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**UIM CLASS 3C WORLD
OFFSHORE
CHAMPIONSHIP
Guernsey**

Tuesday 2nd to Sunday 7th September 2008

RACE INSTRUCTIONS



www.guernsey2008.worldoffshore.com

www.orda.co.uk

Contents

1	Championship title and class.....	4
1.1	Title	4
1.2	Class	4
1.3	Date and Place of the Event.....	4
2	EVENT OFFICIALS	5
2.1	ORGANISING COMMITTEE	5
2.2	EVENT SECRETARY	5
2.3	OFFICIALS	5
2.4	RACE COMMITTEE	6
3	DETAILED EVENT TIMETABLE - All times British Summer Time (B.S.T.).....	7
3.1	TUESDAY 2nd SEPTEMBER.....	7
3.2	WEDNESDAY 3rd SEPTEMBER	7
3.3	THURSDAY 4th SEPTEMBER.....	7
3.4	FRIDAY 5th SEPTEMBER	8
3.5	SATURDAY 6th SEPTEMBER.....	8
3.6	SUNDAY 7th SEPTEMBER.....	9
3.7	Notes.....	9
4	RACE COURSES.....	10
4.1	Courses and Charts.....	10
4.2	RACE 1	11
4.3	RACE 2	12
4.4	RACE 3	13
4.5	Practice Course	15
4.6	GENERAL MARKS OF THE COURSE	16
5	Safety Cover.....	17
5.2	Designated Spectator Areas.....	18
6	STARTING PROCEDURES	19
7	RACE CANCELLED / Postponed / shortened	20
7.1	Cancellation	20
7.2	POSTPONEMENT.....	20
7.3	RACE SHORTENED	20
8	FINISHING & CURTAILMENT	20
8.1	Race Stopped	20
8.2	Curtailing the Race	20
8.3	Finishing Procedure.....	21
9	RETIREMENT PROCEDURES.....	21
10	Safety.....	22
10.2	Rules for the Prevention of Collisions at Sea – Rules of the Road	22
11	Entry fee and start money.....	23
12	REPORTING & DOCUMENTATION	23
13	SCRUTINEERING REQUIREMENTS.....	23
14	LAUNCHING AND RECOVERY.....	24
15	POST RACE SIGNING OFF.....	24
16	RESULTS AND POST RACE SCRUTINEERING.....	24
17	PROTESTS.....	25
18	FUELLING	25
19	PRACTISING.....	25

20	SAFETY	25
20.2	Protecting Helmet	26
20.3	Racing Vest.....	26
20.4	Equipment.....	26
21	RADIO REQUIREMENTS AND FREQUENCIES.....	26
22	MEDICAL EXAMINATION	26
23	CONSUMPTION OF ALCOHOL.....	26
24	Local Hazards and special conditions	27
24.2	“Speed Limits”.....	27
25	PRIZES	28
26	The Guernsey 2008 Class 3C World Championship Indemnity.....	29

1 CHAMPIONSHIP TITLE AND CLASS

1.1 Title

1.1.1 THE UIM CLASS 3C WORLD OFFSHORE CHAMPIONSHIP 2008

1.1.2 The Organising Committee of GPA / ORDA under the aegis of Union International Motonautique (UIM) and the authorisation of the Royal Yachting Association (RYA) is pleased to organise the “UIM Class 3C World Offshore Championship”

1.1.3 The event is organised jointly by the Guernsey Powerboat Association (GPA) and the Offshore Racing Drivers Association of Great Britain (ORDA).

1.1.4 The races are approved by the Union International Motonautique and the Royal Yachting Association.

1.1.5 The races will be run under the UIM rules as applicable for 2008 together with other such rules and amendments as may be issued, within their jurisdiction, by the Organising and/or Race Committee in the Race Instructions, Race Briefings and Race Bulletins, together with such other rules and amendments as may be issued by the International Authorities as and when applicable.

1.2 Class

1.2.1 The Class eligible for the titled races is
UIM CLASS 3C (formerly known as Class III, 2 litre)

1.3 Date and Place of the Event

1.3.1 The event will be run during the period **2nd to 7th September 2008** inclusive, from **St Peter Port, Guernsey, Channel Islands**.

1.3.2 The event will comprise the International three race series for the UIM CLASS 3C WORLD OFFSHORE CHAMPIONSHIP 2008

1.3.3 Two of the races will also count for RYA National points for the British Championship.

1.3.4 Race Control, Administration and Scrutineering will all take place on the East Arm of the Queen Elizabeth II Marina, St Peter Port, Guernsey, Channel Islands

1.3.5 The Organising Committee reserves the right to amend or modify the programme of events and courses for whatever reason they deem necessary.

2 EVENT OFFICIALS

2.1 ORGANISING COMMITTEE

Edward Fattorini (Chairman)	John Guille
Kevin Walsh	Jon Rowe
Shirley Simpkins	Clive Maides
Robert Dodsworth	Peter Ferguson
Paul Mahy	Tammy Norris
Ian Le Page	Alan Lajoie
Jane Smith	

2.2 EVENT SECRETARY

Shirley Simpkins	Telephone +44 (0)7771 567111
Apache Princess	Fax +44 (0)1489 558600
Southsea Marina	e-mail: shirley.simpkins@lsc.gov.uk
Fort Cumberland Road	
SOUTHSEA, Hampshire, England	Web site:
PO4 9RJ	http://www.guernsey2008.worldoffshore.com
	Or http://www.orda.co.uk/

2.3 OFFICIALS

Event Chairman:	Edward Fattorini
Event Coordinator:	Kevin Walsh
Event Secretary:	Shirley Simpkins
Event Treasurer:	Jon Rowe
Officer of the Day:	Edward Fattorini
Safety Officer / Assistant OOD	Robert Dodsworth
Assistant Safety Officers:	Clive Maides (start and spectator control)
	Steve Gallienne (dry & wet pits)
	Peter Ferguson (racing)
Race Secretary:	Shirley Simpkins
Race Administration co-ordinators	Jane Smith, Tammy Norris
Medical Safety Co-ordinator:	Dr Ian Gee
Chief Scrutineer:	Ian Le Page
Assistant Scrutineers	Bob Prigent, Neil Robert, Micky Robert
Chief Timekeeper:	Colin S. Le Conte
Chief Marshall:	Paul Mahy
Course Official	Clive Maides
International & National Media	Nigel Quilter
Local Media & Press Office	John Guille, Jordan Dodsworth
UIM Commissioner	Per Benson

UIM Technical Commissioner

Max Gamarra

RYA Commissioner

John Puddifoot

2.4 RACE COMMITTEE

Edward Fattorini – Officer of the Day

Robert Dodsworth – Safety Officer & Deputy OOD

Colin Le Conte – Time Keeping

Clive Maides – Start & Course Official

Paul Mahy – Dry / Wet Pits Official

Ian Le Page – Technical Inspections

Shirley Simpkins – Race Secretary

3 DETAILED EVENT TIMETABLE - ALL TIMES BRITISH SUMMER TIME (B.S.T.)

3.1 TUESDAY 2nd SEPTEMBER

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	03.08	0.8	09.02	9.5	15.22	1.0	21.14	9.6
Boat Arrivals								
Registration, Signing in, Administration and documentation at Race Control, East Arm, Queen Elizabeth II Marina, for the World Championship and Race 1							09.00 – 17.30hrs.	
Scrutineering for Race 1							09.00 - 17.30hrs.	
Fuelling available							09.30 – 16.30hrs.	

3.2 WEDNESDAY 3rd SEPTEMBER

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	03.41	1.1	09.34	9.3	15.53	1.3	21.44	9.2
Signing in, Administration and documentation at Race Control for Race 1							09.00 – 17.30hrs.	
Scrutineering for Race 1							09.00 - 17.30hrs.	
Craneage available							08.00 – 13.30hrs.	
Fuelling available							09.30 – 17.30hrs.	
Official Practice							10.00 – 12.00hrs.	
Mandatory briefing and welcoming Vin d`Honneur for all competitors – venue Castle Cornet, St Peter Port – hosted by Nautical Guernsey							18:00hrs.	

