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CLASS 1 EVENT RULES

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

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

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

SECTION A

01. RACE ORGANISATION AND SANCTION

01.01. ELIGIBILITY

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

01.02. RACE DATES

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

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

01.03. SANCTION/EVENT HOSTING FEES

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

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

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

01.04. REQUIREMENTS

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

02. TITLE

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

CHAMPIONSHIP

03. CHAMPIONSHIP POINTS

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

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

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

WPPA Extreme Cat Class Points Refer to Part 5.

04. CHAMPIONSHIP

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

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

The X Cat World Series will be determined from the points accrued from all the X Cat World Series events. All Races carry points with no discards.

04.01. CHAMPIONSHIP TIES

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

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

05. CREW/BOAT COMBINATION

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

The points and penalties for the WPPA X Cat World Series will be awarded in principal to the Registered Boat number and team entry.

05.01. NATIONALITY

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

SECTION B

LOC ADMINISTRATION/ORGANISATION

06. RACE COMMITTEE MEMBERS AND ROLES

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

- Local Race Officer
- Safety Officer
- Jury Boat Coordinator
- Course Officials
- Pit Officer
- Event Secretary

06.01. LOCAL RACE OFFICER

The Local Race Officer forms the principle link with the local organisational race management safety, Jury boats, air safety etc.

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

Good knowledge of the WPPA Rules, especially those relating to Class 1.

Fluent written and spoken English are obligatory.

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

06.02. LOCAL SAFETY OFFICER

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

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

06.03. JURY BOAT COORDINATOR AND COURSE OFFICIALS

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

At the end of the race, they draw up and sign a statement certifying that all participants' conduct during the race and at the turn marks was in accordance with the WPPA On-Water Procedures and Guidelines and with the Race Instructions. This statement is handed to the Officer of the Day, who will apply the WPPA rules in the case of infringements. The Course Officials monitoring turning marks must have a clear, unobstructed view.

06.04. PIT OFFICER

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

06.05. EVENT SECRETARY

The Event Secretary is responsible for the general local organisation of the event. He/She must ensure that all the various local officials know their respective duties and that they have the necessary documents and equipment to fulfil their duties. He/She must collate all documents following the race.

07. EVENT INSURANCE

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

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

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

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

SECTION C

RACE ADMINISTRATION

08. RACE REQUIREMENTS

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

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

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

08.01. PIT REQUIREMENTS

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

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

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

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

Enclosed Footwear is recommended in the Craning Areas.

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

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

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

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

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

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

09. ADVANCE NOTICE

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

The Advance Notice shall contain the following information:

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

10. RACE INSTRUCTIONS

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

These Race Instructions shall contain all of the following information:

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

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

SECTION D

11. RACE MANAGEMENT AND WPPA OFFICIALS

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

- Race Director
- WPPA Safety Officer
- 2 x Assistant Race Directors (One to act as the International Judge)
- Technical Director
- Race Administrator

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

11.01. RACE DIRECTOR

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

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

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

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

Duties and Responsibilities

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

Enforcement of Rules

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

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

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

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

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

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

11.02. WPPA SAFETY OFFICER

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

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

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

11.03. ASSISTANT RACE DIRECTORS

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

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

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

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

11.04. TECHNICAL DIRECTOR

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

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

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

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

Duties and Responsibilities

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

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

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

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

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

11.05. RACE ADMINISTRATOR

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

Duties and Responsibilities

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

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

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

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

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

11.06. OFFICIAL RACE TIMING

An Official timekeeping system and operator will be appointed by the WPPA and is the official race timekeeping system. In Class 1 the system and operator will be provided by the Class 1 promoter. Official timekeeping system may be linked to the mandatory transponder equipment required by the WPPA. The mandatory transponder/virtual system may be used as either the principle timing system or the reserve system and operated by the WPPA and/or its contractors.

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

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

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

Race Administration will publish the official timed and signed result.

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

12. RACE REGISTRATION (ON-SITE)

Registration will take place at the Race Administration office.

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

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

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

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

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

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

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

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

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

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

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

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

13. PRE-RACE INSPECTIONS

13.01. REQUIREMENTS

The WPPA Chief Technical Director may also at any time during the event pre testing, pole, and/or race, require random inspection and testing of equipment for compliance to the rules.

