British Powerboat Racing Club

Section 5 - Technical Rules/Classes

2026 Offshore Powerboat Rules

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2026 BPRC OFFSHORE POWERBOAT RULES

SECTION 5 – TECHNICAL RULES, CLASSES

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Section 5 – Technical Rules, Classes

500 - Technical Rules, Classes

500.01 – General

The group rules contain general technical information.

By the word 'boat', it is understood to mean any vessel used in powerboat racing.

When a matter is strongly recommended, the driver choosing a different solution may be asked to explain to the measurer or scrutineer the advantages of his solution.

It is **Sole Responsibility** of the competing crew to ensure their boat and equipment are seaworthy and safe for racing.

Any boat presented for scrutineering must have all equipment complete, in-date (Where appropriate) and presented in an orderly fashion dockside for safe inspection.

Organisers of British Powerboat Racing Club (BPRC) events cannot modify these rules in ways that impact boat eligibility, except for safety reasons or to comply with local laws specific to the race area.

- Any such modifications require BPRC's approval.
- Organisers have the authority to reject any boat deemed unsuitable or non-compliant with these rules.
- Organisers may create prize categories for different types of boats, such as classic boats or those with diesel engines, provided they meet the fundamental rules.
- Separate races for various classes or prize categories may also be organised by the event organisers.

Any rule changes should seek approval from the BPRC Committee.

- Approved changes will take effect no sooner than six months later, unless a special decision specifies otherwise with justification.
- Safety-related changes can be implemented at any time as necessary.

These rules and definitions apply to racing powerboats designed for competition in open and unprotected waters

500.02 – Recognised Classes

All classes for which the rules have been properly established by the BPRC.
The Bracketed classes will be as follows:

- Class 120
- Class 100
- Class 80
- Class 75
- Class Historic 75
- Class 65
- Class 60
- Class 55

Note: see **Appendix one** for full Class specification

Bracket speed breakouts see Appendix two

501 - Measurement

A boat is not allowed to take part in any race without being registered and approved by the BPRC.

501.01 – Race Numbers

- Allocated by BPRC
- Black on white or yellow background
- Minimum dimension: Height 300mm, width 230mm, thickness 50mm, Spacing 130mm

501.02 – National Flags

- Must be painted or stuck on both sides of the hull either:
    i. On the bow – in front of the race number
    ii. At the stern near but not on the transom
- Minimum dimensions 450mm x 300mm

501.03 – Hull Measurement

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

All boats are highly recommended to have a measurement certificate. This will be mandatory from 2026

The boat length is measured between the perpendiculars of the external moulded length, taken at the extreme bow and the interface between the hull and bracket/engine/drive.

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

Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, stabilizing trim tabs and rudder assemblies are not to be included in the measured length.

When defining “extreme bow”, any form that constitutes the bow and its construction and contributes to the performance of the boat shall be included in the measured length. Any other attachment that is added to meet a minimum length requirement shall not be included in the measured length.

Tube extensions on RIBs extending beyond the rear most planning surfaces shall not be included in the measured length.

The RIB beam measurement shall be taken at the widest part of the inflatable tubes when fully inflated.

502 – Inspection (Scrutineering)

- All boats must submit a declaration
- Hull, motors, fuel, accessories and equipment, subject to restrictions regarding dimensions or other characteristics, must be submitted for verification.
- At every race meeting the boats must be inspected (scrutineered) before the race and practice (if applicable).
- Drivers are at all times responsible for the condition of their boat (hull, motors, accessories, equipment, etc.)
- Errors, if any, on the part of the manufacturer, builder, mechanic or even the previous owner do not justify in any way non-conformity with the rules.
- The scrutineering team will be present with team mechanics with the fitting and sealing of engines and electronics (ECM, PCM, and other components) upon request.

- Any driver refusing to comply with the decisions of the Technical Inspectors (Scrutineers) or who does not comply with the conditions of the rules, is not allowed to take part in a race or, should he have raced, cannot be classified and penalties may be applied.
- Technical inspectors (Scrutineers) have the right, once races are over, to carry out all the checks they consider necessary, even when inspection has taken place before practice, they have the right to inspect as they think fit.