3.3 THURSDAY 4th SEPTEMBER

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	04.09	1.6	10.02	8.9	16.20	1.8	22.12	8.7
Mandatory briefing and signing of declaration form for Race 1 competitors at Race Control							07.30hrs.	
Craneage available							06.30 – 13.00hrs.	
Race Control open							08.00hrs – 12.30hrs	
RACE 1 of the UIM CLASS 3C WORLD OFFSHORE CHAMPIONSHIP 2008 - START TIME A Heat of the British National Championship – Class 3C							09.30hrs.	
Prize Giving Race 1 - East Arm, Queen Elizabeth II Marina							12.30hrs.	
Fuelling available							12.30 – 16.30hrs.	

3.4 FRIDAY 5th SEPTEMBER

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	04.33	2.2	10.28	8.3	16.44	2.4	22.38	8.1
LAY DAY Race 1								
Signing in, Administration and documentation at Race Control for Race 2							09.00 – 13.00hrs.	
Scrutineering for Race 2							09.00 – 13.00hrs.	
Craneage available							08.30 – 13.30hrs.	
Fuelling available							07.00 – 16.30hrs.	
Official Practice							10.00 – 12.00hrs.	
Kart Racing at “The Track” for friends & families							10.30 – 12.30hrs.	
RIB Rally for visiting and local RIBS							10.30 – 13.30hrs.	
DECORATED BOAT PARADE							18.00hrs.	

3.5 SATURDAY 6th SEPTEMBER

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	04.55	2.8	10.54	7.8	17.09	3.0	23.06	7.5
Mandatory briefing and signing of declaration form for Race 2 competitors at Race Control							08.30hrs.	
Craneage available							07.30 – 14.00hrs.	
Race Control open							09.00hrs – 13.30hrs	
RACE 2 of the UIM CLASS 3C WORLD OFFSHORE CHAMPIONSHIP 2008 - START TIME							10.30hrs.	
Prize Giving Race 2 - East Arm, Queen Elizabeth II marina							13.30hrs.	
Fuelling available							13.30 – 20.00hrs.	
Signing in, Administration and documentation at Race Control for Race 3							13.30 – 17.30hrs.	
Scrutineering for Race 3							13.30 - 17.30hrs.	
Official Practice – there will be no Official Practice prior to Race 3 in view of the tides except by special arrangement with the Chief Marshall								

3.6 SUNDAY 7th SEPTEMBER

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	05.18	3.4	11.24	7.2	17.40	3.7	23.40	6.8
Mandatory briefing and signing of declaration form for Race 3 competitors at Race Control							08.30hrs.	
Craneage available							07.30 – 14.30hrs.	
Race Control open							09.00hrs – 13.30hrs	
Fuelling – no fuelling or decanting of fuel will be permitted prior to the race								
RACE 3 of the UIM CLASS 3C WORLD OFFSHORE CHAMPIONSHIP 2008 - START TIME A Heat of the British National Championship – Class 3C							10.30hrs.	
Gala Prize Giving for Race 3 and UIM World Championship – presentation							19.30hrs.	

3.7 Notes

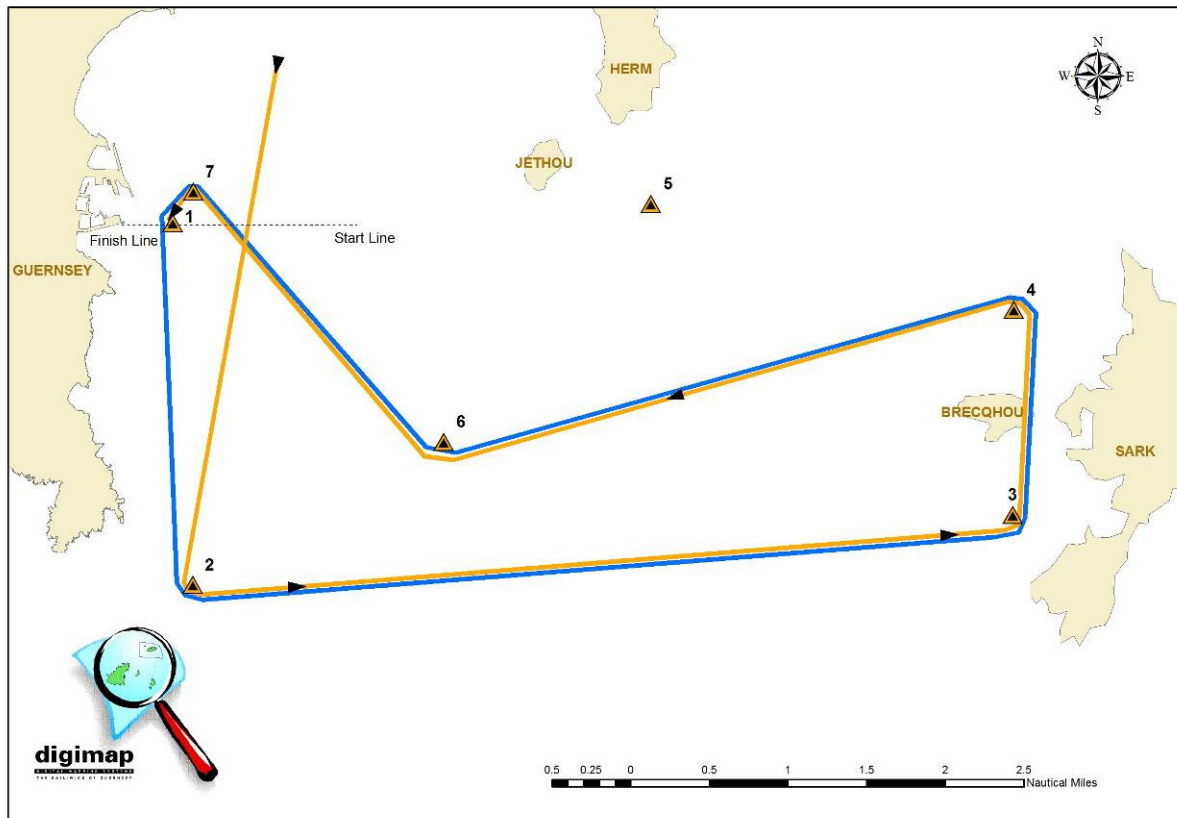
- 3.7.1 If the Lay Day is required to be used, revised start times will be posted at Race Control for that day's racing.
- 3.7.2 It is mandatory for all competing crew members to attend and sign in on time for the race briefings. All signing in must be completed prior to the briefing time.
- 3.7.3 In accordance with, and by authorisation of the UIM and RYA, the Organising Committee has the right to modify the current rules, event timetable and the race courses in the case of force majeure.
- 3.7.4 **Fuelling:** No fuelling or decanting will be permitted on any race day, prior to the race.
- 3.7.5 **Fuelling Times:** The fuelling times relate to the times for fuelling on the trailer. Should boats wish to refuel from the water, they may do so at any time the Fuel station is open, however rule 3.7.4 still applies. Note should also be made of the Official Craneage times as boats will not be launched / recovered outside of these times.
- 3.7.6 **Practice:** Boats should be fuelled for Official Practice the previous day as the launching of boats will take priority over taking boats to the fuelling on their trailer.

