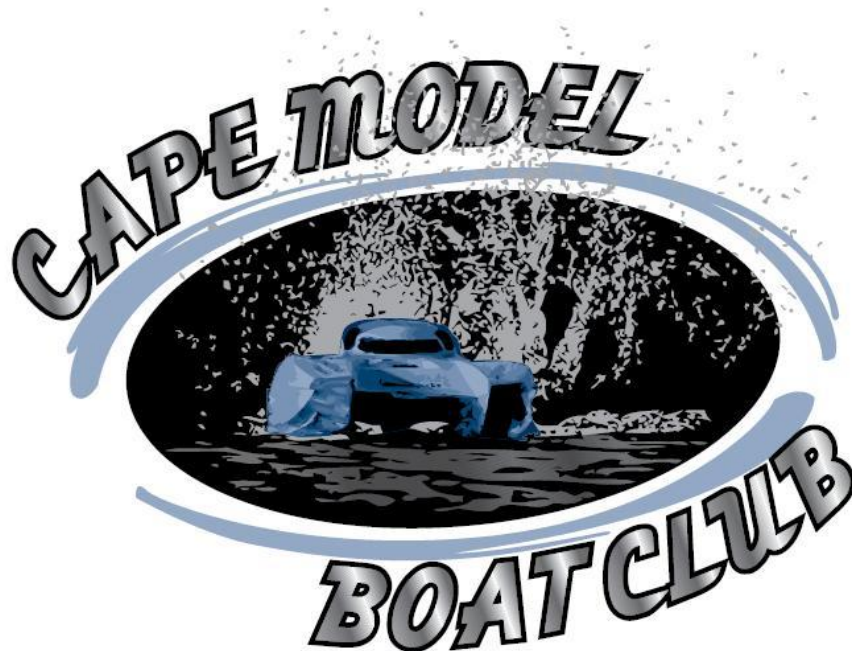


Cape Model Boat Club



RACING RULES FOR MODEL POWER BOATING

Revised by CMBC Committee August 2010

Index

CONTENTS	Page
1. Definition of Models	4
1.1 Class Rules	4
2. Classes	4
3. Principal rules and general rules	5
3.1 Principal rules	5
3.1.1 Competitions where the rules apply	5
3.1.2 Entry fees, membership fees and special levies	5
3.1.3 Protest fees	5
3.2 Personal rules	5
3.2.1 Age groups	5
3.2.2 Competitor registration	5
3.2.3 Maximum allowed competitors	6
3.2.4 Assistants and substitution of the competitor	6
3.3 Technical rules	6
3.3.1 Propulsion of models and fuels	6
3.3.2 Fuel	6
3.3.3 Noise reduction, noise level measurement and rules	7
3.3.4 Application and use of radio control equipment and frequency control	7
3.3.5 Buoys (Dimensions, construction and anchorage)	8
3.3.6 Starting jetty (construction and materials)	8
3.4 Sport Rules	8
3.4.1 The competition area	8
3.4.2 Starting area, the preparation area and access permission	9
3.4.3 Allowed number, entry possibilities and race condition of the models	9
3.4.4 Re-run of a race	9
3.4.5 Registration of competitors and models, scrutiny of boats	10
3.4.6 Calling time (time allowed to get ready)	10
3.4.7 Interruption or suspension of the competition	10
3.5 SAMPBA protest policy	10
3.5.1 Principal rules	10
3.5.2 Lodging of protests	10
3.5.3 Handling of protest	11
3.6 General rules regarding construction for category FSR	11
4 General rules regarding the set up of competition courses for the category FSR and F1	12
5 General rules regarding start and termination of a race or heat	13
6 Competition requirements in FSR category	13
6.1 General construction rules and regulations	13
6.7 Competition course and duration of a race in the FSR-O/F1 classes	19
6.8 Procedures for races in the FSR-O / F1 classes	19
6.9 Lap counting for FSR-O / F1 races	22
6.10 Basic rules and penalties in the FSR-O / F1 classes	22
6.10.1 Weaving turns	22
6.10.2 Right of way	22
6.10.3 Negotiating / passing the buoys	23

6.11	Rules for overtaking in the FSR-O / F1 classes	23
6.12	Calculation of final results in all classes	25
7.	Methods for measuring noise levels in the FSR categories	26
7.1	General	26
7.2	Noise measuring methods in FSR-O / F1 classes	26
7.3	Noise measuring methods in FSR-V classes	27
7.4	Re-testing boats deemed to be above maximum noise levels	27
8.	Guide to measurement and set up of a FSR-V / O & F1 course	27

Competition rules for radio controlled models in categories FSR-O/H & F1

1. Definition of Models

- a) The design of the hulls are defined by the various class rules.
- b) Models are controlled by the Pilot using radio control.
- c) All models irrespective of class should in form and design look like a boat
- d) Boats may be raced with or without a closed deck / cockpit / cover.

1.1 Class Rules

Hydro rigger	Free design Hydro-planes with surface or semi-surface drive propulsion.
Offshore	Free design offshore boats. V-type or catamarans (tunnel hulls) with surface drive propulsion and inboard motors.
F1	Free design tunnel hulls resembling full size F1 hulls with surface drive propulsion and outboard leg mounted motors.

