



Sponsored by



UIM CLASS 3A WORLD OFFSHORE CHAMPIONSHIP

UIM CLASS 3B WORLD OFFSHORE CHAMPIONSHIP

Guernsey

Tuesday 9th to Sunday 14th September 2014

Advance Programme

&

Race Instructions



Web site <http://www.worlds2014.org.gg>

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RISK STATEMENT

Powerboat Racing is by its nature a dangerous sport and therefore inherently involves an element of risk.

By participating in or becoming involved with Powerboat Racing organised by RYA affiliated clubs either as a participant, team member or otherwise individuals agree and acknowledge that:

- (i) they are aware of the inherent risk involved in the sport and accept responsibility for exposing themselves to such inherent risk , including risks to their person, their property, drowning, hypothermia, collision injuries burns and other physical injuries as well as possible death
- (ii) they have satisfied themselves that they have the necessary skill and knowledge to take part in the event and deal with the conditions that may arise in the course of a race
- (iii) they will not participate in the event whilst under the undue influence of alcohol, drugs or whilst otherwise unfit to participate
- (iv) they are responsible for the safety of themselves their crew their boat and their property whether afloat or ashore
- (v) the management of their boat including insurance is solely their responsibility
- (vi) scrutineering does not constitute a condition survey of the boat and it is solely their responsibility to decide whether or not to start or to continue in any powerboat race.
- (vii) ensuring the efficiency and suitability of the helmets and racing vests worn is solely their responsibility
- (viii) the provision of a race management team, patrol boats and other volunteers by the event organisers does not relieve them of their responsibilities
- (ix) the provision of patrol boat cover is limited to such assistance particularly in extreme weather conditions as can be practically provided in the circumstances
- (x) to be bound by the conditions of the Race Entry Form, Racing Instructions and the General Competition Rules of the UIM and the RYA
- (xi) they will accept the decisions of the organising committee and officials nominated by the organising committee.

INDEMNITY

Participants in the event will be required on signing on to the event to save harmless and keep indemnified:

- (a) The owners of the premises at which the event is held;
- (b) The organising club, the sponsors and the RYA and their respective officials, servants and agents; and,
- (c) The other boat owners, drivers, passengers or mechanics engaged in the meeting, (together with the “Indemnified Parties”) AGAINST all actions, claims, costs, expenses and demands in respect of loss of or damage to the property of or personal injury sustained to the Indemnified Parties to the extent caused by the participants, their crew, their boat, their mechanics, support team, representatives or agents.

IMPORTANT NOTE: Persons under the age of 18 must have written authority signed by either Parent or Guardian.

THE RESPONSIBILITY FOR A TEAM’S DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS THEIRS ALONE

1 CHAMPIONSHIP TITLE AND CLASSES

1.1 Title

1.1.1 THE UIM CLASS 3A & 3B WORLD OFFSHORE CHAMPIONSHIPS 2014

The Organising Committee of **Guernsey Powerboat Association** LBG (GPA) under the aegis of Union International Motonautique (UIM) and the authorisation of the Royal Yachting Association (RYA) is pleased to organise the “**UIM Class 3A World Offshore Championship** and the **UIM Class 3B World Offshore Championship**”

1.1.2 The event is approved by the Union International Motonautique and the Royal Yachting Association, the National Governing Body for Offshore Powerboat Racing in the United Kingdom, Northern Ireland and Channel Islands.

1.1.3 The races will be run under the UIM rules as applicable for 2014 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. Where the UIM rules are deficient, the local national rules i.e. the RYA rules will be used.

1.1.4 Competitors must read the Risk Statement and Indemnity in these race instructions as well as the safety information. Competitor must read and fully understand Start procedures, Overtaking rules, Flag procedures, Emergency assist procedures.

1.2 Class

1.2.1 The Classes eligible for the titled races are
UIM CLASS 3A for the UIM Class 3A World Offshore Championship
UIM CLASS 3B for the UIM Class 3B World Offshore Championship
A boat may not enter for both Championships

1.3 Date and Place of the Event

1.3.1 The event will be run during the period **9th to 14th September 2014** inclusive, from **St Peter Port, Guernsey, Channel Islands**.

1.3.2 The event will comprise the International three race series for the **UIM CLASS 3A WORLD OFFSHORE CHAMPIONSHIP 2014** and the **UIM CLASS 3B WORLD OFFSHORE CHAMPIONSHIP 2014**

1.3.3 Race Control, Administration and Scrutineering will take place at or around the Guernsey Yacht Club, Castle Emplacement, St Peter Port, Guernsey, Channel Islands, GY1 1AU

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

2 EVENT OFFICIALS

2.1 Organising Committee

Paul Mahy (Chairman)	Richard Le Feuvre	Deb Sauvarin
Muir Ashworth	Steve Lowe	Mark Sauvarin
Colin Clarke	Joanne Moncrieff	Tom Sauvarin
Steve Lancaster	John Richardson	Tim Stonebridge
Colin Le Conte		

2.2 Event Secretary

Stephen Lancaster Highleaze, La Passee, St Sampsons, Guernsey, GY2 4TS
 Tel no +44 (0)7781 157357 e-mail steve-lancaster@cwgsy.net

2.3 Officials

Event Chairman	Paul Mahy	Event Coordinator	Paul Mahy
Event Secretary	Stephen Lancaster	Event Treasurer	John Richardson
Officer of the Day	Eric Tuck	Assistant Officer of the Day	Paul Mahy
Safety Officer	Steve Oaten	Assistant Safety Officer - racing	Steve Lowe
Start Official	Clive Maides		
Course Official	Mark Wallbridge		
Race Secretary	Steve Lancaster		
Race Administration	Shirley Nellthorpe	Race Administration co-ordinators	Rosy Austin Joanne Moncrieff
Medical Officer	Dr Tony Chankun	Medical	Dr Ed Partridge
Chief Scrutineer / Technical Officer	Bob Prigent	Assistant Scrutineers	Ian Le Page Lee Gorvel
Chief Timekeeper	Colin S. Le Conte	Assistant Timekeepers	Rosy Austin Wendy Abbot Joanne Moncrieff
Chief Marshall	Jonathan Rowe		
International, National Media, Local Media & Press Office	Sam Stoddart Muir Ashworth		
UIM Commissioner	Per Benson	RYA Commissioner	Rob Andrews

2.4 Race Committee

Eric Tuck – Officer of the Day	Colin Le Conte – Chief Time Keeper
Paul Mahy – Assistant OOD	Bob Prigent – Chief Scrutineer
Steve Oaten – Safety Officer	Jonathan Rowe – Chief Marshall
Steve Lowe – Assistant Safety Officer	Dr Tony Chankun - Medical Officer
Steve Lancaster – Race Secretary	

2.5 Jury

The Jury composition will be announced at the first drivers' meeting. The Jury must be present at the first drivers meeting.

The Organisers of the event appoint the Chairman which will be the UIM Commissioner.

Each competing country, including the hosting country, may appoint one member delegate who can represent only one country. These appointments must be made in writing, authorised and signed by a National Authority Official and delivered to the event Secretary.

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

3.1 TUESDAY 9th SEPTEMBER 2014

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	01.26	0.7	07.25	9.7	13.50	0.7	19.45	10.1
Boat Arrivals (also from Monday 8 th September)								
Registration, Signing in, Administration and documentation at Race Control, Castle Emplacement, for the World Championship and Race 1							09.00 – 16.30hrs.	
Fuelling available							09.00 – 17.00hrs.	
Scrutineering for Race 1							09.30 - 16.00hrs.	