4 RACE COURSES

4.1 Courses and Charts

- 4.1.1 Bad weather courses may be run at the discretion of the Race Committee and will be announced at Race Briefings and published in Race Bulletins.
- 4.1.2 **Admiralty Chart No. 808** is the only chart acceptable for the UIM Class 3C World Offshore Championship 2008. Charts will be available for purchase at Race Control prior to the first race.
- 4.1.3 All marks are laid in the approximate positions referred to in 4.6. It is the competitors' responsibility to drive close enough to the course marks to ensure that they have been seen to round the mark correctly and satisfy themselves to this effect. In the event of a course mark being missing it is the competitors' responsibility to pass through its geographical position and to satisfy themselves that they have been officially observed to do so.
- 4.1.4 The Race Committee reserves the right to change any of the course marks detailed, for reasons that may be beyond their control.
- 4.1.5 Temporary course marks will be described at Race Briefings and/or Race Bulletins.
- 4.1.6 The following maps are schematic only and should not be used for navigational purposes.

4.2 RACE 1



Boats must muster in an anticlockwise direction around the muster boat positioned between Vivian and Brehon Tower.

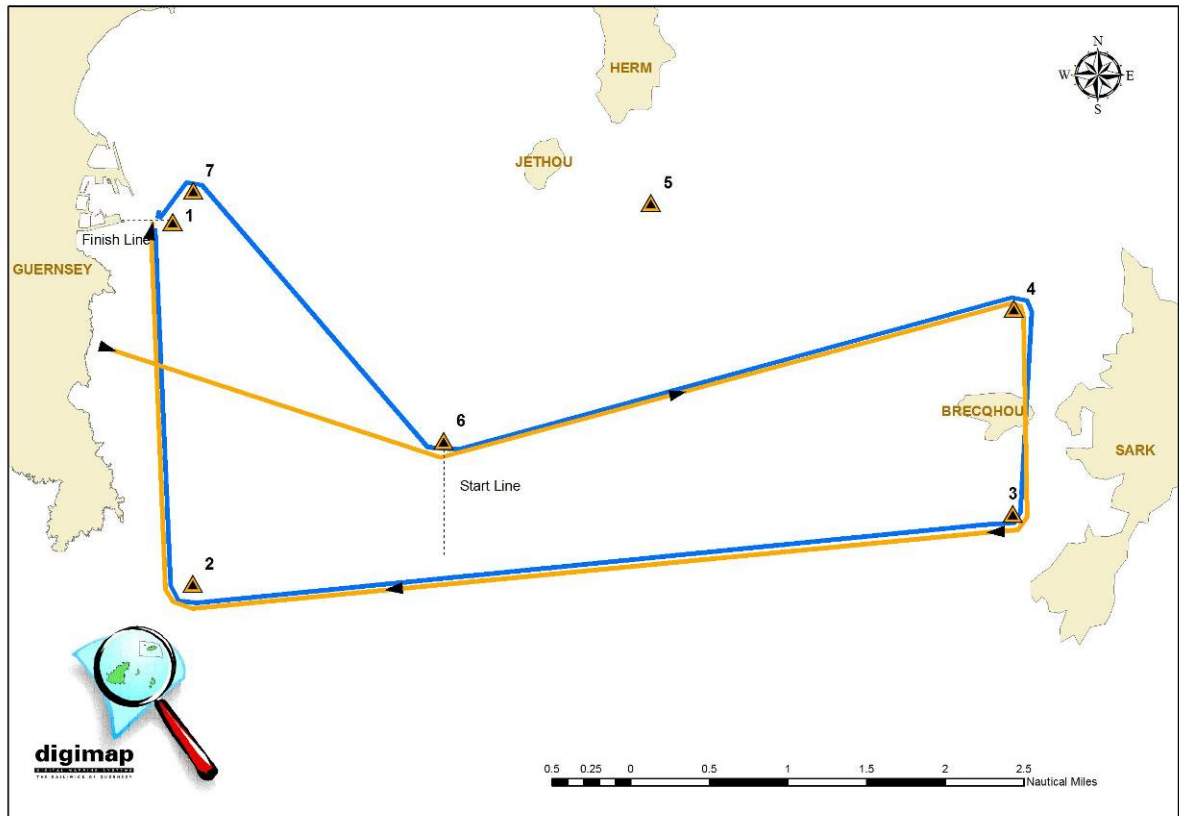
The start line for timing purposes will be an imaginary line from Castle Cornet to the southern tip of Jethou.

START LAP			LAP A		
Start Timing Line			Mark 1	Port	
Mark 1	Starboard				
Mark 2	Port	2.30nm	Mark 2	Port	2.30nm
Mark 3	Port	5.22nm	Mark 3	Port	5.22nm
Mark 4	Port	1.30nm	Mark 4	Port	1.30nm
Mark 6	Starboard	3.73nm	Mark 6	Starboard	3.73nm
Mark 7	Port	2.22nm	Mark 7	Port	2.22nm
Mark 1	Port	0.24nm	Mark 1	Port	0.24nm
TOTAL		15.01nm	TOTAL		15.01nm

4.2.1 The 70% rule will be the start lap plus 2 laps

Lap	Distance
Start Lap	15.01nm
Lap A	15.01nm
Lap A	15.01nm
Lap A	15.01nm
TOTAL	60.04nm

4.3 RACE 2



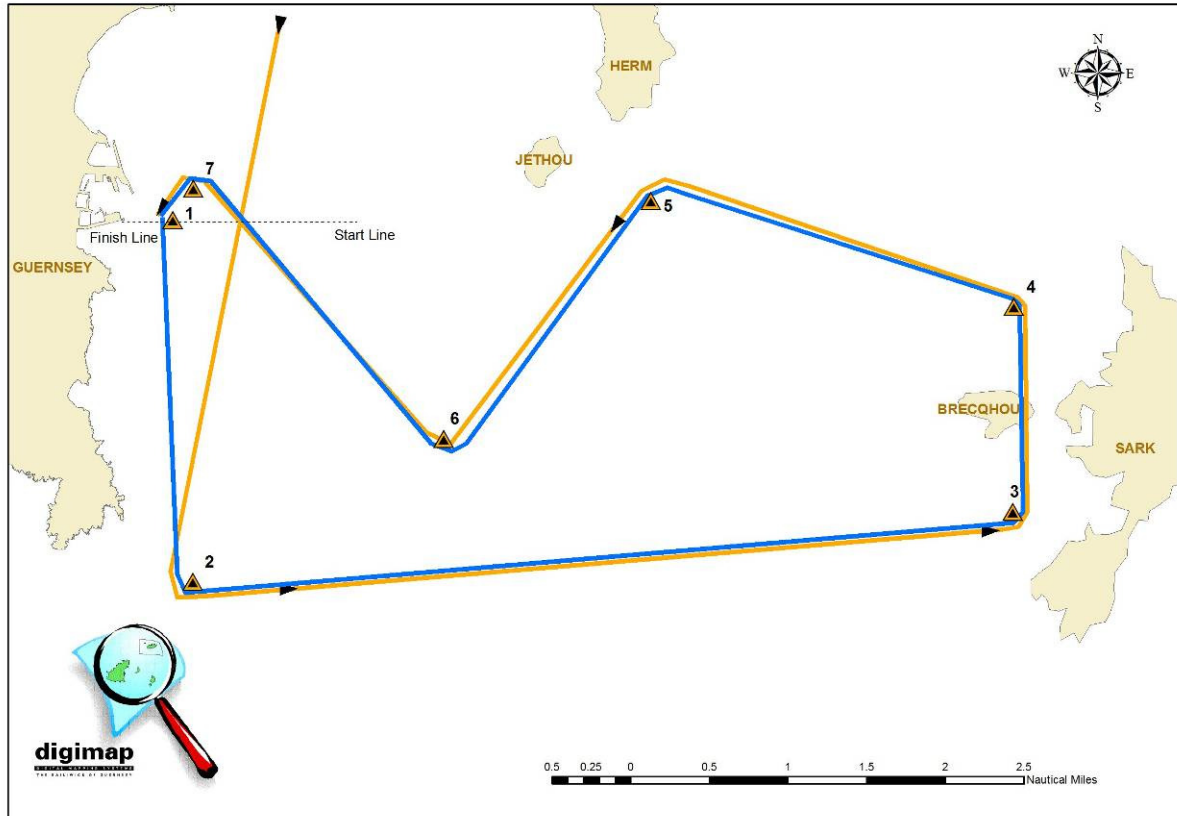
Boats must muster in an anticlockwise direction around the muster boat positioned at Anfré.
 The start line for timing purposes will be a line due South of Mark 6 – Lower Heads Fixed Navigation Cardinal. Mark 6 is a mark of the course on the Start Lap and must be kept to Port.