2. Classes

The category FSR can be divided into the following groups and classes:

F1

A CLASS	Maximum engine capacity	3.5cc	Nitro
B CLASS	Maximum engine capacity	7.5cc	Nitro
D CLASS	Minimum engine capacity	15.1cc	Spark ignition
	Maximum engine capacity	35.0cc	Spark ignition

Offshore

Offshore Sport	Maximum engine capacity	4.2cc	Nitro
Gas offshore	Minimum engine capacity	15.1cc	Spark ignition
	Maximum engine capacity	35.0cc	Spark ignition
Gas offshore Stock	Only engine capacity	26.0cc	Zenoah G260 PUM

Hydro/Rigger

Hydro 21	Maximum engine capacity	3.5cc	Nitro
Hydro Gas	Maximum engine capacity	35.0cc	Spark ignition

2.1 Gas Stock Class

2.1.1 **Motor**

This class shall use the Zenoah G260PUM motor and no other.

The motor is stock as in supplied by manufacturer and may not be modified in any way. No material may be removed or added in any way.

All parts on the motor must be as supplied by the Zenoah Company.

2.1.2 Carburetion

Only the Walbro 644 and 257 carbs may be used. These may have the choke butterfly removed (644) and bolt-on velocity stack removed. No other modifications may be made to the internals and flow path of the carburetor.

2.1.3 Base gasket

Only the blue base gasket as supplied by Zenoah may be used. No aftermarket (compression enhancing) gaskets may be fitted.

2.1.4 Piston

Piston shall be the manufacturer supplied one only. No lightening or relieving of piston is allowed.

2.1.5 Ignition Coil

The black ignition coil may be relocated when hull constraints dictate it.

2.1.6 Bearings

As parts availability is scarce the 2 main bearings may be replaced with off the shelf bearings. No ceramic (Boca) bearings may be fitted.

2.1.7 Seals

Only OEM Zenoah seals may be fitted, Seal retaining springs may not be removed. No aftermarket zero drag seals may be fitted.

2.1.8 Scrutinizing

At least 3 (but not restricted to 3) times in the year the first 3 places would be open to scrutiny by the race organizer and 2 other members appointed by the committee. At this motor inspection the club would supply a new blue base gasket to replace the one on your motor. (your choice to use it or not). If at any time a motor is deemed to have been modified the member would lose all his/her points for the season to that date. On your second offence you would be brought before the committee where you may be suspended from the club indefinitely.

3. Principal rules, personal and technical rules

3.1 Principal rules

3.1.1 Competitions where the rules apply

The CMBC rules apply to the following competitions:

- a) All CMBC events

3.1.2 Entry fees, membership fees and special levies

- a) CMBC race entry fee will be determined by the CMBC committee annually and published on www.cmhc.co.za.
- b) CMBC membership fee will be determined by the CMBC committee annually and published on www.cmhc.co.za.
- d) New members who affiliate during the year will pay full affiliation fees.

3.1.3 Protest fees

The protest fee at all official CMBC events is R200.00

3.2 Personal rules

3.2.1 Age groups

- a) At CMBC events the competitors are divided into two age groups – Juniors and Seniors. This rule will only apply if there are sufficient Junior pilots. Junior pilots will be allowed to race with senior pilots in certain categories.
- b) A Junior is someone who in the year of competition is not older than 18 years. (Someone is no longer a Junior if they have their 19th birthday in the year of the event.)
- c) For safety reasons, Junior competitors in the event may only race Offshore Sport boats. However, at the chief judge’s discretion, a Junior may race in any of the other classes, if the chief judge deems the Junior is proficient in that class.

3.2.2 Competitor registration

- a) In order to compete in a club event the pilot’s entry fee is payable to Race control at registration.
- b) By entering the competition the pilot accepts these rules and indemnifies CMBC or the hosting club or association from any claims whatsoever. All pilots must sign an indemnity form before their first race.

3.2.3 Maximum allowed competitors

- a) At a Nationals or provincial event, for the race to be classified, the following numbers of pilots are allowed to race together:

Offshore	=	1 boat minimum	10 boats maximum
Hydro	=	1 boat minimum	6 boats maximum
F1	=	1 boat minimum	12 boats maximum

- b) If the entries exceed the maximum boats allowed per class, the pilots will be divided into 2 or more groups. The pilots in each group will be determined by a lottery draw.
- c) At club races we will accommodate All the classes registered at the beginning of the season. If there are less than 3 registered boats for a class on a race

day the allowed number of heats will equal the number of entries (for example 1 boat = 1 heat, 2 boats = 2 heats but full points will be awarded)

3.2.4 Assistants and substitution of the competitor

- a) It is preferred that in all classes a pilot will have an assistant. This will be to assist in launching and retrieving the boat.
- b) The assistant is allowed to help the pilot in the preparation for the start, during and until the finish of the race.
- c) The assistant is not allowed to control the boat at any time that the boat is on the water unless the competitor becomes incapable of doing so.
- d) Substitution of the competitor is not allowed during the race.

3.3 Technical rules

3.3.1 Propulsion of models and fuels

- a) Only internal combustion motors are allowed. Jet engines and other forms of non standard propulsion are not allowed.