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

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

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

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

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

The WPPA Chief Technical Director may also at any time during the event pre testing, pole, and/or race require random inspection and testing of equipment for compliance to the rules.

14. PRE-RACE TECHNICAL RULES VIOLATIONS

14.01. NOTICE TO OWNER

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

14.02. CORRECTION OF VIOLATIONS

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

14.03. APPEALS

Should that owner or his representative choose, he may give written notice and Euro 500 appeal fee to the WPPA Chief Race Director of his intention to file an appeal to the WPPA Board of Governors, which shall be empowered to hear any such appeal during the event, in which the party against whom the penalty is imposed is to participate, upon request of that party. Upon appeal, the Race Director may allow the race boat to start, provided that the results of that class shall be deemed unofficial pending the outcome of the appeal hearing. Should the appeal be upheld, the finish position of the subject race boat shall be declared official. Should the appeal be denied, the appropriate penalty shall be imposed, the appeal fee shall be forfeited to the WPPA, and the results shall be declared official.

14.04. GENERAL INSPECTION

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

15. BOAT REPRESENTATIVE

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

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

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

16. PILOTS' REPRESENTATIVE

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

Candidates must be pilots actively participating in Class 1 racing.

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

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

17. TEAM MANAGERS' BRIEFINGS

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

SECTION E

18. PILOTS' BRIEFINGS

18.01. ATTENDANCE

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

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

18.02. PILOTS' BRIEFING TIMES

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

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

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

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

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

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

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

18.03. ALCOHOLIC BEVERAGES

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

18.04. UNIFORMS

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

SECTION F

19. WPPA LICENCE

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

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

In the event of any accident either within the sport or beyond its jurisdiction that prevents an individual from racing on medical grounds, a new post injury medical certificate must be submitted prior to re issue of the individuals licence.

Additionally in the case of a race incident resulting in medical care the competitor must be signed fit to return to racing by the race/event doctor. If this is not obtained a signed declaration from a Doctor of fitness to return must be submitted to the WPPA.

The event insurance must be complied with.

19.01. ISSUE OF LICENCE

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

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

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

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

- The sports career of the pilot, including the results obtained in the previous two seasons of offshore racing.
- Evidence of having raced during the previous 2 years in Class 1 or Pro vee or Extreme Cat (6 litre), or equivalent as pilot or throttleman in at least 7 races. (Other classes may be taken into consideration as agreed by the WPPA).

- Current immersion certificate.
- A medical certificate providing all the data required by the WPPA Official medical form.
- Two photographs (passport size).
- The fees fixed by and paid to the WPPA.
- The Class 1 Licence is valid from the date of issue to 31st December of the same year.

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

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

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

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

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

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

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

19.02. TEST DRIVER LICENCE

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

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

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

19.03. START BOAT DRIVERS LICENCE

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

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

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

19.04. WPPA EXTREME CAT CLASS

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

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

- The sports career of the pilot, including the results obtained in the previous two seasons of offshore racing.

- Evidence of having raced during the previous 2 years in Extreme Cat (6 litre), or equivalent as pilot or throttleman in at least 7 races. (Other classes may be taken into consideration as agreed by the WPPA).
- Current immersion certificate.
- A medical certificate providing all the data required by the WPPA Official medical form.
- Two photographs (passport size).
- The Cat Class fee of \$150 / AED 500 fixed by and paid to the WPPA.
- The Class Licence is valid from the date of issue to 31st December of the same year.

19.05. COCKPIT EVACUATION / IMMERSION TESTING

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

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

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

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

WPPA Cockpit Evacuation training and testing is available at the final Class 1 race in Dubai and also at the first Dubai round of the X Cat Series.

- Fee \$200

12/2009 Onwards

For Class 1 WPPA Cockpit Evacuation training organized at the Dubai C1 final round is mandatory for all competing teams attending the 2009 event and then annually.

X Cat Cockpit Evacuation training at the first Dubai 2009/2010 round is mandatory and then annually.

20. PARTICIPATION RULES

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

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

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

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

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

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

Entry to the WPPA X Cat series must be made on the official WPPA entry form with the accompanying Race Number registration fees prior to racing and include the names of the first and second pilots. Also the teams request for allocation of race number.