3.2 WEDNESDAY 10th SEPTEMBER 2014

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	02.14	0.3	08.10	10.0	14.36	0.4	20.30	10.3
Signing in, Administration and documentation at Race Control for Race 1							07.30 – 16.30hrs.	
Crane, Launch and Recovery							08.00 – 11.00hrs.	
Scrutineering for Race 1							08.00 - 16.00hrs.	
Fuelling available							08.00 – 16.00hrs.	
Official Practice (All Classes)							08.30 – 10.30hrs.	
Mandatory Race 1, 2 & 3 Race Briefing for UIM CLASS 3A & 3B WORLD OFFSHORE CHAMPIONSHIP at Castle Cornet, St Peter Port							17.30 – 18.30hrs.	
Mandatory welcome Vin D'Honneur for all competitors – venue Castle Cornet, St Peter Port – hosted by the States of Guernsey Culture & Leisure Department							18:30hrs.	

3.3 THURSDAY 11th SEPTEMBER 2014

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	02.57	0.3	08.53	10.1	15.18	0.4	21.12	10.2
Race Control open							06.30 – 12.30hrs.	
Crane, Launch and Recovery							06.30 – 11.00hrs.	
Mandatory Weather briefing and signing of declaration form for Race 1 competitors at Race Control							07.00hrs.	
RACE 1 of the UIM CLASS 3A & 3B WORLD OFFSHORE CHAMPIONSHIPS 2014 sponsored by Le Mont Saint Garage							09.00hrs.	
Champagne will be presented at the end of the race outside of the Guernsey Yacht Club								
Guernsey Air Display (inc. Red Arrows)							11.00 - 13.00hrs.	
Fuelling available (No fuelling or decanting will be permitted prior to the race)							10.30 – 17.00hrs.	
Social event at Guernsey Yacht Club							19:00hrs.	
Prize Giving Race 1 at Guernsey Yacht Club							20.00hrs.	

3.4 FRIDAY 12th SEPTEMBER 2014

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	03.38	0.5	09.32	9.9	15.57	0.8	21.51	9.8
LAY DAY Race 1								
Fuelling available							08.00 – 16.30hrs.	
Crane, Launch and Recovery							08.30 – 11.30hrs.	
Signing in, Administration and documentation at Race Control for Race 2							08.30 – 17.00hrs.	
Official Practice							09.00 – 11.00hrs.	
Scrutineering for Race 2							09.00 – 16.30hrs.	
Class 3A & 3B UIM forum meeting for drivers and owners at Guernsey Yacht Club							11.30hrs.	

3.5 SATURDAY 13th SEPTEMBER 2014

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	04.16	1.0	10.10	9.4	16.34	1.3	22.28	9.1
Crane, Launch and Recovery							07.00 – 11.30hrs.	
Fuelling available (No fuelling or decanting will be permitted prior to the race)							11.00 – 16.30hrs.	
Race Control open							07.00hrs – 17.00hrs	
Mandatory weather briefing and signing of declaration form for Race 2 competitors at Race Control							07.30hrs.	
RACE 2 of the UIM CLASS 3A & 3B WORLD OFFSHORE CHAMPIONSHIPS 2014 sponsored by Condor Ferries							09.30hrs.	
Prize Giving Race 2 including champagne outside of the Guernsey Yacht Club immediately after the race								
Scrutineering for Race 3							11.30 - 16.30hrs.	
There will be no Official Practice prior to Race 3 in view of the tides except by special arrangement								

3.6 SUNDAY 14th SEPTEMBER

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	04.52	1.7	10.46	8.7	17.11	2.1	23.05	8.3
Crane, Launch and Recovery							07.30 – 12.30hrs.	
Race Control open							07.30hrs – 14.00hrs	
Mandatory weather briefing and signing of declaration form for Race 3 competitors at Race Control							08.00hrs.	
Fuelling – (No fuelling or decanting will be permitted prior to the race)								
RACE 3 of the UIM CLASS 3A & 3B WORLD OFFSHORE CHAMPIONSHIPS 2014							10.00hrs.	
Champagne will be presented at the end of the race outside of the Guernsey Yacht Club								
Post Race Scrutineering - immediately after the race								
Please note – the race may be held later in the day if Race 3 is postponed. Monday 15 th September is NOT a lay day								
DECORATED BOAT PARADE sponsored by Ravenscroft – Caribbean theme							15.00hrs.	
Champagne Reception sponsored by Close Finance Gala Prize Giving for Race 3 and UIM CLASS 3A & 3B WORLD OFFSHORE CHAMPIONSHIPS 2014 together with Guernsey Gold Cup at the Old Government House hotel (OGH)							18:30hrs 19.00hrs.	

3.7 MONDAY 15th SEPTEMBER

	Low Water	Height (m)	High Water	Height (m)	Low Water	Height (m)	High Water	Height (m)
	05.29	2.5	11.22	8.0	17.49	2.9	23.45	7.5
BOATS DEPART (also Tuesday 16 th September)								

3.8 Notes

- 3.8.1 If the Lay Day (Friday) is required to be used, revised start times will be posted at Race Control for that day's racing.
- 3.8.2 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.
- 3.8.3 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.
- 3.8.4 **Fuelling:** No fuelling or decanting will be permitted on any race day, prior to the race.
- 3.8.5 **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

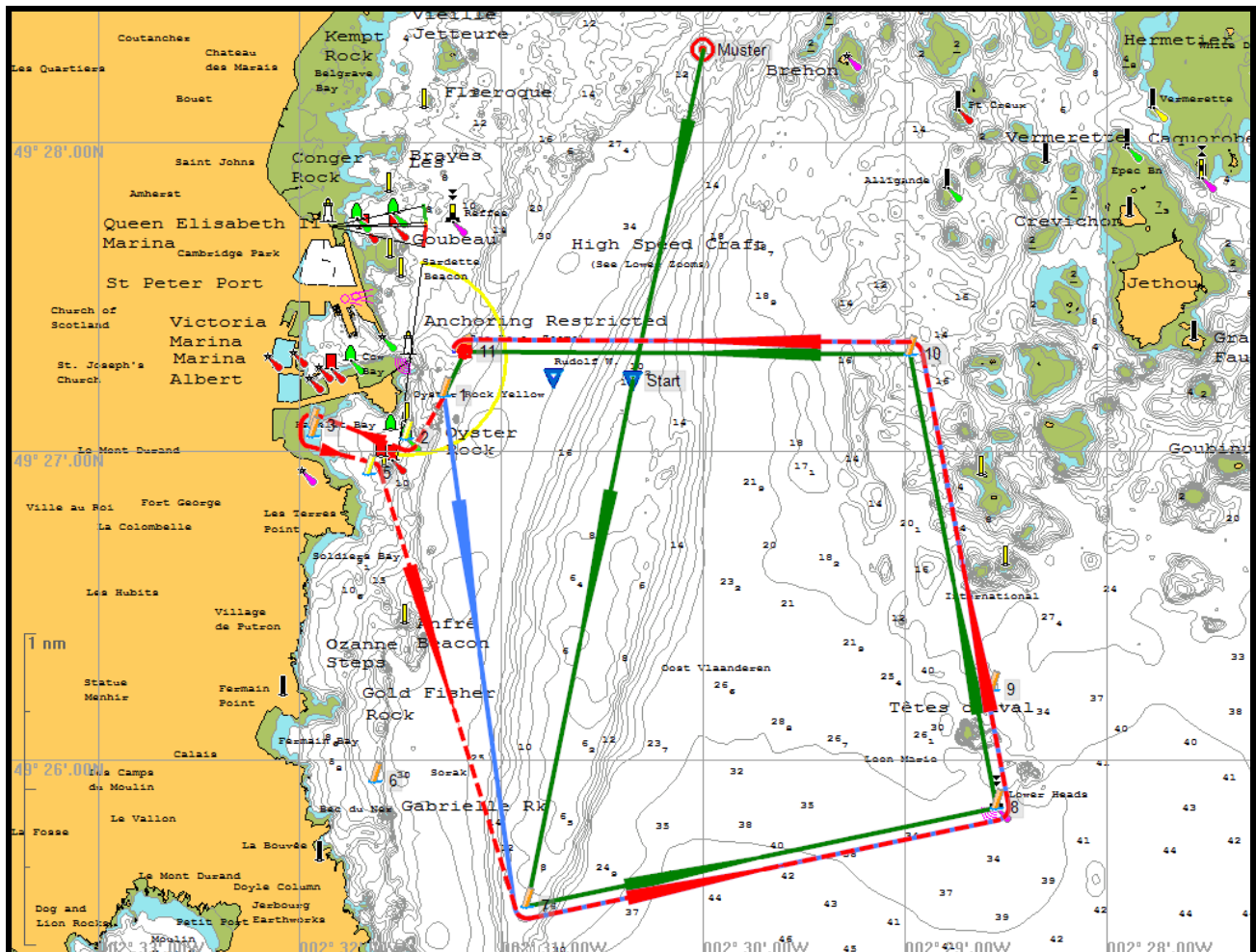
- 4.1.1 Bad weather courses may be run at the discretion of the Race Committee and will be advised at Race Briefings and/or Race Bulletins. All Bulletins will be signed for by one person per boat.
- 4.1.2 **Admiralty Chart No. 808** is the only chart acceptable for the UIM Class 3A & 3B World Offshore Championships 2014.
- 4.1.3 All marks are laid in the approximate positions referred to in 4.2. 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 missing course mark, 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 via Race Bulletins.
- 4.1.6 The following maps are schematic only and should not be used for navigational purposes.

