



# Offshore Class General Rules

Issued by the iMBRA Committee

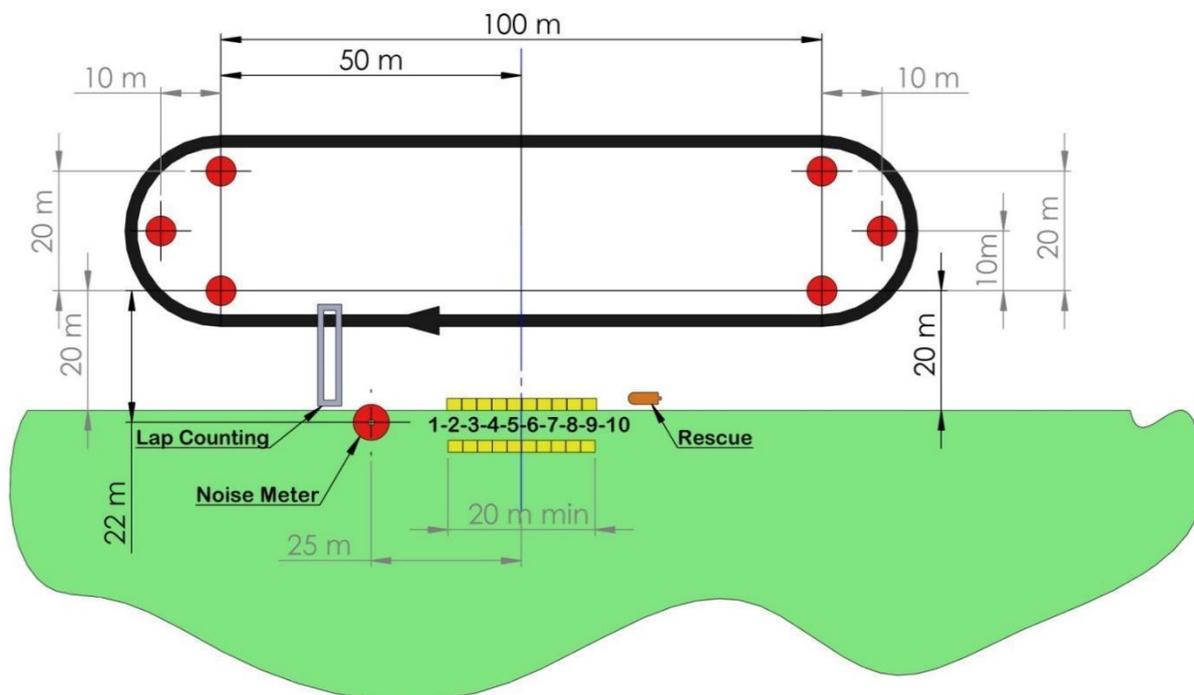
Offshore Rules  
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*By competing in the iMBRA World Championships all racers will have been deemed to have read the iMBRA rules and are therefore expected to abide by them.*

## 10. Offshore Class General Rules

- 1) The competition will be held on a course as shown in the image below. The competition course has to be placed so that the base line runs parallel to the starting pontoon. The centre of the course will be in line with start positions 5 and 6 as shown below.



- 2) The course is driven in a clockwise direction.
- 3) Each class will run 4 heats. All the competitors within the heats will be mixed and start positions will be allocated randomly by the computer lap scoring system.
- 4) The heats are 8 minutes in duration. (This does not include preparation and milling time)
- 5) Each class will run 2 heats per day in the following order:  
3.5 junior, 3.5 senior, 7.5 junior, 7.5 senior, 15 junior, 15 senior, 27 senior, 35 senior.
- 6) Heats must be organised so that no one competitor will have to take part in two consecutive races.
- 7) A heat must have a minimum of 4 and a maximum of 10 competitors. When more than 10 competitors are entered in a class a final will be run.
- 8) The best 3 out of 4 scores will be added together to get the overall result.
- 9) The 10 competitors with the highest scores from the heats will qualify for the final. The final is one race lasting 12 minutes. (This does not include the preparation and milling time).
- 10) B finals will only be run when a minimum of 24 competitors have entered a class and when time allows. The number will be based on entries rather than the number of registered competitors.
- 11) When B finals have been timetabled the following will occur:
  - a. The top 9 competitors will go directly into the A final which will be 12 minutes in duration.
  - b. The next 10 competitors (positions 10-19 following the heats) will race in the B final.
  - c. The winner of the B final will gain a place in the A final (position 10).
  - d. The B finals will be 12 minutes in duration whenever possible. If time is restricted the B finals may be reduced to 8 minutes.