3.3.2 Fuel

- a) Pilots can either use a methanol/nitro/oil mixture, or pump fuel/oil mixture as prescribed by the class. The percentages in the mixture, and the octane of the pump fuel is at the pilot's discretion up to class limit.

b)

FSR-O	Sport	Must be a methanol / oil mixture, with or without oil.
F1	A CLASS B CLASS	
FSR-H	21 CLASS	
F1	D CLASS	Must be a petrol / oil mixture. Maximum octane allowed is 110. No nitro or N.O.S. allowed
FSR-O	D CLASS	
FSR-H	D CLASS	

3.3.3 Noise reduction, noise level measurement and rules

- a) All internal combustion engines must be equipped with devices to reduce noise levels i.e. silencer and/or cover.
- b) The maximum decibels allowed is 95 dB/A.
- c) After a boat is checked by the decibel meter for noise, the pilot must be advised immediately if the boat exceeds 95 decibels.

- d) If at the next race meeting, the boat still exceeds 95 decibels, the pilot will receive a warning. If, at the next race after getting a warning, the boat's noise level still exceeds 95 decibels, they will be disqualified from racing.
- e) If a pilot's boat exceeds 95 decibels, he will be asked to not compete for the rest of the race meeting. This applies to subsequent race meetings as well, until the boat complies with the 95 decibel maximum.
- f) The noise level rules will be applicable to all boaters using the dam facilities at any time i.e. during a race, at free practice or at fun days.

3.3.4 Application and use of radio control equipment and frequency control

- a) During official events, only digital and proportional operated radio control equipment is allowed. The radio control must be capable of working within 20 kHz, which for example, would allow 12 models in the 27 MHz band. The use of any other frequency bands may be possible.
- b) The 35 MHz band is reserved for the exclusive use of model airplanes and will therefore not be allowed.
- c) At the start of the season/first race meeting all boats must be registered. A frequency and a registration number will be allocated to each boat for the year.
- d) Radio/frequency checks will be carried out prior to the start of every first heat to prevent clashes. When someone has a problem the race will be run if the problem can not be rectified immediately
- e) When competitors are not racing, radios may not be switched on within 1000 meters of the competition area. Competitors who disobey this rule will be disqualified from that day's racing.

3.3.5 Buoys (Dimensions, construction and anchorage)

- a) The race course will be marked by buoys, yellow, red, orange or white in colour.
- b) The shape of the buoys can be cylindrical, round, square or rectangular. The buoys will be anchored so that they are at right angles to the water surface.
- c) The buoys must be between 300mm and 400mm in length and diameter.
- d) The buoys must be made of materials such as polystyrene, rubber, cork, compressed high density foam or any other material that will minimize damage if a boat collides with it.

3.3.6 Hot Pit Area (construction and materials)

- a) The Hot Pit area must provide adequate space for the competitors and their models and assistants. Any obstructions which could endanger the safety of the competitors and the models must be avoided.

- b) All boats must at all times be started in the Hot Pit area. Then launched and retrieved from the launch area.
- c) Access to the launch area should be clear. The surface of this area must be non slip, even when wet.
- d) Steps to launching area is a walk down walk up. Steps closest to buoy 1 is walk down and steps closest to driver's stand is walk up

3.3.7 Safety regulations

- a) All boats must have sufficient floatation (pool noodle etc) as to facilitate the boat to float above the water line when filled with water
- b) All boat motors must be able to be cut with the radio equipment.
- c) All competitors must wear appropriate foot gear which is of a non slip form. Sandals or CROGS style slip on foot wear is not allowed.
- d) All boat stands must have adequate propeller protection. These stands must be of a sturdy nature.

3.4 Sport Rules

3.4.1 The competition area

- a) The competition site, especially the racing water and the surrounding area, should be selected by the organizers to give the competitors the best possible conditions to achieve good results.

The organizers will ensure that adequate safety measures are in place to protect competitors, officials and spectators from possible danger.

- b) The competition site, the racing water and the surrounding area must be checked prior to the race by the race officials. In the event of complaints from the competitors, the organizers must attempt to correct the fault immediately.
- c) The competition site and the race water must not be contaminated by mineral oils, grease and other poisonous substances. No competitor or assistant may discharge or dump any fuel into the racing water.

Failure to comply with this rule by a competitor will result in disqualification from the competition. Lodging a protest will not be entertained at all.

3.4.2 Allowed number, entry possibilities and race condition of the models

- a) A pilot can register two models per class and will only pay entry fees for the second boat if he uses it. In the event of the second boat having different frequency the pilot must register this frequency at race entry. It is the choice of

the pilot which of the two models he will use for a race. The second model does not have to be of the same design as the first model.

- b) Only one model can be brought onto the hot pit area. In the event of a breakdown during a heat, the pilot will not be allowed to use the second model. It may only be used during the next heat.

3.4.3 Re-run of a race

- a) There is no right to a re-run if a model is damaged during a heat or if a propeller is caught by a foreign object like weeds, fishing line etc. or if radio equipment malfunctions.
- b) A heat can be repeated when timing or lap counting fails, or after disruption caused by drifting buoys.
- c) Or at the discretion of the Race Organizer.

3.4.4 Registration of competitors and models, scrutiny of boats

- a) Each competitor is required to register their models including any spare models and their radio equipment, within the registration time prior to the race event starting.
- b) The competitors must show their boats for scrutinizing, if required.