502.01 – Definition of Design

Mono Hull

- A mono hull should be a boat with one hull.
- A minimum distance of 80% of the "Measured Length" should, in the centerline, be the deepest part of the hull.
- Transverse sections should, from the centerline, have positive angles up to the sections maximum beam, except in the following two cases:

(i) Each spray deflector may have a concave and/or negative angled surface with a horizontal width from the outside edge of the spray deflector into the hull of no more than 8% of the hull's maximum chine beam.

(ii) Steps which are swept aft or forward may have a distance "S" of no more than 2 % of "Measured Length"

(iii) The maximum width of a monohull is defined as the widest measurement across the chines. Boats exceeding this width are considered assisted lift monohulls.

Wings

A wing is defined as a device above the deck that has a downward plus or minus 60-degree lower surface, with an area in excess of 0.1 square (1.08 sq. ft).

Multi Hulls

Multi Hull boats are permitted to participate in B.P.R.C. Events as per the Class rules Appendix 1

502.02 - Engines

2-Stroke or 4- Stroke

Either 2-stroke, or 4-Stroke engines may be used.

Fuel may be fed to the engine by a carburetor or by injection.

Non-homologated engines are accepted. HP rating is as given by the manufacturer and engines should not be modified from manufacturer specifications.

Rotary

Rotary motors of the type covered by the NSU-Wankel patent are admitted.

503 - Equipment

- During a race, the boat must have on board all the equipment required by BPRC rules.
- All attachments, handholds, steering gear, pulleys, fair leads, cleats and anchor bits, etc., must be bolted to the hull.
- Hatches and covers are to remain closed during racing, except for temporary checks.

Propulsion

- All propulsion must be derived from water while at racing trim in calm water.
- Boats must be able to maneuver ahead, astern, and have neutral capability, controlled from the helmsman's position.
- Boats with multiple propulsion systems must have protective devices to prevent drive collisions.
- No multi-ratio transmissions, torque converters, or variable ratio drives are permitted.

Exhaust

- Engine exhaust manifolds, pipes, and exhaust-driven turbines must be water-cooled or shielded. External surfaces must not exceed 150°C.
- Exhaust exits must be positioned to avoid crew exposure to fumes.

Shaft Guards

- Inboard-propelled craft must have protected shields around input drive shafts, including at least two rings encircling the shaft and a 180-degree scatter shield over each universal joint.

Compartments

- Inboard engines must be in a separate compartment from the cockpit and other accommodations, with adequate ventilation and rigid covers.

Fire Extinguishers

- Inboard engine installations must have a fully automatic fire-extinguisher system, with a manual system permitted.

Batteries

- Batteries must be housed in ventilated compartments, mounted on secure platforms, and fitted with an isolator switch clearly marked and easily accessible.

Electrical Harness

- Electrical terminals must use flexible cabling, supported at intervals, and sheathed where relative movement occurs. Marine-duty reinforced cables are required.
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Safety Equipment and Procedures

Engine Cut-Off Switches (Open Boats)

- Mandatory for all crew, with an emergency override system. Lanyards must not exceed 20 cm and support 10 kg or ten times the necessary strength.

Engine Cut-Off Switches (Canopy Boats)

- Accessible to all crew members and clearly labelled.

Bulkheads

- Engine and fuel tank compartment bulkheads must be sealed to prevent fuel and fumes from flowing throughout the boat.

Fuel Systems

- Fuel filling and venting must be outside the crew area. Canopied boats must have sealed fuel tank compartments. Fuel flow must be controllable from the cockpit. Fuel cut off should be located on an external surface and clearly visible and accessible suitably marked Colour: Fluorescent.

504 - Fuel

It is a requirement that all boats to us standard 'pump' fuel. No higher octane rating that RON99 is permissible.

Testing may take place and boats found not to be using the common fuel will be disqualified.