12) If a competitor drops out of a final the reserve competitor can only take their place if the finalist's hull is damaged beyond repair. Mechanical failures are not included.

13) Start positions for the final will be allocated as per the race results from the heats. The top qualifier will start from position 1 on the pontoon.

14) The race result is decided on the completed number of laps and the shortest number of seconds, following the deduction of any penalties.

15) There will be no rescue during the race.

16) During the race, the time remaining and each competitor's laps must be displayed on a score board.

17) Following a race any lap deductions and/or penalties must be clearly marked on the result list.

18) For non-world championship events (internationals or Europeans) organisers can opt to use 3 qualifying heats. The best 2 out of 3 scores will be added together to get the overall result.

- This option should only be used when time is limited.

### **10.1. Start sequence and start clock**

1) Each race consists of three independent phases:

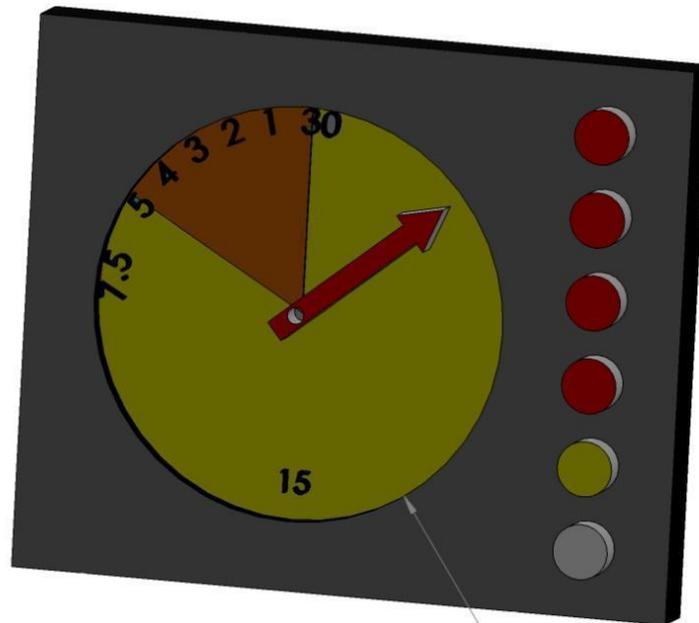
- Preparation time - 2 minutes
- Milling time - 30 seconds
- Race duration - qualifying heats 8 minutes, final 12 minutes

2) During preparation time engines are started and the boats are launched. Boats can be adjusted during the preparation time; however the competitor is not allowed to leave the start position.

3) At the start of milling time no further boats can be launched.

4) If a competitor has failed to launch during the preparation time they can launch once the race has started.

5) The start clock is used to visually display the preparation time and start of a race.



Diameter between 750 and 1000 mm

- 6) The start clock must comply with the following:
- 1 turn of the hand must be 30 seconds in duration. The hand should move at approximately 1 second intervals.
  - The face of the clock must display the following markers; 15 seconds, 7.5 seconds and 5, 4,3,2,1 seconds.
  - The 5 seconds segment must be shown in a contrasting color.
  - There must be 4 red lights which are all switched on at the beginning of preparation time. The lights will be switched off individually at 30 second intervals.
  - After the last red light has gone off a white or yellow light will come on which indicates the final 30 seconds prior to race start (milling time). Within this time no boat can be launched.
  - At the end of these 30 seconds a light will flash and an acoustic signal will sound to indicate the start of the race. *The clock hand must reach the "12 o' clock" position at exactly the same time as the light and acoustic signal indicates the start of the race.*
  - The face of the clock must be white or orange, the hand must be black.
  - The diameter of the face of the clock must be between 750 and 1000mm.
  - The start clock must be able to float so that it can be positioned within the competition course.

## 10.2 Stopping a race part way through

- 1) A race can be stopped by the start official and/or lap counters due to exceptional circumstances. E.g. Loose buoy, adverse weather conditions, broken wires (lap counting).
- 2) The start official and/or lap counters will sound an acoustic signal to stop the race. At the same time the clock timing the duration of the race will be stopped. The drivers must complete their lap and bring their boats in. All engines must be stopped.

- 3) The time from when the signal was given, until the models pass the finish line must be recorded. The lap counting system will then be paused.
- 4) Competitors and mechanics must not work on their boats while the race is stopped until directed to do so by the start official.
- 5) Any boats that were dead on the water when the race was stopped are not permitted to restart.
- 6) Once the issue that caused the race to stop has been resolved, the start official will inform the competitors of the time remaining and begin the start procedure as per the beginning of a new race. The preparation time and milling time may be announced verbally by the start official rather than being displayed visually on the clock.
- 7) The time keeping and lap counting system will continue with the start signal.
- 8) If the race is stopped within the first three minutes it will be annulled and restarted from the beginning. (All boats will be allowed to restart as it is a new race)
- 9) The end of the race is indicated by an acoustic signal. All drivers must complete the lap they are on and then bring their boat out of the water.