3.4.5 Calling time (time allowed to get ready)

- a) The calling time is two minutes. Within this time, the start controller will call the class/heat type by name to take their positions on the hot pit area.
- b) If the competitor does not take their position on the hot pit area with their model within the calling time, the competitor loses their right to start the race

3.4.6 Interruption or suspension of the competition

- a) An interruption, delay or cancellation of the complete competition can only be announced by the chief judge.
- b) An interruption or delay of a heat at the starting jetty is decided by the competitions manager or by the chief judge.

3.5 CMBC protest policy

3.5.1 Principal rules

- a) A protest can only be lodged if the competitor is convinced that their race result has been compromised by one or more of the following:
 - i another competitor piloting his boat in contravention of the racing rules.
 - ii another competitor having a boat that does not conform to class rules.
 - iii a decision, act or omission made by one of the competition officials.

- b) The final results, placing, the awarding of titles, medals and honorary awards can only take place after all lodged protests have been resolved.
- c) The decision of the jury is final. Appeals are not accepted.

3.5.2 Lodging of protests

- a) Each protest must be verbally reported to the chief judge immediately upon observation of the alleged infringement, either by the pilot or his assistant.
- b) The protest must be lodged in writing to the chief judge within half an hour after the race in which the incident occurred.
- c) The lodging of a protest does not exclude any competitor from further participation in the competition. If the competitor withdraws from further competition on grounds of a lodged protest, they will be disqualified from the whole event. In this case their lodged protest will be rejected.
- d) If after a verbally lodged protest measures are taken to correct the situation, a written protest will not be necessary.
- e) If the competitor is still not satisfied, he may proceed with the written protest and pay the protest fee.
- f) The written protest must contain the following:
 - Grounds of the protest (respective rules, regulations, acts and where to find them)
 - Time, place, a precise description of the incident, the reason for the protest, possibly including drawings and other evidence.
 - Statements and names of witnesses who were involved in the incident and who are willing to truthfully answer questions regarding the protest.
 - Statement containing the name of the official to whom the verbal protest was lodged, the time when it was lodged, and by whom it was lodged.
- g) The protest must be signed by the competitor.
- h) The protest fee must be paid when the written protest is lodged, or the protest will be null and void.

3.5.3 Handling of protest

- a) The jury has to consider an officially lodged protest for which the protest fee has been paid, and give a decision.
- b) The jury will consist of the chief judge, the competitions manager and one other committee member.
- c) The competitor who has lodged the protest and the person against whom the protest negotiations are conducted, have the right to attend the hearing

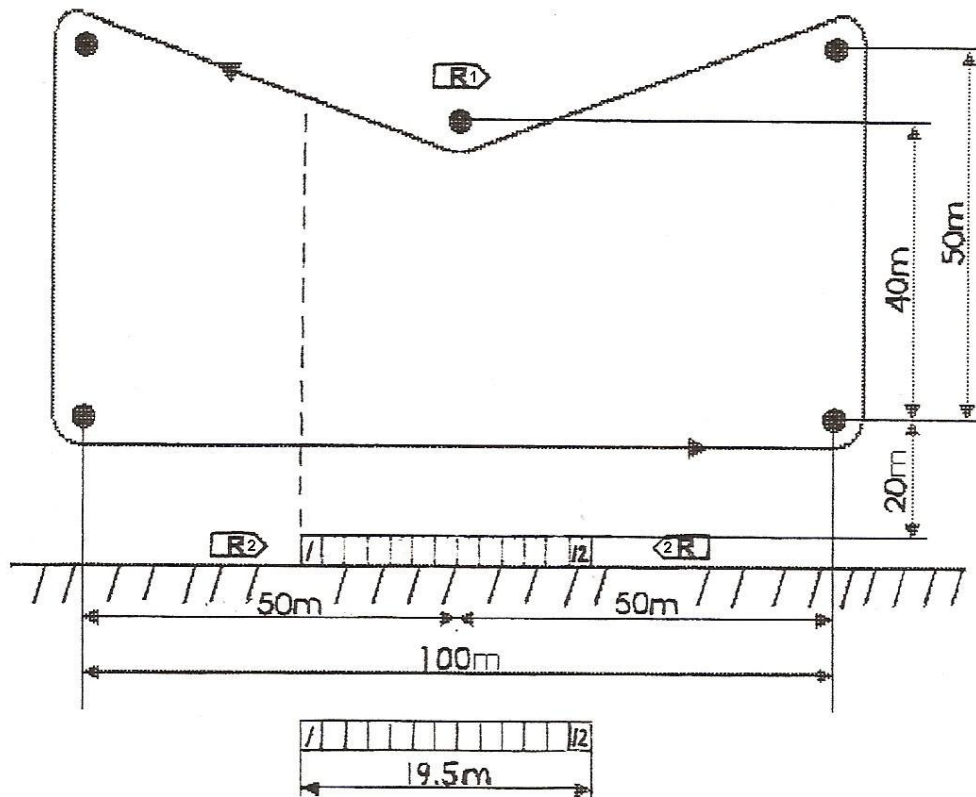
without voting rights. For the protest negotiations the jury can call further witnesses involved in the incident who must give a truthful account.

- d) The decision given by the competition management on the outcome of the protest will be announced to the affected competitors.
- e) If the protest is successful, the protest fee will be returned to the competitor. If the protest fails, the protest fee will remain with the organizer.
- f) If the protest is successful and the person against whom the protest was conducted is found guilty of breaking racing rules, the penalties for breaking the rule will be imposed against the accused competitor.