Race numbers are allocated as follow:

Race Number 1	Reserved for Current Champion (Unavailable if not registered by the last years Champion) Fee: Free
Race Numbers 2-9	Fee: \$1500/AED 5000
Race Numbers 10-99	Fee: \$750/AED 2500

Previous holders of numbers have the first option to keep their race number subject to above.

Renewal of race numbers Fee \$100.

3 Digit numbers are not permitted.

SECTION G

WPPA CLASS 1 SAFETY RULES

GENERAL APPLICATION

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

21. REQUIRED SAFETY FACILITIES

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

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

21.01. MEDICAL/RESCUE, TOW AND PATROL BOAT COVERAGE

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

21.02. SEA SAFETY

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

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

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

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

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

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

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

22. FUELLING

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

Penalty - Disqualification.

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

CLASS 1 EVENT RULES

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

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

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

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

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

X Cat the addition of 2 stroke oil is permitted.

Fuel samples showing any characteristics other than the standard road pump fuel or any fuel supplied/issued at the event, will be deemed illegal. The penalty is Disqualification from the event for a first infringement, and more serious penalty for a second offence.

23. SMOKING

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

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

24. RACE OVERALLS AND PERSONAL SAFETY WEAR

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

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

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

At all times during Practice, Pole Position and the Race, competitors or test pilots must wear suitable protective clothing that covers the torso and all limbs to the wrists and ankles. Protective clothing used must be durable enough to provide bodily protection and it is recommended to be fire retardant.

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

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

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

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

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

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

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

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

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

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

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

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

SECTION H

GENERAL REQUIREMENTS, PRACTICES AND PROCEDURES FOR CONDUCTING RACES

26. BOAT PARADE

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

27. TESTING/PRACTICE

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

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

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

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

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

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

28. POLE POSITION

A Pole Position will be held on the race course the day before the Race, unless otherwise stated in the Race Instructions or posted by Race Bulletin as change due to unforeseen local conditions or weather.

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

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

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

X Cat Pole Position will be either by designated Pole Position session the day before the race, the final practice session or as designated in race instructions.

PROCEDURE - APPENDIX 2-01.

29. RACE COURSE

29.01. RACE COURSE LENGTH AND RACE COURSE DESIGN

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

The promoter and/or the WPPA will correspond with the drivers representative with the draft race course for comments and observations in writing for consideration by the WPPA and within 48 hours of the notification to the representative.

29.02. RACE LENGTH

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

The X Cat Race lap must be a minimum of 2.8 Nautical Miles and a maximum of 4 Nautical Miles. Race Laps must be repeated. The minimum distance for race duration is 60 Nautical Miles or 1 Hour plus a lap, or as stated in race instructions.

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

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

29.03. LONG LAP

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

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

29.04. BAD WEATHER

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

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

29.05. START CHUTE

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

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

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

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

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

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

29.06. TURN MARKS

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

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

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

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

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

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

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

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

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

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

All Outside Course Marks YELLOW

All Inside Course Marks ORANGE

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

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

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

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

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

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

Additionally in the case of a Turn Mark without a jury boat present on location the following applies:

Turn Mark Comprising of 2 buoys		
1 Buoy missed	=	Long Lap Penalty
2 Buoy missed	=	1 x Race Lap Penalty

Turn Mark Comprising of 3 buoys		
1 or 2 Buoys missed	=	Long Lap Penalty
3 Buoys missed	=	1 x Race Lap Penalty

Except if missed on safety grounds and passed within 50 metres of the mark/s
Penalty 1 x Long Lap

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

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

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

X Cat Racing as follows:

Each individual buoy missed will result in a time penalty of 30 seconds.

1 x missed buoy	=	30 secs
2 x missed buoys	=	60 secs
3 x missed buoys	=	90 secs and so on
A complete turn mark missed	=	Disqualification
Re-taking of a missed buoy is not permitted	=	Penalty disqualification

29.08. RIGHT OF WAY

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

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

Priority must be given to the raceboats on the race lap.

Long Lap - Boats returning from their long lap to the race lap must give priority and give way to the boats on the race lap unless they are clearly ahead as overtaking above. The return to race lap line is at any point when returning from Long Lap mark buoys and rejoining the race line at any point.

29.09. SPECTATOR AREAS

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

Penalty Yellow Card.

30. LAUNCHING

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

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

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

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

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

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

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

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

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

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

31. CRANING

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

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

Practice session time infringement Penalty Euro 500.