START LAP		LAP B			
			Mark 1	Starboard	
			Mark 7	Starboard	0.24nm
Start Timing Line			Mark 6	Port	2.22nm
Mark 4	Starboard	3.73nm	Mark 4	Starboard	3.73nm
Mark 3	Starboard	1.30nm	Mark 3	Starboard	1.30nm
Mark 2	Starboard	5.22nm	Mark 2	Starboard	5.22nm
Mark 1	Starboard	2.30nm	Mark 1	Starboard	2.30nm
TOTAL		12.55nm	TOTAL		15.01nm

4.3.1 The 70% rule will be the start lap plus 2 laps

Lap	Distance
Start Lap	12.55nm
Lap B	15.01nm
Lap B	15.01nm
Lap B	15.01nm
TOTAL	57.58nm

4.4 RACE 3



Boats must muster in an anticlockwise direction around the muster boat positioned between Vivian and Brehon Tower.

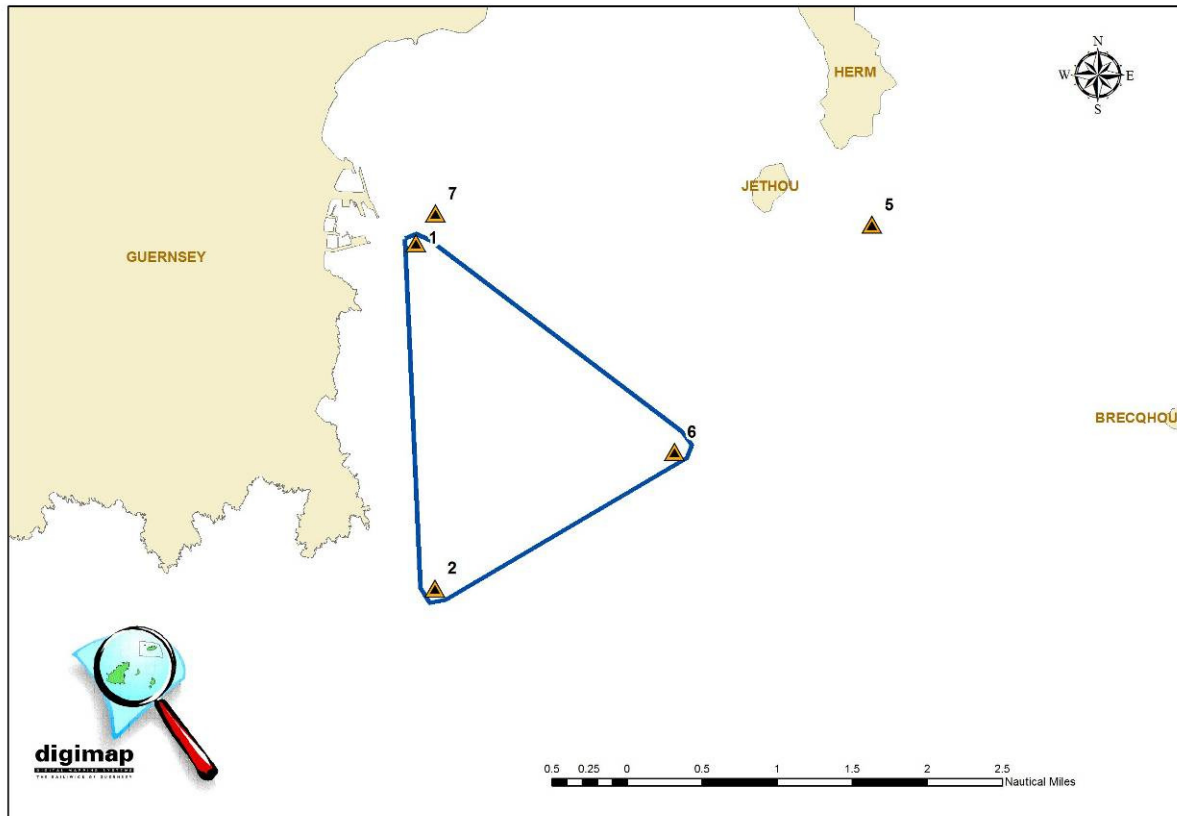
The start line for timing purposes will be an imaginary line from Castle Cornet to the southern tip of Jethou.

START LAP		LAP C			
Start Timing Line			Mark 1	Port	
Mark 1	Starboard				
Mark 2	Port	2.30nm	Mark 2	Port	2.30nm
Mark 3	Port	5.22nm	Mark 3	Port	5.22nm
Mark 4	Port	1.30nm	Mark 4	Port	1.30nm
Mark 5	Port	2.32nm	Mark 5	Port	2.32nm
Mark 6	Starboard	2.06nm	Mark 6	Starboard	2.06nm
Mark 7	Port	2.22nm	Mark 7	Port	2.22nm
Mark 1	Port	0.24nm	Mark 1	Port	0.24nm
TOTAL		15.66nm	TOTAL		15.66nm

4.4.1 The 70% rule will be the start lap plus 2 laps

Lap	Distance
Start Lap	15.66nm
Lap C	15.66nm
Lap C	15.66nm
Lap C	15.66nm
Lap C	15.66nm
TOTAL	78.30nm

4.5 Practice Course



NOTE This map is schematic only and should not be used for navigational purposes.

4.5.1 Practice is only permitted on the Practice course.

4.5.2 Please note:

Practice prior to Race 1 will be in an anticlockwise direction

Practice prior to Race 2 will be in a **clockwise** direction

If there is practice prior to Race 3, this will be in an anticlockwise direction

4.5.3 Any testing outside of this course, across the centre of the course or in the wrong direction will result in a GBP 100 fine and may result in disqualification.

Practice	Wednesday	Practice	Friday	
Mark 1	Port	Mark 1	Starboard	
Mark 2	Port	Mark 6	Starboard	
Mark 6	Port	Mark 2	Starboard	

4.5.4 All occupants must wear a life-jacket, crash helmet and carry all necessary safety equipment on board as required by the UIM rules, during any official practice.

4.6 GENERAL MARKS OF THE COURSE

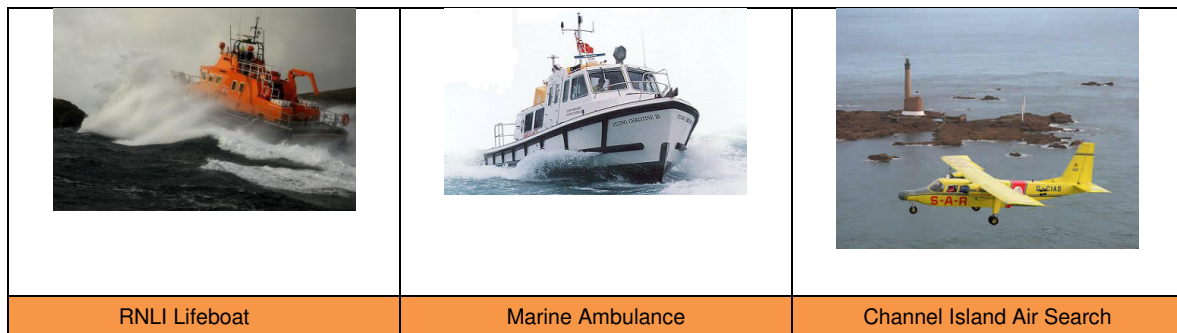
Mark	Description				
1	Laid Buoy 1 - Chequered Buoy – Finish Line	49°	27.20'N	2°	31.20'W
2	Laid Buoy 2 – Orange Triangular Buoy - St Martins point	49°	24.90'N	2°	31.00'W
3	Laid Buoy 3 – Orange Triangular Buoy – South of Gouliot Passage	49°	25.35'N	2°	23.00'W
4	Laid Buoy 4 – Orange Triangular Buoy – North of Gouliot Passage	49°	26.65'N	2°	23.00'W
5	Fixed Navigation Mark (North Cardinal) - Fourquies of Big Russel	49°	27.31'N	2°	26.42'W
6	Fixed Navigation Mark (South Cardinal) - Lower Heads	49°	25.82'N	2°	28.60'W
7	Laid Buoy 7 – Orange Triangular Buoy - St Peter Port	49°	27.40'N	2°	31.00'W
	Muster Boat - Races 1 and 3	49°	28.30'N	2°	30.00'W
	Muster Buoy – Anfré – Pole – Race 2	49°	26.45'N	2°	31.45'W