504.01

The only fuel to be used by any offshore powerboat must have the same characteristics as the fuel commercially available to the general public as dispensed from roadside pumps or marine fueling facilities.

504.02

For petrol engines, the fuel used shall be unleaded petrol.

No additives are permitted except lubricating oil for two stroke engines, providing that such oil does not increase the octane or the water content of the fuel or enhance the fuel by any other means.

504.03

For diesel engines, the fuel shall be intended for use in diesel powered road vehicles or automotive based marine engines (including red diesel).

504.04

Post-race comparison testing may be used to compare petrol fuel samples taken from boats, to that of the original supplied fuel or a locally obtained sample if the fuel was not supplied by the organiser.

Post-race testing may check:

- Oxygenates by checking the electrical conductivity using the Digatron DT- apparatus.
- Specific Gravity by using a Petroleum Hydrometer.

- Water Solubility for detection of Methanol and other water-soluble additives.
- Ceric Nitrate re-agent test for the detection of Alcohol.

Oxygenates

- Use of Digatron DT-15
- This apparatus is to be used for comparison testing only.
- Comparison of Petrol/Petrol with two-stroke additive.
- Comparison of Petrol/Petrol (no two-stroke additive)
- Stabilise the electrode of the Digatron by immersion in the 'benchmark' fuel.
- Set the indicator to Zero.
- Competitors using two-stroke oil must declare the brand of oil and the ratio of oil used to the CTO.
- A sample of the mixture must be made using a small quantity of the 'benchmark' fuel and the declared oil.
- The 'benchmark' fuel (now containing the appropriate oil) can now be compared to that of the competitor sample.
- The procedure for comparison testing is as per the petrol/petrol comparison.
- Remove the electrode and clean off any residue of 'benchmark' fuel. Wait a few moments for any final residue to evaporate.
- Immerse the electrode into the competitor fuel sample and observe the reading of the indicator.
- It is very unusual to find an identical reading. (This is due to influences of differing temperatures, aeration, etc. of the sample)
- An indication of between -10.0 and +10.0 is normal and indicates a satisfactory comparison.
- An indication exceeding these parameters is justifiable reason for laboratory analysis.

Specific Gravity

The use of a Petroleum Hydrometer should be made to compare the specific gravity of the 'benchmark' sample against the competitor sample.

Both readings should be identical. The temperature of both benchmark samples and competitor sample should be the same.

Water Solubility

This test should be conducted as per the text of the Digatron instructions.

Both 'benchmark' sample and competitor sample readings should be identical.

This test should be conducted as per the Digatron instructions.

Both 'benchmark' sample and competitor sample results should be identical.

Ceric-Nitrate re-agent

If the results of the above tests show characteristics of similarity between the locally obtained sample (or fuel supplied by race organiser) and the sample taken from the competitor, then the fuel must be accepted as legal.

A judgment of illegality cannot be made on the results of the above tests alone.

Only the results from a laboratory analysis can be used to declare a fuel conclusively illegal or not.

If the results of the above comparison tests do not show characteristics of similarity and give cause for doubt, then the following detailed 'Fuel Sample for Laboratory Analysis' procedures shall be enforced.

504.05 - Fuel Samples for Laboratory Analysis - Procedure

Fuel samples for laboratory analysis may be taken at any time and place during any event under the authority of the BPRC, such samples shall be taken at the discretion of the Chief Technical Officer (Scrutineer).

Fuel Test Certificates (in quadruple) shall be made available to the Technical Officers (Scrutineers) responsible for collecting fuel samples.

Only nominated Technical Officials (Scrutineers) may take samples.

504.06

Any competitor refusing to provide an adequate fuel sample or having insufficient fuel

available in the boat's main fuel system or tanks immediately following completion of the race, will be disqualified.

504.07

Equipment used for the extraction of fuel from boats must be clean and constructed of non-reactive material.

504.10

Each sample must be divided into two and placed in separate one litre containers, being sample A and sample B.

The containers must be completely filled up and immediately sealed and identified to the boat from which the sample was taken.

