatable flotation is strongly encouraged.

"Cool Suits" - may contain any proven safe fluid or gas cooling agent other than Freon.

Eye protections - must be constructed of shatterproof material. Eyeglasses shall not be accepted as eye protection.

The Race Director - or Technical Director may prohibit use of any equipment he deems unfit for service.

Violation - of safety rules will result in a penalty assessed by the Race Director in conjunction with the Medical and Safety Director.

Props - All propellers mounted on shafts shall be covered by heavy cloth or canvas material whenever possible and at all times when the boat is unattended in public areas.

All boats parked in the "Dry Pits" shall have propellers removed or covered by heavy cloth or materials so as to minimise injury to crew or viewing public.

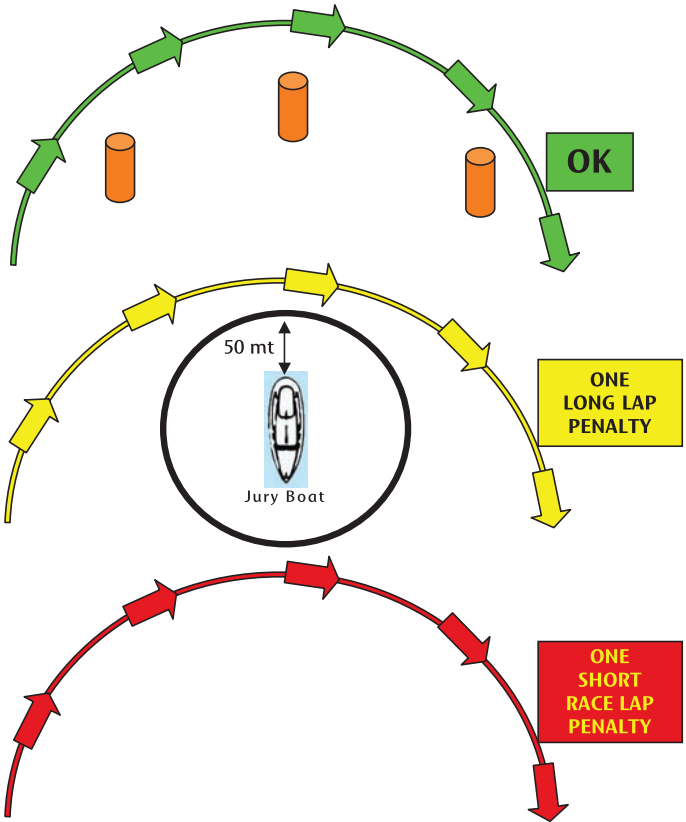
During trailer firing of motors:

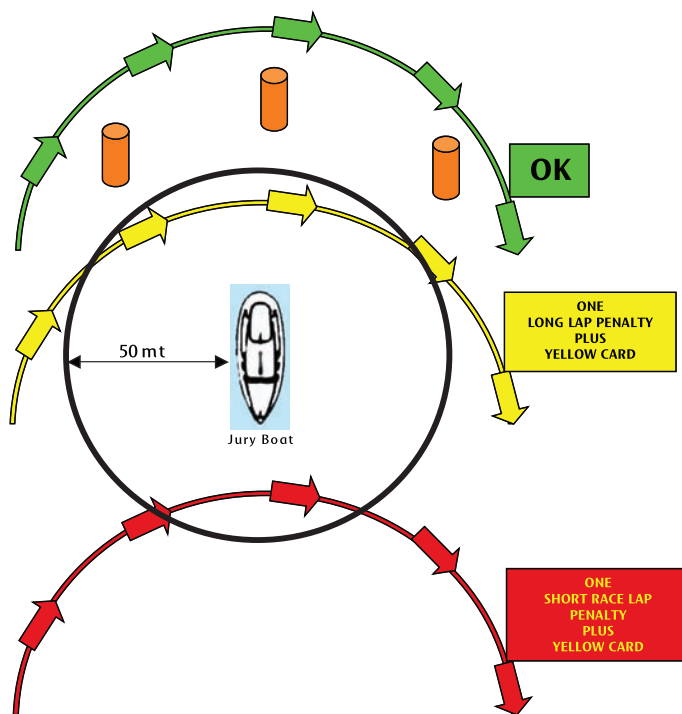
- (a) Propellers shall be removed.
- (b) A fire extinguishing system must be readily available staffed by crew or fire department when internal engine compartment fire suppression systems are not incorporated.