4.2 General Marks of the Course

Mark	Description	Latitude	Longitude
1	Orange buoy attached to GYC-D race can	49° 27'.179N	002° 31'.283W
2	Yellow buoy attached to Green starboard can	49° 27'.043N	002° 31'.475W
3	Yellow Buoy Havelet 1 attached to Yellow Race can	49° 27'.084N	002° 31'.934W
4	Yellow Buoy Havelet 2 attached to Yellow Race can	49° 27'.050N	002° 31'.934W
5	Yellow Buoy Havelet Exit attached to Yellow Race can	49° 26'.930N	002° 31'.657W
6	Orange Buoy attached to GYC Gabrielle can	49° 25'.934N	002° 31'.628W
7	Laid Orange Buoy 7 – St Martins point	49° 25'.531N	002° 30'.878W
8	Fixed Navigation Mark (South Cardinal) - Lower Heads	49° 25'.850N	002° 28'.550W
9	Laid Orange Buoy 9 – Tetes d'Aval	49° 26'.229N	002° 28'.564W
10	Orange Buoy attached to GYC race can	49° 27'.316N	002° 28'.975W
11	Laid Orange Buoy 11 – St Peter Port	49° 27'.324N	002° 31'.183W
Sark1	Laid Orange Buoy – South of Gouliot Passage	49° 25'.439N	002° 23'.284W
Sark2	Gouliot Passage (no buoy)	49° 25'.892N	002° 22'.849W
Sark3	Laid Orange Buoy – North of Gouliot Passage	49° 26'.463N	002° 23'.181W
Muster	Muster Boat – all races	49° 28'.295N	002° 30'.003W

- 4.2.1 All courses have been approved by the Harbourmaster

4.3 RACE 1



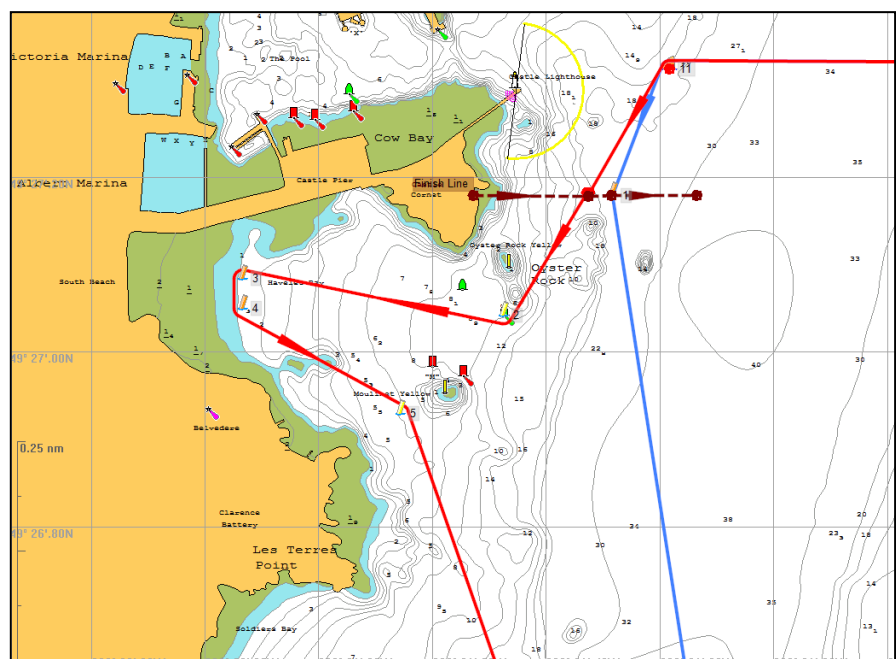
NOTE Navionics disclaimer: Navionics Charts provided courtesy of Navionics. These maps are schematic only and not for navigational purposes. Navionics are not responsible for any event occurred while using their charts.

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 (due East of Castle Cornet).

The scale bar is on the left side of the charts.

All charts are orientated to True North (see Lat / long grid)



START LAP	Leave to	Distance
Start		
7	Port	1.73
8	Port	1.55
10	Port	1.49
11	Port	1.44
1	Port	0.16
TOTAL		6.37nm

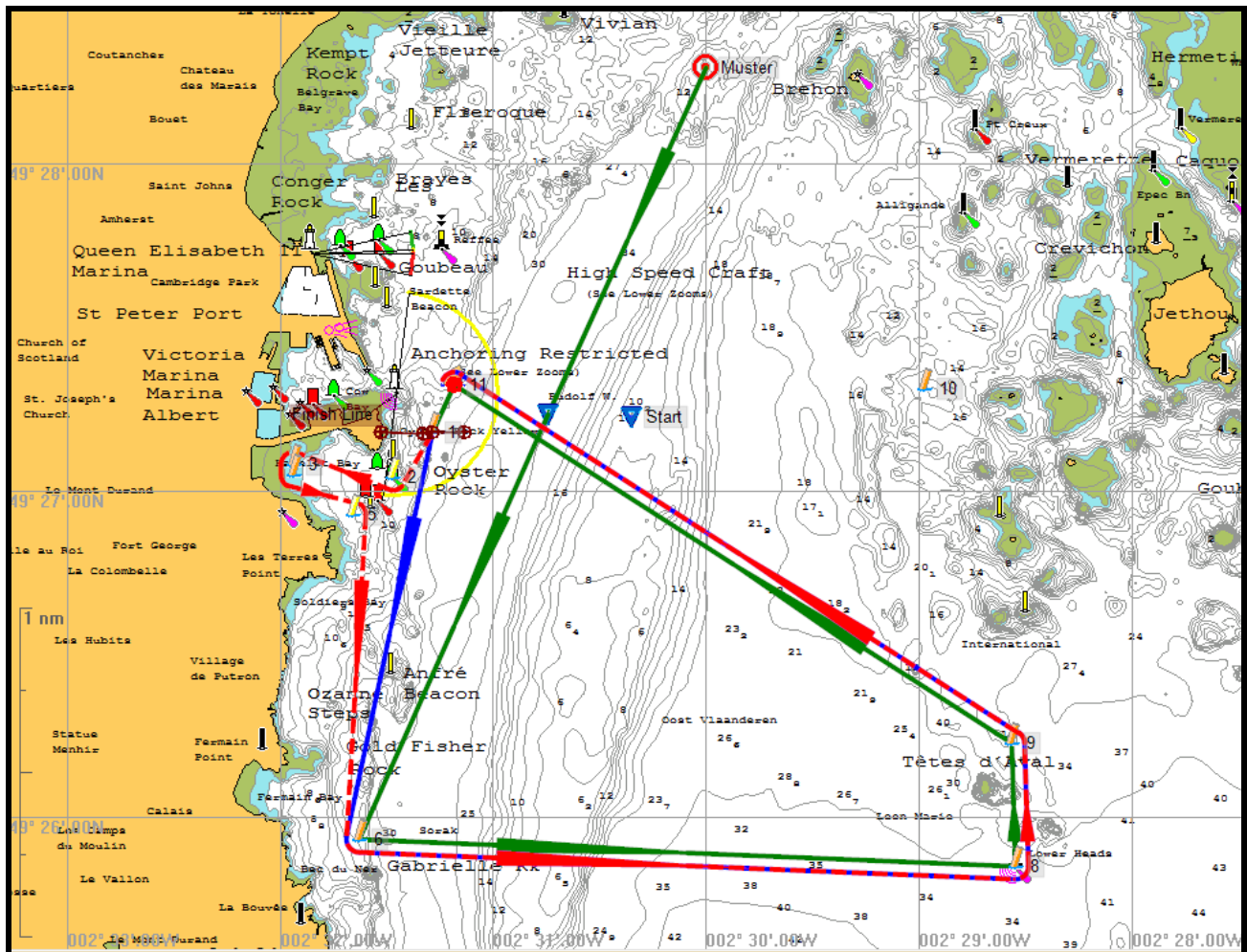
LAP A	Leave to	Distance	LAP B	Leave to	Distance
1	Port		1	Port	
7	Port	1.67	2	Starboard	0.18
8	Port	1.55	3	Port	0.30
10	Port	1.49	4	Port	0.03
11	Port	1.44	5	Starboard	0.22
1	Port	0.16	7	Port	1.49
TOTAL		6.31nm	8	Port	1.55
			10	Port	1.49
			11	Port	1.44
			1	Port	0.16
			TOTAL		6.86nm