32. PIT STOPS

32.01. DEFINITIONS

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

32.02. PIT STOP RULES (Excluding Extreme Cat)

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

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

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

PROCEDURE - APPENDIX 2-02

33. OUTSIDE ASSISTANCE

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

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

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

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

34. START PROCEDURE

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

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

Safety equipment -

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

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

35. FINISHING PROCEDURE

35.01. STOPPING THE RACE

Emergency Race Stoppage Procedures/Restarts (Force Majeure).

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

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

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

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

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

35.02. CURTAILING THE RACE

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

35.03. STOPPED / CURTAILED RACE

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

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

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

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

LONG LAP CALCULATION "Stopped/Pace boat Procedure"

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

- If the race finishes by the 50% lap, one Long Lap will be counted.
- If the race finishes by the 70% Lap, then two Long Laps will be counted.

LONG LAP CALCULATION “Stopped/Curtailed”

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

35.04. FINISHING PROCEDURE

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

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

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

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

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

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

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

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

The chequered flag will also be announced via timing computer.

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

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

As soon as the results have been officially confirmed by the WPPA Race Commissioner (or OOD, if applicable) the final official results are posted. Once the official posting of the results has taken place, there is a period of one hour in duration during which protests can be made. These results are deemed to be provisional for the purposes of post race dyno and/or engine inspections testing and subject to any video evidence of race infractions.

35.05. 70% RULE

CALCULATIONS (PERCENTAGE/FRACTION)

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

For example:

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

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

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

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

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

35.06. TIME LIMIT

All Grand Prix races will have a maximum time limit of 1 hour. The chequered flag will be waved when the lead boat crosses the line after the 1 hour maximum time limit, and all boats will finish as they complete that lap. The number of laps completed by the 'winning boat' will determine the number of laps for the 70% rule. Alternate distance may be set by Race Instruction. Extreme Cat have maximum time limit of 60 mins + 1 lap unless stated otherwise in race instructions.

35.07. NO FINISHERS

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

35.08. RETURNING TO THE PITS

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

35.09. RETIREMENTS

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

35.10. POST RACE

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

36. POST RACE TECHNICAL INSPECTIONS

36.01. ALL BOATS SUBJECT TO

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

36.02. WPPA TECHNICAL DIRECTORS DISCRETION

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

36.03. FINAL RESULTS

No points shall be awarded until the legality is confirmed by the Technical Commissioner(s) to the WPPA Race Director, but still remain provisional subject to post race dyno and/or engine inspection and any video or virtual/Telemetry evidence regarding race infringements.

36.04. ENGINE INSPECTIONS

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

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

36.05. REFUSAL OF INSPECTION

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

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

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

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

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

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

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

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

37. POSTPONEMENTS

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

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

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

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

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

38. PRIZE GIVING

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

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

CLASS 1 EVENT RULES

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

Penalty for either of the above: Euro 1000 fine.

39. LAY DAYS

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

40. RESCHEDULING OF RACES

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

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

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

SECTION I

CLASS 1 BOAT RULES

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

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

41. REGISTERED BOAT

41.01. NATIONAL FLAG

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

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

41.02. RECOVERY OF DAMAGED / SUNKEN RACE BOATS

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

42. SPONSOR DECALS

Definitions - Sponsor Decals shall be defined as follows:

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

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

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

DECAL PLACEMENT (GENERAL)

42.01. SERIES DECALS

The following Decals are hereby designated as Series Decals:

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

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

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

42.02. UNAPPROVED DECALS

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

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

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

43. RACE NUMBER DIMENSIONS

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

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

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

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

CLASS 1 EVENT RULES

Diagram numbers 1 to 9
(White cm 60x50)

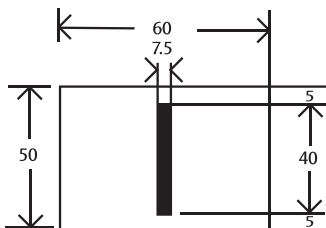


Diagram numbers 10 to 19
and 21 (White cm 70x50)

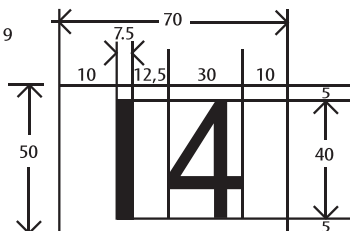
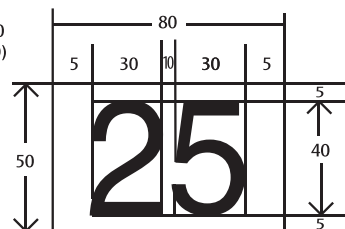


Diagram numbers 20 to 30
except 21 (White cm 80x50)



X Cat - Number only is permitted. The letter S is not required.