APPENDIX 5

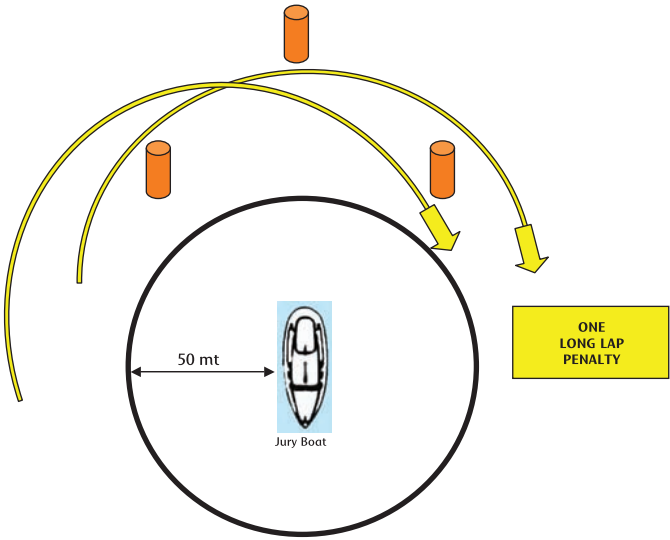
**TURN BUOYS
CLARIFICATION DRAWINGS**

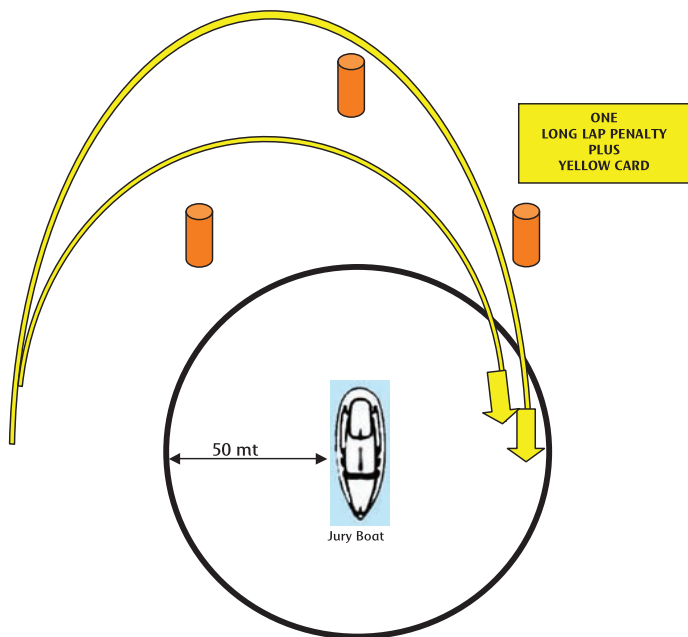
Turn Buoys
Clarification drawings