This information must be entered on the Fuel Test Certificate and on the sample containers. The Fuel Test Certificate must record; the place and time of taking the sample, the identity of the boat from which the sample was taken and the identity of the driver of the boat.

504.11

Sample A must remain in the control of the Chief Technical Officer (Scrutineer), or his deputy and sample B must be given to the driver or a representative of the driver's team.

The driver or the representative must sign the Fuel Test Certificate, acknowledging receipt of the sample.

504.12

A sealed sample of both the competitor's fuel and the benchmark sample must be sent to an authorised petroleum laboratory for full analysis.

The Chief Technical Officer must deliver all such samples to a courier authorised by the Organising Committee or the BPRC Commissioner.

The C.T.O. must return a copy of the Fuel Test Certificate, signed by the courier for the receipt of the samples, to the Organising Committee.

The authorised courier must deliver all "A"' samples, together with copies of the relevant Fuel Test Certificate to the nominated laboratory, where they must be tested in accordance with standard International scientific procedures.

If the result of the laboratory analysis proves that the fuel is not within the same

characteristics as the benchmark sample, the analysis must be paid for by the competitor.

If the fuel is within the same characteristics as the benchmark sample, the organiser must pay for the analysis. The same rule shall apply for testing diesel.

504.13

The results obtained from such testing must be attached to the laboratory's copy of the Fuel Test Certificate and delivered to the BPRC as soon as practicable after the results have been obtained.

504.14 – Results Notification

The BPRC must, as soon as practicable after receipt of the results, notify the relevant drivers or team representative.

504.15 - Air

Only air may be mixed with the fuel as an oxidant.

504.16 - Definition of Petrol

Petrol described within these rules is defined as one of the following:

- Petrol of a kind recognised by the BPRC as being on general and genuine sale to the public in a country where BPRC events are held annually.
- The fuel used in Offshore racing shall be pump petrol as this term is generally understood. The detailed requirements of these rules are intended to achieve this purpose whilst allowing the use of absolutely consistent petrol's for racing purposes.
- Any petrol which appears to have been formulated in order to subvert the purpose of this regulation will be deemed to be illegal.
- Fuel suppliers are invited to supply samples of their petrol's to be checked for conformity before use.

505 – Crew Safety

All boats are not allowed to be driven faster than the maximum speed set by the designer. Any boats found to be driving faster than their maximum speed will be penalized up to disqualification.

505.01 - Cockpit Evacuation / Immersion Training

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

Prior to taking the Immersion training, all crews must have a valid scuba certificate or have received suitable training.

An immersion Certificate to certify the passed test, showing the expiry date, must be delivered by Experts.

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

505.02 - Reinforced Cockpit Area and Canopy

Reinforced Cockpit Area

- Must have a closed design with a minimum of one opening hatch. Polycarbonate panels are recommended to be small but maintain clear visibility.

These rules are essential for safety and compliance in racing events, ensuring the seaworthiness and safety of all competing boats and crew members.

Key Regulations for Canopy Apertures and Safety Equipment

Canopy Apertures

1. **Minimum Dimensions:**
    - Standard opening: 0.55 m x 0.55 m.
    - Side-by-side seating: 0.55 m x 0.825 m.
    - Tandem configuration: 0.55 m x 0.55 m per crew member.
2. **Corner Radius:**
    - Minimum: 0.025 m.
    - Maximum: 0.25 m.
    - The radius must be constant and smooth.

3. **Fluorescent Orange Band:**

    - Width: At least 20 mm.
    - Location: Around the opening, both inside and outside.

Air Supply

1. **Bottles:**

    - One bottle per crew member.
    - Securely fixed adjacent to or on each crew member.
    - Sufficient air for ten minutes recommended.

2. **Pressure Gauge:**

    - Must be fitted to air bottles.
    - Diameter: At least 5 cm.
    - Liquid-filled for visual checking.

3. **Operation:**

    - Bottles turned on before leaving the dock for racing, practice, or testing.