4. General rules regarding the set up of competition courses

- a) The course would be setup as close to the follow

Drawing 1



Lap counter and finish line are on the left hand side of the jetty
 1 - - - 12 Start positions and finish line
 R1 Rescue boat position for FSR-V
 R2 Rescue boat position for FSR-O, Hydro and F1

5. General rules regarding start and termination of a race or heat

- a) During a race a competitor will not be allowed to interfere verbally with another competitor, distract or become physical with another competitor. Doing so could result in a warning, lap deduction or disqualification depending on the severity of the offence.
- b) After completion of a race, the model must be taken out of the water immediately, the radio must be switched off, and the hot-pit area vacated A.S.A.P. No servicing or repairs are to be carried out in the hot-pit area.

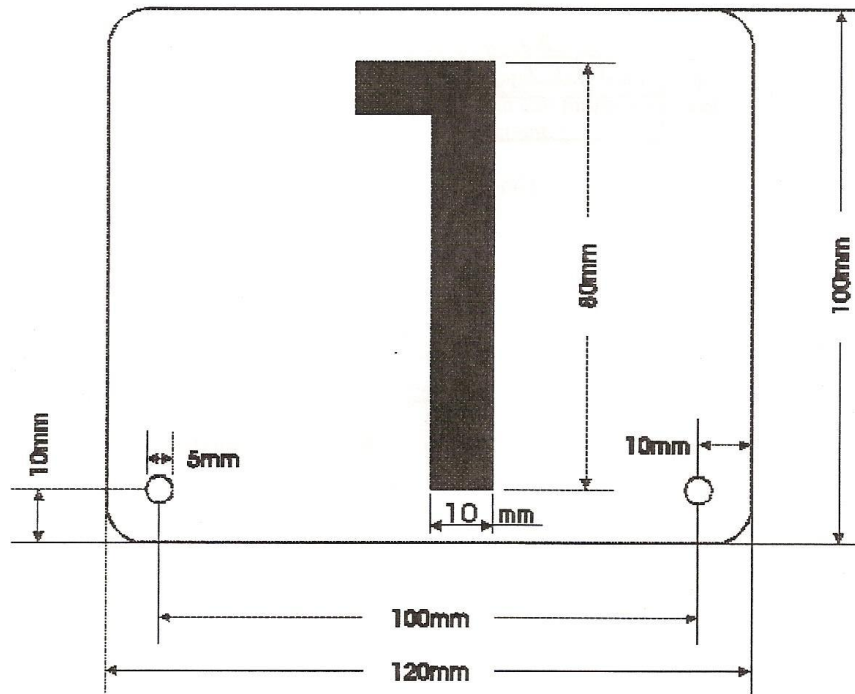
6. Competition requirements in FSR category

6.1 General construction rules and regulations

- a) The hull has no contraction rules, however it must in form and shape look like a boat.
- b) All model engines must have full throttle control.

The size of the fuel tank is not restricted.
- c) Every model must have on the deck a longitudinal mounted number plate, made out of a flexible, durable material such as poly carb, plexi glass or Perspex.
Numbers must be visible from both sides of the boat.
The number plate for the F1 boats must be made from white vinyl and must be mounted on both sides at the back of the cowling.
Number boards on riggers will be 80mm high by 100mm wide, with 60mm letters, mounted on side or on top of tub.
- d) The dimensions of number plates for classes Offshore/Hydro rigger are as follows. On F1 hulls the canopy can be used to stick a number on and must be done just forward of the transom.

Drawing 2



- e) The organizers will provide one powered rescue boat, which will only be allowed onto the water after a heat has been completed or at the sole discretion of the judge. The general rule for rescuing is the pilot of the first boat to rescued accompanied by a helper.
- f) The crew of the rescue boats must wear life jackets.
- i) During the race nobody is allowed in the racing water. Competitors not obeying this rule will be disqualified. During the race your boat may be recovered from the side but may not re-enter the race.

6.4.1 Manual lap counting

- a) With manual lap counting, referees for counting will be provided by the organizer. The referees (judges) are responsible for the careful and proper lap counting. If a difference of opinion exists amongst the lap counting referees, the decision lies with the chief judge.
- b) The lap counters must work in pairs, one calling and one recording the boat number as it crosses the start/finish line.
- c) The lap counter must be seated in line with the start/finish line.

6.4.2 Computerized lap counting

- a) For computerized lap counting the lap counters must work in pairs, one calling and one recording the laps on the computer.
- b) In the event of lasers or transponders being used, the computer will record the laps automatically.
- c) Lap counters will only do the lap counting. Any lap deductions will be done by the judges as it is needed in the heat.
- d) There is only one finish for all models in the race. The lap counters will be located in a raised position in line with the finish line.
- e) In the event of equal number of laps, the competitor whose model passes the finish line first, will be the winner.