4.6.1 All courses have been approved by the Harbourmaster

5 SAFETY COVER

- 5.1.1 Each race will have the following minimum safety cover
- RNLI Lifeboat – Sprit of Guernsey with paramedic
 - Marine Ambulance – Flying Christine with paramedic
 - 2 inshore lifeboats with paramedic
 - Start Boat with paramedic
 - 2 First response Safety Boats with divers and a doctor
 - 5 First response boats with divers and certificated medics
-
- 4 Turn buoy boats (5 for race 3)
-
- Committee / Finish boat
-
- 5 Spectator control boats
-
- 5 Course / Tow boats

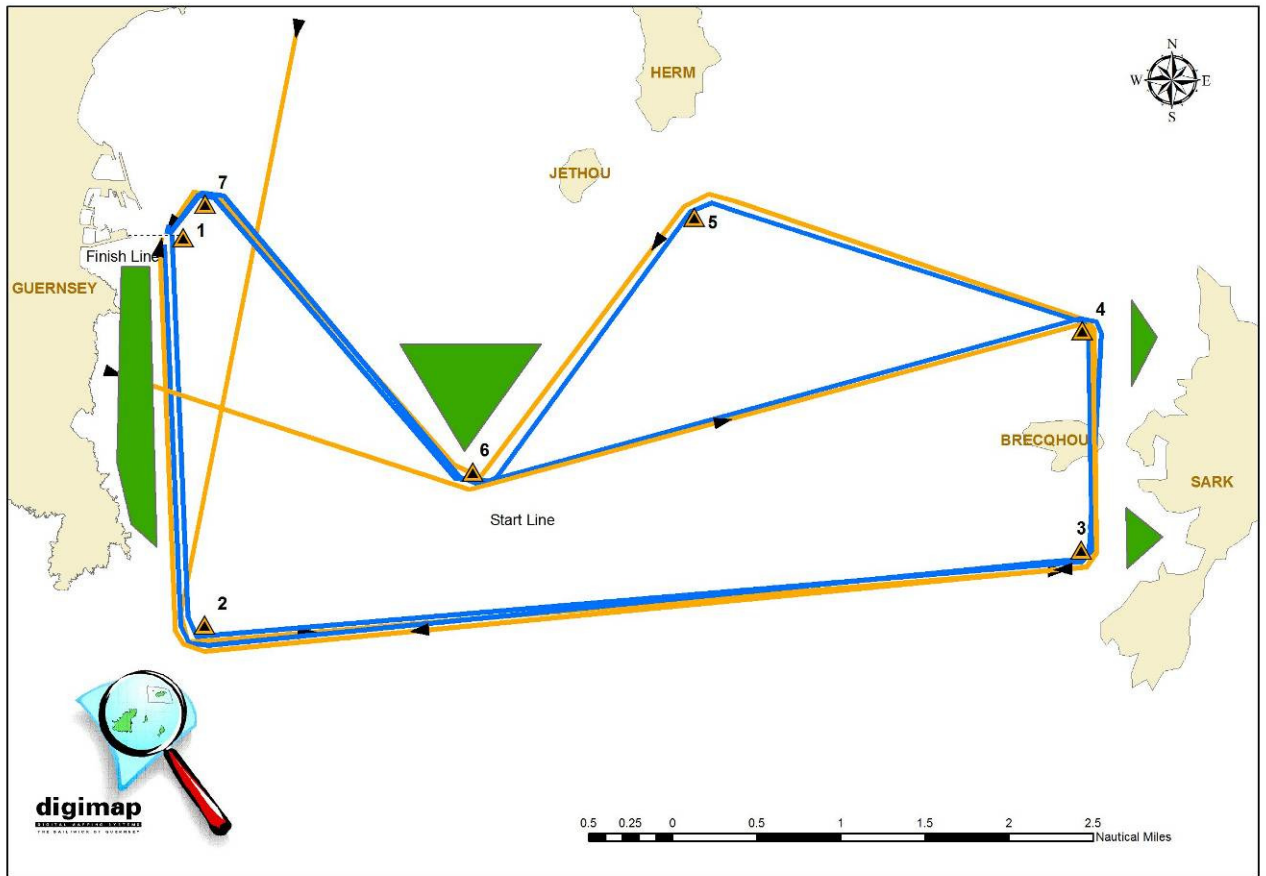
5.1.2 In addition, it is The Channel Island Air Search is expecting to provide cover



- 5.1.3 Each practice session will have the following minimum safety cover
- 1 First response Safety Boat with divers and a doctor
 - 3 First response boats with divers and certificated medics
 - 5 Course / Tow boats

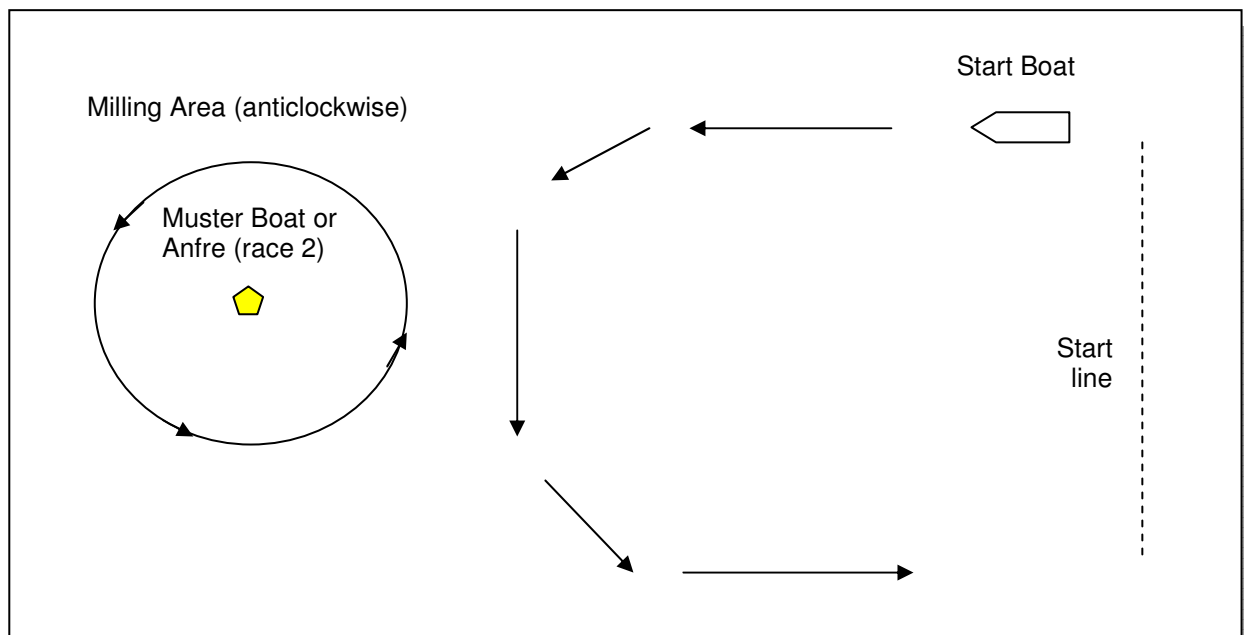
5.2 Designated Spectator Areas

5.2.1 The following will be the designated Spectator Areas for boats. They are marked in Green on the schematic below. Please note the tide at the time of all races will be in a Northerly direction and will take spectator boats away from the course.