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

43.01. SIMILAR BOAT IDENTIFICATION

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

43.02. REGISTERED HULLS

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

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

44. HULL DIMENSIONS AND MINIMUM WEIGHTS

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

- Any existing hull built prior to 1st January 2001, measuring 12.0/14.63m (39ft.4in/48ft.0in) and weighing a minimum of 4800kg after race completion, will be grandfathered indefinitely.
- Any hull built after 1st January 2001, measuring 12.19/13.41m (40/44 feet) and weighing a minimum of 4800kg after race completion.
- Any hull measuring 11.5/13m using the 790 hp Naturally aspirated engines and weighing 4100kg after race completion.
- Any Race boat found to be 50kg or more below weight will be disqualified, less than 50kg will be given a one minute time penalty.
- Other hull/engine combinations may be permitted to compete in Class 1 through specific dispensation from WPPA.
- Any hull changes must not alter the total length or width; if the total length or width is changed the hull must be remeasured.
- The boat weight may be checked at the end of the Pole Positions and/or Race. The weight will be an all-up weight including engines, residual fuel, drives and safety equipment as stated in the racing rules.
- Weighing procedure will be defined as the scale of the day.
- It is mandatory that fully dimensioned drawings of all liquid containers and/or tanks are given by each team before the first race to the WPPA Technical Inspector. This drawing shall include measurements from the nearest reference point e.g. a bulkhead to show its location. Methods of filling and emptying must also be shown and the tanks must be able to be checked if empty or not. All onboard liquid ballasting must be coloured with a permanent dye.

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

44.01. MEASUREMENT CERTIFICATE

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

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

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

44.02. NEW BOAT CONSTRUCTION

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

44.03. ESCAPE HATCH

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

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

Refer also to Appendix 4 Technical Note 03, 05.

44.04. SUBSTITUTE HULLS (New Boats)

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

44.05. NEW NON-SUBSTITUTE OR REPLACEMENT HULLS

REGISTERED BOAT

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

SECTION J

WPPA CLASS 1 TECHNICAL RULES REQUIREMENTS

45. WPPA CLASS 1 ENGINE SPECIFICATIONS FOR REGISTRATION

- Registration of new engines entering WPPA Class 1 must be received no later than 10th February for appraisal. See Conditions Appendix 4.
- To ensure a form of parity between new engines entering and the current naturally aspirated engines currently running in Class 1.
- Each manufacturer/Tuner is to submit Dyno results using the air restrictor as listed below for the type of engine used no later than 20th February.
- Any engine manufacturer suspected of giving false information to gain an unfair advantage will have their engine tested and stripped at their cost; if found to be 900 hp + 3.1% or higher current/new registrations engines or 767 hp + 3.1% for carbureted engines (see specifications), the losing party will pay all costs of testing and accompanying costs.
- 3.1 to 9%: they will have their points from the current race cancelled, including cancellation of podium and return of trophies.
- 9.1% and higher above 900hp: they will have the points from the current race plus those from the 2 previous races cancelled, including cancellation of podium and return of trophies.
- Engines must be registered with the WPPA to be eligible to race.
- Engine vendors and teams must make their engines available for any inspection which may include Dyno testing, complete stripping or any other inspection deemed necessary at the Vendor's or team's cost to ensure legality of engines and components at all times.
- Each engine manufacturer's request for registration will be reviewed positively, but full consideration will be given to the satisfaction of the spirit of these rules as well as the written specifications.
- The engines MUST be based on automobile, marine, or industrial cylinder blocks and heads. Specialty non production heads and blocks will not be accepted.
- When Engines are presented for scrutineering, they must have the sealing and lock wires already twisted in place, ready for the fitment of the numbering and sealing tags. The precise method of carrying this out is shown in technical notes supplied at engine registration.
- The seals will prevent the following operations: Splitting of the crankcase for access to crank and bearings. Removal of cylinder heads for piston, rod, and liner withdrawal. Removal of camshafts, valves, and valve springs.