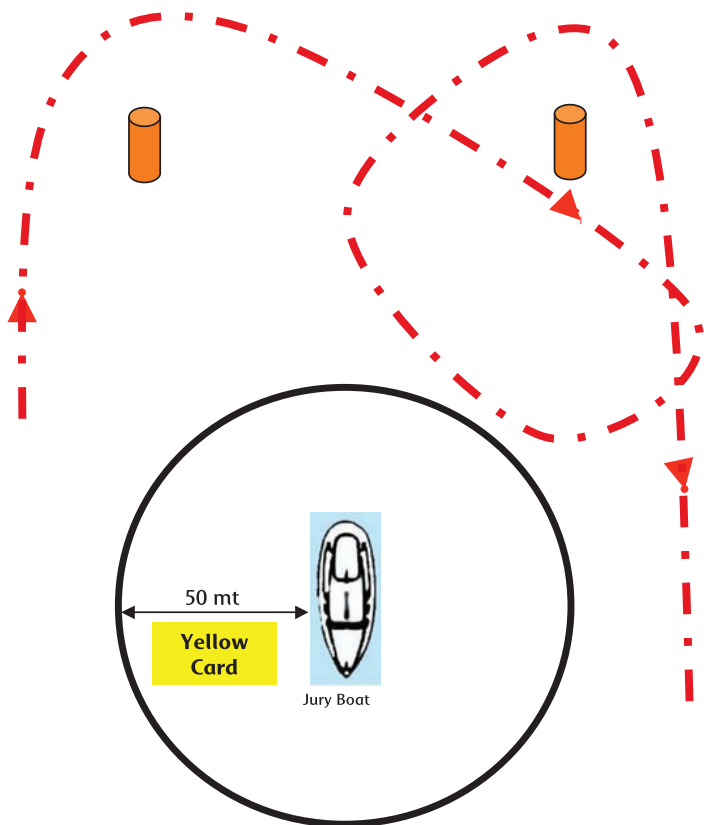


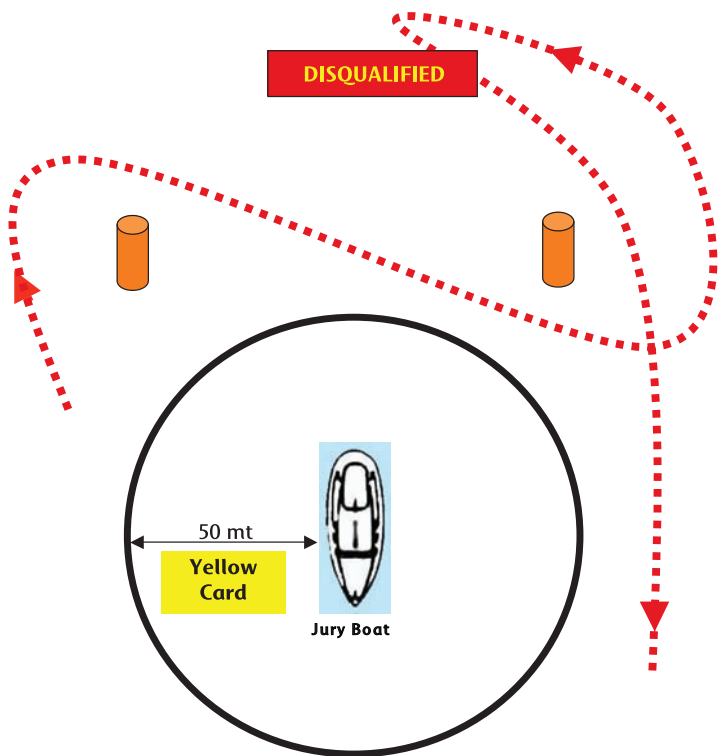
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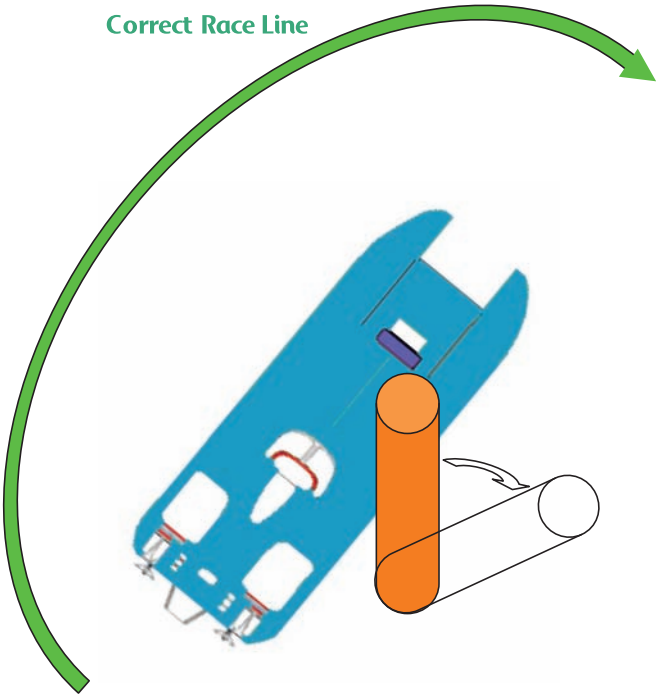