6.8. Procedures for races in the Offshore/Hydro Rigger / F1 classes

- a) A heat must have a minimum of 3 and a maximum of 10 boats in a class. If there are more than 10 boats entered in a class, the boats are to be divided into 2 groups which must be run consecutively. Also see 3.2.3 regarding reduced heats where 3 boats or more are not registered for a class.
- b) Before the start of each set of heats a radio check has to be carried out to determine if the pilot's radio equipment is working properly with no interference. After the check, no protest will be entertained.
- c) Each race consists of three independent phases:
 - Preparation time (Hot-Pit time) 5 minutes
 - Milling time 2 minutes
 - Course time (Race time) 12 Laps Nitro & 15 laps Gas
- d) During preparation time all boats must be in the hot-pit area. Pilots may work on their models, start the engine, but NO boats may be launched.
- e) After the start has been signaled **no** further boats may be launched. No boat retrieved from the embankment may be restarted and re-launched. When launching a boat dies within arms length it can be retrieved and restarted provided it launches within the milling time.
- f) The competitors must drive their boats around the course in a clockwise direction.
- g) During milling time, to ensure the safety of all boats, boats must keep to the "lanes" they are in as if they were racing. Cutting in front of other boats, zigzagging across the course, circling boats etc. to avoid crossing the start line early will be penalized by one lap. Boats making use of a clutch may not come to a dead stop on the water.

- h) At the end of the milling time the race officially starts when an acoustic signal is given, regardless of where the boats are positioned on the water.
- i) Boats crossing the start / finish line before the acoustic signal have a false start and therefore their race only begins after they have crossed the start/finish line again.
- j) During the race time the competitor may leave the start position to pick up the model or to fetch spare materials. However while driving, the competitor must not leave the driver's stand.
- k) All buoys must be negotiated in accordance with the course. Touching the buoys is allowed. Only those laps negotiated in accordance with the course are counted.
- l) If a buoy is passed on the wrong side, the pilot is **not** allowed to circle the buoy and will be penalized with one lap at the end of the heat.
- m) A slower boat can be overtaken on either side. During the overtaking maneuver the slower boat must keep its line. It is up to the faster boat to overtake the slower boat without interfering with it. The overtaking boat must keep its line or lane until it is at least 2 boat lengths ahead of the slower boat. It may then move into the racing lane in a smooth line.
- n) The faster boat is not allowed to interfere with the slower model during the overtaking maneuver.
- o) The boat on the race line which is less than 5 boat lengths from a buoy has right of way. A maneuver to force a boat to take the inside of a buoy in order to overtake is not permitted.
- p) If a boat loses the number plate during the race, the boat is to be brought in and a new number fitted before his racing can commence. Any laps done without the number will not be scored.
- q) A race can be frozen or stopped by the competitions manager due to exceptional circumstances (e.g. sheered off buoys or out of control boat on racing line)

Rules for freezing a race:

- i To stop a race, the competitions manager gives an acoustic signal, the same as at the end of a race. At the same time as the signal is given, the clock that measures the duration of the race is stopped. Boats must complete the lap they are on.
- ii The time from when the signal was given until the models pass the finish line, must be recorded. The models must be taken from the water and the engines stopped.

- iii Competitors and assistants have to step back from the models. Repairs and adjustments are not permitted. During the interruption in the race models can be rescued.
 - iv No work will be allowed on rescued boats until the race is re-started.
 - v After resolving the cause for the interruption, the competitions manager will give a start signal following the same procedure as at the beginning of the race. The time keeping will continue with the start signal.
 - vi If the race is stopped within the first one minute, it will be annulled and restarted from the beginning.
 - Vii If a race has run more than 80% of its laps the race will be stopped and deemed finish
- r) If a heat had to be frozen, all the laps and times must be added together.
- s) In cases of unfair behavior, interference with other competitors, not following the rules or endangering of spectators the chief judge can pronounce the following penalties:
- i The first occurrence of not following the racing rules, where no other boat has stopped as a result of the incident, a warning will be given – 1st warning.
 - ii The second occurrence of not following the racing rules, or a more serious incident, will be punished with a one lap deduction – 2nd warning.
 - iii Running over or crashing into a stopped boat after it has been announced will be punished by disqualification from that heat. The model has to complete the lap he is on and be taken out of the water immediately.
 - iv The competitor must be verbally and visually informed by giving the competitor a written penalty.
 - v In exceptional cases of continuous infringement of the rules or in cases of bad behavior a competitor can be banned from further participation in the race meeting by the chief judge.
- t) The end of the race is indicated by an acoustic signal. After the final signal, pilots must complete the lap they are on. The scorers will record the time delay to complete the last lap. This time will be recorded with the number of laps.
- u) Last man standing rule will be in place. If at anytime everyone except one pilot's boat stops on the water that pilot only has to finish the lap he/she is on to take the race and take full points and full race distance laps. If this happens while still in the milling time the race would be stopped and restarted.

6.9 Basic rules and penalties in the Offshore/Hydro Rigger / F1 classes

Failing to comply with the following rules could result in a disqualification from one heat or the entire competition.

6.9.1 Weaving turns

- a) Excessive weaving on the course is not permitted, except when giving way or to avoid a collision. Minor steering corrections to the left and right, or to overtake other boats is allowed.
- b) The following cases will be penalized by a one lap deduction:
 - A weaving turn in excess of 45 degrees.
 - When a competitor endangers another model by turning or weaving.

