



Hydro Class General Rules

Issued by the iMBRA Committee

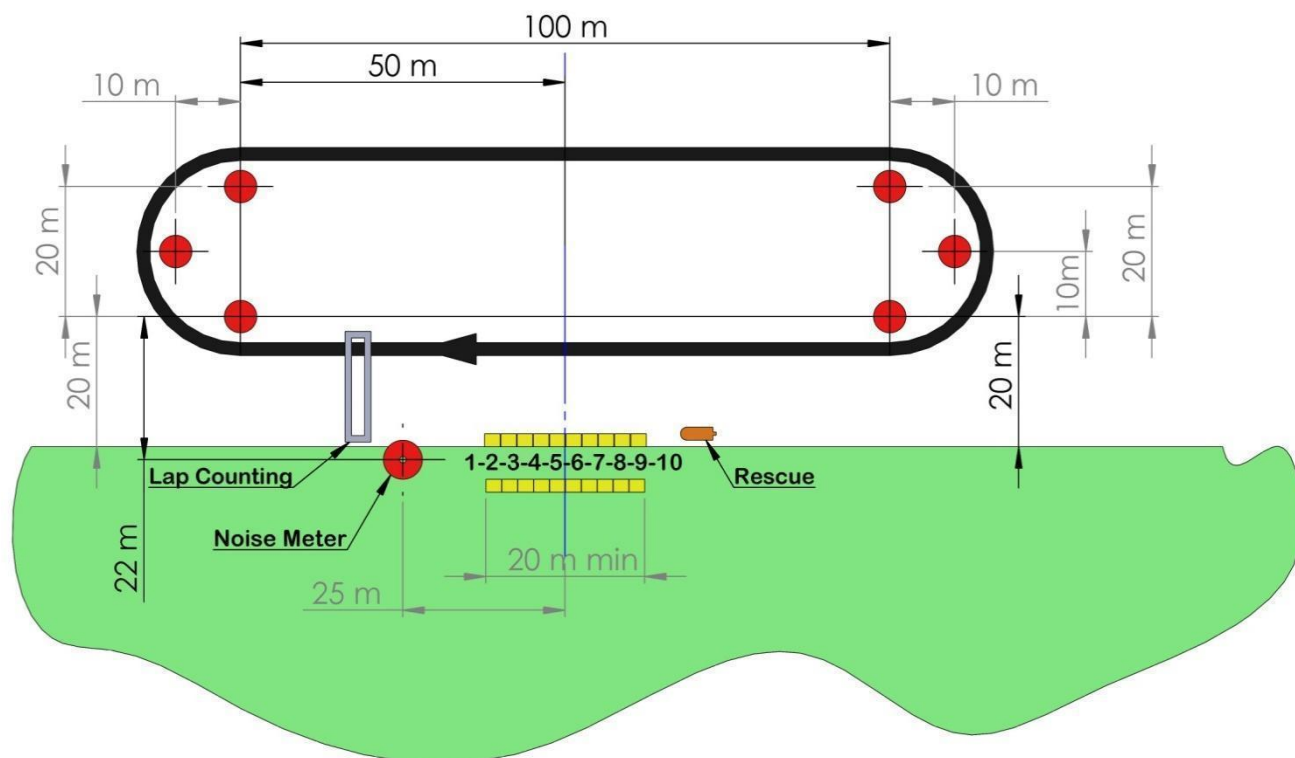
Hydro Rules
June 2022

9. Hydro Class General Rules	1
9.1. Point scoring	2
9.2. Start sequence and start clock	2
9.3. General rules during the race	3
9.4. Driving rules	4
9.5. Penalties in the Hydro classes	4

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.

9. Hydro 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 of the competitors within the heats will be mixed and start positions will be allocated randomly by the computer lap scoring system.
- 4) Each class will run 2 heats per day in the following order:
3.5 junior, 3.5 senior, 7.5 senior, 15 senior, 27 senior.
- 5) Heats must be organised so that no one competitor will have to take part in two consecutive races.
- 6) A heat must have a minimum of 4 and a maximum of 8 competitors. When more than 8 competitors are entered in a class a final will be run.
- 7) The 8 competitors with the highest scores from the heats will qualify for the final. For the final 4 heats must be run. Start positions will be allocated as per the race results from the heats. The top qualifier will start from position 1 on the pontoon.
- 8) 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.
- 9) To achieve a score the drivers must complete 6 laps within 4 minutes.
- 10) For non-world championship events (internationals or Europeans) organisers can opt to use 3 qualifying heats. The finals will remain at 4 heats.
 - This option should only be used when time is limited.