Lap	Distance
Start	6.37
Lap A	6.31
Lap A	6.31
Lap A	6.31
Lap B	6.86
Lap B	6.86
Total	39.02nm

4.3.1 The race will be Start Lap + 3 x Lap A + 2 x Lap B

4.3.2 The 70% rule will be the start lap plus 3 laps

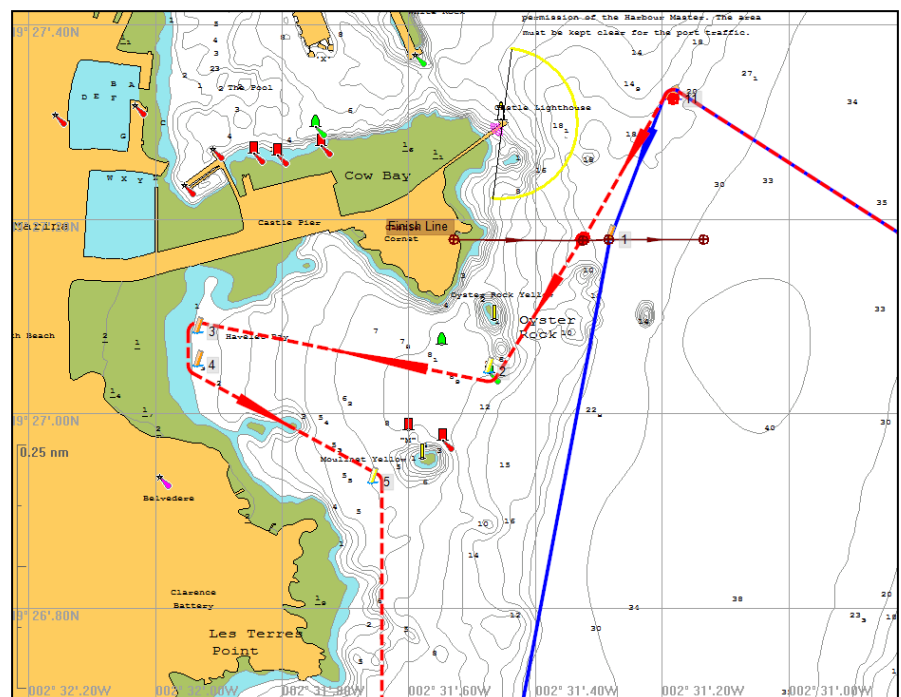
4.4 RACE 2



NOTE Navionics Charts provided courtesy of Navionics. These maps are schematic only and not for navigational purposes. Navionics are not responsible for any event occurred while using their charts.

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 (due East of Castle Cornet).



START LAP	Leave to	Distance
Start		
6	Port	1.44
8	Port	2.00
9	Port	0.38
11	Port	2.02
1	Port	0.16
TOTAL		6.00nm

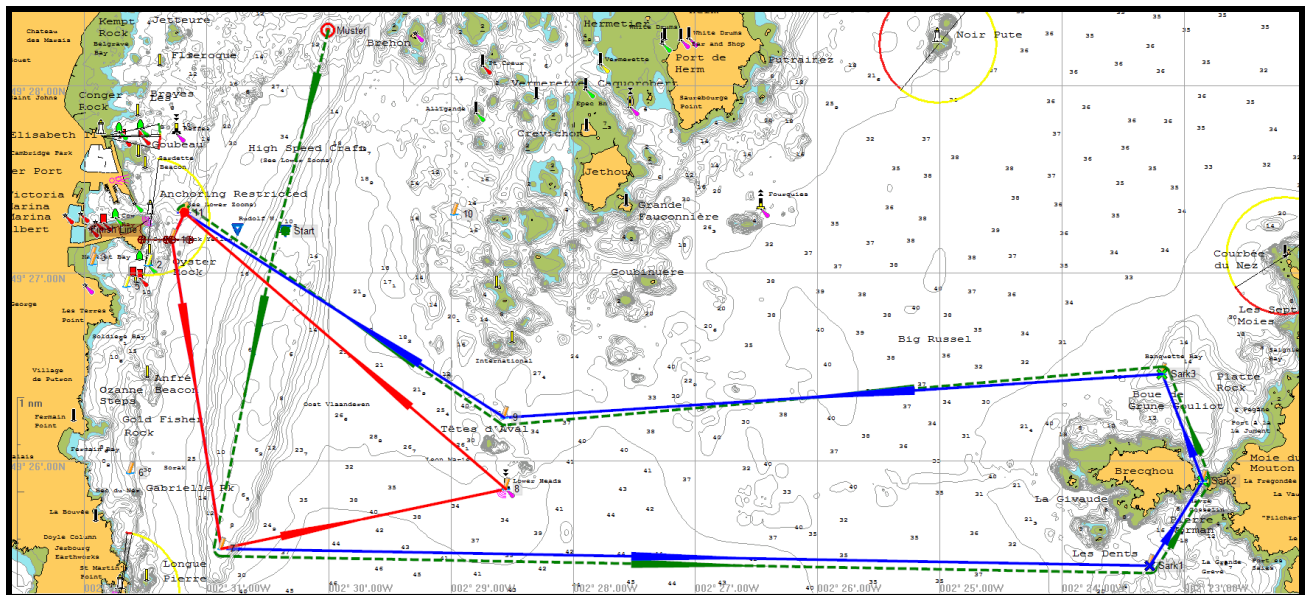
Lap C	Leave to	Distance	Lap D	Leave to	Distance
1	Port		1	Port	
6	Port	1.27	2	Starboard	0.18
8	Port	2.00	3	Port	0.30
9	Port	0.38	4	Port	0.03
11	Port	2.02	5	Starboard	0.22
1	Port	0.16	6	Port	1.00
TOTAL		5.83nm	8	Port	2.00
			8	Port	0.38
			11	Port	2.02
			1	Port	0.16
			TOTAL		6.29nm

Lap	Distance
Start	6.00
Lap C	5.83
Lap D	6.29
Lap D	6.29
Lap D	6.29
Lap D	6.29
Lap D	6.29
Total	43.28nm