6.9.2 Right of way

- a) Reliable turning and steering techniques as well as sporting fairness are requirements for the correct use of the race course.
- b) The normal racing line is the line closest to the outline of the course. Boats on the racing line have right of way.
- c) A boat on the normal racing line has the right to maintain its course.
- d) A boat overtaking a boat ahead which is on the same racing line must be at least 3 meters ahead before it has the right of way.
- e) The following cases will be penalized by a one lap deduction:
 - Not following the rules that specify the right of way.
 - Preventing another boat from overtaking by zigzagging, making S-turns, etc.

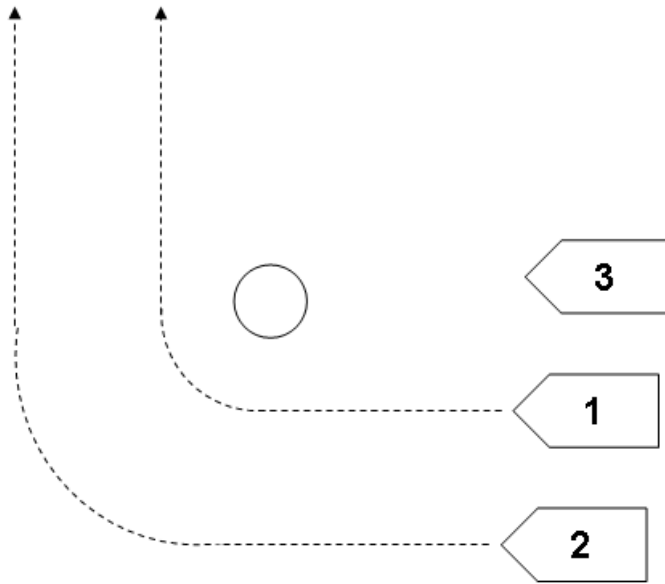
6.9.3 Negotiating / passing the buoys

- a) Buoys 1, 2, 4 and 5 must be negotiated on the outside, while buoy 3 (the middle M buoy) must be negotiated on the inside.
- b) Buoy penalties are given by the assistant judges and not fellow boater. It is not possible to protest their decision.
- c) The following cases will be penalized by a one lap deduction:
 - Passing a buoy on the wrong side. There will be a one lap penalty for each buoy missed.
 - Cutting, crossing or driving through the race course.
- d) If a competitor cannot steer their boat properly they will receive a warning. If their driving does not improve, they will be disqualified from the heat and will be told to remove their boat from the water after completing the lap they are on.

6.11 Rules for overtaking in the Offshore/Hydro Rigger / F1 classes

The following examples are only guidelines for the judges and cannot be cited by competitors in a possible protest. In the situations described below serious danger could arise to other boats or spectators. In this case, the chief judge may order the competitor causing the danger to discontinue the race. The competitor will be disqualified from this heat and will receive no points.

Example No. 1



Boat number 1 has the right of way.

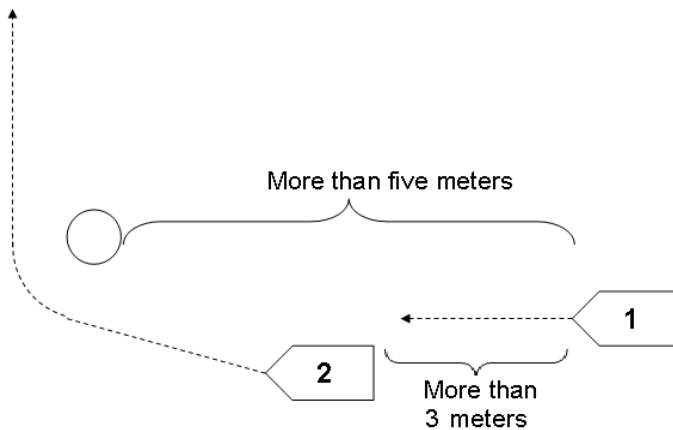
Boat number 2 must keep to the lane it is in.

Boat number 3 must slow down and allow boat number 1 and boat number 2 to pass the buoy.

Boat number 3 may not cut in front of boat number 1.

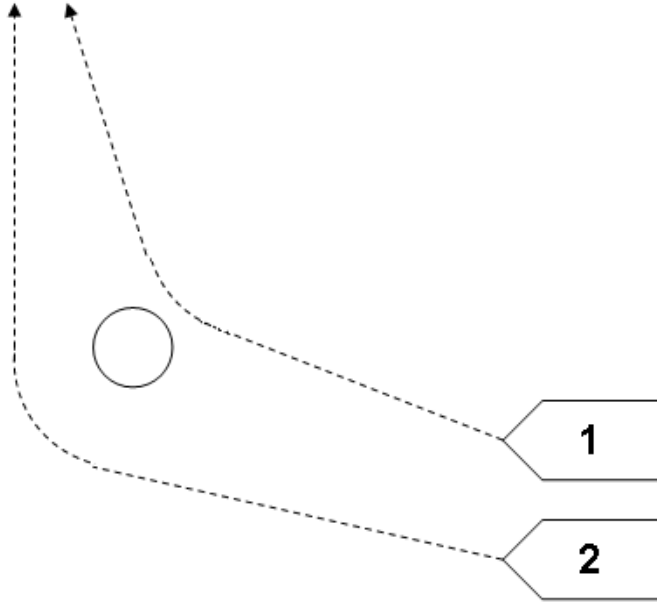
Boat number 2 may not cut in front of boat number 1.