Cockpit and Harness Systems

1. **Flood Tubes:**

    - Required for quick pressure equalisation.

2. **Stop Buttons/Switches:**

    - Location: Cockpit area, easily accessible.
    - Colour: Fluorescent.
    - Function: Shut off fuel pumps and ignition circuit.

3. **Head Protection:**

    - Integral to the seat.
    - Width: Minimum 0.2 m.
    - Height: Extends at least 75% of the safety helmet's height.

4. **Restraint System:**

    - Type: 5 or 6 strap harness.
    - Lap Belt: 75 mm wide.
    - Shoulder Harness: 50 mm strap rated at 4,100 kg.
    - Anchor Point Bolts: EN8 grade, 8 x 1.25 mm thread, with locked nuts.

5. **Shoulder Harness Installation:**
    - Installed at 90 degrees to the spine at the shoulder line.

505.03 – Screen Flanges

- Must use metal "bobbins" and be secured with bolts. Canopy edges must have water deflectors.

505.04 – Roll Bar

It is highly recommended these Restraint Cockpits be fitted with an internal roll bar, two in a tandem cockpit as a minimum.

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

- Roll bar in front of/around each crew member.
- Roll bar strong enough and well secured to the bottom stringers.
- Central compression strut to hold roll bar, for side-by-side cockpits. Side compression struts may also be necessary for side-by-side cockpits.
- Alternatively, instead of a compression strut, the design of the cockpit primary structure will consist of a center roof rib connected to the roll bar and the aft bulkhead with enough strength to satisfactorily react the design impact loads.

505.05 Hatches

- Hatch openings should have a minimum of 2 mm flange.
- Hatches must have a slot for pry bar, on the opposite side of the hinges, use in emergency/rescue.
- Hatches should be recessed on the front and sides.
- The outer edges of the canopy surrounding the hatch should be fitted with a water deflector, (height 10 mm min) to prevent water forcing open the hatch in the event of a capsize.
- Water deflector to be fitted only on front and sides of hatch, not behind of hatch. (A water deflector on the back of hatch might force water into cockpit area.)
- It is mandatory that the hatches are constructed to the same specification as the cockpit.
- The hatches shall be fitted with a catch which has a positive open and positive close mechanism and should hold the hatch against lateral forces.
- These hatches shall be able to be opened from both inside and outside the cockpit and must have a second emergency mechanism to allow the rescue team to easily remove the hatch from outside if necessary.
- These hatches should be fitted with hinges with short release pins. This is important because long pins invariably bind the hinge.
- There should be one or more divers grab handles fitted to the outside of each hatch.

505.06- Release Handles

- Canopy hatch release handles, which must be provided both inside and out, should be painted fluorescent orange or have a fluorescent orange background panel to identify them and directional arrows to indicate the method of opening.

505.07 – Lid Hinges

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

505.8 - Steering Wheel

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

505.9 - Mirrors

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

Each wing mirror must have a minimum size of 60 sq.cm and be bolted on 2 points to assure proper mounting.

505.10 – Strobe Lights

If fitted a high intensity white or orange light for “coming off the plane” indication.

505.11 Navigation lights

In accordance with international rules for the prevention of collisions at sea

505.12 Fire Extinguishers

- Two 2kg extinguishers or equivalent.
- Additional fire suppression devices for inboard engine boats.

505.13 - Flares

The flares described in the BPRC minimum requirements may be placed in a shallow locker adjacent to the deck race number. Deck Race number must not be obscured

505.14 – Compass and Charts

- Liquid-filled magnetic compass or electronic chart plotter required.
- Comprehensive paper charts or portable chart plotter with emergency batteries.

505.15 - Life Raft

Should a life raft be carried, it may be placed in the same locker as the flares. Deck Race numbers must not be obscured.

505.16 - Carbon- Monoxide Alarm

All crew containment areas of inboard engine canopied boats must be fitted with a carbon-monoxide alarm. It is recommended this is put in a visible location and the driver / crew can observe the alarm with restraints worn.