6 STARTING PROCEDURES

- 6.1.1 Starting procedures will be as described in the UIM 2008 rules (UIM rule 305). Any alteration to the stated procedure will be announced at Race Briefings and/or in Race Bulletins.
- 6.1.2 Penalties for contravention of the start procedure will be imposed as per UIM Rule No 305.16.
- 6.1.3 All boats should assemble in the mustering area 10 minutes before the scheduled race start time.
- 6.1.4 The Start Boat will be fully described at each Race Briefing.
- 6.1.5 All boats will start on the PORT side of the start boat. Any boat starting on the incorrect side of the start boat may be deemed to have interfered with the starting procedure and may be disqualified.



- 6.1.6 Marks of the start chute will be described at briefing.
- 6.1.7 There will be no time limit for late starters, however, boats not crossing the Start line within 5 mins of the time of the Official Start of the Race, must not cut across the course and must go around the Turn Buoys so as not to interfere with boats racing.

7 RACE CANCELLED / POSTPONED / SHORTENED

7.1 Cancellation

- 7.1.1 The Race Committee has the power to cancel any race should unfavourable weather or other serious circumstances render such action necessary. A red flag raised indicates that such race has been cancelled.

7.2 POSTPONEMENT

- 7.2.1 The Race Committee has the right to postpone a race, in which case the red flag will be raised from the start boat together with a board showing the postponement time in minutes i.e. 15, 30, 45 or 60. Race starts thus postponed may re-commence the starting procedure with the raising of the yellow flag as described in 305.08. Instructions may also be given on VHF Radio Ch. 6.

7.3 RACE SHORTENED

- 7.3.1 A shortened race is a race over a course which has been shortened by the Race Committee before the start. The decision with instructions about the shortened course must be handed in writing to the drivers and the timekeepers.

8 FINISHING & CURTAILMENT

8.1 Race Stopped

- 8.1.1 A red flag raised at the Finish Line and the Turn Mark Control boats indicates the race has been stopped. Additionally this signal may be given by other Official Safety boats. A stopped race is a race which has been interrupted by the Race Committee after the start. Stopping the race is decided by the Race Committee for reason of force majeure of which it is the sole judge. The Race Committee classes the boats according to their position at previous Official Timing Point.

8.2 Curtailing the Race

- 8.2.1 A curtailed race is a race shortened by the Race Committee after the start.
- 8.2.2 The signal to be used to announce a curtailment will be the waving of the chequered flag at the finish line.
- 8.2.3 The OOD or other responsible official can implement a curtailment decision at any time during the event, provided the curtailment signal is broken out on the start/finish line.
- 8.2.4 Once the curtailment signal has been broken out, all boats will stop racing at the end of their current lap.
- 8.2.5 Raising a retirement flag will not preclude a driver from getting finishing points that would otherwise be awarded if the race is curtailed.


8.3 Finishing Procedure

- 8.3.1 When the leading boat completes the course and crosses the finishing line, the chequered flag will be waved. It designates the “winner” of the race and the start of the finish procedure of the race.
- 8.3.2 Any boat crossing the finishing line after the “winning boat” will be classified considering its time and the number of laps completed, provided that it has covered the minimum number of laps announced at the race briefing.
- 8.3.3 When calculating the number of laps completed by a boat, its last lap completed (after the arrival of the winning boat) must not be slower than 50% of its fastest average lap speed.
- 8.3.4 The race may be curtailed or stopped at the finish line at any time by waving the chequered flag. This designates the end of the race.
- 8.3.5 To be designated a “finisher”, a minimum of 70% of the laps completed by the winning boat must be completed, rounded up or down to the nearest full lap.
- 8.3.6 Boats finishing must cross the finish line (a line taken from Castle Cornet to the Finish Buoy Mark 1) and proceed into the centre of the course coming off the plane and taking care not to impede other racing boats.
- 8.3.7 The 1st, 2nd and 3rd boats should stay at the finish area and the Start Boat will then lead them back to the Wet Pits, the winning boat displaying the chequered flag.
- 8.3.8 Boats must return to the Pits without crossing the course in front of boats still racing. They must cross the course well past the finish line and must not interfere with boats racing across the finish line.
- 8.3.9 There will be no time limit for finishers, however, the 50% and the 70% rules above will be applied and the course will be closed once there are no more boats on the course that can complete a lap that will be counted.
- 8.3.10 After finishing the race, competitors may not go alongside, collect other persons aboard etc., before reporting to the official finish berths and being cleared by scrutineers.

9 RETIREMENT PROCEDURES

- 9.1.1 In the event of retirement an Orange flag must be hoisted until in port. Failure to do so will result in a fine of Euro 150.
- 9.1.2 Boats when retired must report to the nearest patrol boat or if possible will contact Race Control on VHF Radio Channel6.
- 9.1.3 In the event of retiring, but subsequently repairing the boat, it is forbidden to proceed on the race course and to continue racing.

10 SAFETY

- 10.1.1 The decision to start and to continue the race is the sole responsibility of the competitor. Safety takes precedence over racing at all times. If poor visibility is encountered competitors must slow to a safe speed.
- 10.1.2 Private and commercial craft of all types and sizes may be encountered on the race course (including fast ferries with heavy wash). Competitors are warned to remember their high speed and the fact that other craft may not realise this and may not be able to keep clear. The Official Boats have no legal power to direct any craft not racing. They can only warn and advise.
- 10.1.3 A blue flag waved from an official boat denotes an incident on the course. Competitors should take appropriate care. International Code Flag 'A'  denotes divers deployed and competitors should keep well clear.

10.2 Rules for the Prevention of Collisions at Sea – Rules of the Road

- 10.2.1 Competitors must be fully conversant with, and at all times must comply with the International Rules for the Prevention of Collisions at Sea and such other safety measures promulgated in connection with this event. Special attention should be paid to Rule 9 and Rule 13 of the International Rules for the Prevention of Collisions at Sea with respect to racing through the Gouliot Passage.
- 10.2.2 The International regulations for the prevention of collisions at sea, shall apply at all times.
- 10.2.3 Where by any of these rules one of the two boats is to give way, the other must keep her course and speed.
- 10.2.4 Every boat, which is directed by these rules to give way to another boat must, if the circumstance of the case admit, avoid crossing ahead of the other.
- 10.2.5 Every boat which is directed by these rules to give way to another boat must on approaching her, if necessary, slacken her speed, or stop or reverse.
- 10.2.6 Any boat overtaking any other must give way to the overtaken boat.
- 10.2.7 In obeying these rules, due regard must be made to all dangers of navigation and collision, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger.

11 ENTRY FEE AND START MONEY

See Advance Programme for details.

12 REPORTING & DOCUMENTATION

12.1.1 At the appropriate time the following valid documents must be produced at Race Control:

- The current Boat Measurement Certificate signed by the National Authority and the Engine Homologation Sheet.
- Driver and navigator current licences as appropriate
- All entrants must produce evidence of current “third party”, insurance to the minimum value of GBP5,000,000. For British entrants the RYA licence carries that insurance. Overseas entrants may obtain insurance cover from Race Control upon payment of a premium of GBP 150 / Euro 225 for each competitor. See Section 8 of the Advance Programme for further details.
- Written authority by parent or guardian for any crew member under their national age of majority.
- Letter of Ratification by the relevant National Authority for all overseas competitors or the National Authority Stamp on the entry form.
- The RYA and Guernsey Powerboat Association 2008 indemnity forms signed by the owner and all crew members of the competing craft.
- All competitors racing in craft with restraints must have passed in the last fourteen months (from the date of Race 1) an immersion test in a restraint system to ensure that they can exit a reinforced cockpit crew compartment successfully. An Immersion Certificate to certify the test passed, showing the expiry date, must be produced at Race Control. All riding crew members using restraints must sign the National Indemnity form prior to competing in the races or practice. (UIM rule 508.01)
- One VHF Certificate of Competence per boat if applicable to their National Authority.