45.01. CAPACITY AND TYPE

- 6100cc-9200cc for pushrod valve activated engines
- 6100cc-8200cc for overhead cam engines
- No non-piston or unconventional engine are allowed - engines must be based on standard production engines
- Max 12 cylinders
- The induction system can be pressure charged or naturally aspirated.
- 495 to 510 cu in carbureted engines

45.02. COMPRESSION RATIO MAXIMUM ALLOWABLE

- Natural aspirated 10.0:1
- Pressure charged 8.5:1
- Carbureted 10.5:1

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

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

- OHC naturally-aspirated engines 62mm.
- Crankshaft driven Supercharged engines 68mm.
- Exhaust-driven turbo-charged engines tba.
- 495 to 510 cu in carbureted engines, a go no go gauge is to be used in the top of the carburetor. The air track running from an external opening to the flame arrestor may not be completely sealed. Likewise, sealing or pressurizing of the engine compartment or engine air intake is prohibited. Fresh air ducting is not allowed to be closer than 2" in any direction to the engine and/or flame arrestor.

- Blow-off valve for pressure charged engines to be set at 1.75 Bar absolute intake manifold pressure.
- The data logger must be purchased by the teams.
- For OHC naturally-aspirated engines, the maximum dimensions of the Plenum Chamber must be contained within an imaginary straight-sided square-edged box. The volume of this box must be no more than 1 cubic metre.
- For all other engines, air box internal volume is not to exceed 270 litres.
- Air box dimensional schematic showing all components including anything passing through or placed inside the air box must be supplied to the WPPA.
- A single air restrictor is to be situated at the first point of air entry into the mandatory sealed plenum chamber/Air box. This air restrictor will be issued by WPPA (at a cost of Euro 650 each) and will be engraved with a specific serial no. The air restrictor will be anodised to provide ease of inspection, a go and no go mandrel will be used to check the restrictor size has not been modified.
- The air restrictor must be placed in an accessible position for easy visual and dimensional checking. If required it is permitted to be forward facing above the boat's deck.
- The air restrictor must be fitted in such a way that it can be removed and substituted for another WPPA official air restrictor at any time.
- The air restrictor supplied by WPPA is a mandatory requirement 1 per engine, no other restrictor will be accepted.
- All air feeding the engine must pass through the air restrictor.
- The air box must remain airtight at all times and is subject to post race scrutineering.
- Internal or external spraying of any substance into the airstream except fuel through the engines injection system is forbidden.
- Conformity of the air box tract seal will be checked using the official WPPA "vacuum gauge" applied to a running engine. The check will be performed at post race Scrutineering whilst the boats are still in the water. The engine speed during the check is set at approx 2200rpm. A minimum reading of -100 millibars must be reached to confirm 100% seal. Should the reading fail to reach -100 millibars, the induction tract seal will be considered illegal.

47. ENGINE QUANTITY & POSITION

- Maximum of 2 engines per boat.
- Inboard engines only.

48. FUEL & INJECTION

- Gasoline powered engines only.
- Max 2 fuel injectors per cylinder.
- The only fuel approved for use in WPPA Events, will be that supplied by the local organiser or series supplier, as the case may be. The Unleaded fuel supplied will have a minimum of 95 Octane. Unless otherwise notified in the Race Instructions.
- No modifications or additives are permitted to the fuel.
- Fuel samples showing any characteristics other than the fuel issued at the event, will be deemed illegal. The penalty is Disqualification from the event for a first infringement, and more serious penalty for a second offence.
- The WPPA inspector can at any time take samples from boats to ensure compliance.

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

- See technical notes for 790 hp/ 495 to 510 cu carbureted engines.
- V12 naturally aspirated engines max Rpm 8700.
- All other engines max 7600 RPM.
- Max 4 camshafts per engine.
- OEM camshaft position cannot be changed.
- OEM position of lifter bores cannot be changed.
- Pistons to be produced from automotive piston alloys.
- Heads and blocks to be manufactured in cast Aluminium or Iron only.
- Max 4 valves per cylinder.
- No Titanium components or coatings with the exception of cylinder head valves.
- No Ceramic components or coatings with the exception of spark plugs, seals and bearings.
- Any Diamond or hardened coatings.
- Valves must open and close using conventional mechanical methods.
- No variable length tracts or ducts.
- Original registered quantity of spark plugs to be retained.