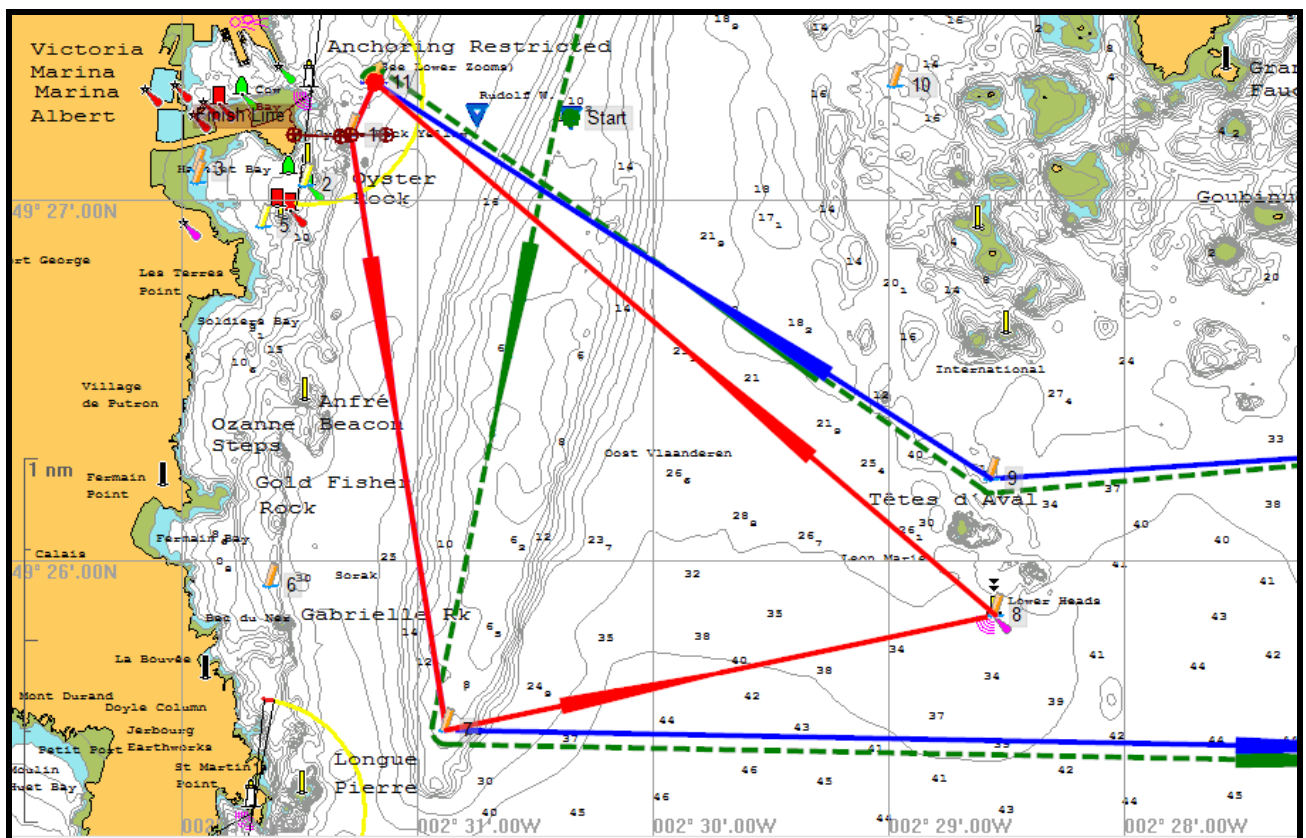
4.4.1 The race will be Start Lap + 1 x Lap C + 5 x Lap D

4.4.2 The 70% rule will be the start lap plus 4 laps

4.5 RACE 3



NOTE Navionics Charts provided courtesy of Navionics. These maps are schematic only and not for navigational purposes. Navionics are not responsible for any event occurred while using their charts.



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	Leave to	Distance
Start		
7	Port	1.73
Sark 1	Port	4.94
Sark 2	Port	0.53
Sark 3	Port	0.61
9	Starboard	3.51
11	Port	2.02
1	Port	0.16
TOTAL		13.50nm

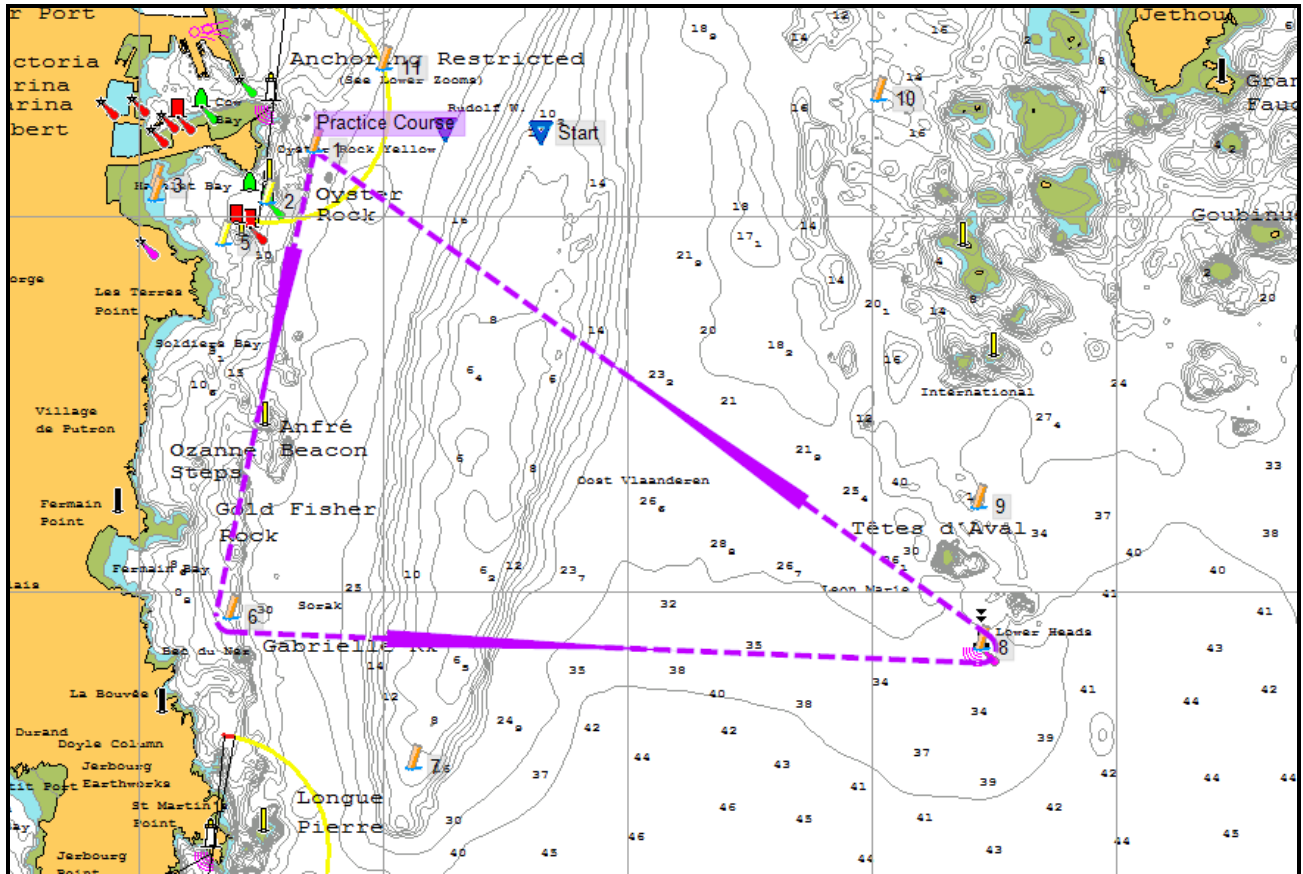
LAP E	Leave to	Distance	LAP F	Leave to	Distance
1	Port		1	Port	
7	Port	1.67	7	Port	1.67
Sark 1	Port	4.94	8	Port	1.55
Sark 2	Port	0.53	11	Port	2.26
Sark 3	Port	0.61	1	Port	0.16
9	Starboard	3.51	TOTAL		5.64nm
11	Port	2.02			
1	Port	0.16			
TOTAL		13.44nm			

Lap	Distance
Start	13.50
Lap E	13.44
Lap E	13.44
Lap F	5.64
Lap F	5.64
Lap F	5.64
Total	57.30nm

4.5.1 The Race will be the Start Lap + 2 x Lap E + 3 x Lap F

4.5.2 The 70% rule will be the start lap plus 3 laps

4.6 Practice Course



NOTE Navionics Charts provided courtesy of Navionics. These maps are schematic only and not for navigational purposes. Navionics are not responsible for any event occurred while using their charts.