Example No. 2



Boat number 2 overtakes correctly if it is more than 3 meters ahead of boat number 1 and if boat number 1 is more than five meters from the buoy.

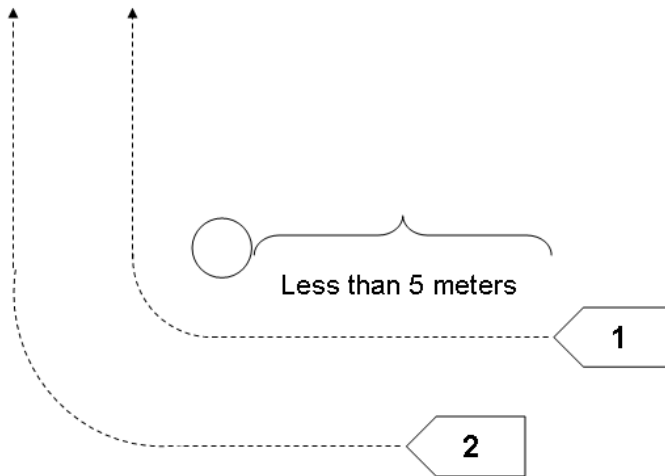
Example No. 3



Boat number 2 receives a 1 lap penalty because it forced boat number 1 to pass the buoy on the inside to avoid a collision.

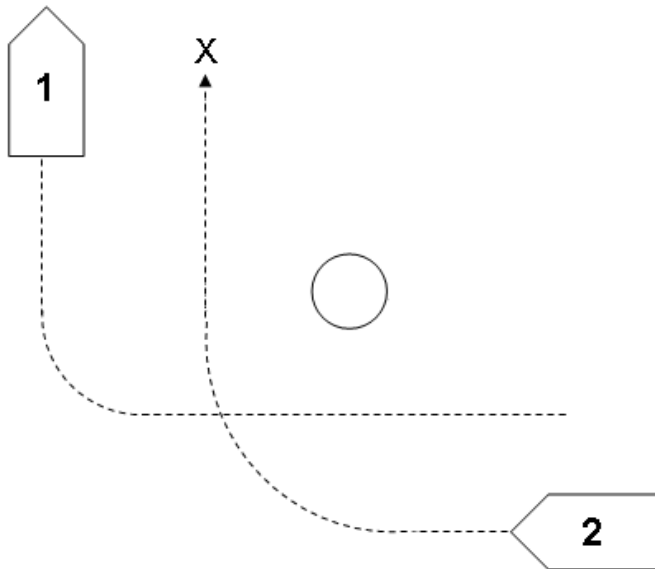
Boat number 1 will not receive a 1 lap penalty subject to a decision by the chief judge.

Example No. 4



Boat number 2 correctly leaves the racing line clear.

Example No. 5



Boat number 1 leaves the inside racing line clear because it turned wide. It allows boat number 2 to overtake by making a tighter turn to position X. Boat number 2 has the right of way.

6.12 Calculation of final results in all classes

a) Each competitor receives the following points according to the place achieved:

1 st	Place	=	400	points
2 nd	Place	=	300	points
3 rd	Place	=	225	points
4 th	Place	=	169	points
5 th	Place	=	127	points
6 th	Place	=	96	points
7 th	Place	=	72	points
8 th	Place	=	54	points

To qualify for points the pilot must have successfully completed the race.
All boats finishing 9th or worse gets 25 points. All DNF's get 25 points

- b) The total amount of points completed during the pilot's heats will be added together to determine the final placing for the day. If there is a tie between two competitors, the lap delay times will be taken into account.
- c) Last man standing rule see 6.8 u)

7. Methods for measuring noise levels

7.1 General

- a) The measurement microphone must be positioned as follows:
- Height 1 meter, approximately 200 mm above the water level.
 - Position 25 meters to the right for FSR-V and 25 meters to the left for FSR-O / F1 at a right angle to the centerline of the FSR course and 22

- meters away from the line connecting buoys 1 and 5 (the two lowest buoys).
 - The measurement microphone must be located at right angles with the connecting line of the two lowest buoys and securely positioned.
- b) It is not necessary to pass the noise measuring equipment at full speed.
- c) Faults with a silencer which cause excess noise levels must be corrected immediately. The model must be taken off the water on completing the commenced lap, failing which the competitor will be disqualified.

7.2 Noise measuring methods in FSR-O / F1 classes

- a) At least one noise measurement must be taken for each model during the race, under the following conditions:
- There should be no other boat within 15 meters of the model being measured.
 - The noise measurement must be taken when the boat is on the base line and at least 15 meters away from the microphone.
- b) When more than one measurement is taken for a boat, the recorded noise level will be the average of all the measurements.
- c) The competitor must be notified immediately after the first heat if their boat exceeds 95dB/A. If after the second heat the boat still exceeds the noise level they will receive a warning. Once a pilot has received a warning for noise levels, they have until the next race meeting to reduce the noise level to below 95dB/A. If at the next meeting they attend the noise level is still exceeded, they will immediately be disqualified from the days racing and no points will be awarded for the days racing.

7.4 Re-testing boats deemed to be above maximum noise levels

- a) Any boat that is deemed to be above the maximum noise level must be re-tested with no other boats running that could influence or interfere with the reading.