9.1. Point scoring

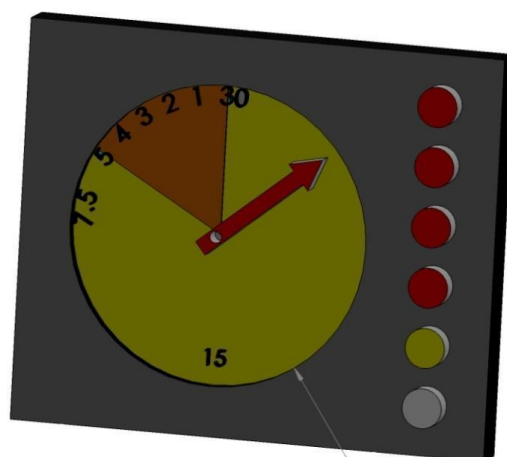
- 1) All results are calculated based on a point scoring system. Points are awarded as follows:

Race Result	Points Scored
1 st	400
2 nd	300
3 rd	225
4 th	169
5 th	127
6 th	96
7 th	72
8 th	54
Race started but not completed	25
Boat did not make the start signal	0

- 2) Following the heats/finals each competitor's results will be added together. The highest point scorer will be the winner and so on down the order.
- 3) If the situation occurs where competitors score the same number of points an additional race will be run to decide the winner. This may happen if a competitor needs to be selected to race in the final and/or following a final to decide the top 3 places.

9.2. Start sequence and start clock

- 1) Each heat consists of three independent phases:
- Preparation time - 2 minutes
 - Milling time - 30 seconds
 - Race duration - 4 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) The start clock is used to visually display the preparation time and start of a race.



Diameter between 750 and 1000 mm

- 5) 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 interval.
 - 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 1000 mm.
 - The start clock must be able to float so that it can be positioned within the competition course.

9.3. General rules during a heat

- 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 one extra lap.
- 2) Boats that cross the start line immediately prior to the start signal will have made a false start and must therefore complete an extra lap.
- 3) Missing a buoy at any point during preparation time, milling time or throughout the duration of the race will be penalised by one extra lap.
- 4) The competitor whose boat crosses the line first after completing the required number of laps, and taking into account any penalties (additional laps) is the winner.
- 5) The start official will announce when a competitor is on their last lap (lap 6) and when they have completed the required number of laps. Following this announcement, the competitor must safely remove their boat from the water.
- 6) If a competitor has failed to complete the required number of laps during the time allowed the start official will instruct them to remove their boat from the water.
- 7) If a race has to be re-run due to unforeseen circumstances, only the boats still running at the point the race was stopped can restart. A complete race will be run including the normal preparation time, milling time, and full race duration of 6 laps (within 4minutes).
- 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) Mechanics are not permitted to touch a driver’s transmitter whilst the boat is on the water.

9.4. Driving Rules

- 1) The competitor must drive on the outside of the buoys.
- 2) Re circling of buoys is not permitted.
- 3) If the judges believe a competitor cannot steer their boat properly they will issue a warning. If their driving does not improve they will be disqualified from the heat.
- 4) The normal racing line is the line closest to the buoys. Boats on the racing line (Lane 1) have the right of way.
- 5) A boat overtaking must allow at least 3 boat lengths before going onto the same lane as the boat being overtaken.

9.5 Penalties in the Hydro classes

- 1) Missing a buoy or cutting the course at any point whilst on the water (preparation time, milling time and race duration) will be penalised by 1 extra lap.
- 2) Passing too close to the pontoon (within 3 meters) will be penalised by 1 extra lap.
- 3) Turning in excess of 45 degrees and hindering a fellow competitor will be penalised by 1 extra lap.
- 4) Deliberately preventing a fellow competitor from overtaking by zigzagging and swapping lanes/crossing the racing line will be penalised by 1 extra lap.
- 5) Only two penalties can be received in one race. A third offence in any one race will result in disqualification from the race.
- 6) Hitting a dead boat will result in disqualification from that race.
- 7) Disqualification from a race will result in no points being scored.

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