- 4.6.1 Practice is only permitted on the Practice course and will be in an anticlockwise direction. All Marks must be passed with the mark on then Port side of the boat.
- 4.6.2 Any testing outside of this course, across the centre of the course or in the wrong direction will result in a GBP 100 / Euro 125 fine and may result in disqualification.

Practice	Leave to
1	Port
6	Port
8	Port
1	Port

- 4.6.3 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.

5 SAFETY

5.1 Safety Cover

5.1.1 Each race will have the following minimum safety cover

- RNLI Lifeboat – Sprit of Guernsey or relief lifeboat Daniel L Gibson (Thursday and Sunday)
- Marine Ambulance – Flying Christine with Doctor and Medics
- 2 inshore lifeboats
- 2 First response Safety Boats with divers
- 2 First response Safety Boats with a paramedic / A&E nurse
- Turn buoy boats
- Start Boat
- Committee / Finish boat
- 5 Spectator control boats
- 5 Course / Tow boats



RNLI Lifeboat



Marine Ambulance

5.1.2 Each practice session will have the following minimum safety cover

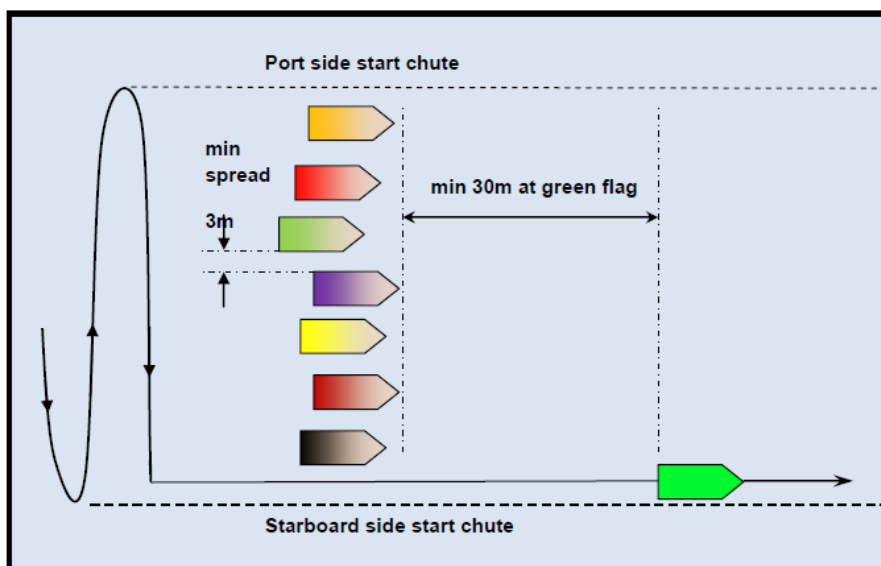
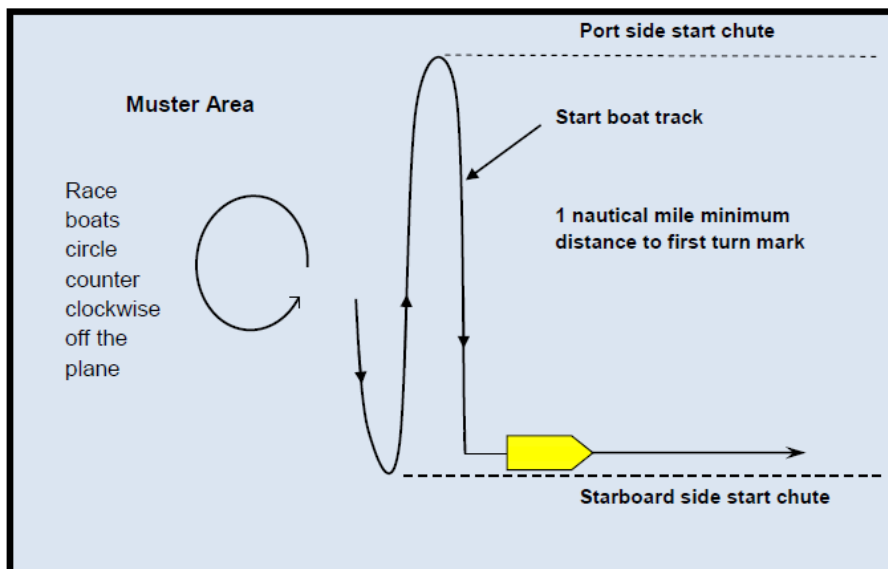
- 1 First response Safety Boat with diver
- 1 First response Safety Boat with paramedic
- 5 Course / Tow boats

5.2 Designated Spectator Areas

5.2.1 A bulletin will be issued to the public and competitors detailing the designated Spectator Areas for boats. Competitors are reminded that this carries no obligation to members of the public to keep clear – it is the responsibility of race boats to keep clear of non-competing craft.

6 STARTING PROCEDURES

- 6.1.1 Starting procedures will be as described in the UIM 2014 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 The time limit for late starters will be 30 mins after the first boat crossed the start line, 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 UIM rule 305.08. Instructions may also be given on VHF Radio Ch. 8.

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 the 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 and the UIM 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 for Class 3B completes the course and crosses the finishing line, the UIM flag will be waved. It designates the “winner” of the Class 3B race and the start of the finish procedure of the Class 3B race.
- 8.3.2 When the leading boat for Class 3A completes the course and crosses the finishing line, the Chequered flag will be waved. It designates the “winner” of the Class 3A race and the start of the finish procedure of the Class 3A race.
- 8.3.3 Any boat crossing the finishing line after the “winning boat” for its class 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.
- 8.3.4 When calculating the number of laps completed by a boat, its last lap completed (after the arrival of the winning boat for its class) must not be slower than 50% of its fastest average lap speed.
- 8.3.5 The race may be curtailed or stopped at the finish line at any time by waving the UIM flag and the Chequered Flag. This designates the end of the race.
- 8.3.6 To be designated a “finisher”, a minimum of 70% of the laps completed by the winning boat of its class must be completed, rounded up or down to the nearest full lap unless otherwise stated in the race instructions.
- 8.3.7 Boats finishing must cross the finish line (a line taken from Castle Cornet to the Finish Buoy Mark 1) and continue approx. 200 metres slowing down before turning into the centre of the course when it is safe to do so taking care not to impede other racing boats.
- 8.3.8 The 1st, 2nd and 3rd boats for each class should stay at the finish area and the Start Boat will then lead them back to the Wet Pits.
- 8.3.9 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.
- 8.3.10 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.
- 8.3.11 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 GBP 125 / 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 Channel 8.
- 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 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 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 (UIM Rule 205.13).
- 10.1.3 A yellow flag waved from an official boat denotes an incident on the course. Competitors should take appropriate care.



- 10.1.4 International Code Flag 'A' denotes divers deployed and competitors should keep well clear.