12.1.2 On reporting in, competitors will be issued with a scrutineering slip, which will enable competitors to present their boat for scrutineering.

13 SCRUTINEERING REQUIREMENTS

13.1.1 All scrutineering will take place in the Race Pits on the East Arm of the QEII Marina.

13.1.2 No boats can be scrutineered before production to the scrutineer of the scrutineering slip

13.1.3 All boats submitted for scrutineering should be ready to race with all equipment required by the Class rules as described in the 2008 UIM rules and must include the items detailed in UIM Rule 715 and following:-

- VHF radio together with a current ship's radio licence / operators licence as applicable to their National Authority
- Current Measurement Certificate
- Trailers must have the boat number clearly visible on the starboard side of the hitch, or entry may be refused.
- Current chart covering the entire course to be raced (Charts are available from Race Control).

13.1.4 Boats should be prepared as appropriate but their engines may be sealed by scrutineers at their discretion.

- 13.1.5 It is the responsibility of the crew to contact a scrutineer.
- 13.1.6 Boats may only be scrutineered outside the stated times by prior arrangement in writing, with the Chief Scrutineer or his assistant. Any special arrangements for scrutineering will only be considered if it is genuinely impractical for the competitor to comply with the stated timetable.
- 13.1.7 Before any repair work is carried out to an engine between the heats of the UIM Class 3C World Championship, necessitating the breaking of seals, the Chief Scrutineer must be informed in writing of the repairs and agree to their being carried out in writing under the necessary supervision of an approved official. After repairs the engine will be resealed by the Official.
- 13.1.8 Any engines used during the Championship, having been replaced by permission of the Chief Scrutineer must be kept sealed and untouched until the end of the Championship, so that they can be stripped down for scrutineer's inspection, if required at the conclusion of the week at the driver's own cost. The first three boats' equipment, hull and engines will be totally stripped and scrutineered by the Technical Race Officials. Other boats may be scrutineered at the Technical Race Officials discretion.

14 LAUNCHING AND RECOVERY

- 14.1.1 Towing, launching and recovery facilities are free to competitors within times detailed in section 3.
- 14.1.2 No liability will be accepted by the Organisers for any damage caused directly or indirectly whilst moving, launching or recovering boats, trailers or any other equipment.
- 14.1.3 Trailers must be fully serviceable (in particular ball hitch, jockey wheel and winch) or entry to the event may be refused.
- 14.1.4 Engines must have propeller covers on at all times while in the pits.
- 14.1.5 All boat movements, launching and recovery instructions will be under the control of the Chief Marshall.
- 14.1.6 Launch times will be allocated to each boat and will be published the previous day. Any boat missing its launch time will be launched after the other boats or when time is available.
- 14.1.7 Once signed in to race, no boat may leave the parking compound for any reason unless agreed by the Chief Marshall or the Chief Scrutineer.
- 14.1.8 Class 3C boats will need a Police escort to travel on Guernsey's roads except for the Harbour to the Pits and the Pits to Boatworks+

15 POST RACE SIGNING OFF

- 15.1.1 The driver or co-driver must sign off at Race Control within one hour of their finishing time. Failure to do so may result in disqualification.

16 RESULTS AND POST RACE SCRUTINEERING

- 16.1.1 The results will be posted at Race Control as soon as possible after each race.
- 16.1.2 The scoring system will be as UIM Rule 321.01 together with UIM Rule 800.10
- 16.1.3 Competitors must be available with their craft for possible post race scrutineering up to one hour after results have been posted.

17 PROTESTS

- 17.1.1 All protests and appeals are to comply with current UIM Rules.
- 17.1.2 All protests must be accompanied by a fee of Euro 80 which will be returned if the protest is upheld.
- 17.1.3 The time limit for protests will be 1 hour after the Race Results are posted at Race Control. Protests must be handed in at Race Control within the time period, completed correctly and with the correct money in cash. Cheques and credit cards will not be accepted.
- 17.1.4 A full list of the Race Jury will be posted at Race Control. The Jury will include the Guernsey Harbourmaster as Chairman, the UIM Commissioner, plus one delegate from each competing nation, authorised in writing beforehand by their National Authority, provided the delegate is present and registered prior to the briefing for Race 1.
- 17.1.5 UIM Rule 401.02. No claim for damages arising from an infringement of any of the U.I.M. rules or the Advance Notice or any of the Race Instructions or Race Bulletins shall be adjudicated upon by any Race Committee or appeal authority, but shall be subject to the jurisdiction of the courts.

The crew of a racing powerboat which acknowledges infringing a rule does not thereby admit liability for damages.

The findings of fact, and the decision of the protest committee shall be relevant only to the purposes of the powerboat racing rules and shall not be referred to in any proceedings for damage without the written consent of all parties to the protest.

18 FUELLING

- 18.1.1 Unleaded fuel will be available at BOATWORKS+ at the QEII Marina. This will include 97 octane fuel. Fuelling at Boatworks+ may take place on land (via the Salerie car park) or on the water. Fuelling times are as per section 3. Transference of fuel in the pits is strictly forbidden.
- 18.1.2 It will not be permitted to store fuel in the Pits.

19 PRACTISING

- 19.1.1 All race boats must be covered by insurance and all occupants must wear a life-jacket, crash helmet and carry all necessary safety equipment on board as required by the UIM rules, during any official practice.
- 19.1.2 All competitors must practise within the times stated in section 3 and around the designated Practice course only.
- 19.1.3 Before practising, competitors must have fully completed Race Administration and notified Race Control. Competitors must sign on and off at Race Control. Failure to do so may result in disqualification from any of the races.

20 SAFETY

- 20.1.1 The decision to start and to continue the race is the sole responsibility of the competitor. Safety takes precedence over racing at all times. If poor visibility is encountered competitors must slow to a safe speed.
- 20.1.2 All crew members whilst racing and/or practising 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 (See UIM Rule 205.13).

20.2 Protecting Helmet

20.2.1 Any person aboard any boat taking part in the races and/or practice must wear an adequate helmet of orange colour. The wearer is entirely responsible for the choice and efficiency of the helmet. Each crew member's helmet must be identified with their race boat number. (UIM Rule 205.07).

20.3 Racing Vest

20.3.1 Any person aboard any boat taking part in the races and/or practice must wear an efficient life jacket (racing vest). The choice and efficiency of the jacket is the sole responsibility of the wearer. (UIM Rule 205.06).

20.4 Equipment

20.4.1 During a race, the boat must have onboard all the equipment as detailed on the UIM Offshore Rules. In addition, competitors may be required to fit a tracking system on their boat. The tracking system will be provided and will require electrical connection only.

21 RADIO REQUIREMENTS AND FREQUENCIES

21.1.1 All boats must carry a VHF radio and operating on distress frequency Ch.16 VHF and also Ch.6.

21.1.2 During the races Radio Communication will be maintained as follows:-

21.1.3 Ch.6 will be used for Race Control (Call sign)

21.1.4 Ch.10 will be used for Course Control

21.1.5 Ch.67 will be used for Rescue Control

21.1.6 Competitors, when racing, should use the race number of their boat as a call sign. In the first instance call Race Control on Ch.6. If no response, call on Ch.16.