50. EXHAUSTS

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

50.01 MAXIMUM PERMITTED NOISE LEVELS

- The maximum permitted noise levels from any individual competing boat in a WPPA Class 1 race is 100 Decibels +5%.
- Testing may be instigated by the Technical commissioner for noise readings during the race weekend or upon request at any time.
- Readings are taken at 50 metres distance, at max RPM+/- 2% with no other race boat in the vicinity.
- Readings are only accepted as official when taken with the official WPPA organisers calibrated sound meter.
- 106 DBA and above after the first 2 races 2009 season, non eligibility to race.

51. TRANSMISSION RESTRICTIONS

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

52. PROPELLERS

Propeller registering, marking and measuring procedure.

- From 1st January 2009 There will be 1 supplier of propellers for Class1.
- The Propellers thickness cannot be altered, and will be specified by the manufacturer and or the WPPA, disqualification will result for modified propellers.
- Propeller cup may be altered; however, this will void any warranty claim that may arise. The manufacturer will specify the areas that can be modified.
- The propellers will be produced from the manufactures C1 specified material only.

- 3 sets of propellers can be registered and used for the 2009 season that were used in the 2008 season once damaged or replaced they can only be replaced with the official suppliers C1 2009 specification propellers. The Propellers must be stamped before the last race in Dubai by THE WPPA, All Propellers must adhere to the Minimum thickness see attached, otherwise a weight penalty of 150kg will apply.
- 3 different pairs of propellers per boat will be allowed. Propellers can only be changed for the identical type as those initially registered due to damage or wear. In that event it must be reported to the Technical Commissioner, It may then be replaced and the registered number will be cancelled from the eligibility records, and the new number submitted.
- New propellers will be stamped at the end of the first World Championship, Pole or Race in which they were first used, and will be registered by the Technical Commissioner.
- Propellers will be allocated to a boat, for use on that boat only. For instance a two boat team may not swap registered propellers from one boat to the other. However a two boat team with less than 4 sets of registered propellers may use them on either boat.
- For 2009 Season only 1x set of propellers can be changed for a different diameter or pitch during the racing season. Prior permission must be obtained by THE WPPA in writing.
- Replacement warranty of Propellers, is only for material failure and doesn't include misuse or damage
- In order for the Warranty of Propellers to be valid, the propeller boxes will be sealed at the end of the race weekend. Seals will be inspected at the beginning of the race weekend. Seals can be broken and Propellers used between races however as this is not controlled by the manufacturer, the race warranty of the Propellers will be void.

53. CREW CONTROL AND SYSTEMS

- The system must be homologated and fully inspected before installation, including all drawings and details of components. The system must meet the rule and the spirit of the rule in all aspects. The scrutineer's decision to not allow any or all components in the system is entirely at his discretion and cannot be appealed.
- The system cannot be improved, changed or modified in any way without prior written approval.

Rule – “All control inputs affecting trimming and steering of the boat must be directly provided by the crew. It is not permitted to interface the operation of the control surfaces, drives, ballast tanks, fuel tanks or throttles with any devices that provide additional control input, whether electronic, mechanical, hydraulic, pneumatic, or any other source.

Crew derived control inputs may be amplified, in force and/or displacement, using suitable power assistance systems, but the response of the control device must remain a constant and direct function of the crew input.

Any additional sensing devices, such as, but not exclusively, those used in a data acquisition system, must be demonstrably physically independent of any individual control system.”

For 790 HP Naturally aspirated 4100kg boats.

- Steering must be by either drives or rudders not both.
- Rudders must only be allowed to move on one axis (No retractable rudders).
- Drives must not steer independently of each other (no toe in or out underway). If an electronic tie bar is used a data logger must be fitted at the teams cost.

54. DATA TELEMETRY

- It is permitted to download data.
- It is not permitted to upload data to the boat at any time, that will be used to remotely adjust on board engine/drive management systems.
- For 790 HP Naturally aspirated 4100kg boats you cannot upload or download data whilst the vessel is moving, Data loggers may be used.

55. ENGINE BONUS POINTS

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

CLASS 1 EVENT RULES

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

SCENARIOS

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