10.2 Protective Helmet

- 10.2.1 Any person aboard any boat taking part in the races and/or practice must wear an adequate helmet of orange colour throughout the race and during practice runs. The wearer is entirely responsible for the choice of his helmet. Each crew member's helmet must be identified with their boat race number. (UIM Rule 205.07). **All International Drivers participating in a UIM event will have to wear a helmet with a minimum SNELL or FIA Standard. ECE2205 will NOT be accepted.**

10.3 Racing Vest

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

10.4 Equipment

- 10.4.1 During a race, the boat must have on board 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.

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

- 10.5.1 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.
- 10.5.2 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. The International regulations for the prevention of collisions at sea, shall apply at all times. 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.

- 10.5.3 Where, by any of these rules, one of the two boats is to give way, the other must keep her course and speed.
- 10.5.4 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.
- 10.5.5 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.
- 10.5.6 Any boat overtaking any other must give way to the overtaken boat.
- 10.5.7 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 REPORTING & DOCUMENTATION

11.1 Documents

11.1.1 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.
- Minimum number of two “International – Class 3A and 3B” or “International - all classes” licensed drivers per boat issued by their National Authority.
- All entrants must produce evidence of current “third party” insurance as stated in section 12.2 below.
- 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 2014 indemnity forms signed by the owner and all crew members of the competing craft.
- One VHF Certificate of Competence per boat if applicable to their National Authority.

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

11.2 Insurance

11.2.1 All entrants must produce evidence of current “third party”, insurance to the minimum value of GBP 5,000,000 for any one accident in respect of On-Water liabilities and GBP 10,000,000 for any one accident in respect of On-Shore liabilities. For British entrants the RYA licence carries that insurance.

- 11.2.2 Non UK/Channel Islands Countries' insurance will only be accepted if it meets the above criteria and is valid in UK/Channel Islands waters. The policy must be written in ENGLISH. If a team wish to use their own insurance, a copy of their policy must be sent to the RYA at least 28 days before the first race, so that the RYA can consider if the cover is acceptable. Teams, who have not sent copies of their own insurance to the RYA as directed above, must pay for the RYA insurance prior to racing. This cannot be applied for any event.
- 11.2.3 The insurance carries an excess on each and every insurance claim based on a sliding scale. In the event of a valid claim being made by a competitor against our insurers, each claimant, successful or otherwise, will be required to pay this non-refundable excess to the Organising Committee at the time of lodging the claim.
- 11.2.4 Members of the crew of any boat under their national age of majority must produce written evidence of parental consent to participate in any race and/or practice.
- 11.2.5 The minimum age of any crew member will be 16 years, whether they have parental consent or not.

12 SCRUTINEERING REQUIREMENTS

- 12.1.1 All Scrutineering will take place in the Race Pits on the Castle Emplacement, St Peter Port, Guernsey
- 12.1.2 No boats can be scrutineered before production to the Scrutineer of the Scrutineering slip
- 12.1.3 All boats submitted for Scrutineering should be ready to race with all equipment required by the Class rules as described in the 2014 UIM rules and must include the items detailed in UIM Rule 715 and the following:-
- VHF radio together with a current ship's radio licence / operator's 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).
- 12.1.4 Boats should be prepared as appropriate but their engines may be sealed by Scrutineers at their discretion.
- 12.1.5 It is the responsibility of the crew to contact a Scrutineer.
- 12.1.6 Boats may only be scrutineered outside the stated times only by prior arrangement in writing, with the Chief Scrutineer. Any special arrangements for Scrutineering will only be considered if it is genuinely impractical for the competitor to comply with the stated timetable. In any event, all scrutineering must be carried out before the Drivers' Briefing.
- 12.1.7 Before any repair work is carried out to an engine between the heats of the UIM Class 3A and 3B World Championships, 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.

- 12.1.8 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.

13 LAUNCHING AND RECOVERY

- 13.1.1 Towing, launching and recovery facilities are free to competitors within times detailed in section 3.
- 13.1.2 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.
- 13.1.3 Trailers must be fully serviceable (in particular ball hitch, jockey wheel and winch) or entry to the event may be refused.
- 13.1.4 Engines must have propeller covers on at all times while in the pits.
- 13.1.5 All boat movements, launching and recovery instructions will be under the control of the Chief Marshall.
- 13.1.6 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.
- 13.1.7 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 POST RACE SIGNING OFF

- 14.1.1 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.

15 RESULTS AND POST RACE SCRUTINEERING

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

16 PROTESTS

- 16.1.1 All protests and appeals are to comply with current UIM Rules.
- 16.1.2 All protests must be accompanied by a fee of Euro 80 which will be returned if the protest is upheld.
- 16.1.3 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.

- 16.1.4 A full list of the Race Jury will be posted at Race Control. The Jury will include the UIM Commissioner and the RYA 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.
- 16.1.5 UIM Rule 401.02. No claim for damages arising from an infringement of any of the UIM 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.

17 FUELLING

- 17.1.1 Unleaded fuel will be available at BOATWORKS+ at the Castle Emplacement. This will NOT include 97 octane fuel. Fuelling at Boatworks+ may take place on land or on the water. Fuelling times are as per section 3. Transference of fuel in the pits is strictly forbidden.
- 17.1.2 It will not be permitted to store fuel in the Pits.

18 PRACTISING

- 18.1.1 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.
- 18.1.2 All competitors must practise within the times stated in section 3 and around the designated Practice course only.
- 18.1.3 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.

19 RADIO REQUIREMENTS AND FREQUENCIES

- 19.1.1 All boats must carry a VHF radio and operating on distress frequency Ch.16 VHF and also Ch.8.
- 19.1.2 During the races Radio Communication will be maintained as follows:-
- 19.1.3 Ch.8 will be used for Race Control - call sign Race Control
- 19.1.4 Ch.6 will be used for Course Control – call sign Course Control
- 19.1.5 Ch.67 will be used for Rescue Control – call sign Rescue Control
- 19.1.6 Competitors, when racing, should use the race number of their boat as a call sign. In the first instance call Race Control on Ch.8. If no response, call on Ch.16.

20 MEDICAL EXAMINATION

- 20.1.1 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

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

21 CONSUMPTION OF ALCOHOL

- 21.1.1 Competitors shall not be under the influence of alcohol while competing or practising.
- 21.1.2 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.
- 21.1.3 Testing, when carried out, shall be using an Alcoholmeter.
- 21.1.4 Drivers, officials and crew members found to have more than 0.10 microgrammes of alcohol in 100 millilitres of breath will be immediately disqualified. This is the rule for the UK. A formal report shall be forwarded to the National Authority of the competitor. (UIM Rule 205.02).

22 LOCAL HAZARDS AND SPECIAL CONDITIONS

22.1 General

- 22.1.1 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.
- 22.1.2 The Organising Committee reserves the right to amend or modify the programme of events for whatever reason they deem necessary.
- 22.1.3 Failure to complete the course correctly as described in the Race Instructions and/or Race Briefings and/or Race Bulletins will result in disqualification.
- 22.1.4 The official language of all advance programme and Race Instructions, Race Briefings, Race Bulletins and other documentation relating to the 2014 UIM Class 3A & 3B 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.
- 22.1.5 Any legal dispute arising out of any matter concerning the 2014 UIM Class 3A & 3B 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.

- 22.1.6 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.
- 22.1.7 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 3A or 3B World Championship.
- 22.1.8 Attention is drawn to UIM Rule 205.11 "Prohibited Smoking". Any contravention of this rule may render any crew and/or team member liable to disqualification and/or a heavy fine.

22.2 "Speed Limits"

- 22.2.1 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:-
- 22.2.2 The master of a vessel shall not without permission of the Harbourmaster navigate the vessel:-
- 22.2.3 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
- 22.2.4 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.
- 22.2.5 Any competitor contravening this law may be disqualified and/or otherwise penalised.