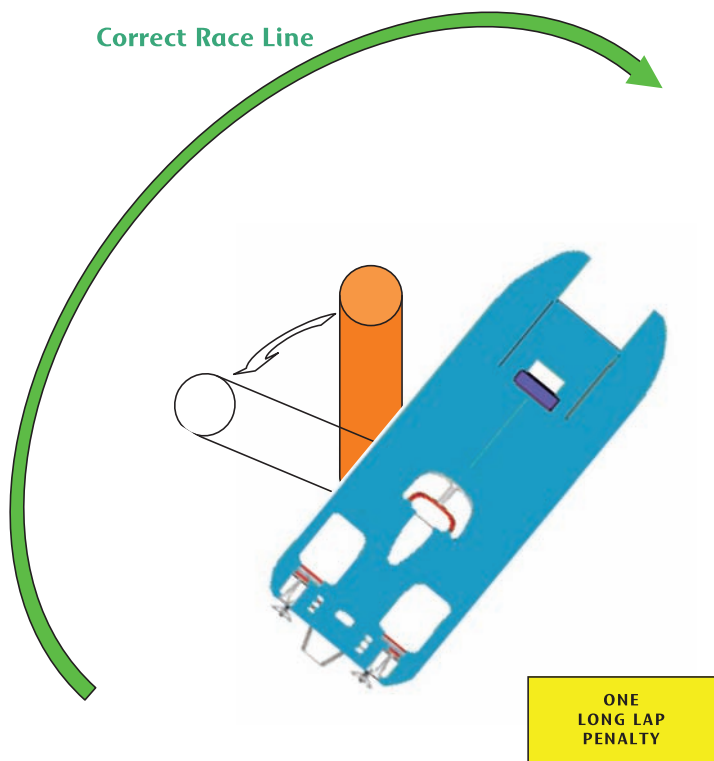
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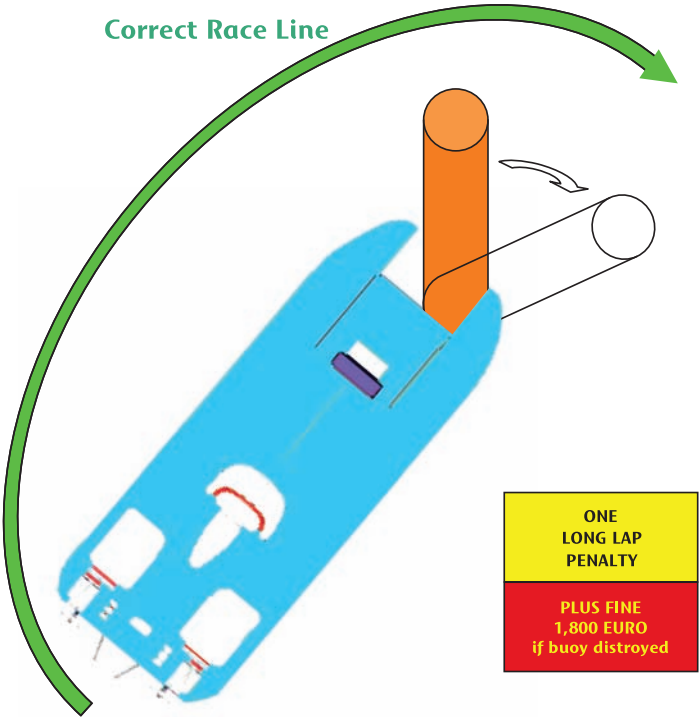






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