22 MEDICAL EXAMINATION

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

The result of such examination/test is immediately communicated to the Race Committee, who basing themselves on the report of the medical officer, may suspend any driver from the event. UIM Rule 205.02

22.1.2 **Important Notice: The Guernsey Authorities operate a very harsh drug Policing and Sentencing policy for the misuse of all controlled drugs including recreational use.**

23 CONSUMPTION OF ALCOHOL

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

23.1.2 A competitor shall, if requested by an authorised officer, submit to an alcohol test. Written notification 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.

23.1.3 Testing, when carried out, shall be using an alcometer.

- 23.1.4 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. (UIM Rule 205.02).

24 LOCAL HAZARDS AND SPECIAL CONDITIONS

- 24.1.1 Private and commercial craft of all types and sizes may be encountered on the race course (including fast ferries with heavy wash). Competitors are warned to remember their high speed and the fact that other craft may not realise this and may not be able to keep clear. The Official Boats have no legal power to direct any craft not racing. They can only warn and advise.
- 24.1.2 Any infringement of the UIM rules, the Advance Programme, Race Instructions and/or instructions given at Race Briefings and/or in Race Bulletins may lead to a competitor's disqualification and/or fine.
- 24.1.3 The Organising Committee reserves the right to amend or modify the programme of events for whatever reason they deem necessary.
- 24.1.4 Failure to complete the course correctly as described in the Race Instructions and/or Race Briefings and/or Race Bulletins will result in disqualification.
- 24.1.5 The official language of all advance programme and Race Instructions, Race Briefings, Race Bulletins and other documentation relating to the 2008 UIM Class 3C World Championship is ENGLISH and no responsibility of any nature is accepted by the organisers for any loss or damage arising from any misunderstanding on the part of any persons by reason of mistaken translations of any text or by reason of the lack of understanding on the part of any persons of such text.
- 24.1.6 Any legal dispute arising out of any matter concerning the 2008 UIM Class 3C World Championship will be governed by the laws and customs of the Island of Guernsey and all competitors by entering this event irrevocably submit to the non-exclusive jurisdiction of the Royal Court of Guernsey.
- 24.1.7 Any safety measures imposed by the organisers and/or the UIM are so imposed in good faith and with a view to ensure the event is as safe as possible in the light of present knowledge relating to Offshore Powerboat racing. However the organisers accept no liability of any nature arising directly or indirectly as a result of the compliance of any competitor with any safety measures imposed by the organisers.
- 24.1.8 In the case of gross infringement of the rules or gross breach of good manners or sportsmanship the Organising and/or Race Committee may exclude and/or disqualify a competitor from participation in any of the races of the UIM Class 3C World Championship.
- 24.1.9 Attention is drawn to U.I.M. Rule 205.11 "Smoking in Pit Areas". Any contravention of this rule may render any crew and/or team member liable to disqualification and/or a heavy fine.

24.2 "Speed Limits"

- 24.2.1 All competing craft are to comply with the local speed limits within St Peter Port Harbour and the Queen Elizabeth II Marina at all times. The following is an extract from The Ordinance of the States of Guernsey, The Harbours Ordinance 1988:-
- 24.2.2 The master of a vessel shall not without permission of the Harbourmaster navigate the vessel:-
- 24.2.3 a) in the Queen Elizabeth II Marina, or in that part of the main harbour of St Peter Port west of a line drawn from the south- western corner of the New Jetty to the Western extremity of the Castle Bridge, at a speed in excess of four knots; or
- 24.2.4 b) in any part of the harbour of St Peter Port, or in the harbour of St Sampsons, at a speed in excess of six knots.
- 24.2.5 Any competitor contravening this law may be disqualified and/or otherwise penalised.

25 PRIZES

25.1.1 The following will be awarded
1st, 2nd and 3rd place trophies in each of the three races of the Championship

1st, 2nd, 3rd, 4th and 5th overall World Championship trophies

Gold, Silver and Bronze UIM medals will be awarded to 1st, 2nd and 3rd place, overall in the World Championship

We are advised that Certificates can subsequently be obtained from the UIM by the new World Champion at a cost of:

Hand-painted certificate - Euro 240

Calligraphy certificate - Euro 70

26 THE GUERNSEY 2008 CLASS 3C WORLD CHAMPIONSHIP INDEMNITY

All competitors will be required to sign the following document

"No person shall be allowed to enter as a competitor in the 2008 Guernsey Class 3C World Offshore Championship to be held at St Peter Port, Guernsey, Channel Islands together with any practice event, unless he has given an indemnity in the terms herein expressed. By signing this indemnity, where indicated, the competitor (herein after referred to as "The Competitor") will be deemed to have read the same in full, to be fully familiar with its contents and to have agreed thereto.

By signing this document (and not withstanding the third party cover provided by the Royal Yachting Association liability indemnity insurance (Power Boating), the competitor acknowledges that he undertakes to enter any event organised by the Organisers of the 2008 Guernsey Class 3C World Offshore Championship entirely at his own risk and that neither the Organisers, nor any Officer or Agent or employee of the Organisers, nor any individual members of the Race Committee, nor any event Sponsor, nor any other Sponsor, nor the Guernsey Powerboat Association, nor the Royal Yachting Association, nor the Offshore Racing Drivers Association of Great Britain, nor the Union Internationale Motonautique, nor the States of Guernsey, nor any other Competitor, nor any lender or hirer of any vessel or equipment including in particular, but without prejudice to the generality of the foregoing, cranes, lifting gear, winches, static and mobile machines and all descriptions of vehicles used in connection with any event, nor any owner, tenant, occupier or manager of any land used in connection with any sea or land based event held during the 2008 Guernsey Class 3C World Offshore Championship, shall be liable for any loss, damage, expense or injury (such loss, damage, expense or injury herein being referred to collectively as "Loss") incurred, sustained or suffered by the Competitor as a result of his competing in any event whatsoever, and in particular but entirely without prejudice to the generality of the foregoing the Competitor understands, acknowledges and confirms that no such liability will arise:-

- a) in respect of any damage or injury being caused to any vessel or person while manoeuvring a vessel or craning the same in or out of the water or otherwise launching or removing the same from the water;
- b) in respect of any medical fees or transportation expenses (whether repatriation expenses or otherwise) incurred by the Competitor as a result of injuries sustained by him;
- c) in respect of any such injuries, loss or damage arising out of any sea or land based event;
- d) in respect of such loss sustained by the Competitor whilst using (whether before, during or after the event) a vessel or other equipment supplied by or on behalf of the Organisers;

And in order the better to give effect to the foregoing the Competitor hereby agrees to indemnify, keep indemnified and save harmless the Organisers, any Officer or Agent or employee of the Organisers, any individual member of the Organisers, any individual member of the Race Committee, the event Sponsors, any other Sponsors, the Guernsey Powerboat Association, the Royal Yachting Association, the Offshore Racing Drivers Association of Great Britain, the Union Internationale Motonautique, the States of Guernsey, all other Competitors and any lender or hirer of any vessel or equipment used in connection with any event, any owner, tenant, occupier or manager of any land used in connection with any sea or land based event against any such loss.

In this document a reference to the masculine gender shall include a reference to the feminine and neuter genders and vice versa, a reference to the singular include a reference to the plural and vice versa and a reference to an organisation or a body corporate shall include a reference to all employees, representatives, officers, members and directors of same.

I undertake to comply with all conditions and rules and regulations set out in the Advance Programme and Race Instructions and/or Race Briefings and/or Race Bulletins, all the requirements of the Union Internationale Motonautique, Royal Yachting Association, the States of Guernsey, the Guernsey Powerboat Association, the Offshore Racing Drivers Association of Great Britain, as applicable to this event and in particular and without prejudice to the generality of the foregoing, I acknowledge having read and understood the indemnity contained herein and I agree that my entry as a Competitor in the Guernsey Class 3C World Offshore Championship is conditional upon giving such an Indemnity which by signing this form I so do.

Should it be necessary to strip the engine(s) for post race scrutineering, I understand that the stripping and the re-assembly is entirely the Competitors responsibility and at his expense."