505.17 – First aid kit

- Adequate medical kit and emergency thermal protective aids required.

505.18 – Personal Safety Items

- Whistle, medical compress, and knife required for each crew member

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505.19 – Racing Vests

The efficiency of the racing vest is a matter of the exclusive responsibility of the wearer.

Every crew member whilst on board must wear a racing vest during the practice runs and throughout the race. Racing vests must be coloured high visibility orange or yellow.

The racing vest must have epaulets/handles to help extract crew from the boat. The racing vest must have crutch straps or a method of ensuring that the vest does not "ride up".

The use of an inflatable racing vest is prohibited in any open boat

For Open boats racing vests with impact protection must be worn

For canopy boats a cell or capsule suit is highly recommended. Manual inflation life jackets which comply with epaulet/handle for extraction as well as crotch straps will be permitted for 2025 session.

505.20 – Racing Helmets

Any person aboard any boat taking part in races must wear a helmet which complies with the standards in accordance with the list available on the UIM Website.

https://www.uim.sport/Documents/Document/List%20of%20authorized%20helmet%20standards%20in%20UIM%20competitions%20as%20from%2002.05.2025.pdf

- At least the upper 50 % (area) must be of a single bright or fluorescent red/yellow/orange or green colour.
- No image recording device, however small, may be attached to helmets.
- The wearer is entirely responsible for the efficiency, including the fitting, of their helmet.
- All or organisers should repeat this rule in any relevant issued documents, written or verbal.
- If a helmet is damaged in an incident, it cannot be used again and must be replaced.
- The use of motor sport style side molded boom helmets is expressly forbidden.
- Canopy boat teams must use open face helmets

- Open boat teams must wear full face helmets

505.21 - Buoyancy

It is recommended that the buoyancy should float the hull as parallel with the surface of the water as is practical, to help in rescue accessibility.

It is mandatory that sufficient buoyancy is provided in the boat, or in the material used for its construction, to ensure that the boat floats if capsized or holed. If extra buoyancy is needed, the buoyancy system described by the designer should be verified.

Competitors are responsible for ensuring sufficient buoyancy to keep the boat afloat in case of hull damage. If minimum buoyancy cannot be achieved, carrying a life raft sufficient for the entire crew is an alternative. Life rafts are mandatory for some races and will be specified in race instructions.

Appendix One

BPRC Class Rules 2025

Race: Cowes Torquay Cowes

Class	Maximum permissible Speed in MPH	Overall Boat Length	Measured Boat Length	Hull Configuration	Min Number of Propulsion Units	Life Raft	Offshore Flare Pack	Coastal Flare Pack	Fixed VHF	Handheld VHF
120	120	9.75 - 16.7M	15M	Any	2	Yes	Yes	No	Yes	Yes
100	100	9.75 - 15.3M	12M	Any	2	Yes	Yes	No	Yes	Yes
80	80	7.5 - 12.8M	9M	Any	2	Yes	Yes	No	Yes	Yes
60	60	7.5 - 12.8M	9M	Any	2	Yes	Yes	No	Yes	Yes

Race: Cowes Poole Cowes

Class	Maximum permissible Speed in MPH	Overall Boat Length	Measured Boat Length	Hull Configuration	Min Number of Propulsion Units	Life Raft	Offshore Flare Pack	Coastal Flare Pack	Fixed VHF	Handheld VHF
75	75	7.5 - 12.8M	9M	Any	1	No	No	Yes	No	Yes
Historic	75	13.7M Max	13.7M	Any	1	No	No	Yes	No	Yes
65	65	6.5 - 8M	0M	Any	1	No	No	Yes	No	Yes
55	55	5.5M - 11M	0M	Any	1	No	No	Yes	No	Yes