### **10.3. General rules during a race**

- 1) During the last 15 seconds of milling time all boats must stay in a straight line after passing buoy No. 6. It is not permitted to zigzag across the course to try and avoid making a jump start. Altering course in excess of 45 degrees is not allowed and will be penalised with a yellow card and one lap deduction.
- 2) Boats that cross the start line immediately prior to the start signal will have made a false start and will need to complete another lap before a score is recorded.
- 3) The competitor should complete a minimum of 1 milling lap. If the boat is not in the water during milling time the judge will deduct 1 lap. This is not a penalty, just a lap deducted.
- 4) The competitor may bring their boat back to the pontoon at any point during the race. The pontoon is defined as the area between start positions 1 – 10. The competitor and mechanic must not interfere with any other competitor whilst retrieving their boat. Any interference caused may result in a warning and a yellow card. Boats can only be re-launched if brought back directly to the pontoon. Not from the side of the lake.
- 5) The competitor or mechanic may leave their start position to fetch spare materials. Again they must not interfere with any other competitors. They cannot leave their start position to go and talk to another competitor and/or mechanic. Doing so will result in a red card.
- 6) The driver must not leave their start position at any time whilst their boat is running on the water.
- 7) If a boat loses the number plate during the race it is allowed to complete the commenced lap. Any laps completed after this lap without a number plate will not be counted.

- 8) If a boat is in the buoy the competitor must switch off the engine. If the competitor does not switch off the engine they may get a red card.
- 9) Causing damage to another boat, during and/or after the race which will prevent it from being used in the competition will result in disqualification from that race.
- 10) Mechanics are not permitted to touch a driver's transmitter whilst the boat is on the water.

#### 10.4. Driving Rules

- 1) The competitor must drive on the outside of the buoys.
- 2) Re circling of buoys is not permitted. For each missed buoy, one lap will be deducted. For example if a competitor misses 3 buoys on one side of the course they will receive minus 3 laps. This applies to the preparation time, milling time and during race time.  
**NOTE: A missed buoy does not constitute a penalty. A lap will be deducted but this is not classed as a penalty.**
- 3) A slower boat can be overtaken on either side. During the overtaking maneuver the slower boat must not change course or get in the way of the faster boat. The faster boat must leave a gap of 3 boats lengths before going directly in front of the slower boat.
- 4) When driving closely together all drivers must stay on their own line. It is not permitted to hinder another driver deliberately.
- 5) The normal racing line is the line closest to the buoys. Boats on the racing line have the right of way.
- 6) The competitor must leave a gap of at least 3 meters in front of the pontoon.
- 7) In circumstances where a competitor may need to pass within 3 meters of the pontoon they must throttle. Example; when bringing a boat off the water.
- 8) A competitor must be able to throttle at all times whilst on the water. The judges may ask a competitor to demonstrate the ability to throttle at any time. If the competitor cannot throttle they will be disqualified from the race and must keep out of the way of other competitors until their boat can be stopped safely.

#### 10.5 Penalties in the offshore classes

- 1) A warning (yellow card) will be issued if the rules stated above have been broken but have not caused a fellow competitor's boat to stop or not had a negative impact on their race.
- 2) A one lap penalty (yellow card with number 1) will be issued if the rules above are broken for a second time during the race or:
  - the driver interferes with a fellow competitor and has a negative impact on their race
  - the driver runs over a dead boat that has been announced by the start official
- 3) A two lap penalty (yellow card with number 2) will be issued if the rules above are broken for a third time during the race or the driver causes a fellow competitor's boat to stop.
- 4) A Stop and Go penalty (yellow card with an S) will be issued if the following occur:
  - a model is deemed to pass too close to the pontoon (within 3 meters)
  - a model passing within 3 meters of the pontoon does not throttle.

- 5) Only three penalties can be received in one race. A fourth offence in any one race will result in disqualification from that race.
- 6) If the judges believe a competitor cannot steer/control their boat properly they will issue a warning. Disqualification (red card) will be issued if the competitor's level of control over the model does not improve or one of the following occurs:
  - i) the boat is turning/driving in circles
  - ii) the boat has ended up the bank

*All penalties will be issued at the judge's discretion whilst following the rules above.*