23 PRIZES

- 23.1.1 The following will be awarded
- 1st, 2nd and 3rd** place trophies in each of the three races of each **World Championship for each class**
- 1st, 2nd, 3rd, 4th and 5th** overall **World Championship** trophies for each class
- The prestigious **Guernsey Gold Cup** will be awarded to the overall winner of Class 3A and Class 3B. The Guernsey Gold Cup remains in Guernsey and the winner takes away a smaller trophy.
- Gold, Silver and Bronze UIM medals will be awarded to 1st, 2nd and 3rd place, overall in each World Championship
- 23.1.2 The Guernsey Gold Cup will be awarded on the following basis:
- The points from the Class 3A World Championship and the Class 3B World Championship will be added together to form the Guernsey Gold Cup Championship. The winner will be the team with the most points at the end of the World Championship races.
- Should there be a tie at the end of the last race, then the Guernsey Gold Cup will be awarded to the boat which completes the longest race at the higher average speed.

24 TRANSPORTATION FACILITIES

- 24.1.1 Please see their web site <http://www.condorferries.com/> for details of their ships and transportation dates and times. Also check the www.worlds2014.org.gg web site for latest information.

The main sailings are

UK / France to Guernsey

Monday 8th September Slow Ferry 09:00 Portsmouth to Guernsey Fast Ferry 11:00 Poole to Guernsey 12:00 St Malo to Guernsey 13:15 Weymouth to Guernsey 17:15 St Malo to Guernsey	Tuesday 9th September Slow Ferry 09:00 Portsmouth to Guernsey Fast Ferry 08:00 St Malo to Guernsey 12:00 Weymouth to Guernsey
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Guernsey to UK / France

Monday 15th September Slow Ferry 17:20 Guernsey to Portsmouth Fast Ferry 13:30 Guernsey to St Malo 14:00 Guernsey to St Malo 15:10 Guernsey to Poole 17:40 Guernsey to Weymouth	Tuesday 16th September Slow Ferry 17:20 Guernsey to Portsmouth Fast Ferry 15:30 Guernsey to St Malo 16:30 Guernsey to Weymouth
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Massive subsidies have been agreed with Condor Ferries and latest information can be found on the official web site www.world2014.org.gg.

- 24.1.2 For Flights, Ferries and Accommodation in Guernsey, please visit the Visit Guernsey Official Web Site at <http://www.visitguernsey.com/>
Their contact details are

Visit Guernsey

PO Box 23, St Peter Port, Guernsey, Channel Islands, GY1 3AN

Information Centre Tel: +44 (0)1481 723552

General email: enquiries@visitguernsey.com

Do tell them you are interested in coming over for UIM World Offshore Powerboat Championship.

25 ENTRY FEE

- 25.1.1 The Official Entry form is available at the end of this Advance Programme / Race Instructions. Please also complete the Logistics form.
- 25.1.2 The official entry form must be completed and sent to the Event Secretary together with the Entry Fee of GBP 250 / Euro 300. There will be no entry fee for Overseas Competitors i.e. competitors from outside of the British Isles.

Cheques should be made payable to:- **"GPA"** and sent to

Mr Paul Mahy Pretoria Cottage Les Petites Mielles, St Sampson Guernsey, Channel Islands GY2 4RZ	Paul Mahy – Event Organiser Telephone +44 (0) 7781 143016 Fax +44 (0)1481 700320 e-mail: info@worlds2014.co.uk Web site: http://www.worlds2014.org.gg
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- 25.1.3 The closing date for entries is the 31st July 2014. Entries received after this date shall be defined as a late entry which may be accepted at the discretion of the Organising Committee. The fee for Late Entries will be GBP 300 / Euro 350.
- 25.1.4 If any entry is cancelled in writing by 31st July 2014, the deposit will be refunded
- 25.1.5 The Organising Committee reserves the right to cancel the event or any part thereof for any reason including if insufficient entries are received.
- 25.1.6 Boats must be seaworthy for all possible conditions and the Organising and/or Race Committee may refuse craft, which, in their opinion, are unsuitable.
- 25.1.7 All competitors in the UIM CLASS 3A or 3B WORLD OFFSHORE CHAMPIONSHIP 2014 must be nominated by their National Authority. Overseas entrants must produce written authorisation to compete from their National Authority.
- 25.1.8 The No 1 Driver/Competitor and his/her nationality must be named on the entry form.
- 25.1.9 Minimum number of two "International – Class 3A and 3B" or "International - all classes" licensed drivers / crew per boat issued by their National Authority.
- 25.1.10 All race craft must be measured and registered with their National Authority.
- 25.1.11 The Organising Committee reserves the right to refuse an entry without giving any reason.

26 THE GUERNSEY 2014 CLASS 3A & 3B 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 2014 Guernsey Class 3A & 3B 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 notwithstanding 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 2014 Guernsey Class 3A & 3B 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 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 2014 Guernsey Class 3A & 3B 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 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 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 3A & 3B 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."

SAFETY INFORMATION

SAFETY TAKES PRIORITY OVER RACING AT ALL TIMES

All Race Boats must observe the International Rules for the Prevention of Collisions at Sea when encountering any other Non racing craft

- A) Swimmers, board sailors, private and commercial craft of all types of may be encountered. Competitors are reminded to keep a sharp look out at all times and to take the necessary action in accordance with the IRPCS Rules.
- B) Competitors are reminded to keep a sharp lookout at all times for any marine wildlife that may be encountered in the vicinity of the race course and take the necessary avoiding action.
- C) Competitors are warned to remember their speed and the fact that other craft may not be fully aware or able to keep clear.
- D) Competitors are asked to bear in mind that Official Patrol & Rescue boats have no power to insist that any craft or swimmer keep clear of the course of the race. Advice can only be given for the safety of other craft and swimmers.
- E) International Code Flag “A” denotes “DIVERS”. Competitors must give a wide clearance of at least 100mtrs.
- F) The Course will be patrolled by Official Patrol & Rescue Boats with official Observer boats in the vicinity of certain race marks, other race marks may be observed from the shore
- G) Any Official Patrol/Rescue boat may wave a yellow flag to give warning of imminent danger in its vicinity. Competitors seeing this signal are to acknowledge the signal, proceed **at a safe speed** with caution, not overtake other race boats whilst in the area of the incident and keep clear of the danger area. Any competitor who ignores or abuses the yellow flag may be penalised.



OFFICIAL ENTRY FORM
UIM CLASS 3A & 3B WORLD OFFSHORE
CHAMPIONSHIP
Guernsey, 9th to 14th September 2014



Boat Name		
Race No.		Class
Crew		
1 st Driver	Full Name	
	Nationality	Licence No
	Club	
2 nd Driver	Full Name	
	Nationality	Licence No
	Club	
Boat		
Hull	Mono	Catamaran
	Designer	
	Builder	
	Measurement Certificate No.	
Engine	Builder	
	Capacity	
1 st Driver Address		
Tel No	E-mail address	
1 st Driver Signature		Date
Approved by National Authority		

Please post to Mr Paul Mahy, Pretoria Cottage, Les Petites Mielles, St Sampson, Guernsey, Channel Islands GY2 4RZ or e-mail to info@worlds2014.co.uk . **The official entry form must be completed and sent to the Event Secretary together with the Entry Fee of GBP 250 / Euro 300 where applicable.**



DRY PITS

UIM CLASS 3A & 3B WORLD OFFSHORE CHAMPIONSHIP

Guernsey, 9th to 14th September 2014



Boat Name		
Race No.	Class	
Crew		
1 st Driver	Full Name	
Truck-Trailer		
Full length		
Full width		
No. plate		
Driver name		
Mobile Repair Unit		
Full length		
Full width		
No. plate		
Camper / Motorhome		
Full length		
Full width		
No. plate		
Driver name		
<p>Tow vehicles will be allocated an assigned parking place</p> <p>Each team will have one assigned place</p>		
1 st Driver Signature		Date

Please post to Mr Paul Mahy, Pretoria Cottage, Les Petites Mielles, St Sampson, Guernsey, Channel Islands GY2 4RZ or e-mail to info@worlds2014.co.uk