Race: Round The Island

Class	Maximum permissible Speed in MPH	Overall Boat Length	Measured Boat Length (max)	Hull Configuration		Life Raft	Offshore Flare Pack	Coastal Flare Pack	Fixed VHF	Handheld VHF
120	120	9.75 - 16.7M	15M	Any	2	No	No	Yes	No	Yes
100	100	9.75 - 15.3M	12M	Any	2	No	No	Yes	No	Yes
80	80	7.5 - 12.8M	9M	Any	2	No	No	Yes	No	Yes
60	60	7.5 - 12.8M	9M	Any	2	No	No	Yes	No	Yes
75	75	7.5 - 12.8M	9M	Any	1	No	No	Yes	No	Yes
Historic	75	13.7M Max	13.7M	Any	1	No	No	Yes	No	Yes
65	65	6.5 - 8M	8M	Any	1	No	No	Yes	No	Yes
55	55	5.5M - 11M	11M	Any	1	No	No	Yes	No	Yes

Notes:

1 Propulsion Units - Can consist of a main engine and auxiliary engine of lesser power.

2 Maximum speed - Measured by a GPS device provided by BPRC, overspeed penalties to be confirmed in Race Instructions.

3 Hull length must be measured between perpendiculars of the external moulded length of the boat, taken at the extreme bow and the interface between the hull and bracket/engine. Hull extensions added to the bow and/or any extending parts, rubbing strakes, fenders, stabilizing trim tabs and rudder assemblies are not to be included in the measured length. Refer to Rule 501.01.

4 Whilst the rules for life rafts, flares and VHF change between classes for CTC and RTI, competitors are advised to default to the higher standards at all times.

Appendix Two

Bracket Speed Classes

The Cowes Torquay Cowes, Cowes Poole Cowes and Round the island races will be held using Bracket Class rules.
DEFINITION: Bracket classes are designed to provide a venue for a variety of boats and performance capabilities. The goal is to create cost-effective classes, limited by speed and budget, to increase the opportunity for more participants. The classes are framed and limited to provide well balanced, equally matched competition, and affordable racing.

1. The racers must stay in their bracket speed from yellow flag to the chequered flag.
2. Breakouts will be enforced during that period of time.
3. The use of any electronic device to control boat speed is illegal.
4. The same boat may not race in multiple bracket classes.
5. Speeds will be confirmed by GPS. The official GPS Unit will be the Yellow Brick tracker.
6. If unable to read your data, you will be disqualified and receive no points for the event.
7. Any team found to be manipulating data will be disqualified and will receive a yellow card.
8. Racers MUST hand the Yellow Brick tracker to the Scrutineer immediately after the race. If a tracker is NOT submitted for reading within a timely manner, they will be disqualified.
9. Each boat must have its own Yellow Brick tracker.
10. It is the racer's responsibility to make sure that the GPS unit is working properly at all times.

Breakout Enforcement

1. The GPS speeds will be logged every 5 seconds
2. A GPS Breakout is any speed that is recorded that goes above the bracketed class speed on 2 consecutive occasions.
3. A GPS breakout speed recorded on 1occasion will not be counted as a breakout.
4. For each boat when a breakout occurs, the total duration of time will be the measurement of the total breakout.
5. A boat with a GPS Breakout will be classified after all boats with no GPS Breakout
6. Boats with a GPS Breakout will be classified based on their breakout total durations.

For example.
2 boats with Breakout time durations.
Boat A with a total of 15 seconds will be classified higher than that of Boat B with a duration of 35 seconds. Both boats will be classified lower than a boat with no Breakouts.

a. Boat A
    i. 15 seconds (3 consecutive readings)

Total time of breakout 15 seconds

b. Boat B
    i. 15 seconds (3 consecutive readings)
    ii. 20 seconds (4 consecutive readings)

Total time of breakout 35 seconds

5. If there is a tie in which more than one team has the same duration of time for breakouts, the boat with the single highest speed will place later in the scoring.
6. Boats must commit to a bracketed class on the entry form. The bracketed class cannot be changed once submitted.

The Bracketed classes will be as follows:

1. Class 120
2. Class 100
3. Class 80
4. Class 75
5. Class Historic (75)
6. Class 65
7. Class 60
8. Class 55

Note: see Appendix one for full Class specification